LAND USE COMMISSION

Wednesday, September 13, 2023 | 7:00 P.M.
James C. Lytle City Council Chambers, Second Floor
Lorraine H. Morton Civic Center, 2100 Ridge Avenue

AGENDA

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

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

II. **NEW BUSINESS**

A. **Public Hearing: Major Variations | 1404 Judson Avenue | 23ZMJV-0041**
Errol Kirsch, architect and applicant on behalf of the property owner, requests the following Major Zoning Variations to expand a non-conforming structure as it relates to bulk (Code Section 6-6-5-2): 1) a rear-yard setback of 3.75' where 30' is required and the existing legally non-conforming condition is 2.75' (Code Section 6-8-2-8 (A) 4); and 2) building lot coverage of 33.25% where 30% is the maximum permitted and 31% is the existing legally non-conforming condition (Code Section 6-8-2-7). The Land Use Commission is the determining body for the proposed zoning relief in accordance with Code Section 2-19-4 (E). PIN: 11-18-415-020-0000

B. **Public Hearing: Major Variations | 1041 Ridge Court | 23ZMJV-0055**
Mark Demsky, architect and applicant on behalf of the property owner, requests the following Major Zoning Variations to construct a two-story addition to the homes northeast volume: 1) a rear-yard setback of 6' where 30' is required (Code Section 6-8-2-8 (A) 4); and 2) building lot coverage of 34.5% where 30% is the maximum permitted (Code Section 6-8-2-7). The Land Use Commission is the determining body for the proposed zoning relief in accordance with Code Section 2-19-4 (E). PIN: 11-19-113-018-0000

Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission. Questions can be directed to Meagan Jones, at mmjones@cityofevanston.org or 847-448-4311.The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-448-4311 or 847-866-5095 (TYY) at least 48 hours in advance of the scheduled meeting so that accommodations can be made.

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

C. Public Hearing: Special Use for a Planned Development in conjunction with a Zoning Map Amendment | 504-514 South Boulevard | 23PLND-0027

Eugene Hu, requests a Special Use for a Planned Development and concurrent Zoning Map Amendment on behalf of PIRHL Developers, LLC, to rezone from the existing R4 - General Residential Zoning District to the R5 General Residential Zoning District, and construct a 60 unit mixed-income housing development. The applicant is requesting the following site development allowances: an east street side-yard setback of 5' where 15' is required; a west interior side-yard setback of 6'-2" where 15' is required; an impervious surface ratio of 85% where 75% is the maximum permitted; building height of 62' where the lesser of 5 stories or 50' is the maximum permitted; no dedicated off-street loading berth where one short loading berth is required; and, a 25% density increase or +12 for a total of 60 units. The Land Use Commission is the recommending body for this case in accordance with Section 6-3-5-8 of the Evanston Zoning Code and Ordinance 92-O-21. PINS: 11-19-419-009-0000; and,
11-19-419-010-0000

III. COMMUNICATION

IV. PUBLIC COMMENT

V. ADJOURNMENT

The Evanston Land Use Commission will hold a regularly scheduled meeting **on Wednesday, September 27, 2023, at 7:00 pm,** in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: https://www.cityofevanston.org/government/land-use-commission. Questions can be directed to Meagan Jones, Neighborhood and Land Use Planner at mmjones@cityofevanston.org or 847-448-4311.The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-448-4311 or 847-866-5095 (TYY) at least 48 hours in advance of the scheduled meeting so that accommodations can be made.

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1404 Judson Avenue

Major Variation
23ZMJV-0041

LUC Determining Body

Memorandum

To: Members of the Land Use Commission

From: Cade W. Sterling, Planner

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

Subject: Request for Major Variations
1404 Judson Avenue | 23ZMJV-0041

Date: August 29, 2023

Request

Errol Kirsch, architect and applicant on behalf of the property owner, requests the following Major Zoning Variations to expand a non-conforming structure as it relates to bulk (Code Section 6-6-5-2): 1) a rear-yard setback of 3.75' where 30' is required and the existing legally non-conforming condition is 2.75' (Code Section 6-8-2-8 (A) 4); and 2) building lot coverage of 33.25% where 30% is the maximum permitted and 31% is the existing legally non-conforming condition (Code Section 6-8-2-7). The Land Use Commission is the determining body for the proposed zoning relief in accordance with Code Section 2-19-4 (E). PIN: 11-18-415-020-0000

The applicant has submitted separately for a Certificate of Appropriateness to construct the single-story addition and covered basement entryway at the rear volume of the homes north elevation. The Preservation Commission is the determining body for the Certificate of Appropriates in accordance with Code Section 2-8-8. The Preservation Commission, may, but is not obligated to, provide a recommendation to the Land Use Commission regarding the appropriateness of the variation request to the interests of historic conservation in accordance with Code Section 6-15-11-5.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review, mailed notice to owners of properties within 500 feet of the subject property, and a sign posted on the property visible from public right-of-way.

General Information

Applicant:	Errol Jay Kirsch Architects 1046 Fair Oaks Oak Park, IL 60302
Owner:	Brooke Harper 1404 Judson Avenue Evanston, IL 60201
Property Address:	1404 Judson Avenue Evanston, IL 60201
PIN:	11-18-415-020-0000

Preservation Commission Hearing

Discussion regarding the request for Certificate of Appropriateness

A request for Certificate of Appropriateness was heard at the June 13 meeting of the Preservation Commission and the case was continued to the July 11 meeting to give the applicant an opportunity to address concerns with the standards for review, principally, standard for alteration #1, *"Every reasonable effort shall be made to adapt the property, structure, site or object in a manner that requires minimal alteration of the property, structure, site or object and its environment."* The matter was continued again to the September 12, 2023 meeting of the Preservation Commission due to the need to submit revisions to the State Historic Preservation Office.

In order to minimize the overall impact to the north elevations integrity, the Commission cited incompatibility with the disparate heights of the proposed three projecting masses (Construction #1), the rhythm of projections on the north elevation and their relationship both to the structure itself and those to which it is visually related (Construction #6), the roof shape of the proposed projecting masses including their scale in comparison with the structures otherwise broad hipped roof forms (Construction #8 and 10). The Commission offered technical assistance in an effort to find a mutually agreeable and compatible solution by way of potential revisions including relocation of the interior stair proposed to access the office addition thereby eliminating the smallest of the three projecting masses, and exploring creation of a single mass by connecting the covered basement entry to the office addition whereas creating a unified composition. These requested changes resulted in the proposal before the Land Use Commission, and the Preservation Commission was careful to request changes which did not need to alter or increase the degree of the zoning relief being requested.

Discussion on the request for proposed zoning relief

After hearing testimony from neighboring property owners in opposition to the proposed zoning relief, testimony by the applicant, and upon deliberation, the Commission

declined to make a recommendation on the proposed zoning variations. Although it was acknowledged that the location of the proposed addition at the rear volume of the north elevation created subordination and was preferred to an otherwise zoning compliant location at the homes primary facade, the Commission questioned the need for the office addition. They further determined that the requested zoning relief, particularly the increase in lot coverage, was therefore not necessary in the interest of historic conservation to minimize an adverse effect to the structures integrity, to reconstruct or recreate an original feature no longer zoning compliant, nor as a zoning non-compliant alternative proposed to alleviate a hardship or deprivation of the properties use and value as created by the properties designation as Landmark. As such the requested relief, particularly the request for additional lot coverage, was found not to be materially connected to the purview of the Preservation Commission and the request for zoning relief was deferred exclusively to the expertise of the Land Use Commission.

The video recording of the June 13 proceedings can be found here. The Preservation Commission is scheduled to take final action on the Certificate of Appropriateness at their September 12 meeting. Staff for the Commission will subsequently provide a summary of their findings at the September 13 meeting of the Land Use Commission.

Analysis

Existing & Surrounding Conditions

1404 Judson Avenue, a designated Landmark (1978) registered under criterion: A4 (Exemplification of design) and A5 (Significance of architect). The home was designed by Myron Hunt in 1899 in the Craftsman style with prairie influences, as a two-family residential structure or double house. The home is located in the northwest portion of the Lakeshore Historic District on the west side of Judson Avenue at the corner of Judson Avenue and Greenwood Street. The block was primarily developed between the 1870s and 1890s in various late Victorian styles including Queen Anne, Gothic Revival, Shingle, Stick, and Italianate. The block retains excellent integrity of setting with all properties contributing to the District and seven registered as individual Landmarks.

Surrounding Zoning and Land Uses	Zoning District	Land Use
North	R1 – Single-Family Residential	Single-family
South	R1 – Single-Family Residential	Single-family
East	R1 – Single-Family Residential	Single and two-family

West	R1 – Single-Family Residential	Single-family

Significance:
This well-designed, shingle-covered double house was designed by local and nationally significant architect Myron Hunt. The craftsman style home approaches the Prairie style in its discipline of horizontal massing, and pivotal axiality. Long hip roofed porches that project across the site, belt lines at the sills of the second story windows, and the bundling of windows into short strips reinforce the horizontality. The massing, however, turns at the vertical, polygonal bay with its pyramidal roof. Lastly, the oversized chimneys add visual interest and relief to an otherwise simple composition.

Myron Hubbard Hunt (1868-1952) practiced in Evanston during the early 20th century. Hunt first came to the Chicago area from the East Coast, although he lived in Chicago and was briefly educated at Northwestern University before receiving a degree in architecture from the Massachusetts Institute of Technology in 1893. Upon graduation from MIT, Hunt returned to the Chicago area and settled in Evanston and became the local representative of the Boston based firm Shepley, Rutan, and Coolidge, the successor firm to Henry Hobson Richardson, the noted practitioner of the Romanesque Revival style. For a brief time, he also studied under Frank Lloyd Wright. While in Evanston, Hunt designed 39 homes that can largely be characterized as an amalgamation of Prairie, Shingle, Queen Anne and Colonial Revival stylistic influences. In 1903, Hunt relocated to Los Angeles and entered into a partnership with Elmer Grey to design several important residential, commercial, and institutional commissions, including libraries, hotels, college campus plans, department stores, banks, and country clubs. One of his more notable projects during this period was the Rose Bowl football stadium, completed in 1922, when he entered a second partnership with architect Harold Coulson Chambers.

Proposal
The applicant proposes interior modification to the structure to accommodate interior rentable space as well as conversion of the basement to an internal accessory dwelling unit (ADU). The interior modifications do not trigger any variations, and the interior ADU can be proposed as-of-right. Exterior modifications, which trigger variations from the zoning code include a partially below grade, single-story office addition, and new covered basement entryway and stair to access the ADU.

The following variations are requested:

1. **Building Lot Coverage:** The proposed building lot coverage is 33.25% where 30% is the maximum permitted and 31% is the existing non-conforming condition (Code Section 6-8-2-7).

2. **Rear Yard Setback:** The proposed rear-yard setback is 3.75’ where 30’ is the minimum required and 2.75’ is the existing legally non-conforming condition.

(Code Section 6-8-2-8 (A) 4. Due to expansion of a non-conforming structure as it relates to bulk, the required rear-yard setback is 30' rather than continuance of the existing legally non-conforming condition, and the proposed addition therefore sits within the required rear-yard setback (Code Section 6-6-5-2).

Department Recommendation

Staff recommended that the applicant revise the proposal to only include interior renovations as-of-right, and only any associated exterior modifications or additions necessary to accommodate the internal accessory dwelling unit (ADU). Although, there are public benefits associated with the creation of additional housing options, including the ADU, the alleged hardship and practical difficulty appears self-created by renting interior space and converting the basement into habitable space -- both of which could otherwise be utilized for an office.

If the lot were substandard (currently 630 square feet above standard), or if the applicant were not requesting deviation from the maximum permitted lot coverage, the placement of the structure within the 30' rear-yard setback due to the existing non-conforming condition would act in the interest of preserving the homes architectural integrity by creating necessary subordination between the original massing and the proposed addition.

Determination of whether the standards for variation are met are afforded exclusively to the members of the Land Use Commission.

Standards for Approval [Section 6-3-8-12(E)]

To approve a Major Variation, the Land Use Commission must find that each of the Variations meets each of the following standards.

1. The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties.
2. The requested variation is in keeping with the intent of the zoning ordinance.
3. The alleged hardship or practical difficulty is peculiar to the property.
4. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.
5. Either the purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or, while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2 of this Chapter, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of Section 6-3-6-3 of this Chapter.

6. The alleged difficulty or hardship has not been created by any person having an interest in the property.
7. The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use Commission issues its decision or recommendation to the City Council regarding said variation.

Action by the Commission

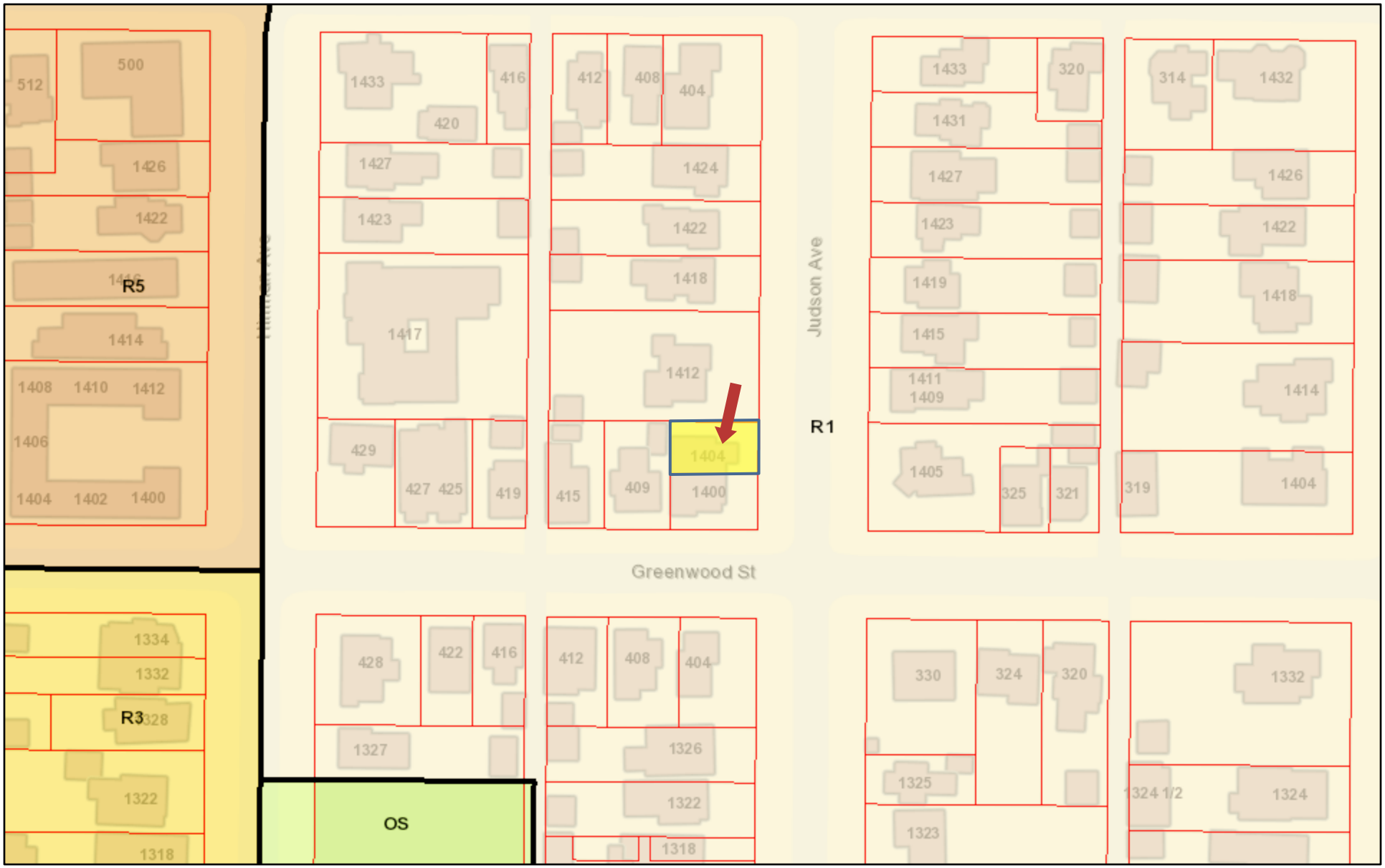
After making findings of fact as to whether or not the requested variations do or do not meet the aforementioned standards, the Land Use Commission may either approve, approve with conditions, or deny the variations as requested.

The Land Use Commission is the determining body for these Major Variation requests pursuant to Section 6-3-8-10(C) of the Evanston City Code.

Attachments

1. Major Variation Application
2. Aerial Photo
3. Existing Condition Photos
4. Zoning Map
5. Plat of Survey
6. Plans
7. Zoning Analysis

Judson_1404_ZoningMap



7/5/2023, 4:05:10 PM

1:1,501

0 0.01 0.03 0.05 mi

0 0.02 0.04 0.08 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

ArcGIS Web AppBuilder

Judson_1404_AerialMap



7/5/2023, 4:06:23 PM

Zoning Districts

- B1 - Business
- B1a - Business
- B2 - Business
- B3 - Business
- C1 - Commercial
- C1a - Commercial Mixed-Use
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0 0.01 0.03 0.05 mi

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City of Evanston IL, Imagery courtesy Cook County GIS

ArcGIS Web AppBuilder

City of Evanston IL, Imagery courtesy Cook County GIS |

MAJOR VARIATION
APPLICATION

City of Evanston

CASE #: _____

zoning office use only

1. PROPERTY

Address 1404 Judson

Permanent Identification Number(s):

PIN 1: 11-18-415-020-0000 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: errol jay kirsch

Organization: errol jay kirsch architects

Address: 1046 fair oaks

City, State, Zip: oak park, ill. 60302

Phone: Work: 708·386·9190 Home: – Cell/Other: 708·277·3004

Fax: Work: – Home: –

E-mail: ejk@ejka.com

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: Brooke L. Harper

Address: 1404 judson

City, State, Zip: evanston ill

Phone: Work: 312·451·4196 Home: – Cell/Other: SAME

Fax: Work: – Home: –

E-mail: brooke.harper@gmail.com

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."

_____ 5/18/23

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."

_____ May 22, 2023

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: July 5, 2016
- ☑ **Project Site Plan** — Date of Drawings: 5·19·23 & 3·11·23
- ☑ **Plan or Graphic Drawings of Proposal** (If needed, see notes)
- ☑ **Non-Compliant Zoning Analysis**
- ☑ **Proof of Ownership** — Document Submitted: May 30, 2023
- ☑ **Application Fee (see zoning fees)** — Amount $ 150.00 plus Deposit Fee $150

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

Plat of Survey

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

Site Plan

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

Plan or Graphic Drawings of Proposal

A Major Variance 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 project is non-compliant with the Zoning Code and is eligible to apply for a major variance.

Application Fee

Mailed on May 30 2023

*** IMPORTANT NOTE: Except for owner-occupied residents in districts R1, R2 & R3, a separate application fee will be assessed for each variation requested.**

The fee 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 project:

construct an addition @ the west end of the north wall of the existing residence

B. Have you applied for a Building Permit for this project? ☒ NO ☐ YES

(Date Applied: _____ Building Permit Application #: _____)

REQUESTED VARIATIONS

What specific variations are you requesting? For each variation, indicate (A) the specific section of the Zoning Ordinance that identifies the requirement, (B) the requirement (minimum or maximum) from which you seek relief, and (C) the amount of the exception to this requirement you request the City to grant.
(See the Zoning Analysis Summary Sheet for your project's information)

(A) Section (ex. "6-8-3-4")	(B) Requirement to be Varied (ex. "requires a minimum front yard setback of 27 feet")	(C) Requested Variation (ex. "a front yard setback of 25.25 feet")
1		
6827	requires a lot coverage max. of 30%	a lot coverage of 33.25% note: the existing lot coverage is 31% as a legal non-conforming.

*** For multiple variations, see "IMPORTANT NOTE" under "Application Fee & Transcript Deposit" on Page 2.**

2		
6828(A)4	rear yard setback min. is 30'	a rear yard setback of 3.75' note: the existing rear yard setback is 2.75' - a legal non-conforming use.
3		

B. A variation's purpose is to provide relief from specified provisions of the zoning ordinance that may unduly impact property due to the property's particular peculiarity and special characteristics. What characteristics of your property prevent compliance with the Zoning Ordinance requirements?

The existing rear setback is a legal non-conforming use which was not created by this home owner. Please note that building lot coverage falls in the same catagory. Therefore, to solve the addition relative to ~~State~~ preservation guidelines, the addition was placed in the same position of the rear yard area.

1. The requested variation will not have a substantial adverse impact on the use, enjoyment, or property values of adjoining (touching or joining at any point, line, or boundary) properties.

The reduced height, silloete and location of the addition, including the use of wood shingles, stained to match the existing material will blend the addition into the existing home and not have an adverse impact or reduction of values on adjacent property.

2. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.

As a practical matter the owner needs to separate the office (addition) from the residential portion of the home, which currently creates, privacy and security conflicts inside the home.

3. Either...

(a) the purpose of the variation is not based exclusively upon a desire to extract income from the property, ~~or~~ but to allow the owner to use the added income to repair & restore a worthy Architects legacy

(b) while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Zoning Board of Appeals or the City Council, depending upon final jurisdiction under §6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to any of the standards of §6-3-6-3.

The public benefit is to complete a historically guided restoration which will benefit the publics view of the home in the community.

4. The alleged difficulty or hardship has not been self-created, if so, please explain.

The existing hardship was created by the original construction, probably done prior to the existence of a zoning code, therefore part of the home was constructed in the rear yard or the original parcel was larger and a subsequent owner may have sold off the rear west portion of the property, therefore creating the minimal rear yard.

5. Have other alternatives been considered, and if so, why would they not work?
All other alternatives combine the office and residential use which does not provide the security, privacy or the quality of life for the residential & (1) office user.

City of Evanston
DISCLOSURE STATEMENT FOR ZONING HEARINGS

(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.
MS. BROOK HARPER
1404 JUDSON
EVANSTON ILL.
312.451.4196
brooke.harper@gmail.com

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.)
N.A.

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 1 above, or indicated below.
same as # 1 above

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.
N.A.

If Applicant or Proposed Land User is a Corporation N.A.

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.
OWNER · Brooke Harper - # 1 above

Errol Kirsch

From: Bryjka, Darius <Darius.Bryjka@illinois.gov>
Sent: Friday, March 24, 2023 4:27 PM
To: Brooke Harper
Cc: Errol Kirsch
Subject: 1404 Judson Ave, Evanston—Part 2 approved

Importance: High

Dear Ms. Harper:

Thank you for submitting the Part 2 ("Request for Approval of a Rehabilitation Plan") of your application to the Property Tax Assessment Freeze Program (35 ILCS 200/10-40 through 10-85).

Our office has reviewed the proposed rehabilitation project described in the Part 2 for 1404 Judson Avenue in Evanston and has determined that the work meets the Secretary of the Interior's "Standards for Rehabilitation." This email constitutes preliminary approval of your project. We will not be mailing you a hardcopy. Please contact me if, during the course of your project, the scope of work changes beyond what was described and approved in your Part 2.

Upon completion of the rehabilitation, please electronically submit the Part 3 ("Request for Certification of Completed Work"), which must include copies of proof of expenditures as well as photos of the completed project. If our office determines that all program requirements have been met and approves your Part 3, we will issue a Certificate of Rehabilitation to you and to your County Assessor. Please feel free to contact me if you have any questions.

Sincerely,

Darius Bryjka
Project Reviewer
Illinois State Historic Preservation Office
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, Illinois 62702
O: 217-558-8918
darius.bryjka@illinois.gov

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PROFESSIONALS ASSOCIATED SURVEY, INC.

PROFESSIONAL DESIGN FIRM NO. 184-003023

7100 N. TRIPP AVENUE
LINCOLNWOOD, ILLINOIS 60712
www.professionalsassociated.com

TEL: (847) 675-3000
FAX: (847) 675-2167
e-mail: pa@professionalsassociated.com

PLAT OF SURVEY

OF

NORTH

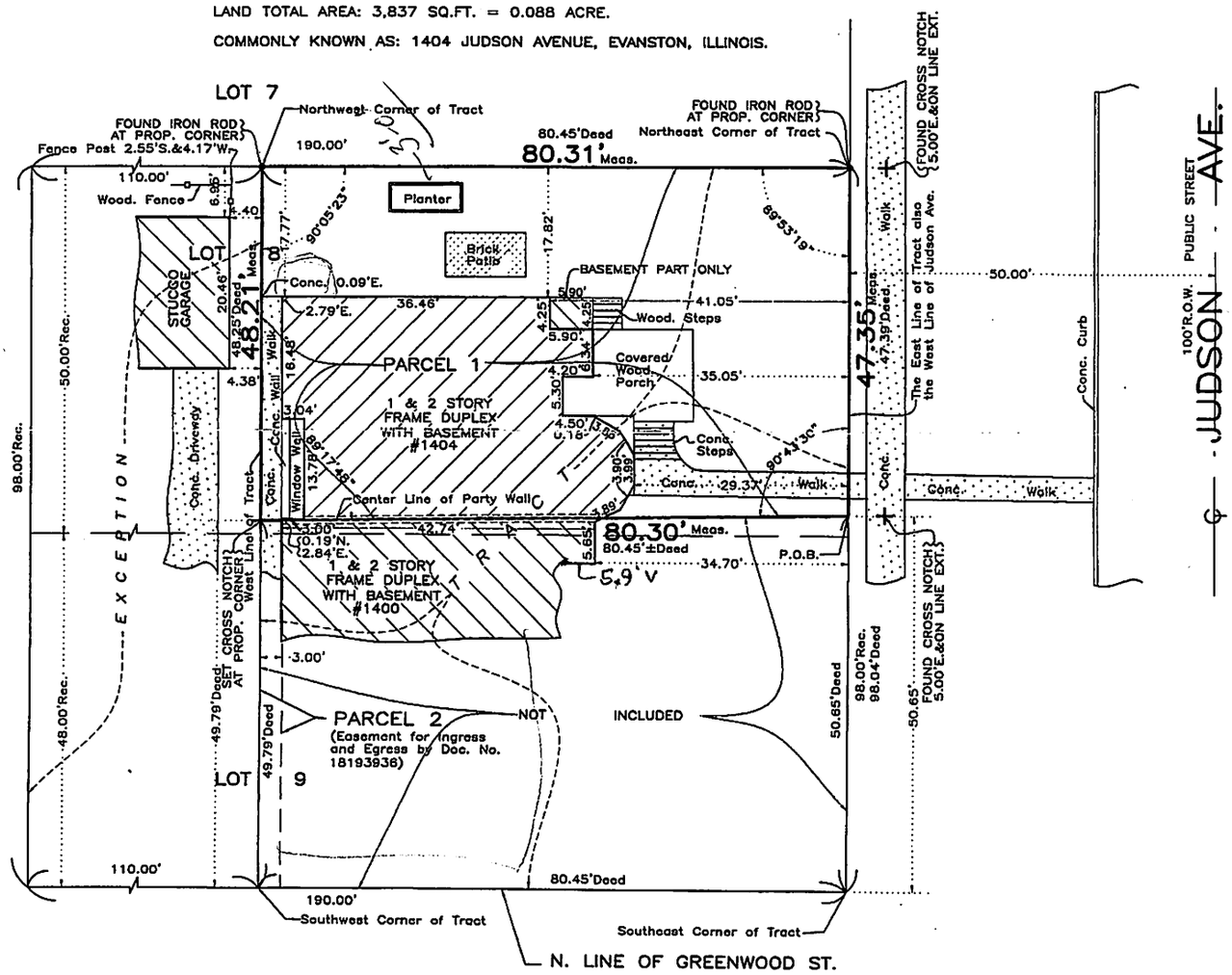
GRAPHIC SCALE
0 16
(IN FEET)
1 Inch = 16 Ft.

PARCEL 1: THAT PART OF LOTS 8 AND 9 (EXCEPT THE WEST 110 FEET OF SAID LOTS) TAKEN AS A SINGLE TRACT OF LAND IN BLOCK 32 IN EVANSTON IN THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE EAST LINE OF SAID TRACT (BEING ON THE WEST LINE OF JUDSON AVENUE) 50.65 FEET NORTH OF THE SOUTHEAST CORNER OF SAID TRACT; THENCE NORTH ON THE EAST LINE OF SAID TRACT (BEING THE WEST LINE OF JUDSON AVENUE) 47.39 FEET TO THE NORTHEAST CORNER OF SAID TRACT; THENCE WEST ON THE NORTH LINE OF SAID TRACT 80.45 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE SOUTH ON THE WEST LINE OF SAID TRACT, 48.25 FEET TO A POINT 49.79 FEET NORTH OF THE SOUTHWEST CORNER OF TRACT; THENCE EASTERLY PASSING THROUGH AND ON THE CENTER LINE AND CENTER LINE EXTENDED, OF A PARTY WALL, 80.45 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2: EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY GRANT RECORDED JUNE 20, 1961 AS DOCUMENT 18193936 FOR INGRESS AND EGRESS OVER AND ACROSS THE WEST 3 FEET OF THAT PART OF LOTS 8 AND 9 (EXCEPT THE WEST 110 FEET OF SAID LOTS) TAKEN AS A SINGLE TRACT OF LAND, IN BLOCK 32 IN EVANSTON IN THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID TRACT OF LAND; THENCE NORTH ON THE EAST LINE OF SAID TRACT (BEING THE WEST LINE OF JUDSON AVENUE) 50.65 FEET; THENCE WESTERLY PASSING THROUGH AND ON THE CENTER LINE OF A PARTY WALL AND WALL LINE EXTENDED, 80.45 FEET, MORE OR LESS, TO A POINT ON THE WEST LINE OF SAID TRACT OF LAND, 49.79 FEET NORTH OF THE SOUTHWEST CORNER OF SAID TRACT OF LAND; THENCE SOUTH ON THE WEST LINE OF SAID TRACT OF LAND 49.79 FEET TO THE SOUTHWEST CORNER OF SAID TRACT; THENCE EAST ON THE SOUTH LINE OF SAID TRACT (BEING THE NORTH LINE OF GREENWOOD BOULEVARD) 80.45 FEET TO THE POINT OF BEGINNING.

LAND TOTAL AREA: 3,837 SQ.FT. = 0.088 ACRE.

COMMONLY KNOWN AS: 1404 JUDSON AVENUE, EVANSTON, ILLINOIS.



THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS, OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

Order No. 16-90635
Scale: 1 inch = 16 feet.
Date of Field Work: July 1, 2016.
Ordered by: Francis J. Zeman Jr.
Attorney at Law

HYLTON E. DONALDSON 035-002819 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LINCOLNWOOD, ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY, NOT FOR ELEVATIONS. THIS IS NOT AN ALTA SURVEY.

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE.

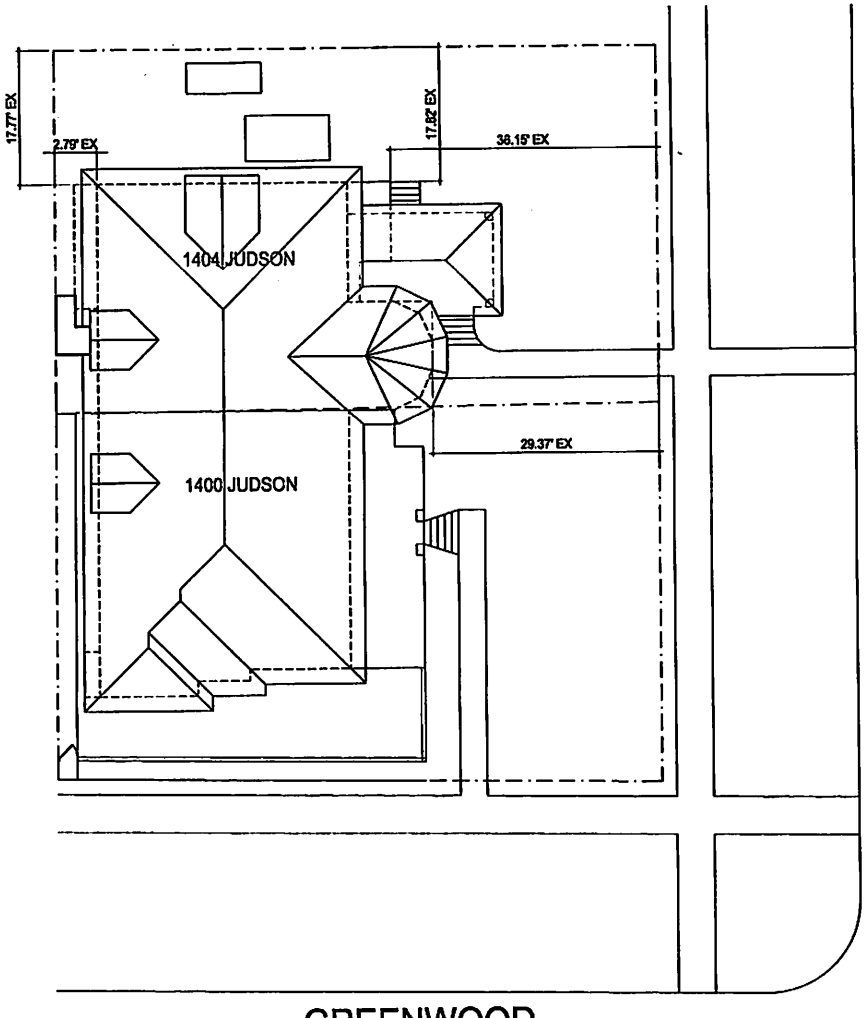
State of Illinois
County of Cook s.s.

We, PROFESSIONALS ASSOCIATED SURVEY INC., do hereby certify that we have surveyed the above described property and that, to the best of our knowledge, the plat hereon drawn is an accurate representation of said survey.

Date July 5, 2016

Hylton E. Donaldson

IL PROF. LAND SURVEYOR - LICENSE EXP. DATE NOV. 30, 2016.
Drawn by: J.V.



SITE ANALYSIS : EXISTING SITE						
LOT SIZE : 7830 S.F.						
	1404 JUDSON		1400 JUDSON		TOTAL AREA	
	EXIST.	NEW	EXIST.	NEW	BLDG	IMPERVIOUS
BUILDING FOOTPRINT	1260 SF	-	1210 SF	-	2470 SF	2470 SF
PORCHES STAIRS	215 SF	-	345 SF	-		
SHED	-	-	30 SF	-		30 SF
SIDEWALK	190 SF	-	250 SF	-		440 SF
BLDG COVERAGE (30%max): 2470/7830 = 31.5%					2470 SF	
LOT COVERAGE (45% max): 2940/7830 = 37.5%						2940 SF

1 Sp1.1e **Site Plan : Existing**
Scale : 1/16" = 1'-0"

North

ERROL JAY KIRSCH ARCHITECTS
1045 Fair Oaks Oak Park, Il email:ejk@ejka.com tel 708.386.9190

SHEET NOTES :

Site Plan : Existing

Harper
1404 Judson Ave. Evanston, Illinois

PRINTS Date of Printing : 3/11/2023 10:25:12 AM

No	Issued for	Date
	Revised	03.06.23

ARCHITECT SEAL :
These drawings were prepared under my supervision and in accordance with all applicable Federal and State regulations and in accordance with the Evanston

Date :

Reg. Arch.

SHEET NO.
Sp1.1e





ALL BUILDING ELEMENTS, MATERIALS AND FINISHES ARE EXISTING UNLESS MARKED AS NEW.

ALL NEW BUILDING ELEMENTS, MATERIAL AND FINISHES TO MATCH EXISTING

ERROL JAY KIRSCH ARCHITECTS
1046 Fair Oaks Oak Park, Ill email:ejk@ejka.com tel 708.386.9190

SHEET NOTES :

Exterior Elevations

Harper
1404 Judson Ave. Evanston, Illinois

PRINTS Date of Printing :

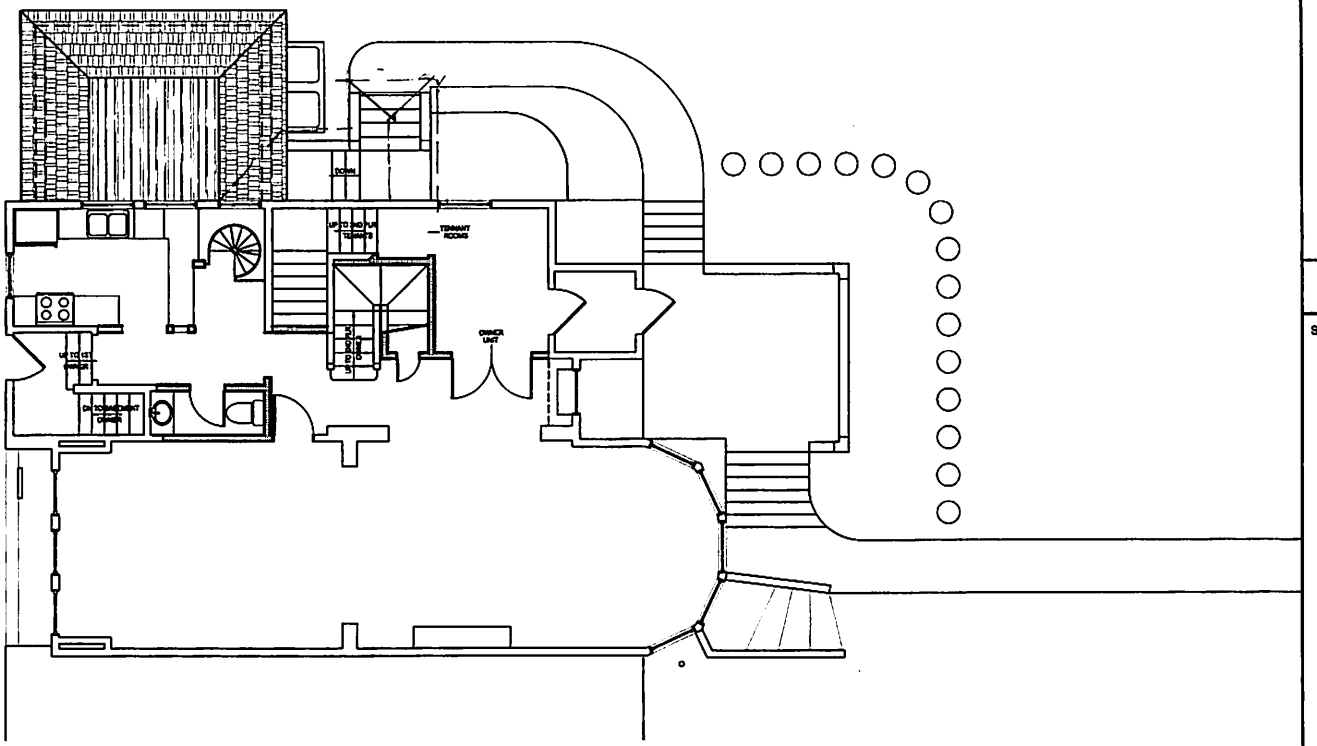
No	Issued for	Date
	Zoning Revisions	06.26.23

ARCHITECT SEAL :
These drawings were prepared under my supervision and in accordance with all applicable Federal and State regulations and in accordance with the Evanston

Date :

Reg. Arch.

SHEET NO.
A3.1



ERROL JAY KIRSCH ARCHITECTS
1048 Fair Oaks Oak Park, Il email:ejk@ejka.com tel 708.386.9190

SHEET NOTES :

Plan : First Floor

Harper
1404 Judson Ave. Evanston, Illinois

PRINTS Date of Printing :

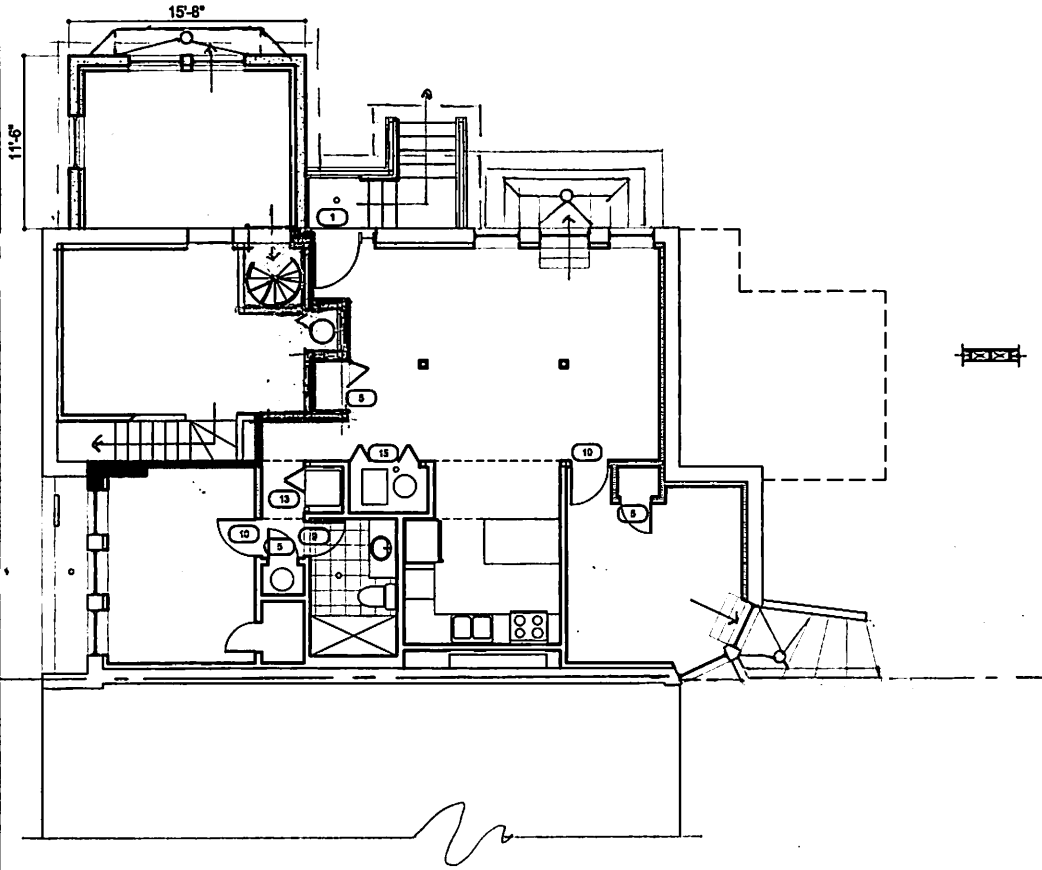
No	Issued for	Date
	Zoning Revisions	06.26.23

ARCHITECT SEAL :
These drawings were prepared under my supervision and in accordance with all applicable Federal and State regulations and in accordance with the Evanston

Date :

Reg. Arch.

SHEET NO.
A1.1



ERROL JAY KIRSCH ARCHITECTS
1046 Fair Oaks Oak Park, Il email:ejk@ejk.com tel 708.386.9190

SHEET NOTES :

Plan : Basement

Harper
1404 Judson Ave. Evanston, Illinois

PRINTS Date of Printing :

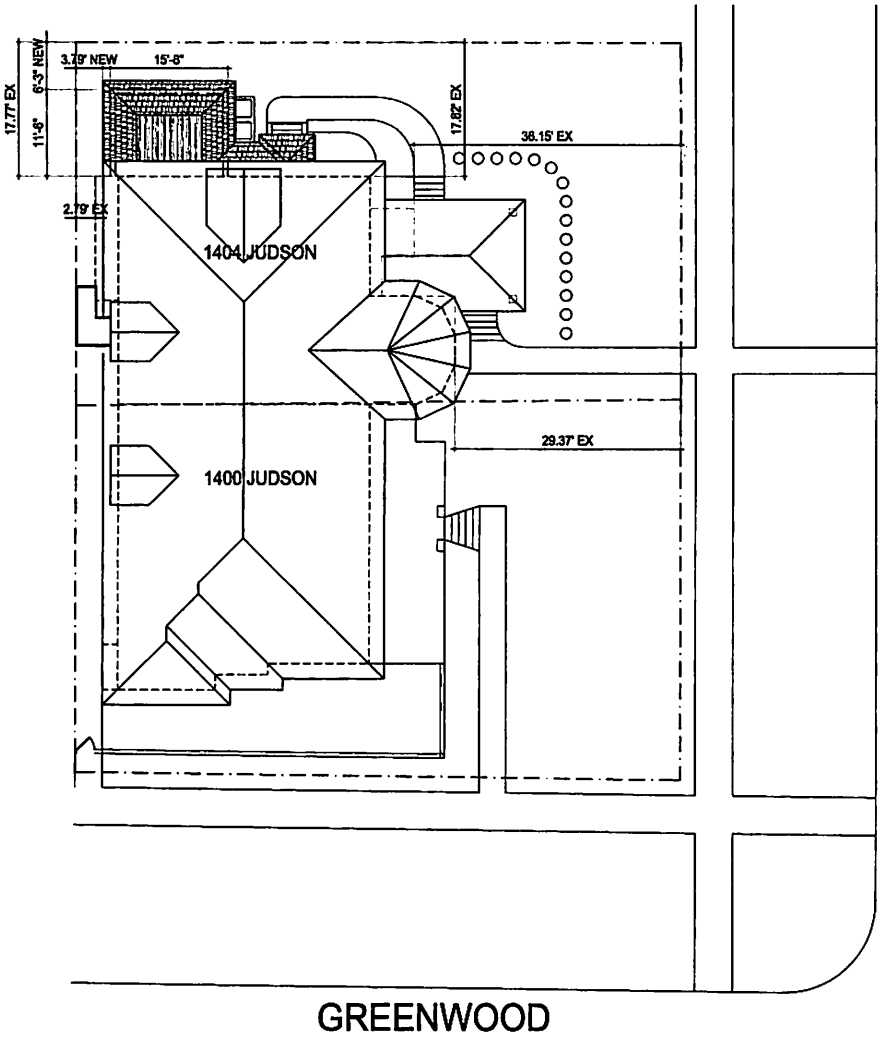
No	Issued for	Date
	Zoning Revisions	06.26.23

ARCHITECT SEAL :
These drawings were prepared under my supervision and in accordance with all applicable Federal and State regulations and in accordance with the Evanston

Date :

Reg. Arch.

SHEET NO.
A1.0



SITE ANALYSIS : W/ NEW ADDITION						
LOT SIZE : 7830 S.F.						
	1404 JUDSON		1400 JUDSON		TOTAL AREA	
	EXIST.	NEW	EXIST.	NEW	BLDG	IMPERVIOUS
BUILDING FOOTPRINT	1260 SF	-	1210 SF	180 SF	2650 SF	2650 SF
PORCHES STAIRS	215 SF	-	345 SF	-		
SHED	-	-	30 SF	-		30 SF
SIDEWALK	190 SF	155 SF	250 SF	-		505 SF
BLDG COVERAGE (30%max): 2650/7830 = 33.8%					2650 SF	
LOT COVERAGE (45% max): 3285/7830 = 41.9%						3285 SF

ERROL JAY KIRSCH ARCHITECTS
1046 Fair Oaks Oak Park, Il email:ejk@ejka.com tel 708.386.8190

SHEET NOTES :

Site Plan

Harper
1404 Judson Ave. Evanston, Illinois

PRINTS Date of Printing :

No	Issued for	Date
	Zoning Revisions	06.26.23

ARCHITECT SEAL :
These drawings were prepared under my supervision and in accordance with all applicable Federal and State regulations and in accordance with the Evanston

Date :

Reg. Arch.

SHEET NO.
T1.2

GENERAL NOTES

THE CONTRACTOR SHALL PURCHASE AND MAINTAIN SUCH INSURANCE AS WILL PROTECT THE OWNER AND THE ARCHITECT, THEIR AGENTS AND EMPLOYEES FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES INCLUDING ATTORNEY'S FEES ARISING OR RESULTING FROM THE PERFORMANCE OF THE WORK.

GENERAL CONTRACTOR AND ALL SUBCONTRACTORS WILL INSPECT THE SITE, VERIFY ALL FIELD CONDITIONS AND DIMENSIONS, AND REPORT ANY DISCREPANCIES WHICH MAY BE FOUND TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

ALL WORK SHALL CONFORM TO ALL LOCAL CODES, ORDINANCES, AND APPLICABLE STATE AND FEDERAL CODES AND ORDINANCES. FOR LIST OF CODES SEE APPLICABLE CODES ON THIS SHEET - T1.1 : TITLE SHEET

ALL DEMOLITION & NEW CONSTRUCTION WORK WILL BE PERFORMED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE SAFE OPERATIONS OF THE SURROUNDING AREA.

ALL ADJACENT PROPERTY AND OWNER'S PROPERTY TO REMAIN WILL BE PROTECTED FROM DAMAGE, AND IF DAMAGED WILL BE RETURNED TO ITS ORIGINAL CONDITION.

AT THE END OF EACH DAY'S WORK, CONTRACTOR WILL CLEAN ALL DEBRIS & WILL LEAVE THE CONSTRUCTION AREA AND THE SURROUNDING AREA IN SUCH A MANNER AS TO ELIMINATE INTERFERENCE AND HAZARD.

IF, APPLICABLE, OWNER TO PROVIDE VALID DEMOLITION PERMIT (OR EXEMPTION LETTER) FROM COOK COUNTY ENVIROMENTAL CONTROL

AFTER OWNER ACCEPTS THE BID FROM THE GENERAL CONTRACTOR (GC), THE GC SHALL REVIEW AND EXECUTE OWNERS CONSTRUCTION MANAGEMENT AGREEMENT AND FOLLOW ITS REQUIREMENTS.

GC SHALL COORDINATE AND MANAGE ALL PORTIONS OF THE WORK AS DESCRIBED IN THE CONTRACT DOCUMENTS, WHICH INCLUDE, BUT ARE NOT LIMITED TO, CONSTRUCTION MANAGEMENT AGREEMENT, CONSTR. SPECIFICATIONS, ARCHITECTURAL & MEP DWGS.

GC IS REPONSIBLE FOR OBTAINING PERMITS FOR FIRE PROTECTION, PLUMBING, MECHANICAL, AND ELECTRICAL SYSTEMS PRIOR TO INSTALLATION OF SUCH SYSTEMS.

GC SHALL RETAIN ONE SET OF DRAWINGS TO NOTE AND DOCUMENT ALL CHANGES DURING CONSTRUCTION FOR THE "AS BUILT" SET. THIS SET SHALL BE PART OF THE GC'S CLOSE OUT PACKAGE AS DESCRIBED IN THE CONSTRUCTION MANAGEMENT AGREEMENT.

ALL INTERIOR FINISHED SHALL NOT EXCEED A FLAME SPREAD OF 200 HAVE A CLASS III OR BETTER.

BUILDING CODES

Building Address :
1930 Sherman Evanston, Illinois

Zoning :	R3
Occupancy :	Multi-Unit Dwelling
Construction Type :	Masonry
Site Area :	15,200 s.f.
Building Coverage :	3600 s.f. Existing = 23.7%
Site Coverage :	3600 (bldg)/3600 (paving)= 47.4%

EVANSTON CODES

2021 International Building Code (IBC) - IBC Amendments
2021 International Residential Code for One and Two Family Dwellings (IRC) - IRC Amendments
2021 International Mechanical Code (IMC) - IMC Amendments
2021 International Fuel Gas Code (IFGC) - IFGC Amendments
2020 NFPA 70 National Electric Code (NEC) - NEC Amendments
2021 NFPA Life Safety Code 101
2021 International Fire Code (IFC) - IFC Amendments
2018 Illinois Energy Conservation Code - IECC Amendments
The City currently enforces the 2018 Illinois Energy Conservation Code. The code replicates the 2018 International Energy Conservation Code (IECC) but includes state amendments.
Illinois Plumbing Code - Illinois Plumbing Code Amendments
Illinois Accessibility Code
Updates to the City's Building and Fire Codes were adopted by City Council on April 25, 2022 and went into effect on May 25, 2022. The Building & Inspection Services Division is also proposing the following strategy to align building and energy code adoptions with the City's Climate Action Resiliency Plan (CARP) goals. These adoptions will occur over the next several years. Please review the Building & Energy Code Adoption Strategy Memo
Code Resources

DRAWING INDEX (1) 06.05.23

DATE ISSUED 06.26.23	REVISION NUMBER	SHEET NUMBER	DRAWING DESCRIPTION
●		T1.1	TITLE SHEET
●		T1.2	SITE PLAN
●		A1.0	BASEMENT PLAN
●		A1.1	FIRST FLOOR PLAN
●		A3.1	EXTERIOR ELEVATIONS

DATE ISSUED	REVISION NUMBER	SHEET NUMBER	DRAWING DESCRIPTION

ERROL JAY KIRSCH ARCHITECTS
1048 Fair Oaks Oak Park, Il email:ejk@ejka.com tel 708.386.9190

SHEET NOTES :

Alterations to a

Residence for Harper

1404 Judson
Evanston, Illinois

Errol Jay Kirsch Architects
Oak Park, Illinois
Phone : 708-386-9190 Email : ejk@ejka.com

I have prepared or caused to be prepared under my direct supervision, the attached plans and specifications and state that, to the best of my knowledge and belief and to the extent of my contractural obligation, they are in compliance with all applicable Federal, State, County, Local, and City of Evanston Codes, Ordinances and Admendments.

Signed _____ Date _____
Architect/Engineer

Illinois Reg. No. 001-011424 Expiration Date 11/24

Title Sheet

Harper
1404 Judson Ave. Evanston, Illinois

PRINTS Date of Printing :

No	Issued for	Date
1	Zoning Revisions	06.26.23

ARCHITECT SEAL :
These drawings were prepared under my supervision and in accordance with all applicable Federal and State regulations and in accordance with the Evanston

Date :

Reg. Arch.

SHEET NO.
T1.1





2.



City of Evanston

Zoning Analysis Summary

Review Date: 5/16/2023

Case Number:

23ZONA-0066 – 1404 Judson Avenue

Case Status/Determination:

Non-Compliant

Applicant: Errol Jay Kirsch

Reviewer: Cade W. Sterling

Plans prepared by: Errol Jay Kirsch Architects

Plans dated: 3.6.23

Survey dated: 7.5.16

District: R1 – Lakeshore Hist. Dist. - Landmark

Proposal:

Internal Accessory Dwelling Unit within existing building footprint; expansion of non-conforming structure with single-story office addition at the homes north, side volume.

Non-compliant:

Code Section	Proposed and Required	Recommendation
6-8-2-7 – Building Lot Coverage	The proposed building lot coverage is 33.25% where 30% is the maximum permitted and 31% is the existing non-conforming condition.	I recommend revising the proposal to only include interior renovation and any exterior modifications or additions necessary to accommodate the ADU. The alleged hardship appears self-created, and the desire to rent the upstairs as well as the new basement ADU has the appearance of requesting variances to extract additional income from the property, rather than relieve a practical difficulty peculiar to the property itself.
6-8-2-8 (A) 4. Rear-Yard Setback	The proposed rear-yard setback is 3.75' where 30' is the minimum required and 2.75' is the existing non-conforming condition. 30' is required due to expansion of a non-conforming structure as it relates to bulk per Code Section 6-6-5-2.	

Additional Comments:

1. If you choose not to revise the proposed scope of work to be compliant, an application for Major Zoning Relief and determination by the Land Use Commission is required. The application form and requirements can be found here you will need to include your complete application for zoning relief with your preservation submission.

2. Review the standards for major variation closely, specifically standards 3, 4, 5, 6, and 7, and provide detailed responses to each. Standards are available here Code Section 6-3-8-12 (E)

3. Review and issuance of a Certificate of Appropriateness for the exterior appearance of the addition by the Preservation Commission is required. Applications, meeting dates, and submission deadlines can be found here: www.cityofevanston.org/preservation

Principal Use and Structure:	
6-8-2-6	Lot width: **No Change:** 80' is existing where 35' is the minimum required.
6-8-2-5	Lot size: **No Change:** 7,830 square feet is existing where 7,200 square feet is the minimum required.
	Dwelling Units #: 2 on the zoning lot, although this is a double house with unique parcels and index numbers. For purposes of the analysis, the full zoning lot was considered rather than unique parcels.
6-8-2-7	Building Lot Coverage: **Non-Compliant:** The proposed building lot coverage is 33.25% where 30% is the maximum permitted and 31% is the existing non-conforming condition.
6-8-2-10	Impervious Surface Coverage: **Compliant:** The proposed impervious surface ratio for the zoning lot is 41% where 45% is the maximum permitted and 36.5% is the existing condition.
6-8-2-9	Building Height: **Compliant:** The existing building height is not exceeded. The proposed addition is partially below grade and does not exceed the maximum permitted height of the lesser of 2.5 stories or 35'
6-8-2-8	Yards: Front (east): **No Change:** The front-yard is determined to be Judson Avenue. 29.37' is existing where 27' is the minimum required. Street Side (south): **No Change:** The existing street side-yard is unchanged. Interior Side: (north) **Compliant:** 5' is proposed where 5' is the minimum required and 17.75' is existing. Rear: (west) **Non-Compliant:** The proposed rear-yard setback is 3.75' where 30' is the minimum required and 2.75' is the existing non-conforming condition. 30' is required due to expansion of a non-conforming structure as it relates to bulk per Code Section 6-6-5-2.
Miscellaneous:	
6-4-6-2	Special Regulations Applicable to ADU's: **Compliant:** The internal ADU is exempt from the maximum GFA requirements since it is created through alteration of the existing structure and the associated addition is unrelated to the ADU. The ADU occupies only a single floor (basement).
6-4-1-9 (B)	Yard Encroachments: **Compliant:** The proposed eaves encroach into more than 10% of the required rear and side yards. However the proposed eaves are compliant as they match the existing eave dimension on the principle structure being added to.







BEGINNING STREET #	*1404*
END STREET #	
STREET # SUFFIX	
STREET NAME	*JUDSON*
SUFFIX	*AVENUE*
PIN	*11-18-415-020-0000*



PHOTO ID *\Images\11-18-415-020-0000.jpg*

ALTERNATE ADDRESS?

LOCAL

WITHIN LOCAL DISTRICT?	*Lakeshore*
LOCAL DISTRICT CONTRIB/NON-CONTRIB?	*C*
LOCAL LANDMARK?	*YES* **YEAR** *1978*
LOCAL LANDMARK ELIGIBLE?	*-*
CRITERIA:	*N/A*

NATIONAL REGISTER

WITHIN NR DISTRICT?	*Lakeshore*
NR DISTRICT CONTRIB/NON-CONTRIB?	*C*
NR LANDMARK?	*NO* **YEAR** *-*
NR ELIGIBLE?	*YES* **CRITERIA** *C*

GENERAL INFORMATION

CATEGORY	*Building*
CONDITION	*Good*
INTEGRITY	*Minor alterations*
CURRENT USE	*Domestic - multiple dwelling (double house)*
HISTORIC USE	*Domestic - multiple dwelling (double house)*
SECONDARY STRUCTURE	*-*
NRSECOND	*-*

ARCHITECTURAL DESCRIPTION

ARCHITECTURAL CLASSIFICATION	*Craftsman - Double House*
DETAILS	
CONSTRUCTION YEAR	*1899*
OTHER YEAR	
DATESOURCE	*Building permit*
WALL MATERIAL (current)	*Wood - shingle*
WALL MATERIAL 2 (current)	
PLAN	*Rectangular*
NO OF STORIES	*2.5*
ROOF TYPE	*Hipped*
ROOF MATERIAL	*Asphalt - shingle*
FOUNDATION	*Not visible*
PORCH	*Front entry*
WINDOW MATERIAL	*Wood*
WINDOW MATERIAL 2	*Leaded glass*
WINDOW TYPE	*Double hung*
WINDOW CONFIGURATION	*1/1; diamond/1; 2/2*

SIGNIFICANCE *This fine Craftsman-style double house was designed by noted architect Myron Hunt, who lived in Evanston from 1895-1903, when he relocated to California.*

HISTORIC FEATURES *North unit in 1899 Double House—Hipped roof; 2-story rounded front tower with conical roof; hipped roof front entry porch just north of tower--SEE CONTINUATION SHEET*

ADDRESS

1404			*JUDSON*	*AVENUE*

ALTERATIONS *Replacement front steps with wrought iron railing at porch.*

HISTORIC INFORMATION

OLD ADDRESS (city dir.year) *Part of the double house at 1400-04 (1402-04) Judson Ave.*

BUILDING MOVED? *No*

MOVED FROM

ORIGINAL OWNER *Scott, William M.*

ORIGINAL ARCHITECT *Hunt, Myron*

ARCHITECT SOURCE *BP1334*

BUILDER *Foley, M.*

ADDITIONAL PHOTOGRAPHS



PHOTO ID2 *\Images\11-18-415-020-0000-2.jpg*

PHOTO ID3

OTHER PINS

SURVEYOR *Lara Ramsey*

SURVEYOR ORGANIZATION *GRANACKI HISTORIC CONSULTANTS*

SURVEY DATE *2/28/2012*

Historic Info Compiler *aoe*

SURVEYAREA *EVANSTON LAKESHORE PHASE II*

PERMIT/HISTORIC INFORMATION

CURRENT ADDRESS

1404			*JUDSON*	*AVENUE*

OLD ADDRESS (city dir.year) *Part of the double house at 1400-04 (1402-04) Judson Ave.*

DATE OF CONSTRUCTION *1899*

MOVING INFORMATION

BUILDING MOVED? *No*

MOVING PERMIT # **DATE**

MOVED FROM

ORIGINAL PERMIT INFORMATION

BLDG PERMIT # **DATE**

BUILDING PERMIT DESCRIPTION

COST

ORIGINAL OWNER *Scott, William M.*

ORIGINAL OWNER OCCUPIED?

ORIGINAL ARCHITECT *Hunt, Myron*

ARCHITECT SOURC *BP1334*

BUILDER *Foley, M.*

EXTERIOR ALTERATION PERMITS

OTHER PERMIT INFO

COA INFO

HISTORIC INFO

OTHER SOURCES

HISTORIC INFO COMPILER *aoe*

City of EVANSTON

LAKESHORE HISTORIC DISTRICT RE-SURVEY
CONTINUATION SHEET

STREET # 1404

STREET JUDSON AVENUE

ADDITIONAL PHOTOS OR INFORMATION

Historic Features

North unit in 1899 Double House—Hipped roof; 2-story rounded front tower with conical roof; hipped roof front entry porch just north of tower, with square shingle-clad columns; paneled wood door with glazed upper panel; historic double hung wood windows on front and north elevations with a variety of configurations (diamond/1; 2/2; 1/1); north side shed roof dormer.

1041 Ridge Court

Major Variation
23ZMJV-0055

LUC Determining Body

Memorandum

To: Members of the Land Use Commission

From: Cade W. Sterling, Planner

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

Subject: Request for Major Variations
1041 Ridge Court | 23ZMJV-0055

Date: August 29, 2023

Request

Howard Hartenstein, property owner, requests the following Major Zoning Variations to construct additions to the homes northeast volume: 1) a rear-yard setback of 6' where 30' is required (Code Section 6-8-2-8 (A) 4); and 2) building lot coverage of 34.5% where 30% is the maximum permitted (Code Section 6-8-2-7). The Land Use Commission is the determining body for the proposed zoning relief in accordance with Code Section 2-19-4 (E). PIN: 11-19-113-018-0000

The applicant has submitted separately for a Certificate of Appropriateness to construct the addition and bracketed front entry canopy. The Preservation Commission is the determining body for the Certificate of Appropriates in accordance with Code Section 2-8-8. The Preservation Commission, may, but is not obligated to, provide a recommendation to the Land Use Commission regarding the appropriateness of the variation request to the interests of historic conservation in accordance with Code Section 6-15-11-5.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review, mailed notice to owners of properties within 500 feet of the subject property, and a sign posted on the property visible from public right-of-way.

General Information

Applicant:	Howard Hartenstein 1041 Ridge Court Evanston, Illinois 60202
Property Address:	1041 Ridge Court Evanston, IL 60202
PIN:	11-19-113-018-0000

Preservation Commission Hearing

The hearing at the Preservation Commission is scheduled for September 12, the day prior to the Land Use Commission meeting. As such, staff will be prepared to provide the Land Use Commission with an in-person update on any testimony, deliberation, and subsequent action that took place during review by the Preservation Commission, including any recommendation on the proposed zoning relief.

Analysis

Surrounding Conditions and Significance

1041 Ridge Court is a vernacular ranch styled home listed as non-contributing to the Ridge Historic District. Although listed as non-contributing in the circa 1980s survey and nomination report, an updated survey of the District would likely find the resource to be contributing both due to its ability to communicate a continued evolutionary aspect of the District as well as its representation of a domestic and vernacular architectural style that contains good integrity.

The Ridge Historic District contains some of the City's earliest and largest estates, and was home to many of the City and Northwestern University's early founders and influential families. Wealthy owners of these large estates and their descendants had a history of selling or subdividing portions of their land to family, friends, partners, and other individuals who then commissioned new homes. This was common practice from the mid-1800s through the 1950s. Building within the District would remain constant from the 1870s through the early 1920s when it would begin to slow considerably due to newly enacted land use controls. The District contains a rich amalgam of high-style architectural styles and building forms, including later, albeit limited, vernacular examples of the ranch, minimal traditional, cape cod, and neo-colonial styles. Unlike the varying residential typologies and housing densities within the nearby Lakeshore and Northeast Historic Districts, construction of multi-family apartment buildings in this portion of the City was largely confined to fringe areas between established Commercial Districts and low-density, large lot residential neighborhoods. As such, surrounding properties are primarily single-family in use, located on large lots, and are between two and two-and-one-half stories in height.

Surrounding Zoning and Land Uses	Zoning District	Land Use
North	R1 – Single-Family Residential	Single-family
South	R1 – Single-Family Residential	Single-family
East	R1 – Single-Family Residential	Single-family
West	R1 – Single-Family Residential	Single-family

Proposal

The applicant proposes expansion of the homes living space through construction of one and two-story additions to the homes northeast, rear volume.

The following variations are requested:

1. **Building Lot Coverage:** The proposed building lot coverage is 34.50% where 30% is the maximum permitted and 31% is the existing non-conforming condition (Code Section 6-8-2-7).

2. **Rear Yard Setback:** The proposed rear-yard setback is 6’ where 30’ is the minimum required (Code Section 6-8-2-8 (A) 4.

Department Recommendation

Staff recommends approval of the proposed zoning relief as presented noting that the alleged hardship is peculiar to the property which contains a significantly limited buildable area due to the required 27’ front-yard setback and 30’ rear-yard setback at the properties longest sides along Ridge Court and at the east, rear, property boundary, and a 15’ setback along Greenleaf Street. Further, staff notes the difficult challenge before the homeowner and architect to both meet the requirements of the zoning and preservation ordinances, which in this instance conflict with one another, and create the potential for a particular hardship rather than a mere inconvenience by way of a partial regulatory taking. The City Code predicts and attempts to limit the potential for these conflicts within Code Section 2-19-4 (E), by which the Preservation Commission may recommend approval of zoning relief if it is appropriate or necessary in the interest of historic conservation.

As an example, minimizing the requested relief may be possible through a second-story addition atop the existing ground-floor footprint, triggering only a minor variation, and eliminating the lot coverage variation. However, this would increase the overall bulk of the addition, depreciate the homes architectural integrity, and be incompatible with the homes existing design vocabulary and horizontal expression. Similarly, moving the

addition to the south over the existing attached garage, would minimally reduce the degree of the requested setback variation, but creates interior inefficiencies and diminishes the existing separation between the homes interior habitable space and attached garage -- an important characteristic of the style.

In keeping with the preservation standards for construction, the architect has proposed a sensitive addition which manages change and minimizes the adverse impact to the structures integrity, while also enforcing compatible relationships with surrounding structures and design vocabularies in height, scale, directional expression, proportion of facades, materials and textures, and the predominant rhythm of the spacing of structures within the District. In this way, the proposal meets the intent of the zoning ordinance.

Determination of whether the standards for variation are met are afforded exclusively to the members of the Land Use Commission.

Standards for Approval [Section 6-3-8-12(E)]

To approve a Major Variation, the Land Use Commission must find that each of the Variations meets each of the following standards.

1. The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties.
2. The requested variation is in keeping with the intent of the zoning ordinance.
3. The alleged hardship or practical difficulty is peculiar to the property.
4. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.
5. Either the purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or, while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2 of this Chapter, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of Section 6-3-6-3 of this Chapter.
6. The alleged difficulty or hardship has not been created by any person having an interest in the property.
7. The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use Commission issues its decision or recommendation to the City Council regarding said variation.

Action by the Commission

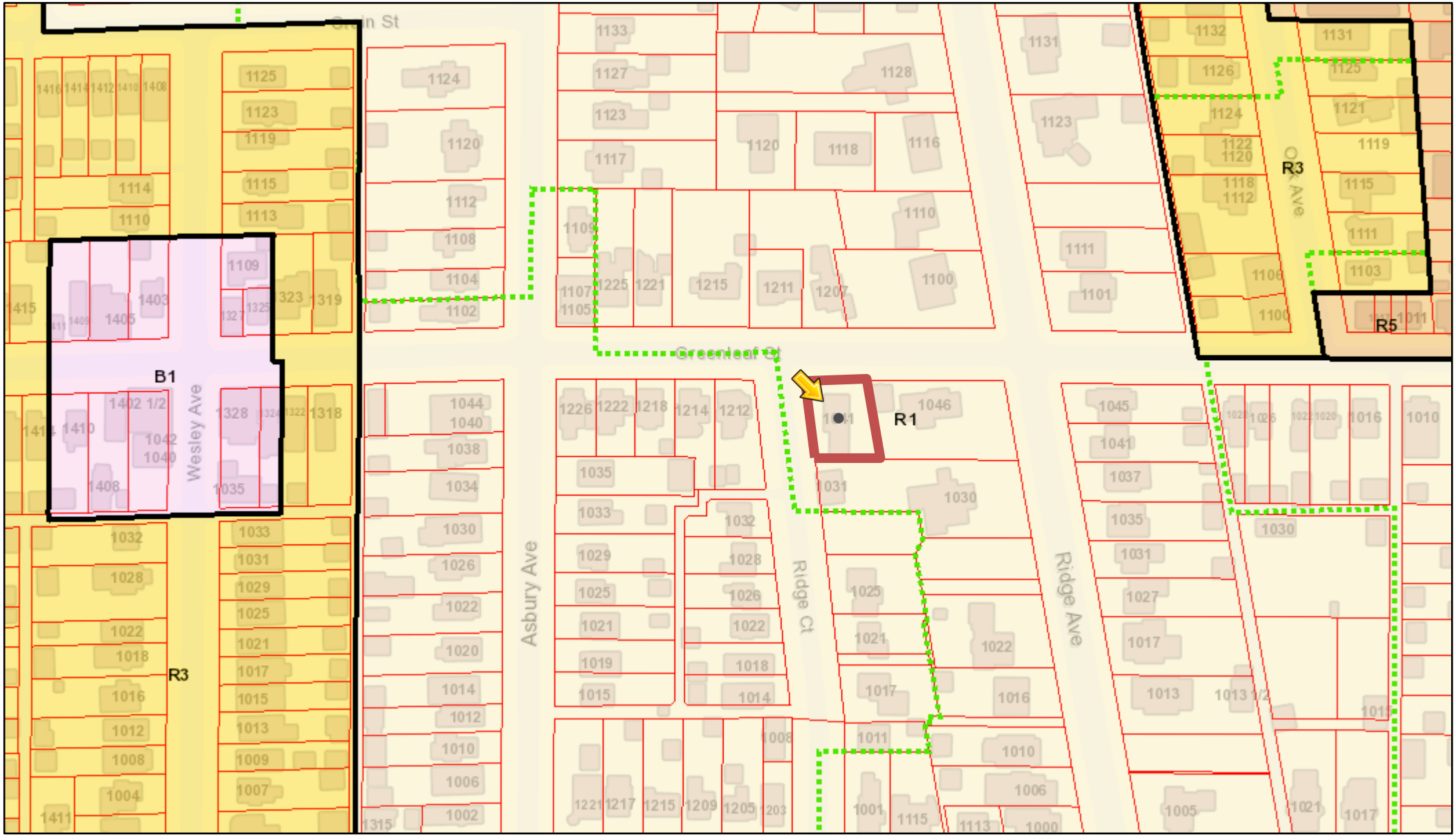
After making findings of fact as to whether or not the requested variations do or do not meet the aforementioned standards, the Land Use Commission may either approve, approve with conditions, or deny the variations as requested.

The Land Use Commission is the determining body for these Major Variation requests pursuant to Section 6-3-8-10(C) of the Evanston City Code.

Attachments

1. Major Variation Application
2. Aerial Photo
3. Existing Condition Photos
4. Zoning Map
5. Plat of Survey
6. Plans
7. Zoning Analysis

1041 Ridge Court_Zoning Map



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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

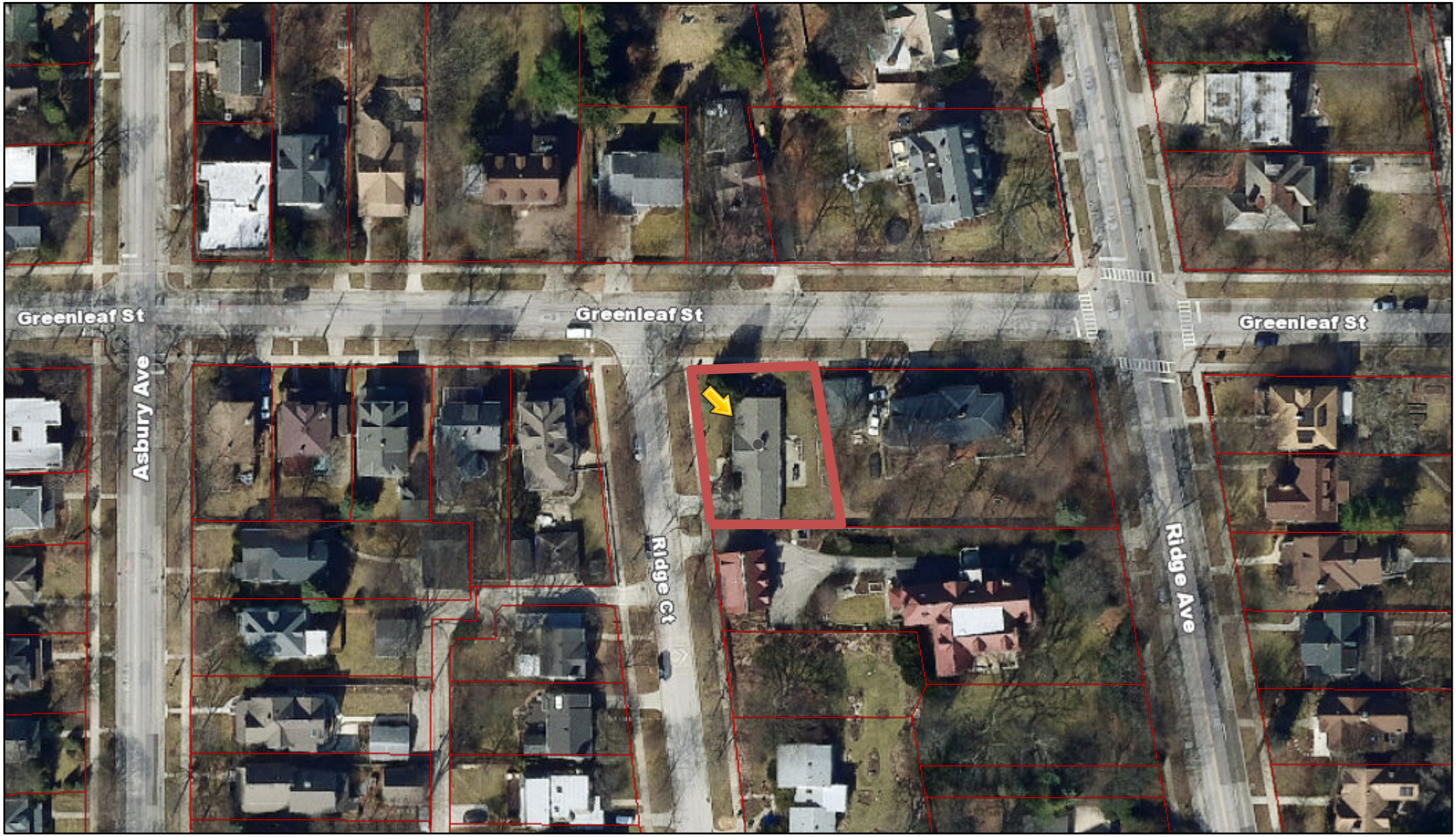
1:2,000

0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

ArcGIS Web AppBuilder

1041 Ridge Court_Aerial Map



9/7/2023, 11:38:23 AM

City Boundary

Tax Parcels

1:1,000

0 0.01 0.01 0.03 mi

0 0.01 0.03 0.05 km

City of Evanston IL, Imagery courtesy Cook County GIS

ArcGIS Web AppBuilder

City of Evanston IL, Imagery courtesy Cook County GIS |

MAJOR VARIATION
APPLICATION

CASE #:_____

zoning office use only

1. PROPERTY

Address 1041 Ridge Court, Evanston, IL 60202

Permanent Identification Number(s):

PIN 1: 11-19-113-018-0000 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: Howard Hartenstein

Organization: _____

Address: 1041 Ridge Court

City, State, Zip: Evanston, IL 60202

Phone: Work: _____ Home: _____ Cell/Other: 312-907-2294

Fax: Work: _____ Home: _____

E-mail: howhart@yahoo.com

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. PROPERTY OWNER **(Required if different than applica**nt. **All** property owners must be listed and must sign below.)

Name(s) or Organization: _____

Address: _____

City, State, Zip: _____

Phone: Work: _____ Home: _____ Cell/Other: _____

Fax: Work: _____ Home: _____

E-mail: _____

Please circle the primary means of contact.

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

H. Hartenstein — 7/5/2023

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."

H. Hartenstein — 7/5/2023

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: 05-23-01
- ☐ **Project Site Plan** Date of Drawings: 08-21-23
- ☐ **Plan or Graphic Drawings of Proposal** (If needed, see notes)
- ☐ **Non-Compliant Zoning Analysis**
- ☐ **Proof of Ownership** Document Submitted: _____
- ☐ **Application Fee (see zoning fees)** Amount $_____ plus Deposit Fee $150

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

Plat of Survey

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

Site Plan

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

Plan or Graphic Drawings of Proposal

A Major Variance 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 project is non-compliant with the Zoning Code and is eligible to apply for a major variance.

Application Fee

*** IMPORTANT NOTE: Except for owner-occupied residents in districts R1, R2 & R3, a separate application fee will be assessed for each variation requested.**

The fee 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 project:

The project is an addition to a single family residence in an R-1 District. The existing rear yard setback is non-conforming, and we are seeking further relief from the 30'-0" required. Also, in order to respect the existing nature of the one-story home, we are seeking relief from the maximum building lot coverage of 30%, and asking for 34.5% coverage.

B. Have you applied for a Building Permit for this project? ☒ **NO** ☐ **YES**

(Date Applied: _____ Building Permit Application #: _____)

REQUESTED VARIATIONS

What specific variations are you requesting? For each variation, indicate (A) the specific section of the Zoning Ordinance that identifies the requirement, (B) the requirement (minimum or maximum) from which you seek relief, and (C) the amount of the exception to this requirement you request the City to grant.
(See the Zoning Analysis Summary Sheet for your project's information)

(A) Section (ex. "6-8-3-4")	**(B) Requirement to be Varied** (ex. "requires a minimum front yard setback of 27 feet")	**(C) Requested Variation** (ex. "a front yard setback of 25.25 feet")
1		
6-8-2-7	Requires 30% building lot coverage maximum.	34.5% building lot coverage.

*** For multiple variations, see "IMPORTANT NOTE" under "Application Fee & Transcript Deposit" on Page 2.**

2		
6-8-2-8 (A) 4	Requires a minimum rear yard setback of 30 feet. 25 feet is the existing non-conforming setback.	A rear yard setback of 6' at the tightest point.
3		

B. A variation's purpose is to provide relief from specified provisions of the zoning ordinance that may unduly impact property due to the property's particular peculiarity and special characteristics. What characteristics of your property prevent compliance with the Zoning Ordinance requirements?

The lot is the minimum size allowed in an R-1 District at 7,500 sf. The lot is situated on a corner, saddling the property with two front yard setbacks. In addition, the lot is a parallelogram, making the building area an unusual shape. Although not designated an historic structure, the home is a post-war ranch situated in an Historic District. Three of the four setbacks are already existing non-conforming.

1. The requested variation will not have a substantial adverse impact on the use, enjoyment, or property values of adjoining (touching or joining at any point, line, or boundary) properties.

The requested rear yard setback is equal to the side yard setbacks along Greenleaf Street. If Greenleaf were the only front yard, the requested setback would be conforming. There will be no adverse effects on the neighbors.

2. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.

The option exists for a second floor addition, but variances would be required since the existing setbacks are mostly non-conforming. We also feel strongly that a second floor addition does not serve the nature of the home or of the District.

3. Either…

   (a) the purpose of the variation is not based exclusively upon a desire to extract income from the property, or
   (b) while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Zoning Board of Appeals or the City Council, depending upon final jurisdiction under §6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to any of the standards of §6-3-6-3.

(a) this property is Owner occupied and will remain so.

4. The alleged difficulty or hardship has not been self-created, if so, please explain.

The house has non-conforming setbacks from the time of its construction. The corner lot having two front yards is also an existing requirement not created by the Owner. The shape of the lot also artificially forces the variance to be more extreme than what it actually is, since 6' is at the tightest point of the plan. If Greenleaf Street was recognized as the front yard (narrowest lot dimension) then a variance would not be required.

5. Have other alternatives been considered, and if so, why would they not work?

As mentioned, a second story was considered, but does not serve the nature of the home or of the Historic District where it is located. We feel a sensitive alteration mainly on the ground floor is a much better solution architecturally and historically than a second floor addition. Even a second floor would require zoning relief because of the existing non- conforming setbacks.

City of Evanston
DISCLOSURE STATEMENT FOR ZONING HEARINGS

(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.

Howard Hartenstein and Amina DiMarco
1041 Ridge Court
Evanston, IL 60202
312-907-2294
howhart@yahoo.com

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.

Same as (3) above. 100% joint interest.

_____

_____

_____

_____

_____

_____

_____

MAJOR VARIATION
INFORMATION

A. GENERAL INFORMATION

1. What projects are eligible for a Major Variation?

Property Owners may apply for a Major Variation from the following zoning regulations:

1. Yards and setbacks
2. Height
3. Lot size, width and depth (including flag lots).
4. Lot coverage including impervious surface and/or floor area ratio
5. Off street parking and loading
6. Home occupations. (Ord. 115-0-04)

2. Who can submit an application?

The applicant must either own, lease, or have legal or equitable interest in the subject property, or must be the representative of such a person. All persons or parties which have an ownership interest in the affected properties must be identified and must sign the application. The Property Owner(s) may, at their discretion, designate another person as Applicant to act on their behalf in processing this application. In that case, the designated Applicant will be considered the primary contact, until the application is closed or the Property Owner changes the designated Applicant by contacting the Zoning Office in writing. **Standing** (§6-3-8-4):

3. How do I submit an application?

Applications must be submitted in person to the Zoning Office, City of Evanston, Civic Center Room 3700, 2100 Ridge Avenue. Our office hours are Monday through Friday (excluding Holidays) from 8:30am until 5:00pm. Evanston.

Applications must be complete, including all required documentation and fee.
Applications are not accepted by mail or e-mail.
Application materials cannot be returned.

4. What forms of payment are accepted? Cash, Credit Card, Check.

5. Can I withdraw my application? Will my fee be returned?

Yes, an application may be withdrawn any time prior to the final publication of the ZBA Agenda (the Friday before the hearing). If the newspaper notice has not been published or mailed notices sent out, a full refund is general granted. If this has occurred, only the $150 transcript deposit is returned.

6. Who has access to my application materials?

The application is a public document, and as such, may be reviewed by the general public upon request.

B. INFORMATION ABOUT MAJOR VARIATIONS

1. What is the timeframe?

The approximate time from when the Zoning Division receives a completed Major Variation application to when the applicant can reasonably expect a decision on that application is 30 -40 days.

2. What is the Process?

- Upon receipt of a complete application, the Zoning Department contacts the applicant via phone and with a letter detailing the next steps in the process
- The City publishes a notice of the hearing in a locally circulating newspaper, generally the Evanston Review, between 15 and 30 working days prior to a hearing;
- The City posts a sign announcing the date of the Zoning Board of Appeals hearing on the subject property no less than 10 working days before the hearing date;
- The City must mail notification of the public hearing and an overview of the proposed application to all properties that are within 500' of any point on the subject property;
- The project is heard before the Site Plan Appearance and Review Committee (SPAARC). This committee provides a recommendation to the Zoning Board of Appeals. This committee is made up of representatives from City departments such as Building, Police, Fire and Preservation. A representative of your project must attend. The committee meets every Wednesday at 2:30 at the Civic Center, room 2404.
- The Zoning Board of Appeals is a City Board made up of 7 members. You will present your case to the Board, who in turn will ask you questions to assist in their deliberation. Further, anyone in opposition may present their case and ask questions of you (as you may to them). It takes 4 yes votes to approve a submitted application.
- The City encourages all applicants to discuss their proposal with their neighbors prior to the public hearing.

3. What standards are used to decide? (§6-3-8-12(A)):

To grant a major variance, the Zoning Board of Appeals must find that the request meets the following 7 standards:

1. The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties.
2. The requested variation is in keeping with the intent of the zoning ordinance.
3. The alleged hardship or practical difficulty is peculiar to the property.
4. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere Inconvenience if the strict letter of the regulations were to be carried out.
5. (a) The purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or
   (b) While the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the zoning board of appeals or the city council, depending on final jurisdiction under section 6-3-8-2 of this chapter, has found that public benefits to the surrounding neighborhood and the city as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of section 6-3-6-3 of this chapter.
6. The alleged difficulty or hardship has not been created by any person having an interest in the property.
7. The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Zoning Board of Appeals issues its decision or recommendation to the City Council regarding said variation.

4. Can I Appeal?

An applicant may appeal the decision of the Zoning Board of Appeals to the Illinois Circuit Court. (§6-3-8-6(E)):

CONTACT INFORMATION

Community Development Department – Planning & Zoning Division
2100 Ridge Avenue, Room 3202 Evanston, Illinois 60201
P.847-448-4311 F.847-448-8126 E.zoning@cityofevanston.org www.cityofevanston.org/zoning

City of Evanston

DISCLOSURE STATEMENT

FOR ZONING HEARINGS

OFFICE USE
CASE #
DATE RECEIVED

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. Address or location of property for which zoning relief is sought, if applicable:
1041 Ridge Court, Evanston, IL Zip: 60202

2. Name of applicant for zoning relief:
Howard Hartenstein

3. 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.

4. *If a person or organization owns or controls the proposed land user*, 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.)

5. 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.
Howard Hartenstein,
1041 Ridge Court, Evanston, IL 60202
312-907-2294
howhart@yahoo.com

6. 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

7. 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, if there are more than 33 shareholders.

If Applicant or Proposed Land User is not a Corporation

8. 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.

I certify that all of the above statements and all statements, information and exhibits that I am submitting in conjunction with this application for relief from the requirements of the Zoning Ordinance or for an appeal from the Zoning Administrator's decision are true to the best of my knowledge.

H. Hartstein 7/5/2023

Applicant's signature Date

Applicant's signature Date

Applicant's signature Date

Zoning Analysis Summary

Review Date: 6/8/2023

Case Number:	**Case Status/Determination:**
23ZONA-0095 – 1041 Ridge Court	**Non-Compliant**

Applicant: Mark Dempsky

Reviewer: Cade W. Sterling

Plans prepared by: Mark Dempsky

Plans dated: 5.25.23 (received)

Survey dated: 5.23.01

District: R1 – Ridge Hist. Dist.

Proposal:

Rear two-story addition to existing single-story single-family residence

Non-compliant:

Code Section	Proposed and Required	Recommendation
6-8-2-7 – Building Lot Coverage	The proposed building lot coverage is 34.5% where 30% is the maximum permitted and 25 % is the existing condition.	As new construction, I recommend revising the proposal to comply with the building lot coverage requirements. Alternative solutions exist which may meet the zoning requirements or reduce the degree of relief proposed.
6-8-2-8 (A) 4. Rear-Yard Setback	The proposed rear-yard setback is 6' where 30' is the minimum required and 25' is the existing non-conforming condition.	

Additional Comments:

1. If you choose not to revise the proposed scope of work to be compliant, an application for Major Zoning Relief and determination by the Land Use Commission is required. The application form and requirements can be found here you will need to include your complete application for zoning relief with your preservation submission.

2. Review the standards for major variation closely. Standards are available here Code Section 6-3-8-12 (E)

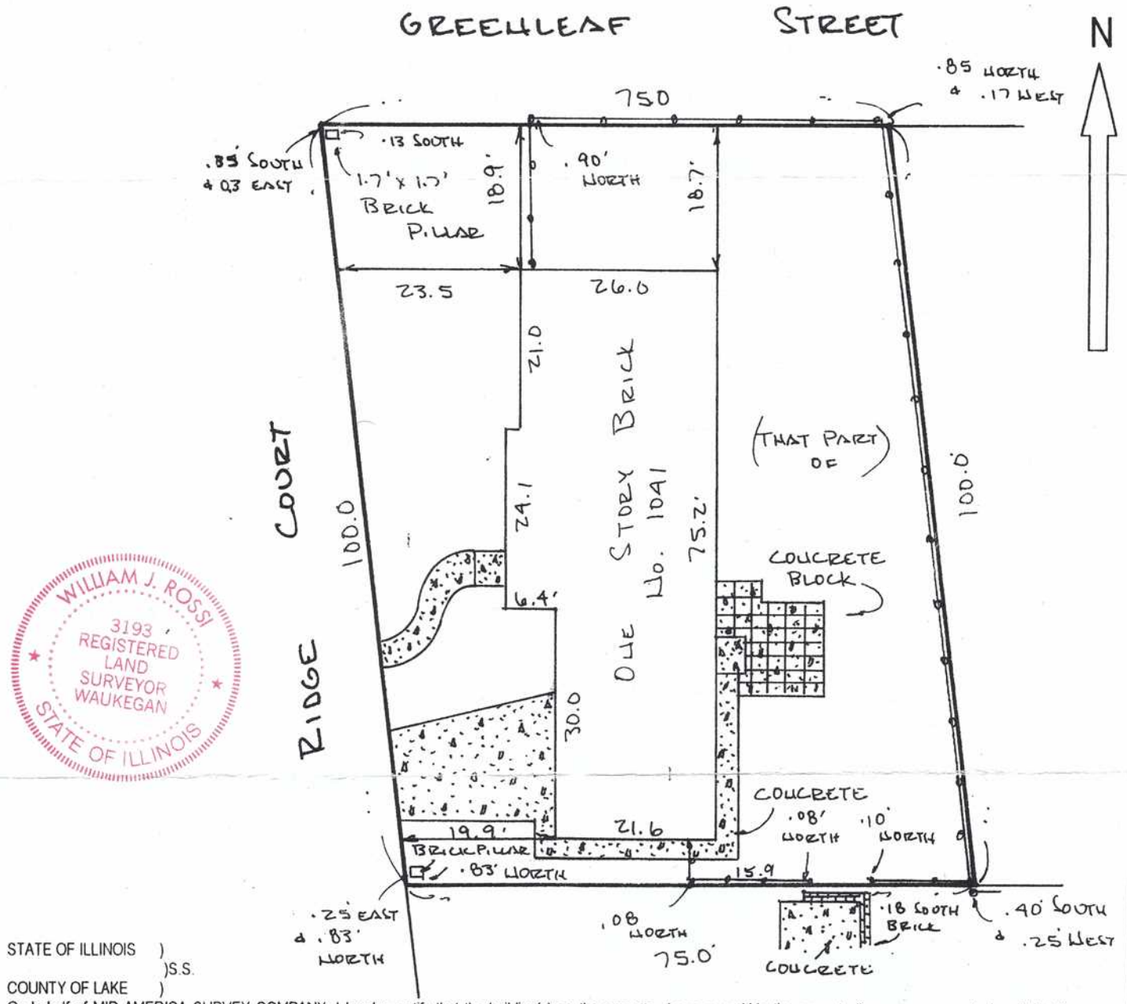
3. Review and issuance of a Certificate of Appropriateness for the exterior appearance of the addition by the Preservation Commission is required. Applications, meeting dates, and submission deadlines can be found here: www.cityofevanston.org/preservation

Principal Use and Structure:	
6-8-2-6	Lot width: **No Change:** 75' is existing where 35' is the minimum required.

6-8-2-5	Lot size: **No Change:** 7,491 square feet is existing where 7,200 square feet is the minimum required.
	Dwelling Units #: 1
6-8-2-7	Building Lot Coverage: **Non-Compliant:** The proposed building lot coverage is 34.5% where 30% is the maximum permitted and 25% is the existing condition.
6-8-2-10	Impervious Surface Coverage: **Compliant:** The proposed impervious surface ratio for the zoning lot is 43.75% where 45% is the maximum permitted and 34.25% is the existing condition.
6-8-2-9	Building Height: **Compliant:** The proposed building height is 23.5' and two-stories where the lesser of 2.5 stories or 35' is the maximum permitted.
6-8-2-8	Yards: Front (west): **No Change** Street Side (north): **No Change** Interior Side: (south) **No Change** Rear: (east) **Non-Compliant:** The proposed rear-yard setback is 6' where 30' is the minimum required and 25' is the existing legally non-conforming condition.

mortgage company and title insurance company and is not to be used for any purposes of boundary disputes, location of actual deed, title or platted lines, or for construction of new improvements. Graphic representation shall be deemed approximate and no reliance should be placed on the scale of the drawing. This plat title and paragraph have been added in accordance with 68 Ill. Adm. Code 1270.56.

THE WESTERLY 75.0 FEET MEASURED ALONG THE SOUTH LINE OF GREENLEAF STREET AND BEING PARALLEL WITH AND 75.0 FEET EAST OF THE EASTERLY LINE OF RIDGE COURT OF THE NORTH 100 FEET OF LOTS 6, 7 AND 8 TAKEN AS A SINGLE TRACT OF LAND, IN BLOCK 1 IN SARAH CRAINS SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



STATE OF ILLINOIS)
)S.S.
COUNTY OF LAKE)

On behalf of MID AMERICA SURVEY COMPANY, I hereby certify that the building(s) on the property shown are within the property lines as monumented and that the adjoining improvements do not encroach, unless shown. This professional service conforms to the current Illinois minimum standards for a mortgage inspection and is not a boundary survey.

Dated MAY 23, 2001.

MID AMERICA SURVEY COMPANY

By _____

Professional Illinois Land Surveyor. My license expires 11/30/2002

All distance shown are in feet and decimal parts thereof. No distances are to be determined by scaling.

Job No. 69707
Address 1041 RIDGE CT. EVANSTON, ILL

P.I.N. 11-19-113-018
Township LAKE VIEW
Ordered By JOHN WOLFF

Scale 1" = 20'

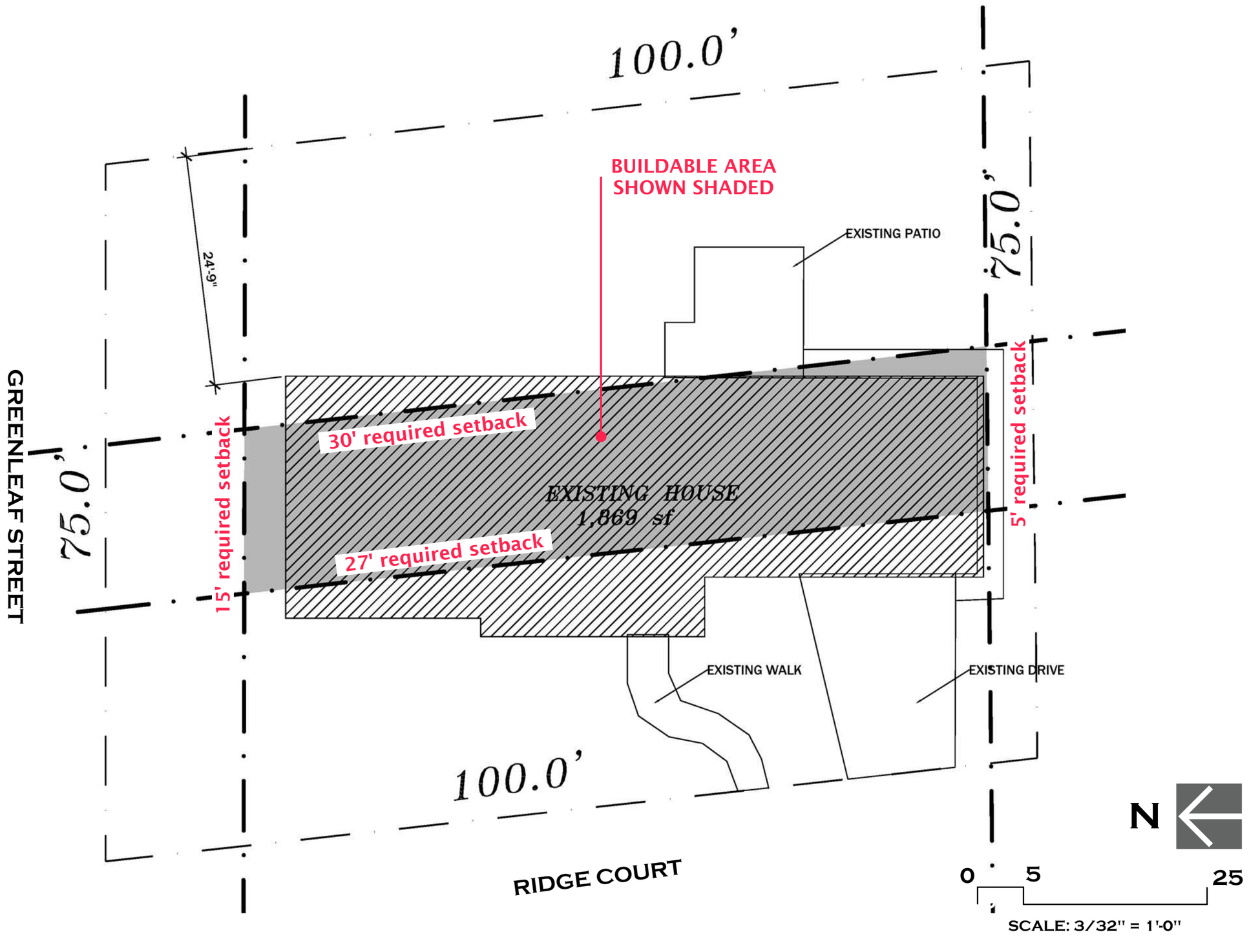
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A.01

Plat of Survey

ISSUE	PROJECT	CLIENT	ARCHITECT
August 21, 2023	Hartenstein Residence	Howard & Amina Hartenstein 1041 Ridge Court Evanston, IL 60202	Mark Demsky Architect 113 Dartmouth Ct. Glenview, IL 60026
DRAWN BY MD	**PROJECT NO.** 2303		

MarkDemskyArchitect



MarkDemskyArchitect

ARCHITECT
Mark Demsky Architect
113 Dartmouth Ct.
Glenview, IL 60026

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1041 Ridge Court
Evanston, IL 60202

PROJECT
Hartenstein Residence

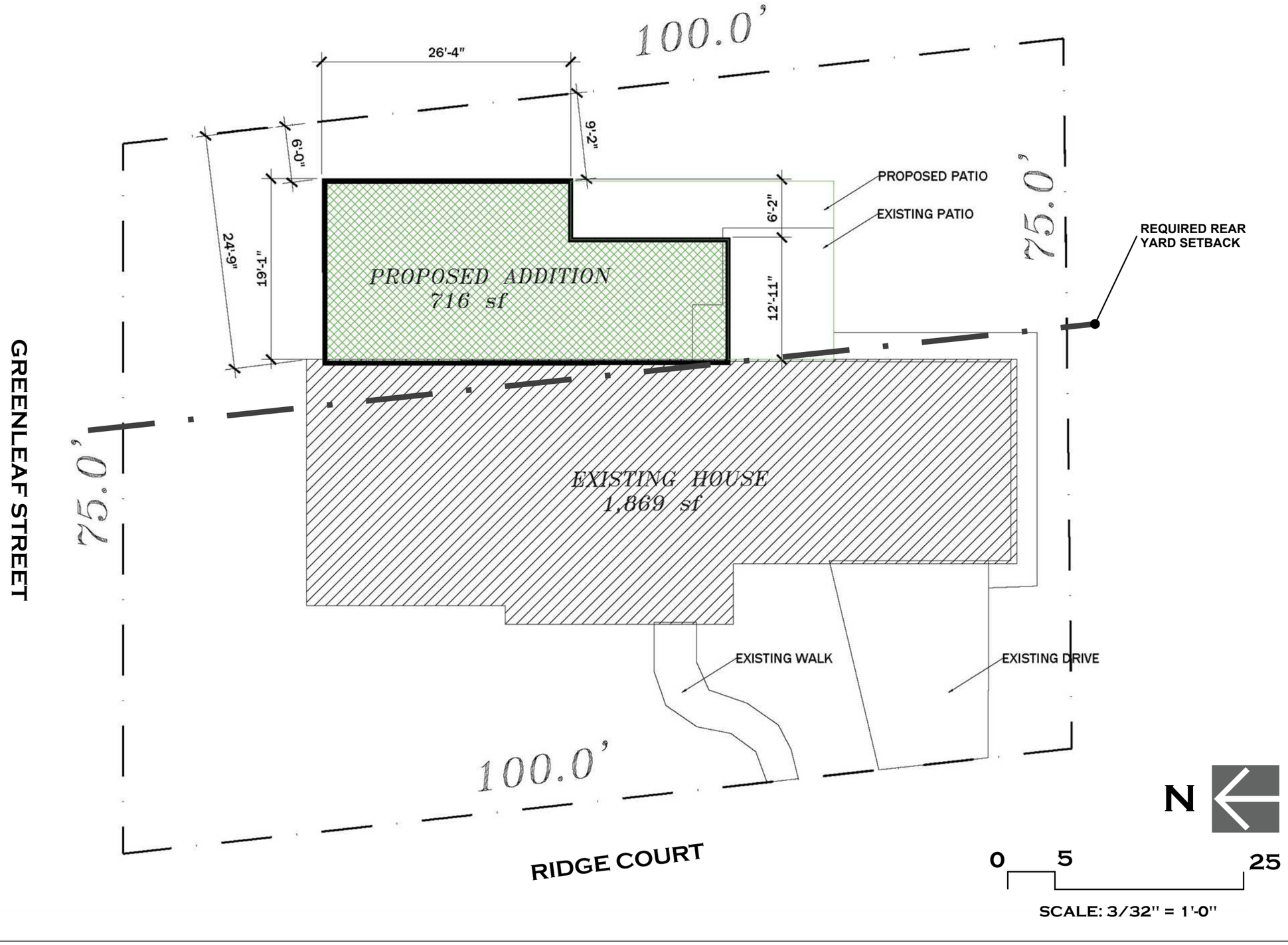
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Buildable Area

A.28



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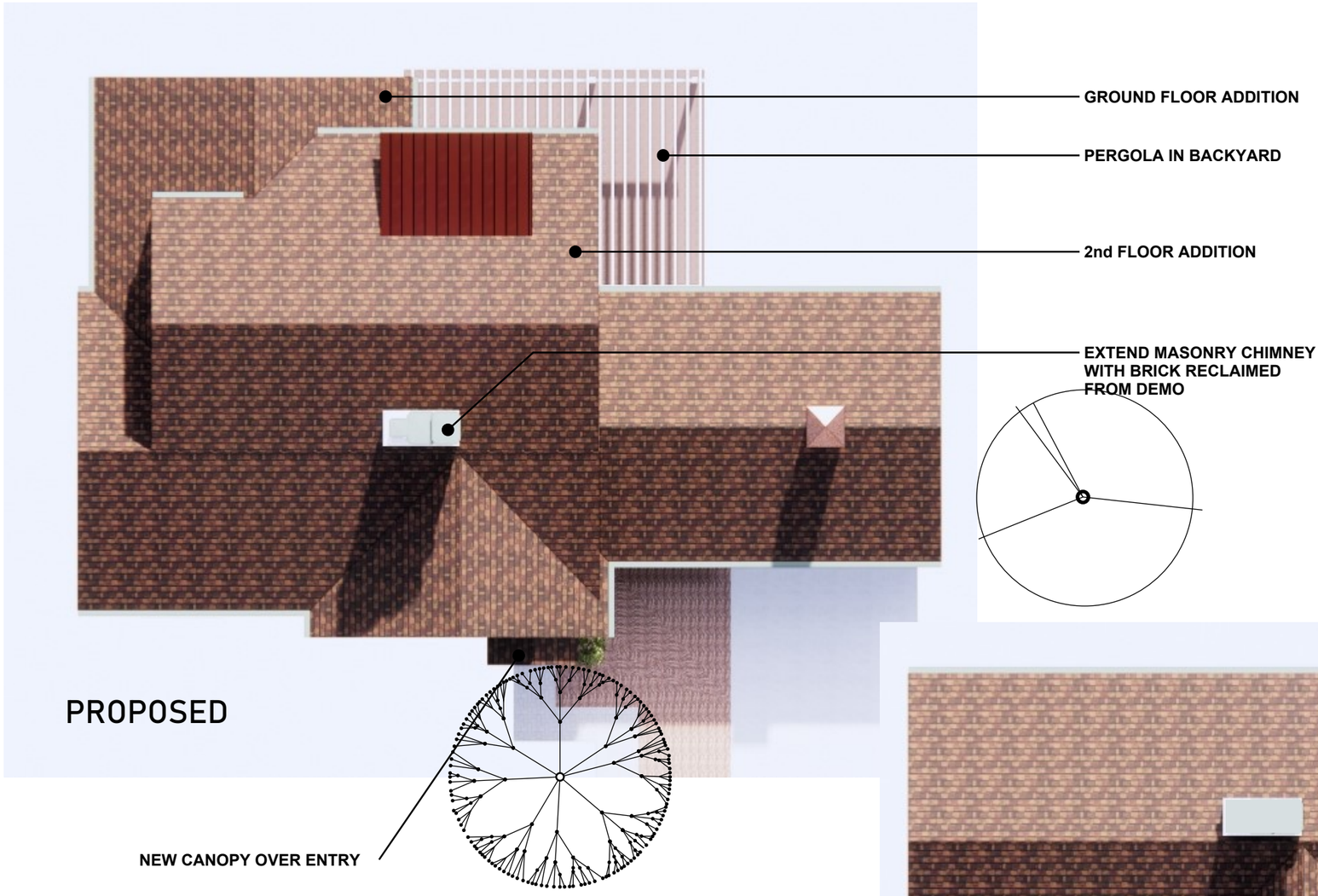
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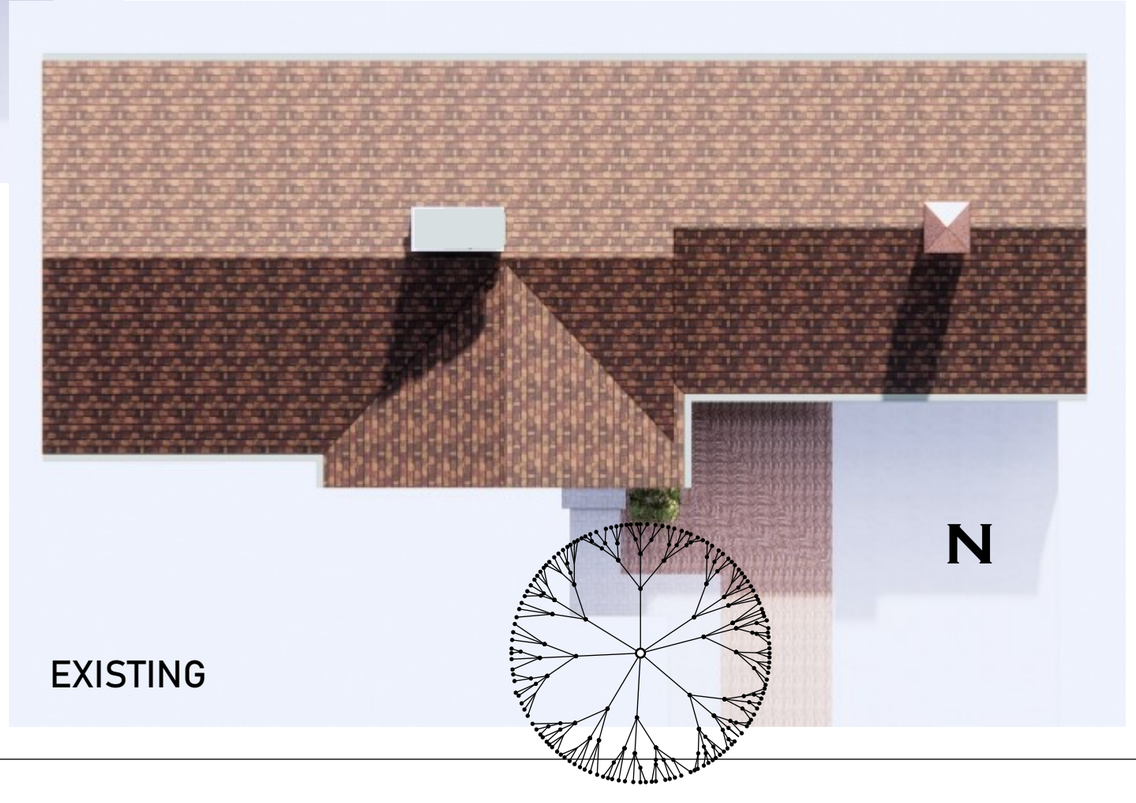
Site Plan
Proposed Work

A.02



PROPOSED

N



EXISTING

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113 Dartmouth Ct.
Glenview, IL 60026

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PROJECT Hartenstein Residence

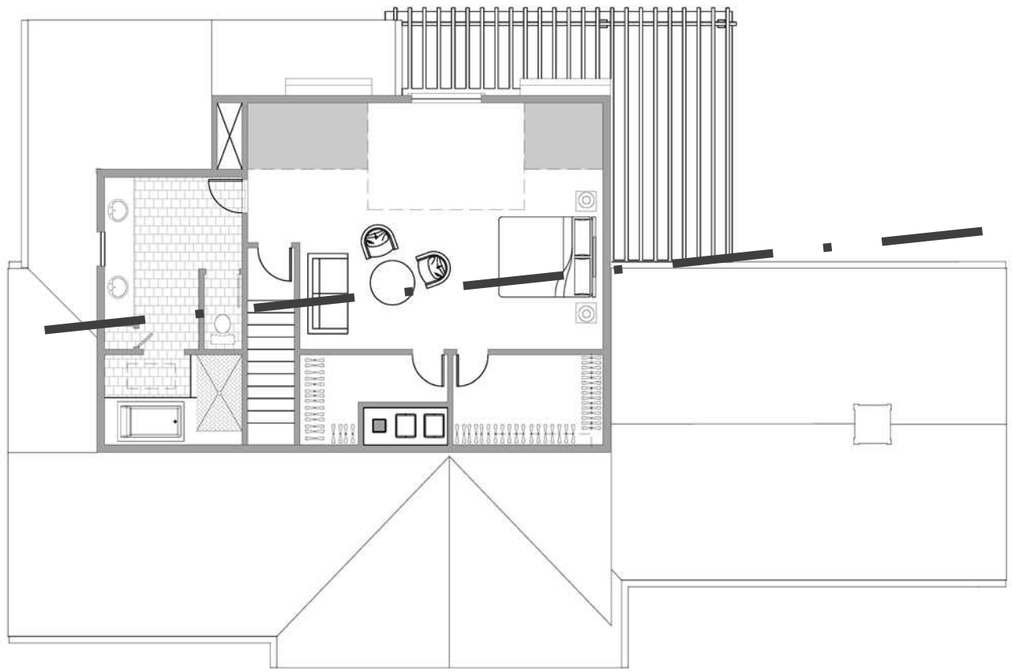
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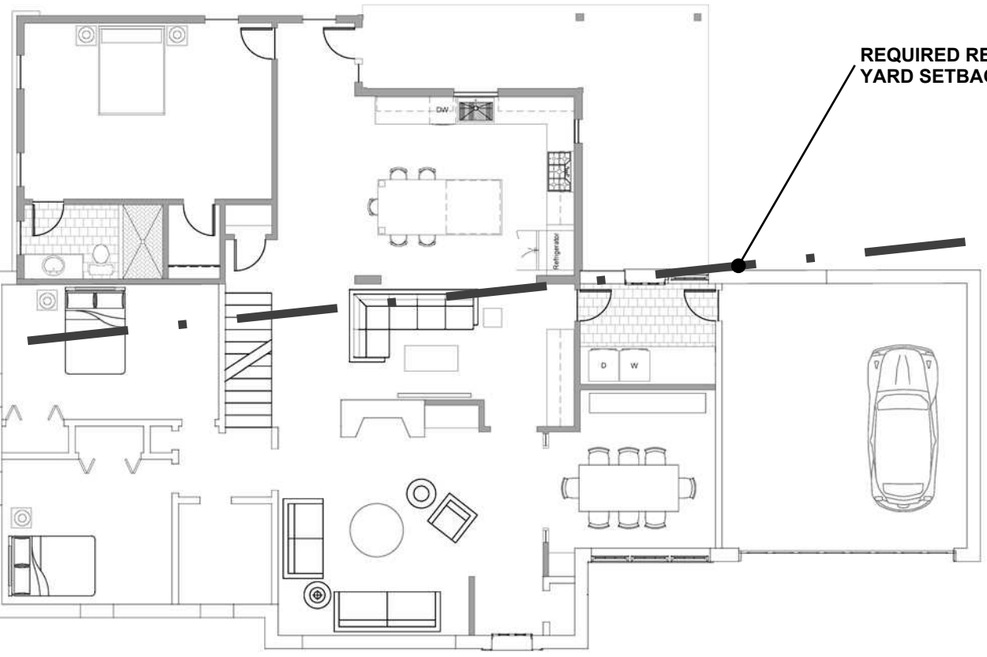
Roof Plan

A.03



REQUIRED REAR
YARD SETBACK

PROPOSED 2nd FLOOR PLAN



REQUIRED REAR
YARD SETBACK

N

PROPOSED 1st FLOOR PLAN

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ARCHITECT
Mark Demsky Architect
113 Dartmouth Ct.
Glenview, IL 60026

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Floor Plans

A.04



VIEW FROM GREENLEAF LOOKING SOUTH



VIEW FROM BACKYARD LOOKING NORTH



VIEW FROM RIDGE COURT LOOKING EAST



VIEW FROM GREENLEAF LOOKING SOUTHWEST



VIEW FROM BACKYARD LOOKING WEST



VIEW FROM RIDGE COURT LOOKING NORTHEAST

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Mark Demsky Architect
113 Dartmouth Ct.
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Existing Conditions Photos

A.05



NEIGHBOR TO THE EAST 0N GREENLEAF



NEIGHBOR'S HOME AND GARAGE



NEIGHBOR'S GARAGE & SUBJECT PROPERTY



NEIGHBOR TO THE SOUTH ON RIDGE CT.



NEIGHBOR'S HOME & DRIVE



VIEW OF NEIGHBOR FROM SOUTHWEST

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Mark Demsky Architect
113 Dartmouth Ct.
Glenview, IL 60026

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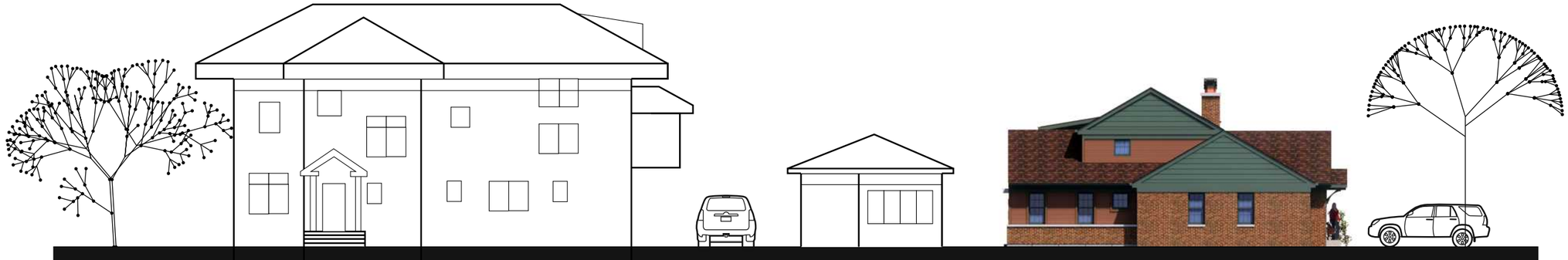
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Existing Conditions Photos

A.06



RIDGE CT. STREETSCAPE



GREENLEAF ST. STREETSCAPE

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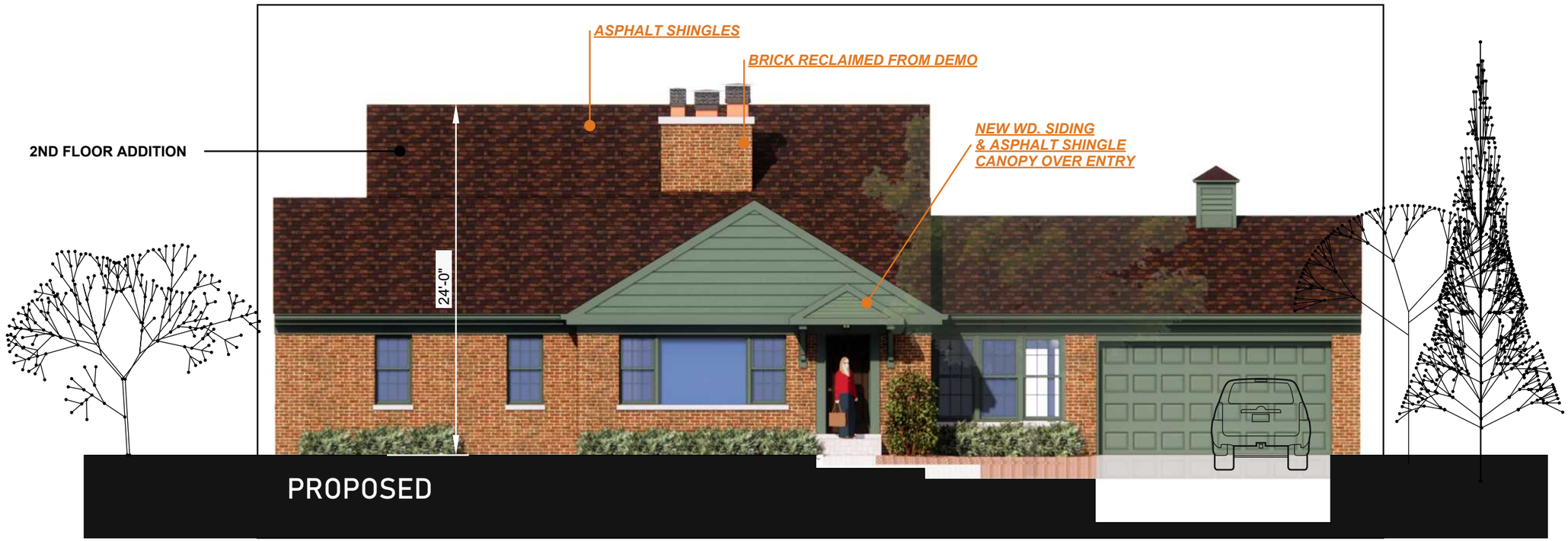
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Ridge Court Elevation

A.07





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Glenview, IL 60026

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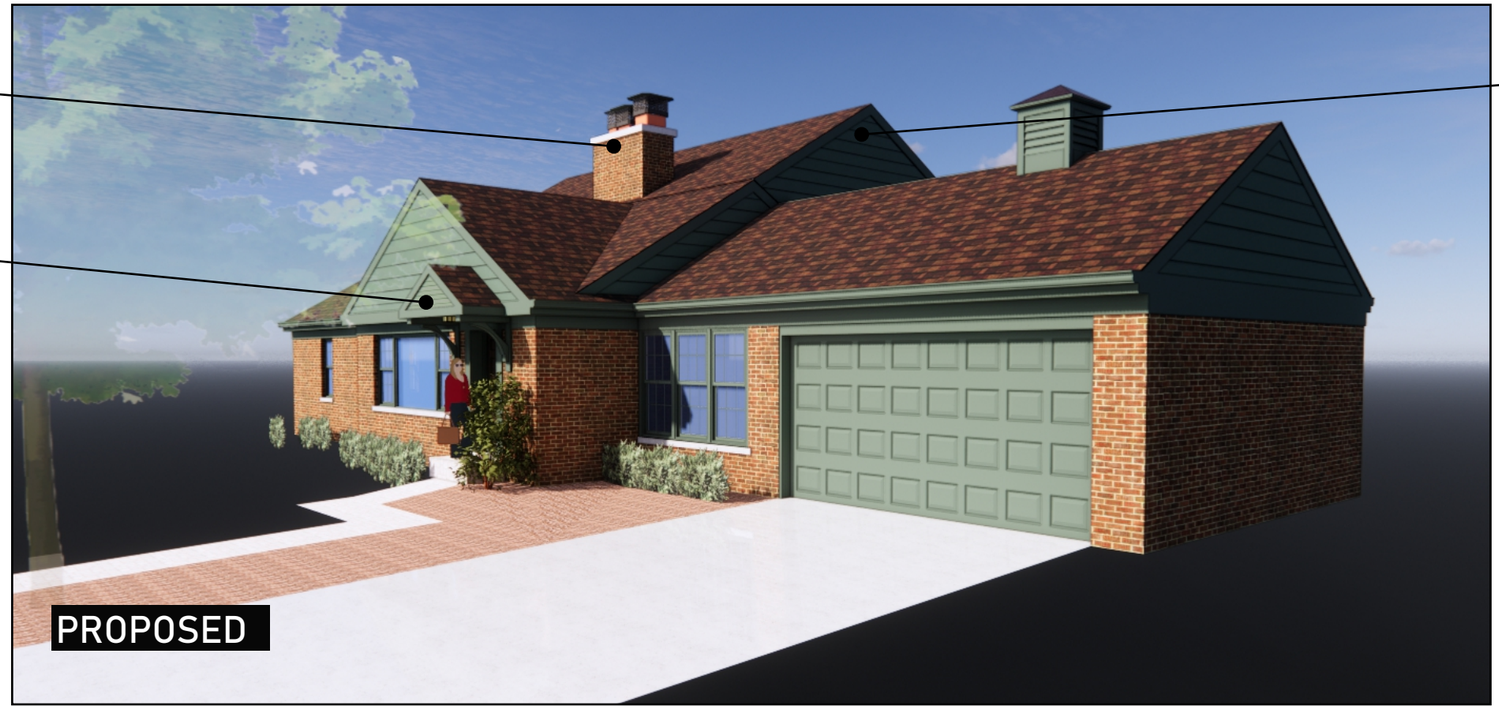
Ridge Court Elevation

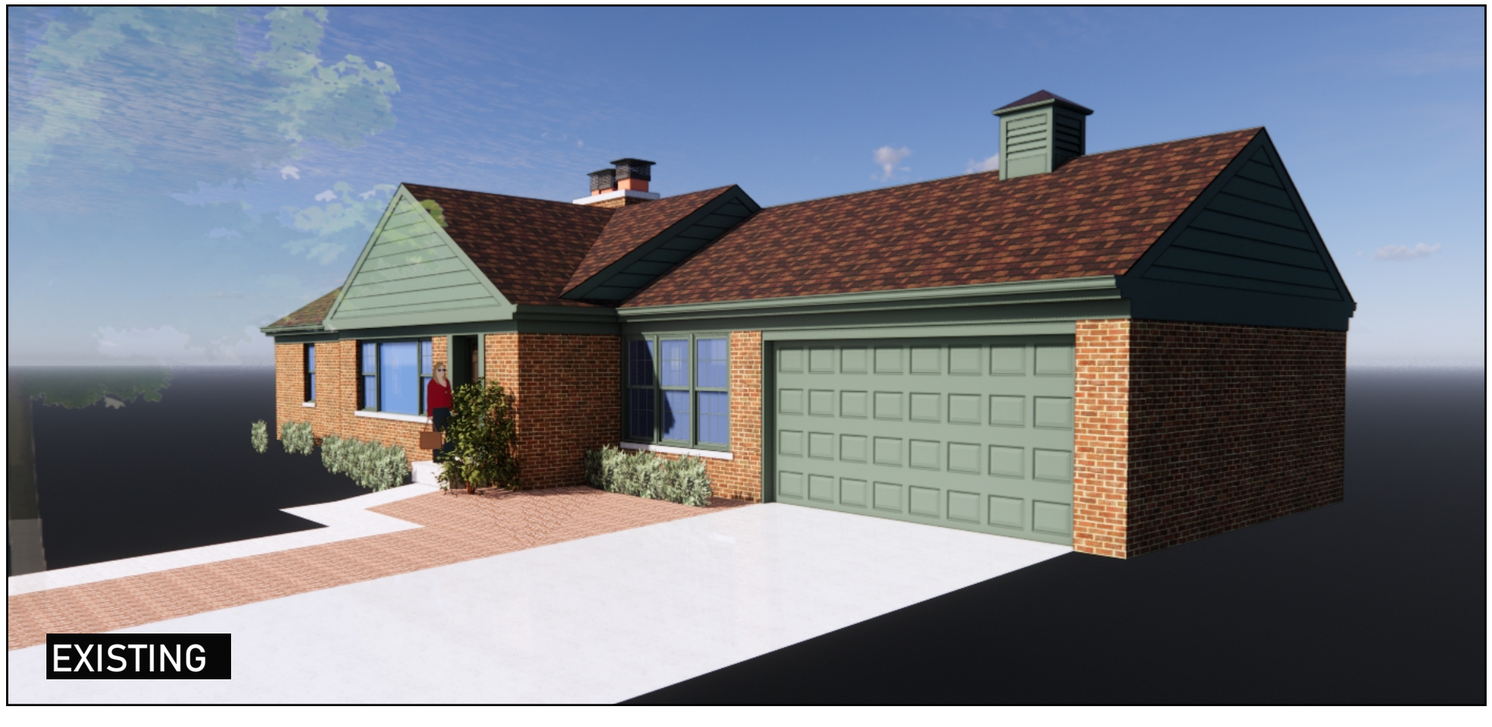
A.08

EXTEND HEIGHT OF CHIMNEY

NEW CANOPY OVER ENTRY

CONTINUE ROOFLINE





MarkDemskyArchitect

ARCHITECT
Mark Demsky Architect
113 Dartmouth Ct.
Glenview, IL 60026

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View from Ridge Court

A.09

NEW CANOPY OVER ENTRY



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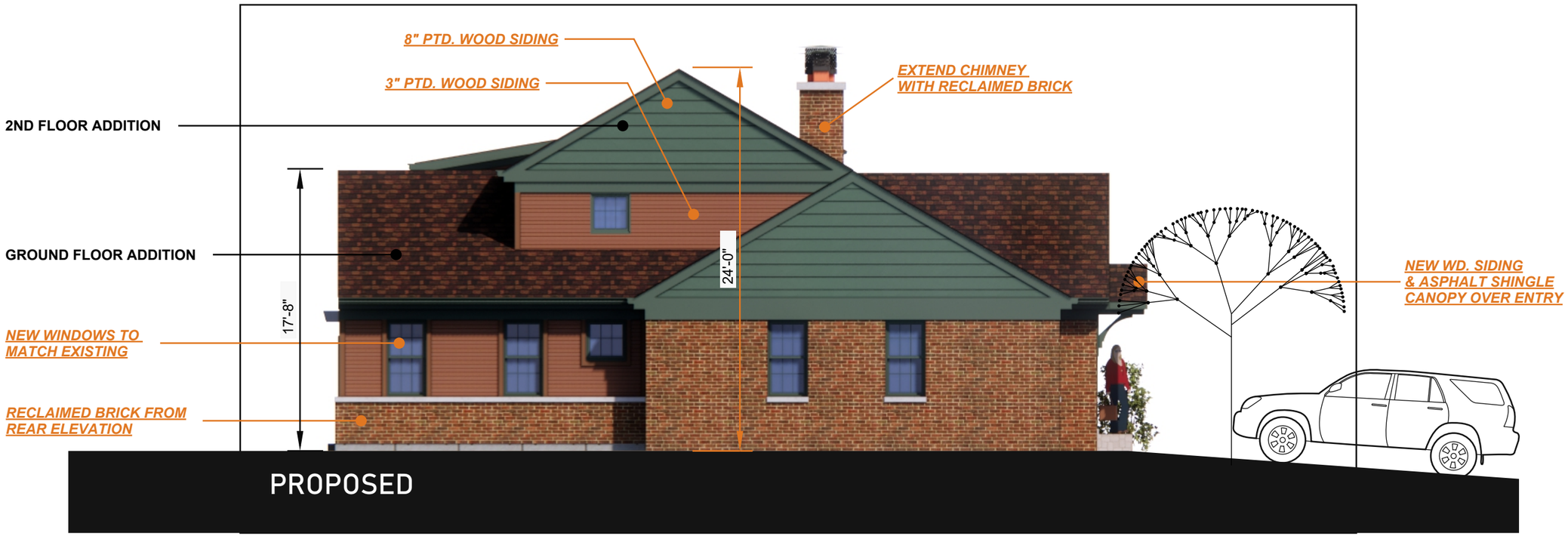
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Front Entry

A.10





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Greenleaf Street Elevation

A.11





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Mark Demsky Architect
113 Dartmouth Ct.
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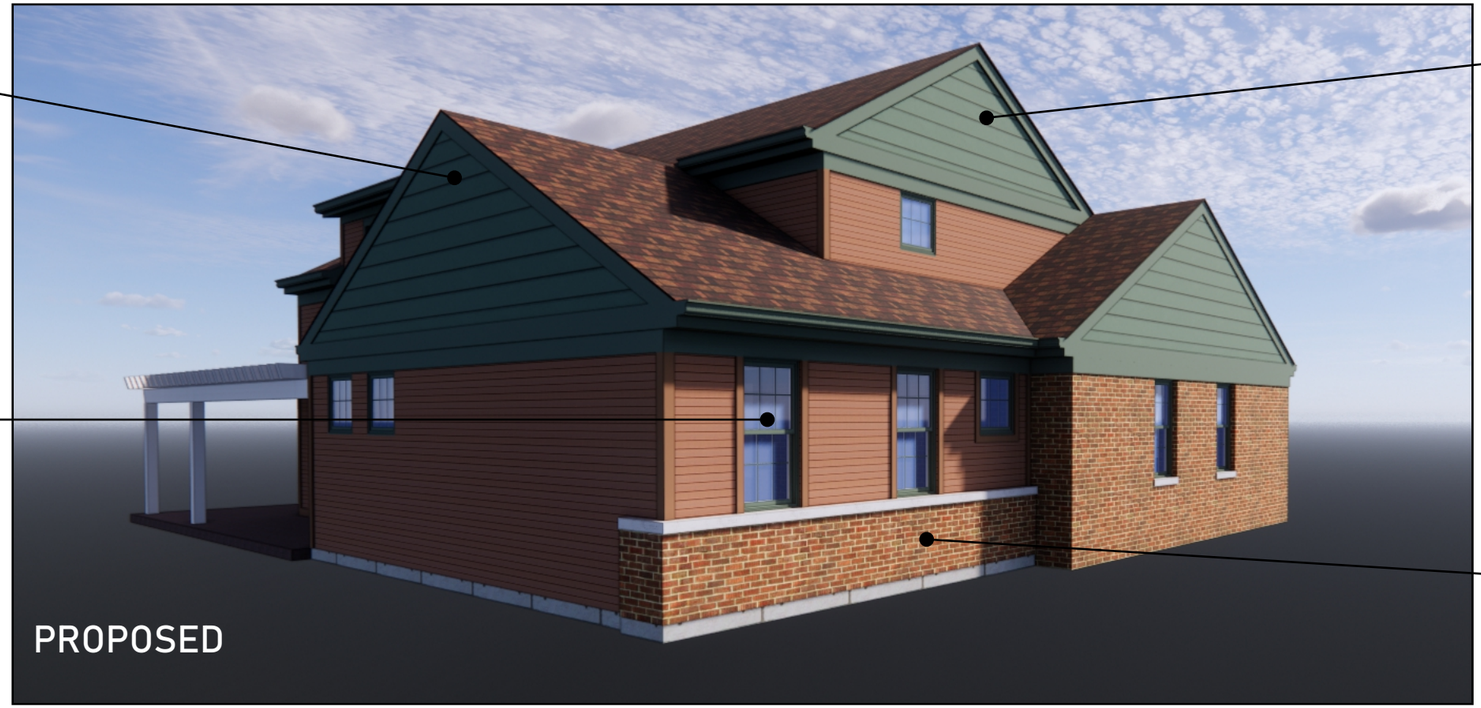
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SE View from Greenleaf Street

A.12





SW View from Greenleaf Street

A.13

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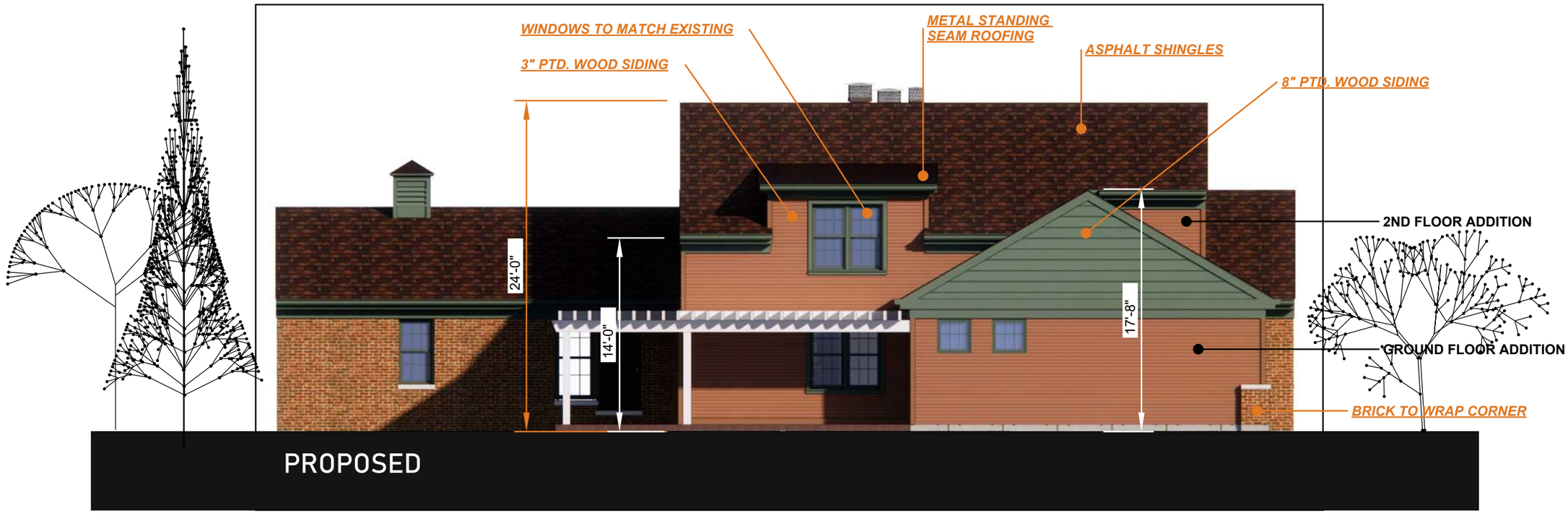
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Rear Elevation

A.14





NW View from Backyard

A.15

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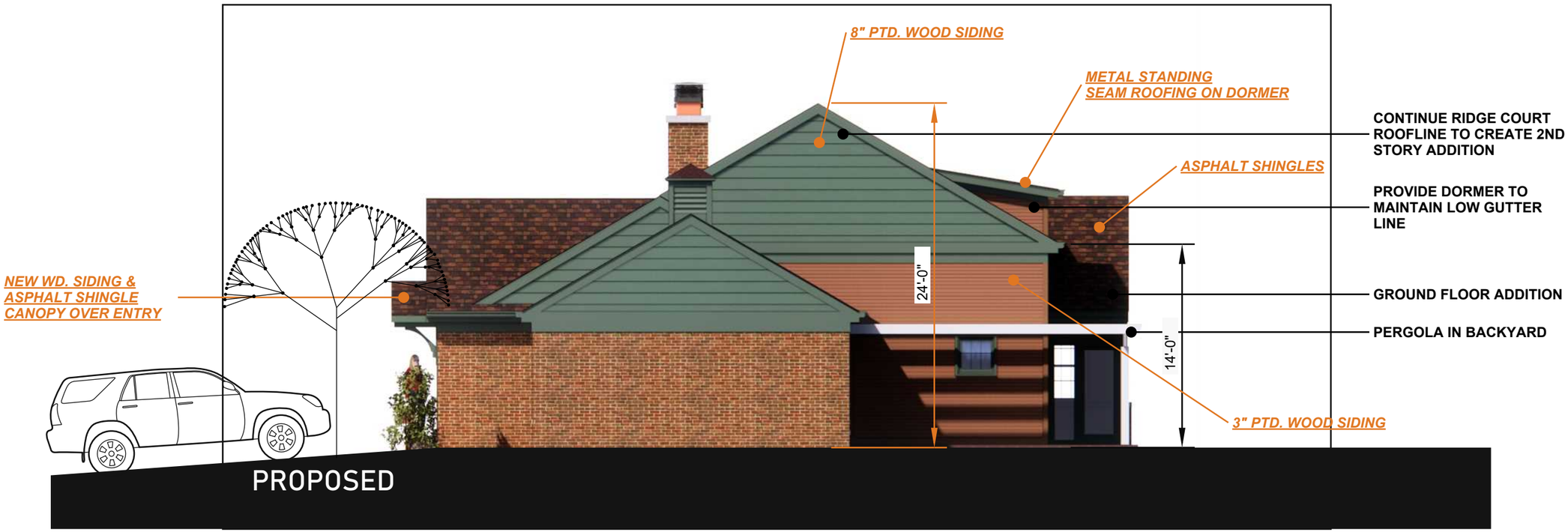
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PROJECT Hartenstein Residence

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South Elevation

A.16

504-514 South Boulevard

Special Use For a Planned Development and Concurrent Map Amendment
23PLND-0027

LUC Recommending Body

Memorandum

To: Members of the Land Use Commission

From: Cade W. Sterling, Planner

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

Subject: Proposed Planned Development and Map Amendment
504-514 South Boulevard (South Boulevard Shores), 23PLND-0027

Date: August 31, 2023

Request

Eugene Hu, requests a Special Use for a Planned Development and concurrent Zoning Map Amendment on behalf of PIRHL Developers, LLC, to rezone from the existing R4 - General Residential Zoning District to the R5 General Residential Zoning District, and construct a 60 unit mixed-income housing development. The applicant is requesting the following site development allowances: an east street side-yard setback of 5' where 15' is required; a west interior side-yard setback of 6'-2" where 15' is required; an impervious surface ratio of 85% where 75% is the maximum permitted; building height of 62' where the lesser of 5 stories or 50' is the maximum permitted; no dedicated off-street loading berth where one short loading berth is required, and; a 25% increase in density or +12 for the aforementioned total of 60 units.

The Land Use Commission is the recommending body for this case in accordance with Section 6-3-5-8 of the Evanston Zoning Code and Ordinance 92-O-21.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements. Newspaper notice was published in the Evanston Review on August 24, 2023.

General Information

Applicant: Eugene Hu
PIRHL Developers LLC
800 West St. Clair Avenue
Cleveland, Ohio 44113

Current Owner(s): City of Evanston
2100 Ridge Avenue
Evanston, Illinois 60201

Housing Authority of Cook County
10 South La Salle Street Suite 2200
Chicago, Illinois 60603

Existing Zoning: R4 General Residential Zoning District
Proposed Zoning: R5 General Residential Zoning District

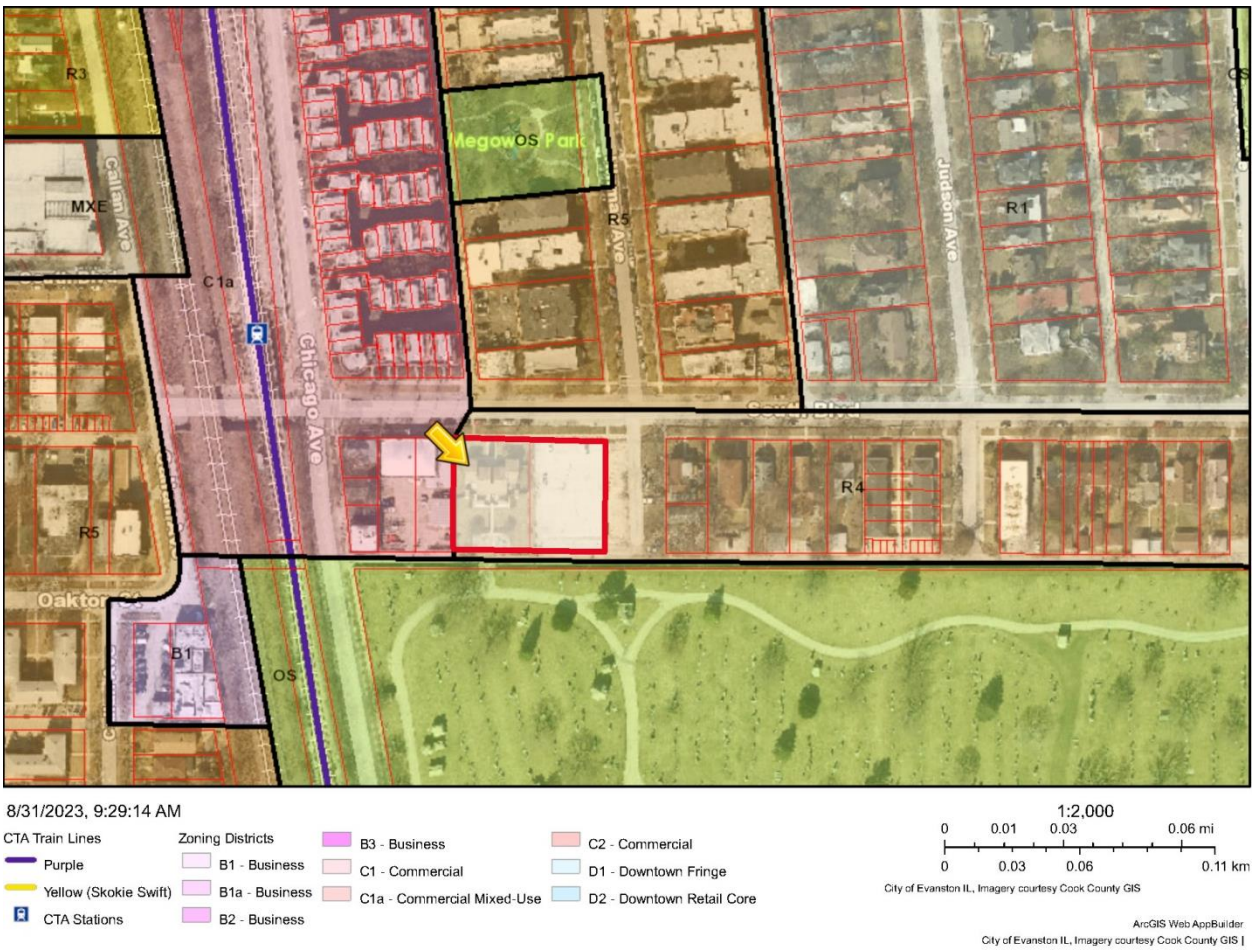
Existing Land Use: Multi-family residential and surface parking

Property Size: 34,950 sq. ft. (.8 acres)
PINs: 11-19-419-009-0000; and, 11-19-419-010-0000

Surrounding Property	Zoning	Land Use
North	R5 - General Residential	2-4 Story Multi-Family
South	OS - Open Space	Cemetery
East	R4 – General Residential	2-3 Story Single and Multi-Family Residential
West	C1a – Commercial Mixed-Use District	Institutional – Cemetery Maintenance Operations

504-514 South Boulevard is currently improved with a low-density multi-family/attached townhome development owned and operated by the Housing Authority of Cook County (HACC), and an underutilized surface parking lot and right-of-way owned by the City of Evanston. The property is within a transit-oriented-development area, and is less than 500' east of the CTA operated South Boulevard Purple Line Station with express service between Linden and the Loop, Pace Bus 213 with service between Highland Park and the Howard Street CTA Station, and is a ten minute walk from the Main Street Metra Station with service between the Ogilvie Transportation Center and Kenosha Wisconsin. The property is a 5 minute walk from the Chicago Avenue Walgreens, a 10

minute walk to the Howard Street Business District and Jewel-Osco, a ten minute walk to the Main Street Business District, and a ten minute walk to Lake Michigan and South Boulevard Beach. The property is well served by proximate public parks and open-space including nearby Vera Megowen Park, Baker Park, Hinman Park, Garden Park, and the Elks Play Lot Park. Surrounding properties are an eclectic mix of single, two-family, multi-family, institutional, and commercial uses between two and four stories in height and constructed between the mid to late 1800s and early 2000's.



The applicant proposes consolidation and acquisition of the HACC property, City owned parking lot, and 33' of vacated right-of-way to form the development boundaries.

In part due to the quality of the proposed development including its design, qualifications of the developer, the degree of affordability, and its location proximate to significant amenities, transportation alternatives, and job opportunities, the project was reviewed by the Illinois Housing Development Authority and approved for use of the highly competitive Low Income Housing Tax Credit (LIHTC), the most important resource for creating affordable housing in the United States today.

Analysis

Project Description

The applicant proposes a map amendment to rezone the property from its current R4 zoning to R5 -- a proposed amendment consistent with surrounding zoning designations and the surrounding neighborhoods development and character, but more importantly critical to providing the necessary density to make a primarily affordable project financially viable. The applicant further proposes demolition of the existing Housing Authority of Cook County owned townhomes (4 units of which 3 are currently occupied), and construction of a 60 unit, low-income housing development with all 60 units available for households making between 30% and 80% of the area-median-income (AMI) and 38 of the 60 units available for households making between 30% and 60% of AMI. Of the 60 units, 18 utilize project based housing vouchers, where units are rented at market-rate but residents pay only 30% of their income towards housing, while the Housing Authority of Cook County finances the remainder.

The proposed unit mix is 30 one-bedroom, 12 two-bedroom, and 18 three-bedroom. This unit mix skews toward providing more 2 and 3 bedroom units than typical, and provides a significant need for rental housing adequate for families – an affordable typology often neglected through market rate developments complying with the City's Inclusionary Housing Ordinance (IHO). The project exceeds the codified parking requirement and includes 65 surface parking spaces, 20 of which are proposed to be dedicated for public use – replacing the historic average utilization of the existing public parking lot.



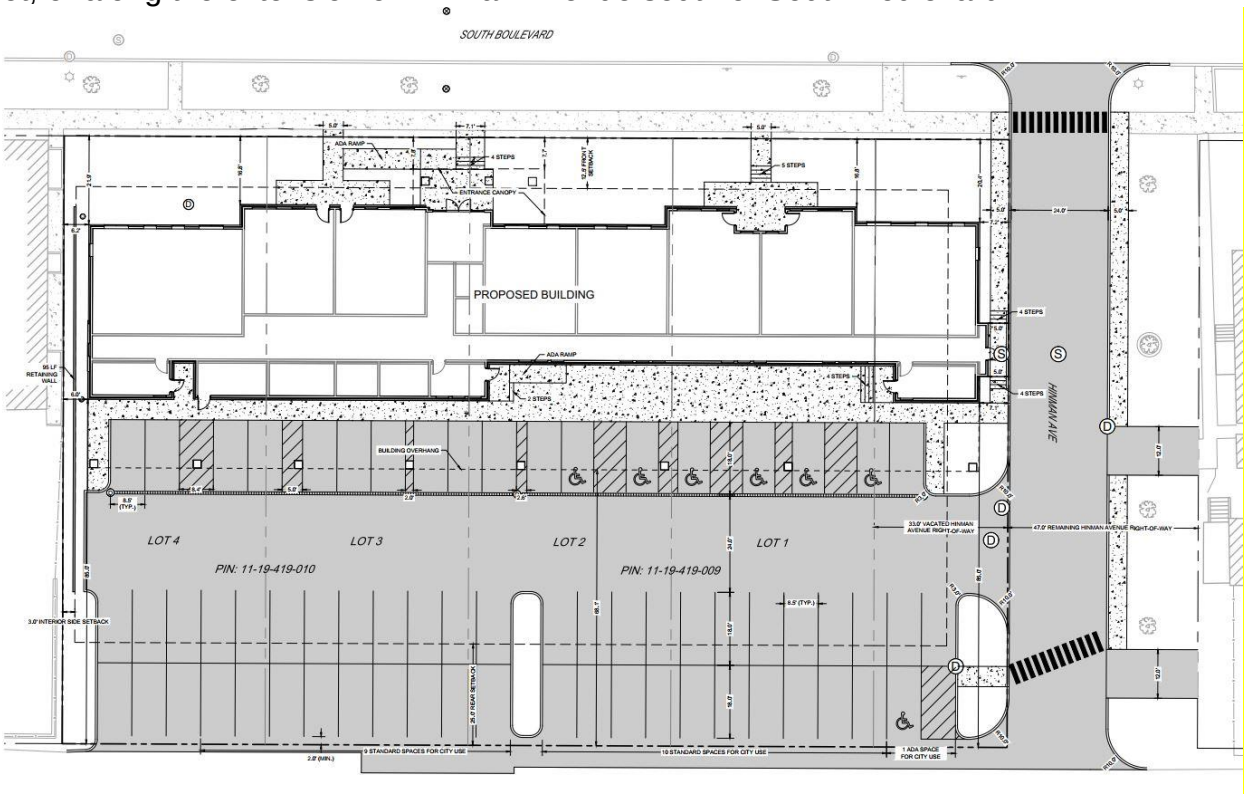
504-514 South Boulevard Proposed Development

Site Layout:

The proposed site includes the Housing Authority of Cook County townhomes the existing City owned surface parking lot, as well as a portion of the existing Hinman Avenue right-of-way south of South Boulevard. The building is sited 17' from the front lot line, 6' from the west lot line, and 5' from the east lot line. Although 5' from the east lot line, the building is 52' from the closest private property boundary to the east. The proposed buildings primary elevation and entrance faces South Boulevard, with a

secondary elevation facing the extension of Hinman Avenue, and tertiary elevations to the west facing the Cemetery maintenance building and to the south facing the alley.

Circulation for the building is served through a formalized extension of Hinman Avenue, including sidewalks on both sides, and a landscaped parkway with vegetative screening between the properties to the east. Improvements in the right-of-way are proposed to be funded and completed by the developer with long-term maintenance responsibilities by the City. The rear of the property contains a 65 space surface parking lot with 18 of the 65 spaces as well as bike parking for 47 bikes below a canted portion of the buildings rear volume. 20 of the 65 spaces located at the developments southern boundary adjacent to the alley will be publicly available and operated by the City's Parking Services Division. Trash, recycling, and compost is stored internally at the rear of the building with service through the parking lot. Off-street loading occurs within the parking lot, or along the extension of Hinman Avenue south of South Boulevard.



Proposed Site Plan

The ground floor is primarily accessible from South Boulevard and contains a lobby, office, trash/recycling room, and storage as well as ground-floor units including two two-story townhomes.



Proposed Ground Floor Plan

The second floor is larger than the ground floor footprint with the proposed units to the south of the central corridor extending above the ground floors tuck under parking.



Proposed Second Floor Plan

The remaining floors 3-5 extend vertically and largely follow the same footprint as the second floor, except for a slight step back from South Boulevard to reduce perceived bulk. Floor five contains an interior common area and exterior uncovered terrace for use by residents which also acts to step the building down as it transitions east toward the existing R4 – General Residential District. The rooftop will contain the buildings mechanicals, and is being explored for installation of solar panels as the project meets the requirements for net-zero certification. The entire structure extends to a height of 62 feet to the top of the roof (ie. zoning height). The parapet and extends to a height of 62’-7”.



Proposed Third Floor Plan



Proposed Typical Fourth and Fifth Floor Plan

The building features a total of 60 low-income rental dwelling units 12 of which are designated as Type-A Adaptable Units.

Proposed Bedroom Mix							
Unit Type	**Typical Unit Size**	**Floor 1**	**Floor 2**	**Floor 3**	**Floor 4**	**Floor 5**	**Total**
1 Bedroom	610 sq.ft.	3	7	7	7	6	30
2 Bedroom	855 sq. ft.	1	3	3	3	2	12
3 Bedroom	1050-1115 sq. ft.	3	3	4	4	4	18
Total		7	13	14	14	12	**60**

The project is all affordable by the definition of the Low-Income Housing Tax Credit Program (LIHTC) targeting individuals and families with income up to 80% AMI. The 80% Average Median Income for a family of four based on the LIHTC Income limits is $88,240. Unit rents vary by income level served, but are between $556 and $1,573 for a one-bedroom, between $1,336 and $1,804 for a two-bedroom, and between $1,544 and $1,988 for a three-bedroom.

Breakdown of Area Median Incomes Served per Unit			
1 Bedroom Units	**30 Units Total**	**Additional Notes**	**AMI**
1 Bed (HACC PBV)	6	HACC PBV/SRN	30%
1 Bed (30% AMI)	3	SRN	30%
1 Bed (60% AMI)	10		60%
1 Bed (80% AMI)	11		80%
2 Bedroom Units	**12 Units Total**	**Additional Notes**	**AMI**
2 Bed (HACC PBV)	4	HACC PBV	30%
2 Bed (60% AMI)	4		60%
2 Bed (80% AMI)	4		80%
3 Bedroom Units	**12 Units Total**	**Additional Notes**	**AMI**
3 Bed (HACC PBV)	8	HACC PBV	30%
3 Bed (60% AMI)	3		60%
3 Bed (80% AMI)	7		80%
Grand Total	**60 units**		

HACC: *Housing Authority of Cook County Unit;* ***PBV****: Project Based Voucher;* ***SRN****: Statewide Referral Network*

Compliance with the Inclusionary Housing Ordinance (IHO)

The project is a covered development (5 units or more) and meets the definition of a primarily affordable development that exceeds the 20% on-site requirement for developments with public financing, having 38 units rented to income qualified households at 60% of the AMI and qualifying as affordable under the City's inclusionary housing ordinance. All 60 units within the building will have an affordability period of 30 years with rents that do not exceed the annual gross rental rate schedule published by the Illinois Housing Development Authority, less any tenant-paid utilities, following the City's centralized wait list policies and procedures.

Compliance with the Zoning Ordinance, and surrounding development pattern

The applicant proposes a map amendment, re-zoning the property from the R4 General Residential District to the R5 General Residential District. The purpose of the R5 General Residential District (Section 6-8-7-1) is to provide for infill development of a mix of multi-family residential structures at a medium density, including such typologies as townhouses, two-family dwellings, three-story walk-ups and courtyard apartment buildings that characterize the traditional multiple-family housing development found in this district.

The properties immediately north of the subject property are zoned R5, a designation that continues for four blocks between Hinman Avenue to the south and Lee Street to the North. These blocks are representative of significant changes in land use and housing preferences that occurred in Evanston in the 1920s -- a period which saw a 70% increase in the City's population, and a building boom not seen since. This dramatic shift in the built environment ultimately led to adoption of the first zoning ordinance in Illinois. Ironically, 100 years later, the resulting juxtaposition and diversity of residential densities, socio-economic strata, architectural forms and styles, and

housing choice within these neighborhoods has created a unique identity and richness in built fabric that is desirable but largely not replicable under current land-use controls. The predominant building types within these neighborhoods are 3 to 4 1/2 story vintage apartment buildings with interspersed single, and two-family residential buildings.

The properties to the west and northwest of the subject property are zoned C1a – Commercial Mixed-Use District, a designation that runs along the southern half of the Chicago Avenue corridor between South Boulevard to the south and Lee Street, to the north including the circa 2004 Courts of Evanston townhome development at South Boulevard and Chicago Avenue. The C1a District provides for additional complexity of proposed uses, as well as increased height and density as compared to the R5 District. C1a was considered early in the development process as a potential zoning designation in order to maximize housing potential, but was ultimately rejected in order to better maintain the character of surrounding development to the north and east.

Properties to the east are zoned R4 – General Residential, and are primarily two to three story single, two-family, and multi-family buildings of various vintages and styles. The surrounding blocks have no unifying design vocabulary. Rather they offer a wide variety in building forms, styles, and use of building materials.

The applicant proposes the following site development allowances and IHO bonuses.

	Density	**Setbacks**	**Height**	**Parking**	**Impervious Surface**
IHO Bonus	+2 per IHO unit provided, or 8 total*	N/A	N/A	IHO units excluded = 38	+15%
Dev. Allowance	+25% or 12 total	May Vary	+12 feet	N/A	N/A
Maximum Allowed or Minimum Permitted	48 under base zoning + IHO units and +12 as site development bonus units = 60 total	3’ Side-Yard under base zoning. PD 15’ from all development boundaries.	50’ under base zoning +12 with site development allowance	.55 spaces per bedroom in TOD area for non IHO units = 23	60% + 15% for publicly financed projects with at least 20% on-site IHO units for a total of 75%
Proposed	**60 units**	**6’-2” West Side Yard and 5’ East Street Side Yard**	**62’**	**45**	**85%**
Notes	*Requests Site Development Allowance (at maximum)*	*Requests Site Development Allowance*	*Requests Site Development Allowance (at maximum)*	*20 additional publicly available spaces for a total of 65*	*Requests site development allowance. Does not trigger super-majority vote due to degree of affordability.*

**density bonuses for primarily affordable developments are capped at 10% of on-site units offered. The development proposes 38 units that meet the IHO at rent structures of 60% of AMI or lower .*

In addition to the above site development allowances, the applicant requests no dedicated off-street loading berth where 1 short loading berth is required. The proposed impervious surface development allowance requested is inexorably linked to the project providing an additional 20 off-street parking spaces for public use, and more off-street parking than is required – space that could otherwise be used for green space.

The development proposes 45 parking spaces where 23 are required. The required parking is summarized below.

Residential: The proposed development is within a TOD area and the following parking requirements apply:

- .55 spaces per 0-1 bedroom unit (30 proposed x.55 = 17 req. spaces)
- 1.1 spaces per 2 bedroom unit (12 proposed x1.1 = 13 req. spaces)
- 1.65 spaces per 3+ bedroom unit (18 proposed x1.65 = 30 req. spaces)
- Total: 60

On-site Inclusionary Units do not count toward the total parking requirement. Primarily affordable developments are limited to 10% bonuses for density increases, but are entitled to the same parking reductions as any other covered development per Code Section 5-7-3. Inclusionary units to be subtracted from the above total include:

- 19 IHO units proposed x .55 = 10 spaces
- 8 IHO units proposed x 1.1 = 9 spaces
- 11 IHO units proposed x 1.65 = 18
- Total: 37

Total required off-street residential spaces: 60 - 37 = 23 spaces.

Total parking requirement: The total number of required off-street parking spaces is 23 where 45 are proposed for use by the residents of the development and an additional 20 are proposed for use by the general public. The parking ratio proposed (.75 spaces/unit) is comparable to historically approved residential Planned Developments. Staff believes the proposed parking meets or likely exceeds demand. Notably, the subject property is located in close proximity to CTA train and bus service, as well as nearby Metra train service and many walkable amenities including a pharmacy and grocery store -- enabling an excellent combination of trips per week and jobs accessible using alternative transportation methods.

Altogether, the following Site Development Allowances are requested:

1. Density
2. Height
3. Side-Yard Setback
4. Street Side-Yard Setback
5. Impervious Surface Ratio
6. Off-Street Loading

Building Materials & Design Guidelines for Planned Developments

The proposed building will be net-zero certified, and include a wide array of energy reduction measures required through that certification including being all electric, providing electric vehicle charging stations (2), and studying the viability of rooftop solar. The wood and steel frame building utilizes a simple material palette with three primary materials: brick, glass, and fiber-cement. The proposed building materials are acceptable in quality and contextual yet authentic for a contemporary structure.

The building maximizes site efficiency through a single row of tuck-under vehicular and bike parking below the second-floor of the buildings rear volume. The rear of the property otherwise contains a large surface parking lot with below-grade storm water detention. Overall impervious surface is increased due to the need to replace the existing public parking spaces currently in the underutilized City parking lot. The front of the site is appropriately setback from the sidewalk, and is well landscaped with a proposed native plant pallet.

The South Boulevard facade is broken into smaller masses and utilizes a variety of building materials at different wall planes to reduce the perceived bulk of the structure while maintaining a contextually scaled street-wall that effectively screens the surface parking lot to the rear. The east volume of the proposed building steps down in height at the corner with an outdoor terrace atop the fourth floor. The perceived bulk of the east volume is further minimized by the formalized extension of Hinman Avenue and newly landscaped parkway -- creating over 50’ of separation between the east volume of the proposed building, and the neighboring properties west lot line. Deciduous screening will also be provided between the neighboring properties to the east and the extension of Hinman Avenue.



Rendering of proposed north elevation at South Boulevard

Compatibility with surrounding character

The proposed Planned Development is compatible with the surrounding built environment and is contextual in height, bulk, placement, and material selection. The placement of the structure strengthens a sense of enclosure and street wall for South Boulevard, provides screening of the rear surface parking lot, reduces perceived bulk through façade modulation and building material changes, and is setback more than 50' from the nearest private property boundary to the east.

Traffic Impact and Parking

The applicant submitted a Traffic Impact Study prepared by KLOA. In summary, the consultant found that the proposal would have a negligible impact on current traffic operations predominantly due to the location being served by alternative transportation options such as the CTA Purple Line, Metra Union Pacific North (UP-N), and Pace bus route 213. This combination of transportation methods and nearby amenities enables a high percentage of non-auto trips. The consultant further found the proposed access system in and out of the site to provide for orderly and efficient circulation. It was noted that all nearby intersections have sufficient reserve capacity to accommodate generated traffic. Further, it was recommended that a longer green cycle for the South Boulevard west bound light at Chicago Avenue be established.

In addition to the impact on traffic, the consultant looked at the proposed parking and determined that the parking supply of 65 (20 for public use) vehicular spaces and 47 covered bicycle spaces was acceptable and that any additional traffic generated could be adequately absorbed within the existing roadway network and would not have a negative impact on the surrounding neighborhood. The location lends itself to a significant proportion of non-motorized trips, either by bike, foot, or mass-transit. Therefore, many residents would not require use or storage of a vehicle.

Staff is aware of traffic and parking concerns in the area. However, given the TOD location, and replacement of the existing average utilization of the city owned surface parking lot, the proposal should not further impact the existing traffic and parking situation and will increase demand for nearby public transportation.

Land Use and Land Use Intensity

The proposal is consistent with the existing land uses and intensities of use within the area. Additionally, the proposed density helps strengthen market demand for nearby transit alternatives and the Chicago Avenue, Main Street, and Howard Street business corridors as a whole, adding vibrancy and added resiliency to the neighborhood. As a significant TOD opportunity site, even greater density with a lower parking ratio could likely be supported in this location.

Housing needs and market feasibility

Use of underutilized city-owned assets, such as a surface parking lot near public transportation and nearby amenities, leverages an added supply of affordable housing where it can have the most impact. This type of development at this type of location provides for transformative housing opportunities – something that isn't true in locations built around car-dependency as transportation is often the second largest expense after housing. The demand for affordable rental housing is significant in Evanston, and the Chicago Region, and is projected to increase across the next five years due to projected positive population trends. There is a particular need for larger 2 and 3 bedroom affordable units in Evanston that have good interior finishes, and amenities on par with market rate developments – a typology often not captured through the City's IHO, but proposed in this development. Many individuals and families served by this development may be part of our community but currently pay rents disproportionate to their income. Others may work in Evanston but cannot afford to live here. These individuals or families would have the opportunity to reduce their overall housing and transportation costs, and start to gain the many mental and physical health benefits associated with housing stability.

Potential tenants are thoroughly screened for income restrictions, background checks, and credit history. The property will be professionally managed with a property manager specific to the building who will be on-site part time and on-call 24/7.

Environmental Considerations

No significant environmental resources exist on site. The applicant has submitted a geotechnical report that has been used to formulate the structural engineering requirements for the building as well as best practices for on-site storm water management.

Impact on Schools and Public Facilities and Services

The proposal will have a positive impact on the public school system by way of increased tax revenue and support of positive enrollment trends at nearby Lincoln School which has seen declining enrollment over the past decade. Similarly, the site is adequately served by public facilities and services and this condition will not only continue but be improved with the formalized Hinman Avenue extension, public sidewalks, a landscaped parkway, and 20 off-street public parking spaces.

Neighborhood Planning

No neighborhood plan exists for this location. Neighborhood input was received during a half dozen neighborhood meetings and charrettes between 2017 and 2023.

Tax Conservation

The proposal will increase the taxable value of the land which is currently tax exempt and generates only modest revenue from monthly parking permits.

Public Benefits

The proposal provides the following public benefits:

1. The development addresses the City's housing goals to provide affordable housing and a unit mix that targets occupancy by families.
2. Providing for 30 years, 38 rental units serving populations at 30% and 60% of AMI, as well as 22 additional rental units serving populations at 80% of AMI.
3. Financing, constructing, and providing in perpetuity, 20 off-street parking spaces for use by the public.
4. Financing, and constructing improvements within the existing right-of-way to the east of the subject property including an extension of Hinman Avenue, public sidewalks, curb-cuts for adjacent property owners to the east, and a landscaped parkway with deciduous screening.
5. The development will meet Net-Zero Certification.

Compliance with the Comprehensive Plan

The guiding principle of the 2000 Comprehensive General Plan is to encourage new development that improves the economy, convenience and attractiveness of Evanston while simultaneously working to maintain a high quality of life within the community where new developments should be integrated with existing neighborhoods to promote walking and the use of mass transit.

The Comprehensive Plan includes the following policies that are upheld by this development proposal:

- Complements and strengthens existing street and sidewalk patterns.
- Provides new housing construction that will increase the supply of affordable rental housing.
- Encourage proposals from the private sector that will maintain the supply of moderately priced housing, both rental and owner-occupied.
- 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.
- Promote public transportation ridership as an alternative to automobile use
- Promote higher-density residential and mixed-use development in close proximity to transit nodes in order to support non-automobile dependent lifestyles.
- Promote biking and walking to enhance the character of the community, retail viability, and the health of citizens.
- Support the installation of sidewalks in areas they presently do not exist respecting the access needs of all pedestrians, including those with disabilities.
- Promote land use development patterns that encourage pedestrianism, bicycle and mass transit ridership thereby helping to reduce automobile dependency.

Standards of Approval

The proposed development must satisfy the Zoning Ordinance Standards for Planned Development in Section 6-3-6-9, the Standards for Special Use within Section 6-3-5-10, and Standards and guidelines established for Planned Developments in a residential zoning district (Section 6-8-1-10). Additionally, the proposed change in zoning from R4 to R5 must meet the Standards for Amendment in Section 6-3-4-5.

Although ultimate determination is exclusively afforded to members of the Commission, staff finds that the proposed development meets all applicable standards for approval.

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).

In addition to the general requirements for planned developments set forth in Section 6-3-6, "Planned Developments," the Land Use Commission shall not recommend approval of, nor shall the City Council adopt a planned development in the residential districts unless they shall determine, based on written findings of fact, that the planned development adheres to the following General Conditions and Standards.

(A) *General Conditions:*

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

   If the proposed planned development is for a property listed as an Evanston landmark, or for property located within an 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 be compatible with and implement the adopted Comprehensive General Plan, as amended, 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) Traffic impact and parking.

   (g) Impact on schools, public services and facilities.

   (h) Essential character of the neighborhood.

   (i) Neighborhood planning.

   (j) Conservation of the taxable value of land and buildings throughout the City and retention of taxable land on tax rolls.

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

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

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 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 the City's Manual of Design Guidelines or in common use by design professionals.

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

2. For all boundaries of the planned development not immediately abutting dedicated and improved public streets, there shall be provided a transition landscaped strip of at least ten (10) feet consisting of vegetative screening, fencing, or decorative walls in accordance with the Manual of Design Guidelines and Chapter 17, "Landscape and Screening." Natural features or tree stands identified as desirable in the tree preservation statement shall be incorporated in the transition landscaped strip where possible. The transition landscaped strip and its treatment shall be depicted on the required landscape plan submitted as part of the planned development application.

3. Walkways developed for a planned development shall form a logical, safe and convenient system for pedestrian access to all dwelling units, all project facilities, as well as any off-site destination likely to attract substantial pedestrian traffic. Walkways, when used by substantial numbers of children as play areas, routes to school or other principal destinations, shall be so located and safeguarded as to minimize contacts with normal automobile traffic. Street crossings shall be located, designed, and marked to promote the utmost safety. If substantial bicycle traffic is anticipated, bicycle paths shall be incorporated into the walkway system. Pedestrian ways shall not be used by other automotive traffic.
4. The location, construction, and operation of parking, loading areas, and service areas shall be designed to avoid adverse effects on residential uses within or adjoining the development.
5. Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular and pedestrian traffic.
6. The planned development shall provide, if possible, for underground installation of utilities (including electricity and telephone) both in public ways and private extensions thereof. Provisions shall be made for acceptable design and construction of storm water facilities including grading, gutter, piping, and treatment of turf and maintenance of facilities.
7. 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.
8. For every planned development involving twenty (20) or more dwelling units there shall be provided a traffic circulation impact study that shall show the effect of all proposed uses upon adjacent and nearby roads and highways. The study also shall show the amount and direction of all anticipated traffic flow and clearly describe what road improvements and traffic control improvements might become necessary as a result of the construction of the proposed development.
9. The Zoning Administrator may, at his/her discretion, require of the applicant additional studies or impact analyses when he determines that a reasonable need for such investigation is indicated.

The wisdom of amending the text of the Zoning Ordinance or the Zoning Map is a matter committed to the sound legislative discretion of the City Council and is not controlled by any one standard. In making their determination, however, the City

Council should, in determining whether to adopt or deny, or to adopt some modification of the Land Use Commission's recommendation consider, among other factors, the following:

A. Whether the proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive General Plan, as adopted and amended from time to time by the City Council.
B. Whether the proposed amendment is compatible with the overall character of existing development in the immediate vicinity of the subject property.
C. Whether the proposed amendment will have an adverse effect on the value of adjacent properties.
D. The adequacy of public facilities and services.

Recommendation

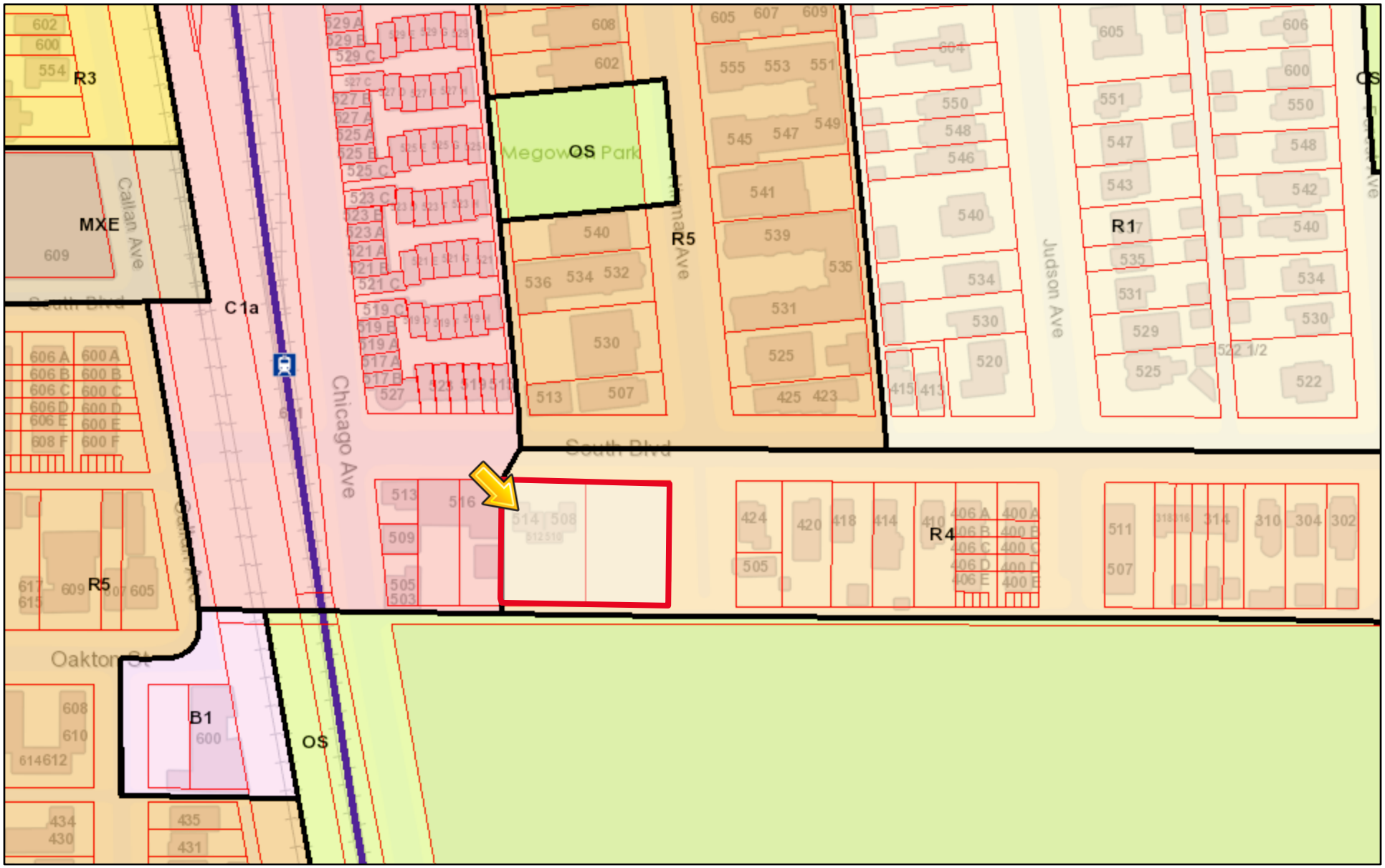
Based on the analysis above, staff recommends the Land Use Commission make a recommendation for approval of the proposed Planned Development and Map Amendment at 504-514 South Boulevard to the City Council subject to the following conditions:

1. The proposed development shall substantially comply with the documents and testimony on record.
2. The applicant shall agree to a Construction Management Plan (CMP) before issuance of the building permit.
3. The applicant agrees to comply with the City of Evanston Green Building Ordinance and will obtain a LEED Silver Certification Rating or equivalent (Net Zero Certification).
4. The applicant to continue to work with staff on design details for the north and east building elevations.

Attachments

Proposed Development Plans and PD Application
Zoning Map of Area
Aerial View of Area
Image of Property
Traffic Study
Geotechnical Report
Market feasibility study
Letter of Intent
Plat of Subdivision
Map Amendment Application
Public Comments

504-514 South Boulevard Zoning Map



8/31/2023, 9:28:53 AM

CTA Train Lines
- Purple
- Yellow (Skokie Swift)
- CTA Stations

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

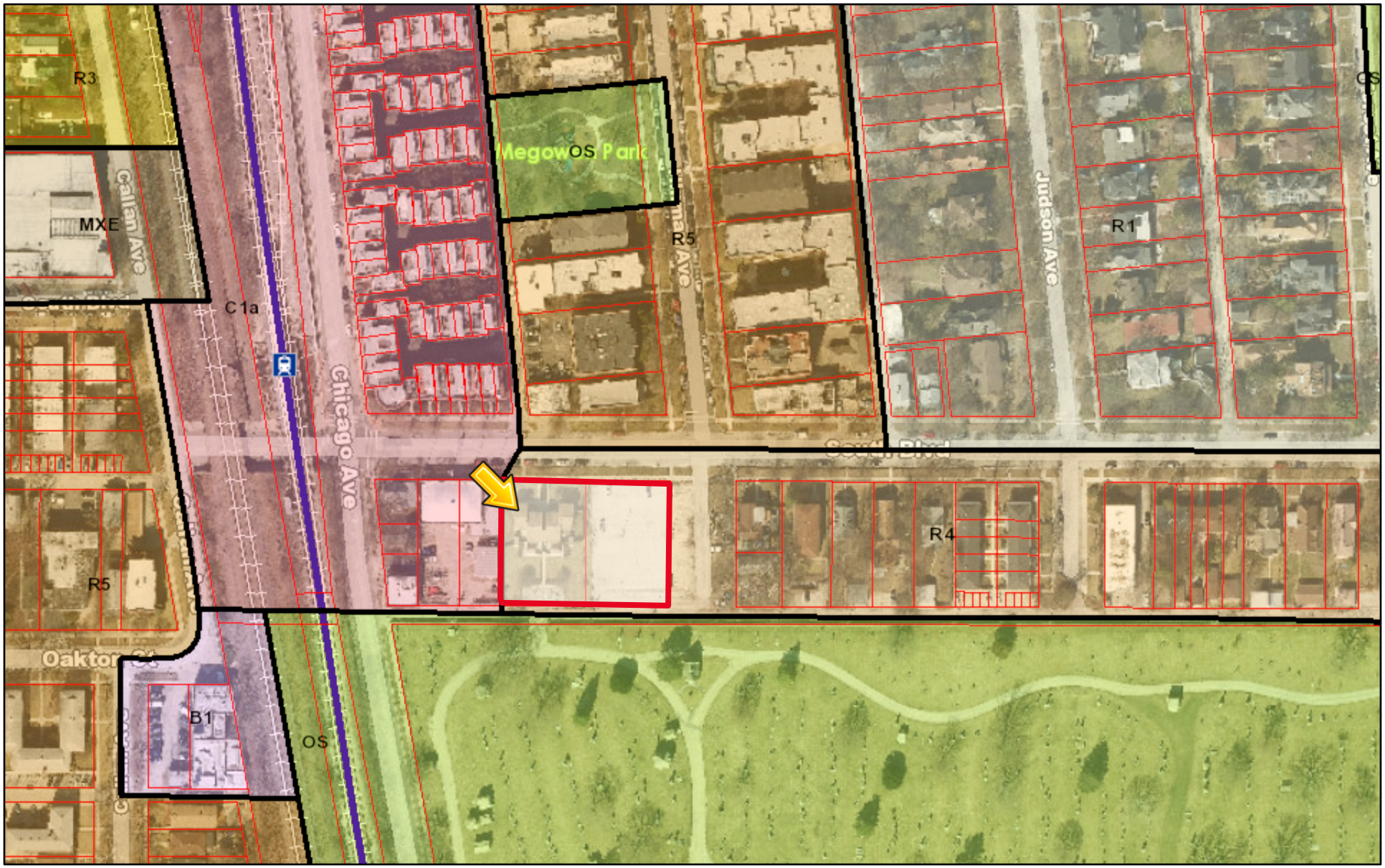
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0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

ArcGIS Web AppBuilder

504-514 South Boulevard Aerial Map



8/31/2023, 9:29:14 AM

CTA Train Lines
- Purple
- Yellow (Skokie Swift)
- CTA Stations

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

1:2,000

0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

City of Evanston IL, Imagery courtesy Cook County GIS

ArcGIS Web AppBuilder
City of Evanston IL, Imagery courtesy Cook County GIS |

504-514 South Boulevard Aerial



8/31/2023, 9:29:43 AM

CTA Train Lines

Purple

Yellow (Skokie Swift)

CTA Stations

City Boundary

Tax Parcels

1:1,000

0 0.01 0.01 0.03 mi

0 0.01 0.03 0.05 km

City of Evanston IL, Imagery courtesy Cook County GIS

ArcGIS Web AppBuilder

City of Evanston IL, Imagery courtesy Cook County GIS |

PLANNED DEVELOPMENT APPLICATION

Case Number: _____

1. PROPERTY

Address(es)/Location(s)

504-514 South Boulevard

Brief Narrative Summary of Proposal:

Project includes demolition of existing residential building and parking lot and construction of a new 5-story multi-family building with 60 units.

2. APPLICANT

Name: Eugene Hu Organization: Pirhl Developers, LLC

Address: 800 W St Clair Ave City, State, Zip: Cleveland, OH 44113

Phone: Work: _____ Home: _____ Cell/Other: 312 498 3724

Fax: Work: _____ Home: _____

E-mail: JCasanova@pirhl.com

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."

Eugene Hu
_____ 4/12/23

Applicant Signature – **REQUIRED** 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
- ☑ 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
- ☑ 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: Joshua D. Cohen Organization: Greenburg Traurig, LLP

Address: 1717 Arch St., Suite 400 City, State, Zip: Philadelphia, PA 19103

Phone: 215.988.7815 Fax: _____ Email: joshua.cohen@gtlaw.com

Architect

Name: Eric Maring, AIA Organization: Hooker DeJong Inc.

Address: 316 Morris Ave, Suite 410 City, State, Zip: 49440

Phone: 231-722-3407 Fax: 231-722-2589 Email: ericm@hdjinc.com

Surveyor

Name: Mary Biedermann Organization: Gremley & Biedermann, Inc.

Address: 4505 N Elston Ave City, State, Zip: Chicago IL 60630-4420

Phone: 773-685-5102 Fax: _____ Email: info@plcs-survey.com

Civil Engineer

Name: Brad Hovanec Organization: Cage Engineering

Address: 2200 Cabot Drive, Suite 325 City, State, Zip: Lisle, IL 60532

Phone: 630-598-0007 Fax: _____ Email: bhovanec@cagecivil.com

Traffic Engineer

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

Address: 9575 West Higgins Road, Suite 400 City, State, Zip: Rosemont, IL. 60018

Phone: 847-769-4370 Fax: _____ Email: mwerthmann@kloainc.com

Other Consultant

Name: _____ Organization: _____

Address: _____ City, State, Zip: _____

Phone: _____ Fax: _____ Email: _____

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

Copy this form if necessary for a complete listing.

Application Procedure

(A) Pre-Application Conference: Pre-Application Conference: Prior to application submittal, an applicant shall meet with the Zoning Administrator, Planning & Zoning staff, and the Alderman of the ward in which the proposed planned development is located. Where applicable, a representative of the Preservation Commission shall be present. The purpose of the conference is to present the concept of the proposed plan and discuss procedures and standards for approval. No representation made by City staff or the representative of the Preservation Commission during such conference or at any other time shall be binding upon the City with respect to the application subsequently submitted. The pre-application conference shall be scheduled within 15 calendar days after receiving the applicant's request.

(B) Information Needed for Pre-Application Conference: The applicant shall include the following information at the time of request for the meeting:
1. Narrative summary of proposal.
2. Conceptual site plan.
3. Plat of survey (including the location of utilities).
4. Proposed elevations.
5. Photographs of the subject and surrounding properties.
6. Description of adjacent land uses and neighborhood characteristics.
7. Description of critical historical structures, details or characteristics (if applicable).

(C) Zoning Analysis Application: Prior to review of the project, the applicant must submit the project for "zoning analysis." The Zoning Division's response to this application is a Zoning Analysis Review Sheet addressing specific regulatory areas, and indicating compliance or deficiency.

(D) Results of Pre-Application Conference and Zoning Analysis: Following the pre-application conference, the Zoning Administrator shall be available to suggest modifications to the site plan as discussed during the pre-application conference. Within 7 calendar days, minutes of the pre-application conference shall be sent to the applicant and shall be available upon request to interested parties by the Zoning Administrator.

Review Procedure - Decision

(A) Review Procedure: Upon the review of an application for a planned development the Zoning Administrator shall notify the developer of any deficiencies or modifications necessary to perfect the planned development application.

(B) Public Hearing: After determining that the application is complete, the Zoning Administrator shall schedule a public hearing to be held by the Plan Commission at which time a formal presentation of the planned development application will be presented. The public hearing shall be held not less than 15 calendar days and no more than 30 calendar days from the date of receipt of the complete application. In addition, a sign shall be posted on the property for a minimum of 10 working days prior to the public hearing indicating the place, time and date of the hearing.

(C) Mailed Notices Required: Notice shall also be given by first class mail to all owners of property within a 1,000-foot radius of the subject property as provided by the City. The failure of delivery of such notice, however, shall not invalidate any such hearing. The City, through its Geographic Information System, will supply the names and addresses of the owners of property within the 1,000-foot radius. A third party mailing service mails notice of the hearing to the neighboring property owners. The applicant must pay any and all fees and postage associated with mailing this notice. The City publishes a notice of the hearing in a locally circulating newspaper, generally the Evanston Review, no less than 15 days nor more than 30 days prior to hearing.

(D) Recommendation: The Plan Commission holds a public hearing and makes a recommendation, based on findings of fact, to the City Council within 60 days of the close of the public hearing. The Planning and Development Committee of the City Council considers the Plan Commission's recommendation and forwards it to the full Council with or without a recommendation. The City Council considers the Plan Commission's recommendation and may introduce an ordinance granting the planned development. The City Council may adopt an ordinance granting the planned development at the following or any subsequent City Council meeting. The developer shall record the ordinance granting the planned development and the development plan with the Cook County Recorder.

Submittal Requirements

1) Planned Development Application Form.

2) Certificate of Disclosure of Ownership Interest Form listing each individual lot contained within the proposed development identified by parcel identification number and each owner having legal or equitable interest in each

individual parcel. Connection to the ownership interest in the property must be documented in the form of a title insurance policy, deed, lease or contract to lease or purchase.

3) Exhibit illustrating the boundaries of each individual parcel contained within the property(ies) proposed for development with coincide parcel identification numbers.

4) Plat of Survey, drawn to scale, showing dimensions and areas of the parcel(s), lot(s), block(s), or portions thereof, according to the recorded plat of the subject property(ies).

5) Preliminary Plat of Subdivision, if necessary, showing the development consists of, and is coterminous with, a single lot legally described in a recorded plat of subdivision or proposed subdivision or consolidation.

6) Pre-application Conference Materials:
   a) Conceptual site plan, showing parking and bicycle facilities where appropriate;
   b) Plat of survey showing location of utilities;
   c) Elevations;
   d) Photographs of the subject and surrounding properties;
   e) Description of adjacent land uses and neighborhood characteristics; and
   f) Description of critical historical structures, details or characteristics.

7) Zoning Analysis Results Sheet, if available.

8) Development Plan showing:
   a) Location, dimensions and total area of site;
   b) Location, dimensions, floor area, construction type and use of each structure;
   c) Number, type and size of dwelling units, and the overall dwelling unit density;
   d) Number and location of parking spaces and loading docks, with means of ingress and egress;
   e) Traffic circulation pattern, location and description of public improvements, streets and access easements to be installed or created;
   f) All existing and proposed dedications and easements;
   g) Drainage plan;
   h) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
   i) Significant topographical or physical features, including trees;
   j) Soil or subsurface conditions; and
   k) Historical structures or features.

9) Landscape Plan, including:
   a) Location, dimensions and total area of site;
   b) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
   c) Landscaping location and treatment, plant material types, size and quantity, open spaces, and exterior surfaces of all structures with sketches of proposed landscaping;
   d) Topographic and physical site features including soils and existing trees and vegetation;
   e) Location, type and size of trees to be removed, and preservation plan for existing trees to remain through construction; and
   f) Location, type, height and material of all fences and walls.

10) Inclusionary Housing Ordinance Application.

11) Statement addressing how the planned development approval will further public benefits including:
   a) Preservation and enhancement of desirable site characteristics, open space, topographic and geologic features, and historic and natural resources;
   b) Use of design, landscape, and architectural features to create a pleasing environment;
   c) Provide a variety of housing types in accordance with the City's housing goals;
   d) Eliminate blighted structures or incompatible uses through redevelopment or rehabilitation;
   e) Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base;
   f) Efficiently use land resulting in more economic networks of utilities, streets, schools, public grounds, and other facilities; and
   g) Incorporate recognized sustainable design practices and building materials to promote energy conservation and improve environmental quality.
   h) Additional benefits related to transit alternatives, public art, public space improvements, etc.

12) Statement describing the relationship between the proposed development and the Comprehensive General Plan and other City land use plans.

13) Statement describing the developments compliance with the Zoning Ordinance and any other pertinent city planning and development policies.

14) Statement addressing the site controls and standards for planned developments in the subject property's zoning district regarding the following:
    a) Minimum area
    b) Tree preservation
    c) Landscaped strip
    d) Open space
    e) Walkways
    f) Parking and loading
    g) Utilities
    h) Stormwater treatment

15) Statement of proposed developments compatibility with the surrounding neighborhood.

16) Statement of proposed developments compatibility with the design guidelines for planned developments.

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

18) Restrictive Covenants to be recorded against proposed development.

19) Schedule of Development phases or stages stating beginning and completion time for each phase.

20) Market Feasibility Statement indicating the consumer market areas for all proposed uses in the development, the population potential of the area to be served by the proposed uses and other pertinent information concerning the demand for such uses of land.

21) Traffic Circulation Impact Study showing the effect of the development upon adjacent roadways, anticipated vehicular trips and traffic flow, and what road improvements and traffic control upgrading might be necessary.

22) Statement addressing the development allowances for planned developments in the subject property's zoning district regarding the following:
    a) Height increases
    b) Density increases
    c) The location and placement of buildings varying from that otherwise permitted in the district
    d) Floor area ratio increases

Standing

The applicant must own, lease, or have legal or equitable interest in the subject property. The Planning and Zoning Division requires the applicant to demonstrate his or her connection to the ownership interest in the property. Documentation can be in the form of a title insurance policy or a deed, and a lease or contract to lease or purchase.

February 15, 2023

Kristin Faust
Illinois Housing Development Authority
111 E. Wacker, Suite 1000
Chicago, Illinois 60601

Re: **Site Control Narrative**
504-514 South Boulevard, Evanston, IL 60202 ("Project")

Dear Ms. Faust,

PIRHL LLC (PIRHL) was selected via an RFP process issued by the City of Evanston and Housing Authority of Cook County (HACC) for the development of South Boulevard Shores.

The proposed Site Acquisition consists of three parcels of land totaling 0.965 acres and 42,045 square feet. The total, combined site is commonly referred to by the City of Evanston, for the purposes of this project, as 504-518 South Boulevard. Please refer to enclosed ALTA survey with legal descriptions.

- Parcel 1 consisting of two lots (Lots 1 & 2), 0.3445 acres, is being conveyed by the City of Evanston into the project. This parcel has the address of 504 South Boulevard in Evanston.
- Parcel 2 consisting of two lots (Lots 3 & 4), 0.3445 acres, is being conveyed by project Sponsor HACC into the project. This parcel has separate addresses known as 508, 510, 512, and 514 South Boulevard in Evanston.
- Parcel 3, consists of 0.275 acres Hinman Ave right of way (ROW) currently unplatted, owned and not utilized by the City of Evanston.

All the parcels are being consolidated through the Planned Development (PD) process that is in process.

Enclosed are the following Site Control Documents:

- Purchase and Sale Agreement between South Boulevard Shores and HACC – includes Parcel 1
- Purchase and Sale Agreement between South Boulevard Shores and City of Evanston – includes Parcel 2 and Hinman Avenue area
- ALTA survey

The Appraisal of Real Property completed by IRR on February 15, 2023 valuated the land as-is with adjustments for the City of Evanston Inclusionary Housing and demolition of the existing building at a Net As-Is Value of $2,730,000, please refer to page 63 of the report submitted under the Financial Feasibility Section of the application.

The Acquisition price for the Site is agreed at below the market value at $750,000 for the combined site. The remainder of the value for the property will be donated to use as Illinois Affordable Housing Tax Credits. The acquisition price is divided equally between the City of Evanston and HACC as a result the purchase agreements included under Evidence of

Site Control section of the application each shows $375,000 as acquisition price. The donation commitment is included with the purchase agreements.

The Donated Values is calculated as follows:

- Land Value: $2,700,000 (Rounded); HACC Site $1,350,000 and City of Evanston Site $1,350,000
- Below Market Acquisition Costs: $750,000; $375,000 HACC and $375,000 City of Evanston Site
- Donated Value: $1,950,000 (Combined)
- State Tax Credits $975,000
- Equity $975,000 x 0.80 cents = $780,000

Best,

Johana Vargas Casanova

Senior Vice President of Development

PIRHL

AGREEMENT OF SALE

THIS AGREEMENT OF SALE (the "**Agreement**") is made and entered into as of the 16th day of Feb., 2023 (the "**Effective Date**"), by and between SOUTH BOULEVARD SHORES LLC, an Illinois limited liability company, or its nominee ("**Buyer**"), and the HOUSING AUTHORITY OF COOK COUNTY, a public body corporate and politic, organized and existing under the laws of the State of Illinois ("**Seller**").

RECITALS

WHEREAS, Seller is the owner of the property commonly known as 508-514 South Boulevard, Evanston, IL 60202 ("**Property**") and Seller desires and hereby agrees to sell, and Buyer desires and hereby agrees to acquire, all of Seller's right, title and interest in the Property subject to and on the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of Ten Dollars ($10.00) and the mutual promises and agreements hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto, intending to be legally bound hereby, agree as follows:

1. **Acquisition of the Property.** Seller hereby agrees to sell, assign, transfer and convey to Buyer and Buyer agrees to purchase from Seller, subject to the terms and conditions of this Agreement, that certain parcel of land (the "**Land**"), together with any and all buildings and structures presently located on the land; and all rights pertaining to the land, including but not limited all mineral, air and water rights; fixtures and personal property currently located thereon; all access easements, easements, rights of way, drive aisles, curb cuts and signage rights, and other rights appurtenant to or benefiting the land; and all warranties (including construction and fabrication, if any), development rights and approvals, leases, plans, and easements relating to the land which is commonly known as 508-514 South Boulevard, Parcel No. 11-19-419-010-0000 in the City of Evanston, Cook County, State of Illinois, and as more fully set forth on **Exhibit A** attached to this Agreement (collectively, the "**Property**").

2. **Purchase Price and Time of Payment.** The purchase price (the "**Purchase Price**") to be paid by Buyer to Seller for the Property shall be **THREE HUNDRED SEVENTY FIVE THOUSAND AND NO/100 DOLLARS ($375,000.00)**. The Purchase Price, as adjusted pursuant to Section 6 of this Agreement, shall be paid by Buyer to Seller at Closing by immediately available federal U.S. funds.

3. **Status of Title to Property.**

(a) State of Title. At the Closing, Seller shall convey to Buyer the entire fee simple estate in and to the Property by a recordable special warranty deed, subject only to: (i) those covenants, conditions and restrictions of record and other matters which are reviewed and approved or deemed approved by Buyer pursuant to Section 3(c) below, and (ii) the lien of general real estate taxes not yet due or payable (the above enumerated exceptions being hereinafter collectively referred to as the "**Permitted Exceptions**").

(b) Preliminary Evidence of Title. As specified below, Buyer shall obtain the following documents to evidence the condition of Seller's title to the Property:

(i) After the Effective Date, Buyer shall obtain and deliver to Seller a commitment (the "**Title Commitment**") for an ALTA 2006 Owner's Title Insurance Policy (the "**Title Policy**") proposing to insure Buyer and committing to insure title to the Property in the amount of the Purchase Price, issued by Land Services USA, Inc., with an office located at 1835 Market Street, Suite 420, Philadelphia, PA 19103, or such other title agent mutually agreed upon by Buyer and Seller (the "**Title Agent**"), together with legible copies (if available) of all documents of record referred to in the Title Commitment; provided, however, to the extent Seller is able to provide a title commitment from the Escrow Agent curing an Unpermitted Exception (defined below) to Buyer's reasonable satisfaction which is not otherwise cured by the Title Agent, the parties agree that Escrow Agent shall be permitted to be deemed the Title Agent. The Title Commitment shall evidence that fee simple title to the Property is vested in Seller.

(ii) Prior to the Closing Date, at Buyer's expense, Buyer shall have the right to obtain written results of searches (collectively, the "**Lien Searches**") conducted in the records of the county recorder of the county in which the Property is located and the Secretary of State of the State of Illinois for Uniform Commercial Code financing statements, liens, tax liens, judgments and the like in the name of Seller, the Property and any other name or location requested by Buyer, together with legible copies (if available) of all documents disclosed by the Lien Searches.

(iii) Prior to the Closing Date, Buyer shall have the right to obtain, at Buyer's expense, a current plat of survey (the "**Survey**") of the Property dated after the Effective Date, certified to Buyer and the Title Agent (and such other persons or entities as Buyer may designate) by a surveyor registered in the State of Illinois.

(c) Title Defects. Buyer shall, prior to the Feasibility Date (as hereinafter defined), notify Seller in writing (the "**Defect Notice**") of those particular liens, encumbrances, exceptions, qualifications, or defects listed in the Title Commitment or Survey which are not acceptable to Buyer (any such liens, encumbrances, exceptions, qualifications, or defects are collectively, the "**Unpermitted Exceptions**"). If Buyer fails to provide Seller with notice of the existence of any Unpermitted Exceptions on or before the Feasibility Date, then, for all purposes, Buyer shall be deemed to have accepted title in the condition described in the Title Commitment and Survey, and any and all title encumbrances, exceptions, or other matters, which are set forth in the Title Commitment or Survey, and to which Buyer does not object during such period, shall be deemed "Permitted Exceptions" hereunder; provided, however, that Seller shall cure any monetary liens and mortgages (except for the lien of real property taxes not yet due and payable) (the "**Mandatory Cure Items**") and the foregoing Mandatory Cure Items shall not, under any circumstances, be deemed Permitted Exceptions hereunder. With regard to Unpermitted Exceptions in the Title Commitment or the Survey (or any revision or update of any of them) about which Buyer does object in writing prior to the Feasibility Date, Seller shall have ten (10) business days after receipt of Buyer's Defect Notice to deliver written notice to Buyer that Seller has elected to either (i) cure such Unpermitted Exceptions or (ii) not to cure such Unpermitted Exceptions. If Seller elects not to cure any or all of such Unpermitted Exceptions, or does not deliver written

notice to Buyer of Seller's election within the foregoing ten (10) business day period, Buyer may, at its option, within ten (10) business days thereafter, either (A) terminate this Agreement upon written notice to Seller, in which event this Agreement, without further action of the parties, shall become null and void and neither party shall have any further rights or obligations under this Agreement, except those rights expressly stated to survive termination, or (B) waive the existence of the uncured Unpermitted Exceptions and elect to accept title to the Property as it then is (subject to cure of the Mandatory Cure Items and any other Unpermitted Exceptions that Seller has expressly committed to cure pursuant to this Section 3(c)), at which time the Unpermitted Exceptions shall be deemed Permitted Exceptions. If Buyer fails to make either such election by such time, Buyer shall be deemed to have elected option (B) above. Seller's failure to cure any of the Mandatory Cure Items and any other Unpermitted Exceptions that Seller has expressly committed to cure pursuant to this Section 3(c) shall be an immediate event of default under this Agreement.

(d) Updates. Following the Feasibility Date, Buyer may, within ten (10) business days after receipt of any updates to the Title Commitment or Survey, notify Seller in writing of any new title objections to any update to the Title Commitment or Survey referencing exceptions to title that first appear of record after the effective date of the initial Title Commitment (the "**Additional Title Objections**"). With respect to any Additional Title Objections, Seller shall have the same option to cure and Buyer shall have the same option to accept title subject to such matters or to terminate this Agreement as would apply to any title or survey objections made by Buyer pursuant to Section 3(c) above; provided, however, that any liens, security interests, covenants, conditions, restrictions, rights-of-way, easements or encumbrances of any kind or character whatsoever voluntarily granted, created, permitted or caused by any act or inaction of Seller after the effective date of the Title Commitment shall be deemed a Mandatory Cure Item except for any violations cited by the City of Evanston which would be cured by Buyer's proposed development of the Property except that any fines, penalties and liens related thereto shall be deemed Mandatory Cure Items. Seller's failure to cure any such Mandatory Cure Item shall be an immediate event of default under this Agreement. If any such defect is filed against the Property or otherwise affects the Property through no fault of Seller and Seller fails to cure such defect, then Buyer shall have the right to terminate this Agreement upon notice to Seller, as Buyer's sole and exclusive remedy for Seller's default under this **Section 3(d)**.

4. **Conditions Precedent**.

(a) Buyer's obligation to close on its acquisition of the Property shall be conditioned upon:

(i) Buyer receiving, as applicable, final and un-appealable Zoning Approvals, permits, approvals (including historic), licenses, consents, utility verifications, variances, special exceptions and plan approvals, including without limitation a final subdivision approval (if necessary or advisable for Buyer's plan of development of the Property), demolition permit and a building permit (collectively the "**Approvals**") on terms and conditions reasonably acceptable to Buyer from all governmental, quasi-governmental and utility authorities for the use, development and construction of Buyer's intended use of the Property as a residential apartment facility (the "**Project**"), and Seller shall

to extent necessary reasonably cooperate (at no cost to Seller) with Buyer in obtaining any such Approvals and, as necessary, executing applications for such Approvals and plats and other documents required in connection with such Approvals;

(ii) Buyer having received debt, equity and tax credit financing acceptable to the Buyer for its use in developing the Project, including the allocation from the Illinois Housing Development Authority ("**IHDA**") of 9% Low Income Housing Tax Credits and other financing, in the amount applied for by the Buyer, or otherwise acceptable to the Buyer;

(iii) Buyer having obtained environmental report(s) which indicates that no Hazardous Substances or hazardous wastes are present in, on or about the Property or if such substances are present do not interfere with the development of the Project;

(iv) Buyer having secured such access and utility easements over adjacent lands as reasonably necessary for the development and operation of the Project; and

(v) There being no building moratorium, adequate facilities ordinance, or similar policy, rule, or regulation ("**Building Constraint**") existing or enacted by a government body that would prohibit Buyer from obtaining the Approvals or constructing the Project on the Property.

(vi) Seller having obtained and delivered to Buyer a "Bulk Sales Stop Order" from the Illinois Department of Revenue stating that no taxes are due from Seller to the State of Illinois or any department thereof.

(vii) Seller having obtained and delivered to Buyer a bulk sales approval letter from the Cook County Department of Revenue stating that Seller does not have any outstanding "Department of Revenue Home Rule Tax Liability".

(viii) Seller having obtained and delivered to Buyer a release and satisfaction of judgment from the City of Evanston Department of Law stating that no amounts are due from Seller to the City of Evanston.

(ix) Seller having obtained and delivered to Escrow Agent a paid water certification from the City of Evanston (the "**Water Certification**").

(b) If any of the foregoing conditions precedent in subsection 4(a) are not satisfied on the Closing Date, Buyer may: (i) terminate this Agreement, whereupon the parties shall each be released of all further rights and obligations hereunder (except those which survive such termination); or (ii) waive such condition, in whole or in part, which waiver shall automatically occur if Closing occurs.

5. **Due Diligence Materials; Zoning Approvals; Closing Documents.**

(a) Due Diligence Materials. Within five (5) business days after the Effective Date, Seller shall deliver to Buyer copies of the following materials to the extent that they relate

to the Property and they are in Seller's possession or reasonably available to Seller or Seller's agent, broker or counsel: (i) any surveys, site plans, engineering drawings, and subdivision plans of the Property and copies of any title insurance commitments and policies relating to the Property; (ii) copies of all governmental notices concerning environmental issues and any remediation thereof and copies of any environmental, geotechnical or similar reports of the Property; (iii) copies of the water, sewer and real estate tax bills for the current and preceding calendar year and copies of any permits, approvals, or certificates, and agreements with any governmental authorities or utility companies and any agreement with a third party that will survive the Closing; (iv) copies of all agreements with third parties relating to the Property; (v) copies of historical financial information relating to the Property as requested by Buyer; and (vi) information and documentation concerning the construction of improvements currently located on the Land, if any. Should Buyer elect not to proceed with Closing, Buyer agrees to provide to Seller copies of all drawings, surveys, and reports commissioned by Buyer during the period this Agreement is in effect.

(b) Zoning Approvals. Buyer shall use commercially reasonable best efforts to submit to the appropriate governmental authorities for approval of any and all documents and applications required to obtain any final and non-appealable zoning approvals, including without limitation all zoning, special exceptions and variances and all other zoning approvals (collectively, the "**Zoning Approvals**") on terms and conditions reasonably acceptable to Buyer from all governmental, quasi-governmental and utility authorities for the use, development, construction and operation of the Project, and Seller shall reasonably cooperate with Buyer in obtaining any such Zoning Approvals and executing applications by Seller reasonably necessary or advisable in order to obtain the Zoning Approvals. Buyer shall use diligent and commercially reasonable efforts to obtain the Zoning Approvals prior to the two hundred fortieth (240th) day after the Effective Date, or if such day is federal holiday, Saturday or Sunday, the next business day thereafter (the "**Zoning Period**"); provided, however, that the Zoning Period shall be extended for any delays or in accordance with expected timing set forth by the Alderman of Ward 9, the City of Evanston, Cook County, the State of Illinois or the Evanston Planning and Development Committee, as applicable, unless such delay is caused by Buyer's failure to timely submit its applications for Zoning Approvals. Notwithstanding the foregoing, the Zoning Period shall not be extended past the Closing Date.

(c) Closing Documents. At Closing, Seller shall deliver to the Title Agent the following: (i) a special warranty deed ("**Deed**") executed by Seller conveying to Buyer good, marketable and insurable at regular rates fee simple title to the Property, subject only to the Permitted Exceptions; (ii) an affidavit executed by Seller certifying that it is not a "foreign person" within the meaning of the Internal Revenue Code of 1986, as amended and any similar Illinois affidavit; (iii) a title affidavit and such other affidavits and indemnities reasonably required by Title Agent to remove any standard exceptions to the Title Commitment that are removable by way of a seller affidavit, and the mechanic's lien title exception and to confirm Seller's authority to consummate the terms of this Agreement, and such other materials reasonably requested by Title Agent to issue the Title Policy; (iv) evidence of the authority of Seller and the party or parties executing this Agreement and any documents delivered in connection herewith which is acceptable to Title Agent; (v) a closing statement executed by Seller; (vi) transfer tax forms executed by Seller to the extent required by any applicable government body; (vii) if required by law, a certification

statement, certificate of occupancy or other evidence of no outstanding code violations at the Property and evidence that the Property, if required to be inspected prior to Closing by any governmental agency, was found to be satisfactory from such governmental agency, such certification or evidence to be dated not earlier than thirty (30) days prior to the date of Closing; (viii) evidence of compliance with any applicable bulk sale requirements, including such certifications as may be required under Section 4(a)(vi), (vii) and (viii) hereof; and (ix) such other documents as may be reasonably requested by Title Agent to complete Closing.

At Closing, Buyer shall deliver to the Title Agent the following: (i) the Purchase Price, plus or minus applicable pro-rations or adjustments as provided herein; (ii) a closing statement executed by Buyer; (iii) transfer tax forms executed by Buyer to the extent required by any applicable government body; (iv) evidence of the existence, organization and authority of Buyer and of the authority of the persons executing documents on behalf of Buyer reasonably satisfactory to the Title Agent; and (v) such other documents as may be reasonably requested by Title Agent to complete Closing.

The provisions of this Section 5 shall survive Closing.

6. **Pro-rations and Closing Costs.** All matters involving pro-rations or adjustments to be made in connection with Closing and not specifically provided for in some other provision of this Agreement shall be adjusted as follows:

(a) All items to be prorated pursuant to this Section shall be prorated as of the Closing Date, with Buyer to be treated as the owner of the Property, for purposes of pro-rations of income and expenses, on and after the Closing Date. All real estate taxes, special taxes and assessments ("**Taxes**") on the Property shall be prorated as provided in this subparagraph 6(a). Buyer shall receive a credit for any accrued but unpaid Taxes applicable to any period before the Closing Date, even if such Taxes are not yet due and payable. If the amount of any such Taxes have not been determined as of the Closing Date, such credit shall be based on 105% of the most recent ascertainable Taxes. Except as provided below, all other expenses which have not been allocated to either party shall be borne by the party incurring such expenses.

(b) Buyer shall pay the cost of any requested endorsements for the Title Policy, and one-half of recording fees for the Deed. Buyer and Seller to be responsible for city transfer taxes in accordance with local ordinance (Buyer to be responsible for $3.75/$500.00 of the Purchase Price, and Seller to be responsible for $1.50/$500.00 of the Purchase Price). Seller to be responsible for county and state transfer taxes.

(c) Seller agrees to pay the cost of the title search and premium for the owner's Title Policy (except for any endorsements requested by Buyer), one-half of recording fees for the Deed, one-half of any Title Agent closing and escrow fees, and the cost of all corrective instruments which Seller is obligated to provide pursuant to this Agreement.

7. **Possession of Property.** Seller shall deliver exclusive possession of the Property to Buyer on the Closing Date free and clear of all tenants, occupants and licensees. Seller shall deliver the Property vacant with all personal property removed. Seller agrees that Buyer, at its

sole discretion, shall have the right to (i) cause the removal of any such personal property remaining at the Property as of the Closing Date, at Seller's expense, and/or (ii) retain the personal property upon which Seller agrees that the personal property shall be deemed abandoned by Seller. Buyer will notify Seller as to the personal property that must be removed at a walk-through of the Property conducted on or before the Feasibility Date.

8. **Representations of Seller and Buyer.**

(a) Seller hereby represents and warrants as follows, with all such representations and warranties to be reaffirmed by Seller at Closing: (1) that there is no current litigation, arbitration or claim involving the Property and that Seller is not aware of any current or threatened litigation, arbitration or claim involving the Property; (2) that there are no outstanding leases, options or agreements to convey or other rights of possession at the Property; (3) that Seller has full authority to enter into this Agreement, to consummate the transactions that are contemplated hereby and that no further approvals or signatures are required for Seller to be bound by this Agreement; (4) neither the entering into this Agreement nor the performance of any Seller's obligations under this Agreement will violate the terms of any contract, agreement or instrument to which Seller is a party and Seller has not granted any option or purchase right currently in effect to any other party to acquire all or a portion of, or any interest in, the Property and shall not grant any such option or purchase right, or any other encumbrance on the Property, prior to Closing; (5) there are no pending or threatened judicial, municipal, administrative or foreclosure proceedings affecting the Property or in which Seller is a party by reason of Seller's ownership of the Property or any portion thereof, including without limitation, proceedings for or involving collections, condemnations, eminent domain, alleged zoning violations, or personal injuries or property damage alleged to have occurred on the Property or by reason of the condition or use of the Property; (6) Seller is not a "foreign person" and will deliver to Buyer at Closing an affidavit certifying that it is not a "foreign person" within the meaning of the Internal Revenue Code of 1986, as amended; (7) Seller is not in bankruptcy, nor is the Property in receivership; (8) that to Seller's actual knowledge Seller has not released or disposed of any Hazardous Substance at the Property and has not conducted or authorized the generation, transportation, disposal, storage or treatment at the Property of any Hazardous Substance; (9) that, to the best of Seller's actual knowledge, there have been no releases of any Hazardous Substance at the Property and Seller is not aware of any pending or threatened litigation or proceeding before any court or any governmental or administrative agency in which any person or entity alleges the presence, release, threat of release, placement on, in or from the Property, or the generation, transportation, storage, treatment or disposal at the Property, of any Hazardous Substance; (10) Seller has not received any notice of, and has no actual knowledge that any governmental authority or employee or agent thereof has determined, or threatens to determine, that there is a presence, release or threat of release or placement, in or from the Property, or the generation, transportation, storage, treatment, or disposal at the Property, of any Hazardous Substance; (11) there are no actions, communications or agreements between Seller or an affiliate and any governmental authority or agency (federal, state or local) or any private entity, including, but not limited to, any prior owners of the Property, relating in any way to the presence, release, threat of release or placement on, in or from the Property, or the generation, transportation, storage, treatment or disposal at the Property, of any Hazardous Substance; (12) no part of the Property is designated as wetlands under any applicable

law; and (13) mortgages and/or liens encumbering the Property do not, and will not during the term of this Agreement, exceed seventy-five percent (75%) of the Purchase Price.

(b) For purposes of this Agreement, "**Hazardous Substance**" means any matter giving rise to liability under the Resource Conservation and Recovery Act ("**RCRA**"), 42 U.S.C. Section 6901 et seq., under the Comprehensive Environmental Response Compensation and Liability Act ("**CERCLA**"), 42 U.S.C. Section 9601 et seq., or under any applicable federal, state, county, municipal, administrative or other environmental, hazardous waste or substance, health and/or safety laws, ordinances, rules, regulations and requirements, or under any common law theory based on nuisance or strict liability.

9. **Access to the Property/Inspections/Covenants**.

(a) At any time during the Inspection Period, Buyer and its agents and contractors, with forty-eight (48) hours prior notice to Seller, shall have the right to enter the Property during normal business hours and to obtain such information and documents from Seller to investigate the condition of title to the Property, the physical condition of the Property, the zoning of the Property, and all matters relevant to the acquisition, usage, operation, valuation and marketability of the Property, as Buyer deems appropriate. Such right of investigation shall include, without limitation, the right to have made, at Buyer's expense, any appraisals, and any tests, studies and inspections of the Property as Buyer may deem reasonably necessary or appropriate, including, without limitation, structural and mechanical tests and inspections, and environmental inspections, tests and audits (including, but not limited to, a Phase I and Phase II environmental site assessments) ("**Physical Testing**"). Seller also reasonably agrees to provide additional information made on Seller's knowledge relating to the management, maintenance and operational history of the Property. Prior to the Closing Date, Buyer and Buyer's authorized representatives shall have the right and opportunity to visit the Property during normal business hours and upon reasonable oral prior notice, accompanied by a representative of Seller, subject to the following:

(1) Buyer shall not cause any injury to the Property (Physical Testing shall not be deemed "injury" for purposes of this Section 9(a)(1), unless such Physical Testing is reasonably likely to cause greater damage than typical Physical Testing);

(2) Buyer, at its sole cost and expense, shall promptly repair any physical damage to the Property caused by Buyer;

(3) Buyer shall pay all of its costs and expenses incurred in connection with such visits;

(4) Buyer shall indemnify, defend and hold Seller harmless from and against any and all loss, cost, injury, damage, liability or expense, including, without limitation, reasonable attorneys' fees and court costs, and liability of any kind arising out of or in connection with Buyer's activities on the Property, directly or indirectly, including, without limitation, the acts and omissions of Buyer's agents, employees, architects, engineers and other personnel. Notwithstanding any provision of this Agreement to the contrary: the foregoing indemnity shall exclude (i) any such loss, damage, liability, claim, action, judgment, cost and legal or other expense relating

to or arising from (x) any Hazardous Substance which is initially placed on, in or under the Property, (y) the gross negligence, willful misconduct, fraud or criminal act of Seller or any person acting on behalf or at the direction of Seller, and (ii) any lost revenues, any diminution in value of the Property that is directly attributable to the presence of Hazardous Substances in, on or under the Property in violation of laws governing Hazardous Substance and which is not due to any changes in market conditions, or any consequential or punitive damages.

Upon request by Seller, Buyer and its representatives shall provide to Seller evidence of insurance, in a form and amount reasonably acceptable to Seller, insuring against any damage to the Property caused directly or indirectly by Buyer and/or its representatives.

(b) The period from the Effective Date through 6:00 pm local time on August 16, 2023 (the "**Feasibility Date**"), or if such day is federal holiday, Saturday or Sunday, the next business day thereafter. Buyer, in its sole and absolute discretion, may terminate this Agreement for any reason by giving Seller and the Escrow Agent written notice of its election to terminate, such termination notice must be received by the Seller and Escrow Agent on or before the Feasibility Date. If Buyer elects to terminate this Agreement as provided herein on or before the Feasibility Date, then this Agreement shall terminate effective immediately, without any further action by either party, and Seller and Buyer each shall be released of and from all obligations or liabilities hereunder, except for those matters which by terms herein survive such termination.

(c) On or before Closing, Seller shall: (1) discharge and terminate, at its cost, any leases, liens, tenancies, claims or other rights of possession and remove any tenants, occupants and licensees from the Property, unless the foregoing are approved or permitted in writing by Buyer; (2) maintain the Property in its current condition until the date of Closing and continue to operate the Property in substantially the same manner as of the date of this Agreement, normal wear and tear excepted; (3) to use due diligence and best efforts in procuring all Approvals or assisting Buyer to obtain same, and to execute such documents and make such appearances as may be reasonably required to obtain the Approvals and to otherwise carry out the intent of this Agreement; (4) not enter into any new leases, contracts, options or liens with respect to the Property that may affect the Property or Buyer after Closing, or market the Property, engage in any negotiation or discussions or agreements regarding the sale or lease of the Property or any interest thereon; and (5) to the extent the Property needs to be split, subdivided, consolidated or merged prior to conveyance, as determined by Buyer, Seller shall cooperate with Buyer in filing any and all necessary applications with the county to deliver a legally conveyable parcel at Closing.

(d) The provisions of this Section 9 shall survive Closing or other termination of this Agreement for a period of six (6) months following Closing.

10. **Closing.** The closing of the acquisition of the Property (the "**Closing**") shall be held at the offices of the Title Agent, or at such other mutually agreed upon location or by mail, at a time and date reasonably agreed to by Seller and Buyer upon at least ten (10) days prior written notice to Seller upon Buyer's satisfaction of the conditions precedent set forth in Section 4 herein but in no event later than March 1, 2024 (the "**Closing Date**"). Time shall be of the essence in effecting the Closing.

11. **Damage by Fire or Other Casualty; Condemnation**. Seller shall promptly notify Buyer of any casualty damage or notice of condemnation which Seller receives between the Effective Date and the Closing Date. Seller shall timely notify any insurance companies with respect to any damage and shall promptly submit claims for such damage. If any portion of the Property is damaged by fire or casualty after the Effective Date and is not repaired and restored substantially to its condition on the Effective Date prior to Closing, Buyer shall not be required to purchase the Property and Buyer at its election may terminate this Agreement or may proceed to Closing and Seller shall assign to Buyer all insurance proceeds paid or payable with respect thereto, whether paid or payable before or after the Closing, and Buyer shall be given a credit at Closing in the amount of any insurance deductible. If, prior to Closing, the Property or any part thereof is taken by eminent domain, then this Agreement shall become null and void at Buyer's option. If Buyer affirmatively elects to proceed and to consummate the purchase despite said taking, Seller shall assign to Buyer all of Seller's right, title and interest in and to any award made or to be made in the condemnation proceeding. Unless Buyer exercises its termination right, Seller shall not finalize any settlement agreement with any taking authority relating to the Property without the prior written consent of Buyer, which shall not be unreasonably withheld or delayed.

12. **Default**.

(a) Buyer's Remedies. Notwithstanding anything to the contrary contained in this Agreement, if Seller is in breach or default of any of its obligations or agreements hereunder when performance is required, or if Seller otherwise fails to perform in accordance with the terms of this Agreement, and, with respect to breaches susceptible to cure, such breach continues for ten (10) business days after written notice from Buyer (but in no event extending past the Closing Date), Buyer may elect, at Buyer's option to (i) terminate this Agreement, in which case (a) Seller shall reimburse Buyer for all reasonable costs and expenses incurred by Buyer in connection with this Agreement (including Buyer's reasonable attorneys' fees), and (b) pursue any and all available remedies at law or in equity, at which time this Agreement shall be null and void and neither party shall have any rights or obligations under this Agreement except: (i) only those that expressly survive termination, (ii) sue for specific performance of this Agreement, or (iii) waive such default and proceed to Closing hereunder.

(b) Seller's Remedies. Notwithstanding anything to the contrary contained in this Agreement, if Buyer is in breach or default of any of its obligations or agreements hereunder when performance is required, or if Buyer otherwise fails to perform in accordance with the terms of this Agreement, including but not limited to failing to deliver the Purchase Price at Closing in accordance with the terms of this Agreement, and, with respect to breaches susceptible to cure, such breach continues for ten (10) business days after written notice from Seller, such failure shall constitute a default by Buyer hereunder and Seller shall have the right to terminate the Agreement, at which time this Agreement shall be null and void and neither party shall have any rights or obligations under this Agreement, except those that expressly survive termination. Notwithstanding the foregoing, Buyer shall be permitted to cure any default by payment of the Purchase Price and initiating Closing as set forth in Section 10 above.

13. **Brokers**. Buyer and Seller hereby represent and warrant to each other that neither party has engaged or been represented by any real estate broker in connection with the Property or the subject transaction. Seller shall and hereby agrees to indemnify, defend, and hold Buyer harmless from and against any loss, damage, or claim resulting from a breach of the representations of Seller set forth in this Section 13, including any claims by the Brokers with respect to the Broker's Commission. The provisions of this Section 13 shall survive Closing hereunder, or any other termination of this Agreement.

14. **Notices**. All notices, demands, requests or communication required or permitted to be given pursuant to this Agreement shall be in writing and shall be deemed to have been properly given or served and shall be effective upon being deposited in the United States mail, postage prepaid and certified with return receipt requested, upon delivery by a nationally recognized overnight delivery service, or upon the date of receipt of an e-mail which is received any business day on or before 5 P.M. in the location of receipt or on the next business day after receipt if received by e-mail after 5 P.M. on any business day; *provided, however*, the time period in which a response to any notice, demand or request must be given shall commence on the next business day after such posting. Notices may be given by counsel for Buyer or Seller.

Any such notice, demand, request or communication if given to Buyer shall be addressed as follows:

c/o PIRHL Acquisitions, LLC
25 Drew Court
Springboro, OH 45066
Attention: David Petroni
Telephone No.: 937-974-3340
Facsimile No.: 216-378-9691

and

c/o PIRHL Acquisitions, LLC
800 West St. Clair Avenue, 4th Floor
Cleveland, OH 44113
Attention: David Burg
Telephone No.: 216-378-9690
Facsimile No.: 216-378-9691

With a copy to:

Greenberg Traurig, LLP
1717 Arch Street, Suite 400
Philadelphia, PA 19103
Attention: Joshua D. Cohen, Esquire
Telephone No.: 215-988-7815
Facsimile No.: 215-717-5247

Any such notice, demand, request or communication if given to Seller shall be addressed as follows:

Housing Authority of Cook County
[Richard Monocchio]
[ ]
Attention: [ ]
E-mail: [rmonocchio@thehacc.org
Telephone No.: [312 663-5447]

With a copy to:
[Lauren Mack]
[ ]
[ ]
Attention: [ ]
E-mail: [LMack@rkchicago.com
Telephone No.: [312.332.0055]

15. **Successors and Assigns**. Buyer may assign this Agreement and any rights herein or any portion hereof without the prior written consent of Seller to any affiliate of Buyer or to any entity which Buyer or an affiliate of Buyer is a partner, member or shareholder, or to any entity under control by or common control with Buyer. This Agreement and all provisions herein shall apply to, inure to the benefit of and be binding upon and enforceable against the parties hereto and their respective successors and assigns, to the same extent as if specified at length throughout this Agreement.

16. **Counterparts**. This Agreement may be executed in several counterparts, each of which shall be deemed an original and all of which counterparts together shall constitute one and the same instruments. Electronically transmitted signatures (via facsimile, pdf file, or otherwise) shall be deemed valid and original signatures.

17. **Time of the Essence**. Time is of the essence of this Agreement. If any time period or date ends on a day or time which is a weekend, legal holiday or bank holiday, such period shall be extended to the same time on the next business day.

18. **Judicial Interpretation**. Should any provision of this Agreement require judicial interpretation, it is agreed that the court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent prepared the same, it being agreed that the agents of all parties have participated in the preparation of this Agreement.

19. **Captions and Recitals**. The captions contained herein are not a part of this Agreement and are included solely for the convenience of the parties.

20. **Entire Agreement**. This Agreement contains the entire agreement between the parties relating to the acquisition of the Property, all prior negotiations between the parties with

respect thereto, are merged in this Agreement and there are no promises, agreements, conditions, undertakings, warranties or representations, oral or written, express or implied, between them with respect to the transaction contemplated herein, other than as herein set forth. No change or modification of this Agreement shall be valid unless the same is in writing and signed by Buyer and Seller. No waiver of any of the provisions of this Agreement, or any other agreement referred to herein, shall be valid unless in writing and signed by the party against whom it is sought to be enforced.

21. **Miscellaneous**. (a) In the event of a default by Seller, Buyer at its option may record a memorandum of this Agreement with the recorder's office in and for the county where the Property is located; (b) The parties agree that the exclusive venue for any dispute, arbitration or litigation concerning this Agreement, its alleged breach or its enforcement, shall be in the county where the Property is located and that this Agreement shall be governed by the internal substantive laws of the State of Illinois, without reference to its choice of law rules; (c) Both parties agree to irrevocably waive their respective rights to a jury trial; (d) Any waiver with respect to any provision of the Agreement shall not be effective unless in writing and signed by the party against whom it is asserted and the waiver of any provision of this Agreement by a party shall not be construed as a waiver of a subsequent breach or failure of the same term or condition or as a waiver of any other provision of this Agreement; (e) If Seller is comprised of more than one party each such party constituting Seller is jointly and severally liable with the other Seller parties under this Agreement; (f) All representations, warranties and indemnities of either party hereto shall survive Closing; (g) If any provisions (or any portion of any provision) of this Agreement is held to be illegal, invalid, or unenforceable, under present or future laws effective during the term of this Agreement, the legality, validity, and enforceability of the remaining provisions (or the balance of such provision) shall not be affected thereby; and (h) this Agreement shall not constitute an offer by either party hereto unless and until this Agreement is executed by both Seller and Buyer.

22. **Agreement of Sale for 504 South Boulevard**. Buyer and Seller acknowledge the existence of that certain Agreement of Sale dated as of the date hereof by and between Buyer, as buyer, and the City of Evanston, as seller, of the property commonly known as 504 South Boulevard, Evanston, Illinois 60202.

23. **IHDA Required Provisions**. Notwithstanding any other provision of this Agreement, Buyer shall have no obligation to purchase the Property, and no transfer of title to the Buyer may occur, unless and until IHDA has provided Buyer and/or Seller with a written notification that:

(a) It has completed a federally required environmental review and its request for release of federal funds has been approved and, subject to any other contingencies in this Agreement,
   (i) the purchase may proceed, or
   (ii) the purchase may proceed only if certain conditions to address issues in the environmental review shall be satisfied before or after the purchase of the Property.

(b) It has determined that the purchase is exempt from federal environmental review and a request for release of funds is not required. IHDA shall use its best efforts to conclude

the environmental review of the property expeditiously.

24. **Voluntary Acquisition**. Buyer is interested in acquiring property for a proposed project which may receive funding assistance from the U.S. Department of Housing and Urban Development (HUD). Buyer does not have authority to acquire property by eminent domain. In the event Buyer and Seller cannot reach an amicable agreement for the purchase of property, Buyer will not pursue this proposed acquisition. Buyer is prepared to offer the Seller THREE HUNDRED SEVENTY FIVE THOUSAND AND NO/100 DOLLARS ($375,000.00) to purchase the Property. Buyer believes this amount represents a below current market value of the Property, with the difference between the current market value of the Property and the Purchase Price being ONE MILLION THREE HUNDRED SIXTY FIVE THOUSAND AND NO/100 DOLLARS ($1,365,000.00) (the "**Excess Value**"). The Excess Value shall be donated to Seller through a donation structure and composition which shall be achieved by separate agreement to be agreed upon by Buyer and Seller at a later date. Buyer and Seller agree to cooperate and work together to structure the conveyance of the Property. In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA), owner-occupants who move as a result of a voluntary acquisition are not eligible for relocation assistance. Tenant-occupants displaced as a result of a voluntary acquisition may be entitled to URA relocation assistance and must be so informed per 49 CFR 24.2(a)(15)(iv) – Initiations of negotiations, and 49 CFR 24 Appendix A - 24.2(a)(15)(iv).

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IN WITNESS WHEREOF, the parties have duly executed this Agreement as of the Effective Date.

Witness:

Jesse Silva
Development Associate

SELLER:

HOUSING AUTHORITY OF COOK COUNTY,
a public body corporate and politic, organized and existing under the laws of the State of Illinois

By: Richard J Mavrocchio
Name: RICHARD MAVROCCHIO
Title: EXECUTIVE DIRECTOR

Witness:

BUYER:

SOUTH BOULEVARD SHORES LLC,
an Illinois limited liability company

Bhairnon Coter

By: PIRHL South Boulevard Shores LLC,
an Illinois limited liability company,
its sole member

By: David A Burg
Name: David A Burg
Title: President of Development

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

LOTS 3 AND 4 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AGREEMENT OF SALE

THIS AGREEMENT OF SALE (the "**Agreement**") is made and entered into as of the 16 day of February, 2023 (the "**Effective Date**"), by and between SOUTH BOULEVARD SHORES LLC, an Illinois limited liability company, or its nominee ("**Buyer**"), and the CITY OF EVANSTON, a municipal corporation ("**Seller**").

RECITALS

WHEREAS, Seller is the owner of the property commonly known as 504 South Boulevard, Evanston, IL 60202 ("**Property**") and Seller desires and hereby agrees to sell, and Buyer desires and hereby agrees to acquire, all of Seller's right, title and interest in the Property subject to and on the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of Ten Dollars ($10.00) and the mutual promises and agreements hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto, intending to be legally bound hereby, agree as follows:

1. **Acquisition of the Property.** Seller hereby agrees to sell, assign, transfer and convey to Buyer and Buyer agrees to purchase from Seller, subject to the terms and conditions of this Agreement, that certain parcel of land (the "**Land**"), together with any and all buildings and structures presently located on the land; and all rights pertaining to the land, including but not limited all mineral, air and water rights; fixtures and personal property currently located thereon; all access easements, easements, rights of way, drive aisles, curb cuts and signage rights, and other rights appurtenant to or benefiting the land; and all warranties (including construction and fabrication, if any), development rights and approvals, leases, plans, and easements relating to the land which is commonly known as 504 South Boulevard, Parcel No. 11-19-419-009-0000 in the City of Evanston, Cook County, State of Illinois, and as more fully set forth on **Exhibit A** attached to this Agreement (collectively, the "**Property**").

2. **Purchase Price and Time of Payment.** The purchase price (the "**Purchase Price**") to be paid by Buyer to Seller for the Property shall be **THREE HUNDRED SEVENTY FIVE THOUSAND AND NO/100 DOLLARS ($375,000.00)**. The Purchase Price, as adjusted pursuant to Section 6 of this Agreement, shall be paid by Buyer to Seller at Closing by immediately available federal U.S. funds.

3. **Status of Title to Property.**

(a) State of Title. At the Closing, Seller shall convey to Buyer the entire fee simple estate in and to the Property by a recordable special warranty deed, subject only to: (i) those covenants, conditions and restrictions of record and other matters which are reviewed and approved or deemed approved by Buyer pursuant to Section 3(c) below, and (ii) the lien of general real estate taxes not yet due or payable (the above enumerated exceptions being hereinafter collectively referred to as the "**Permitted Exceptions**").

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(b) Preliminary Evidence of Title. As specified below, Buyer shall obtain the following documents to evidence the condition of Seller's title to the Property:

(i) After the Effective Date, Buyer shall obtain and deliver to Seller a commitment (the "**Title Commitment**") for an ALTA 2006 Owner's Title Insurance Policy (the "**Title Policy**") proposing to insure Buyer and committing to insure title to the Property in the amount of the Purchase Price, issued by Land Services USA, Inc., with an office located at 1835 Market Street, Suite 420, Philadelphia, PA 19103, or such other title agent mutually agreed upon by Buyer and Seller (the "**Title Agent**"), together with legible copies (if available) of all documents of record referred to in the Title Commitment; provided, however, to the extent Seller is able to provide a title commitment from the Escrow Agent curing an Unpermitted Exception (defined below) to Buyer's reasonable satisfaction which is not otherwise cured by the Title Agent, the parties agree that Escrow Agent shall be permitted to be deemed the Title Agent. The Title Commitment shall evidence that fee simple title to the Property is vested in Seller.

(ii) Prior to the Closing Date, at Buyer's expense, Buyer shall have the right to obtain written results of searches (collectively, the "**Lien Searches**") conducted in the records of the county recorder of the county in which the Property is located and the Secretary of State of the State of Illinois for Uniform Commercial Code financing statements, liens, tax liens, judgments and the like in the name of Seller, the Property and any other name or location requested by Buyer, together with legible copies (if available) of all documents disclosed by the Lien Searches.

(iii) Prior to the Closing Date, Buyer shall have the right to obtain, at Buyer's expense, a current plat of survey (the "**Survey**") of the Property dated after the Effective Date, certified to Buyer and the Title Agent (and such other persons or entities as Buyer may designate) by a surveyor registered in the State of Illinois.

(c) Title Defects. Buyer shall, prior to the Feasibility Date (as hereinafter defined), notify Seller in writing (the "**Defect Notice**") of those particular liens, encumbrances, exceptions, qualifications, or defects listed in the Title Commitment or Survey which are not acceptable to Buyer (any such liens, encumbrances, exceptions, qualifications, or defects are collectively, the "**Unpermitted Exceptions**"). If Buyer fails to provide Seller with notice of the existence of any Unpermitted Exceptions on or before the Feasibility Date, then, for all purposes, Buyer shall be deemed to have accepted title in the condition described in the Title Commitment and Survey, and any and all title encumbrances, exceptions, or other matters, which are set forth in the Title Commitment or Survey, and to which Buyer does not object during such period, shall be deemed "Permitted Exceptions" hereunder; provided, however, that Seller shall cure any monetary liens and mortgages (except for the lien of real property taxes not yet due and payable) (the "**Mandatory Cure Items**") and the foregoing Mandatory Cure Items shall not, under any circumstances, be deemed Permitted Exceptions hereunder. With regard to Unpermitted Exceptions in the Title Commitment or the Survey (or any revision or update of any of them) about which Buyer does object in writing prior to the Feasibility Date, Seller shall have ten (10) business days after receipt of Buyer's Defect Notice to deliver written notice to Buyer that Seller has elected to either (i) cure such Unpermitted Exceptions or (ii) not to cure such Unpermitted Exceptions. If Seller elects not to cure any or all of such Unpermitted Exceptions, or does not

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deliver written notice to Buyer of Seller's election within the foregoing ten (10) business day period, Buyer may, at its option, within ten (10) business days thereafter, either (A) terminate this Agreement upon written notice to Seller, in which event this Agreement, without further action of the parties, shall become null and void and neither party shall have any further rights or obligations under this Agreement, except those rights expressly stated to survive termination, or (B) waive the existence of the uncured Unpermitted Exceptions and elect to accept title to the Property as it then is (subject to cure of the Mandatory Cure Items and any other Unpermitted Exceptions that Seller has expressly committed to cure pursuant to this Section 3(c)), at which time the Unpermitted Exceptions shall be deemed Permitted Exceptions. If Buyer fails to make either such election by such time, Buyer shall be deemed to have elected option (B) above. Seller's failure to cure any of the Mandatory Cure Items and any other Unpermitted Exceptions that Seller has expressly committed to cure pursuant to this Section 3(c) shall be an immediate event of default under this Agreement.

(d) Updates. Following the Feasibility Date, Buyer may, within ten (10) business days after receipt of any updates to the Title Commitment or Survey, notify Seller in writing of any new title objections to any update to the Title Commitment or Survey referencing exceptions to title that first appear of record after the effective date of the initial Title Commitment (the "**Additional Title Objections**"). With respect to any Additional Title Objections, Seller shall have the same option to cure and Buyer shall have the same option to accept title subject to such matters or to terminate this Agreement as would apply to any title or survey objections made by Buyer pursuant to Section 3(c) above; provided, however, that any liens, security interests, covenants, conditions, restrictions, rights-of-way, easements or encumbrances of any kind or character whatsoever voluntarily granted, created, permitted or caused by any act or inaction of Seller after the effective date of the Title Commitment shall be deemed a Mandatory Cure Item except for any violations cited by the City of Evanston which would be cured by Buyer's proposed development of the Property except that any fines, penalties and liens related thereto shall be deemed Mandatory Cure Items. Seller's failure to cure any such Mandatory Cure Item shall be an immediate event of default under this Agreement. If any such defect is filed against the Property or otherwise affects the Property through no fault of Seller and Seller fails to cure such defect, then Buyer shall have the right to terminate this Agreement upon notice to Seller, as Buyer's sole and exclusive remedy for Seller's default under this **Section 3(d)**.

4. **Conditions Precedent**.

(a) Buyer's obligation to close on its acquisition of the Property shall be conditioned upon:

(i) Buyer receiving, as applicable, final and un-appealable Zoning Approvals, permits, approvals (including historic), licenses, consents, utility verifications, variances, special exceptions and plan approvals, including without limitation a final subdivision approval (if necessary or advisable for Buyer's plan of development of the Property), demolition permit and a building permit (collectively the "**Approvals**") on terms and conditions reasonably acceptable to Buyer from all governmental, quasi-governmental and utility authorities for the use, development and construction of Buyer's intended use of the Property as a residential apartment facility (the

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"**Project**"), and Seller shall to extent necessary reasonably cooperate (at no cost to Seller) with Buyer in obtaining any such Approvals and, as necessary, executing applications for such Approvals and plats and other documents required in connection with such Approvals;

(ii) Buyer having received debt, equity and tax credit financing acceptable to the Buyer for its use in developing the Project, including the allocation from the Illinois Housing Development Authority ("**IHDA**") of 9% Low Income Housing Tax Credits and other financing, in the amount applied for by the Buyer, or otherwise acceptable to the Buyer;

(iii) Buyer having obtained environmental report(s) which indicates that no Hazardous Substances or hazardous wastes are present in, on or about the Property or if such substances are present do not interfere with the development of the Project;

(iv) Buyer having secured such access and utility easements over adjacent lands as reasonably necessary for the development and operation of the Project; and

(v) There being no building moratorium, adequate facilities ordinance, or similar policy, rule, or regulation ("**Building Constraint**") existing or enacted by a government body that would prohibit Buyer from obtaining the Approvals or constructing the Project on the Property.

(vi) Seller having obtained and delivered to Buyer a "Bulk Sales Stop Order" from the Illinois Department of Revenue stating that no taxes are due from Seller to the State of Illinois or any department thereof.

(vii) Seller having obtained and delivered to Buyer a bulk sales approval letter from the Cook County Department of Revenue stating that Seller does not have any outstanding "Department of Revenue Home Rule Tax Liability".

(viii) Seller having obtained and delivered to Buyer a release and satisfaction of judgment from the City of Evanston Department of Law stating that no amounts are due from Seller to the City of Evanston.

(ix) Seller having obtained and delivered to Escrow Agent a paid water certification from the City of Evanston (the "**Water Certification**").

(b) If any of the foregoing conditions precedent in subsection 4(a) are not satisfied on the Closing Date, Buyer may: (i) terminate this Agreement, whereupon the parties shall each be released of all further rights and obligations hereunder (except those which survive such termination); or (ii) waive such condition, in whole or in part, which waiver shall automatically occur if Closing occurs.

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5. **Due Diligence Materials; Zoning Approvals; Closing Documents.**

(a) Due Diligence Materials. Within five (5) business days after the Effective Date, Seller shall deliver to Buyer copies of the following materials to the extent that they relate to the Property and they are in Seller's possession or reasonably available to Seller or Seller's agent, broker or counsel: (i) any surveys, site plans, engineering drawings, and subdivision plans of the Property and copies of any title insurance commitments and policies relating to the Property; (ii) copies of all governmental notices concerning environmental issues and any remediation thereof and copies of any environmental, geotechnical or similar reports of the Property; (iii) copies of the water, sewer and real estate tax bills for the current and preceding calendar year and copies of any permits, approvals, or certificates, and agreements with any governmental authorities or utility companies and any agreement with a third party that will survive the Closing; (iv) copies of all agreements with third parties relating to the Property; (v) copies of historical financial information relating to the Property as requested by Buyer; and (vi) information and documentation concerning the construction of improvements currently located on the Land, if any. Should Buyer elect not to proceed with Closing, Buyer agrees to provide to Seller copies of all drawings, surveys, and reports commissioned by Buyer during the period this Agreement is in effect.

(b) Zoning Approvals. Buyer shall use commercially reasonable best efforts to submit to the appropriate governmental authorities for approval of any and all documents and applications required to obtain any final and non-appealable zoning approvals, including without limitation all zoning, special exceptions and variances and all other zoning approvals (collectively, the "**Zoning Approvals**") on terms and conditions reasonably acceptable to Buyer from all governmental, quasi-governmental and utility authorities for the use, development, construction and operation of the Project, and Seller shall reasonably cooperate with Buyer in obtaining any such Zoning Approvals and executing applications by Seller reasonably necessary or advisable in order to obtain the Zoning Approvals. Buyer shall use diligent and commercially reasonable efforts to obtain the Zoning Approvals prior to the two hundred fortieth (240th) day after the Effective Date, or if such day is federal holiday, Saturday or Sunday, the next business day thereafter (the "**Zoning Period**"); provided, however, that the Zoning Period shall be extended for any delays or in accordance with expected timing set forth by the Alderman of Ward 9, the City of Evanston, Cook County, the State of Illinois or the Evanston Planning and Development Committee, as applicable, unless such delay is caused by Buyer's failure to timely submit its applications for Zoning Approvals. Notwithstanding the foregoing, the Zoning Period shall not be extended past the Closing Date.

(c) Closing Documents. At Closing, Seller shall deliver to the Title Agent the following: (i) a special warranty deed ("**Deed**") executed by Seller conveying to Buyer good, marketable and insurable at regular rates fee simple title to the Property, subject only to the Permitted Exceptions; (ii) an affidavit executed by Seller certifying that it is not a "foreign person" within the meaning of the Internal Revenue Code of 1986, as amended and any similar Illinois affidavit; (iii) a title affidavit and such other affidavits and indemnities reasonably required by Title Agent to remove any standard exceptions to the Title Commitment that are removable by way of a seller affidavit, and the mechanic's lien title exception and to confirm Seller's authority to consummate the terms of this Agreement, and such other materials

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reasonably requested by Title Agent to issue the Title Policy; (iv) evidence of the authority of Seller and the party or parties executing this Agreement and any documents delivered in connection herewith which is acceptable to Title Agent; (v) a closing statement executed by Seller; (vi) transfer tax forms executed by Seller to the extent required by any applicable government body; (vii) if required by law, a certification statement, certificate of occupancy or other evidence of no outstanding code violations at the Property and evidence that the Property, if required to be inspected prior to Closing by any governmental agency, was found to be satisfactory from such governmental agency, such certification or evidence to be dated not earlier than thirty (30) days prior to the date of Closing; (viii) evidence of compliance with any applicable bulk sale requirements, including such certifications as may be required under Section 4(a)(vi), (vii) and (viii) hereof; and (ix) such other documents as may be reasonably requested by Title Agent to complete Closing.

At Closing, Buyer shall deliver to the Title Agent the following: (i) the Purchase Price, plus or minus applicable pro-rations or adjustments as provided herein; (ii) a closing statement executed by Buyer; (iii) transfer tax forms executed by Buyer to the extent required by any applicable government body; (iv) evidence of the existence, organization and authority of Buyer and of the authority of the persons executing documents on behalf of Buyer reasonably satisfactory to the Title Agent; and (v) such other documents as may be reasonably requested by Title Agent to complete Closing.

The provisions of this Section 5 shall survive Closing.

6. **Pro-rations and Closing Costs.** All matters involving pro-rations or adjustments to be made in connection with Closing and not specifically provided for in some other provision of this Agreement shall be adjusted as follows:

(a) All items to be prorated pursuant to this Section shall be prorated as of the Closing Date, with Buyer to be treated as the owner of the Property, for purposes of pro-rations of income and expenses, on and after the Closing Date. All real estate taxes, special taxes and assessments ("**Taxes**") on the Property shall be prorated as provided in this subparagraph 6(a). Buyer shall receive a credit for any accrued but unpaid Taxes applicable to any period before the Closing Date, even if such Taxes are not yet due and payable. If the amount of any such Taxes have not been determined as of the Closing Date, such credit shall be based on 105% of the most recent ascertainable Taxes. Except as provided below, all other expenses which have not been allocated to either party shall be borne by the party incurring such expenses.

(b) Buyer shall pay the cost of any requested endorsements for the Title Policy, and one-half of recording fees for the Deed. Buyer and Seller to be responsible for city transfer taxes in accordance with local ordinance (Buyer to be responsible for $3.75/$500.00 of the Purchase Price, and Seller to be responsible for $1.50/$500.00 of the Purchase Price). Seller to be responsible for county and state transfer taxes.

(c) Seller agrees to pay the cost of the title search and premium for the owner's Title Policy (except for any endorsements requested by Buyer), one-half of recording

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fees for the Deed, one-half of any Title Agent closing and escrow fees, and the cost of all corrective instruments which Seller is obligated to provide pursuant to this Agreement.

7. **Possession of Property.** Seller shall deliver exclusive possession of the Property to Buyer on the Closing Date free and clear of all tenants, occupants and licensees. Seller shall deliver the Property vacant with all personal property removed. Seller agrees that Buyer, at its sole discretion, shall have the right to (i) cause the removal of any such personal property remaining at the Property as of the Closing Date, at Seller's expense, and/or (ii) retain the personal property upon which Seller agrees that the personal property shall be deemed abandoned by Seller. Buyer will notify Seller as to the personal property that must be removed at a walk-through of the Property conducted on or before the Feasibility Date.

8. **Representations of Seller and Buyer.**

(a) Seller hereby represents and warrants as follows, with all such representations and warranties to be reaffirmed by Seller at Closing: (1) that there is no current litigation, arbitration or claim involving the Property and that Seller is not aware of any current or threatened litigation, arbitration or claim involving the Property; (2) that there are no outstanding leases, options or agreements to convey or other rights of possession at the Property; (3) that Seller has full authority to enter into this Agreement, to consummate the transactions that are contemplated hereby and that no further approvals or signatures are required for Seller to be bound by this Agreement; (4) neither the entering into this Agreement nor the performance of any Seller's obligations under this Agreement will violate the terms of any contract, agreement or instrument to which Seller is a party and Seller has not granted any option or purchase right currently in effect to any other party to acquire all or a portion of, or any interest in, the Property and shall not grant any such option or purchase right, or any other encumbrance on the Property, prior to Closing; (5) there are no pending or threatened judicial, municipal, administrative or foreclosure proceedings affecting the Property or in which Seller is a party by reason of Seller's ownership of the Property or any portion thereof, including without limitation, proceedings for or involving collections, condemnations, eminent domain, alleged zoning violations, or personal injuries or property damage alleged to have occurred on the Property or by reason of the condition or use of the Property; (6) Seller is not a "foreign person" and will deliver to Buyer at Closing an affidavit certifying that it is not a "foreign person" within the meaning of the Internal Revenue Code of 1986, as amended; (7) Seller is not in bankruptcy, nor is the Property in receivership; (8) that to Seller's actual knowledge Seller has not released or disposed of any Hazardous Substance at the Property and has not conducted or authorized the generation, transportation, disposal, storage or treatment at the Property of any Hazardous Substance; (9) that, to the best of Seller's actual knowledge, there have been no releases of any Hazardous Substance at the Property and Seller is not aware of any pending or threatened litigation or proceeding before any court or any governmental or administrative agency in which any person or entity alleges the presence, release, threat of release, placement on, in or from the Property, or the generation, transportation, storage, treatment or disposal at the Property, of any Hazardous Substance; (10) Seller has not received any notice of, and has no actual knowledge that any governmental authority or employee or agent thereof has determined, or threatens to determine, that there is a presence, release or threat of release or placement, in or from the Property, or the generation, transportation, storage, treatment, or disposal at the Property, of any Hazardous

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Substance; (11) there are no actions, communications or agreements between Seller or an affiliate and any governmental authority or agency (federal, state or local) or any private entity, including, but not limited to, any prior owners of the Property, relating in any way to the presence, release, threat of release or placement on, in or from the Property, or the generation, transportation, storage, treatment or disposal at the Property, of any Hazardous Substance; (12) no part of the Property is designated as wetlands under any applicable law; and (13) mortgages and/or liens encumbering the Property do not, and will not during the term of this Agreement, exceed seventy-five percent (75%) of the Purchase Price.

(b) For purposes of this Agreement, "**Hazardous Substance**" means any matter giving rise to liability under the Resource Conservation and Recovery Act ("**RCRA**"), 42 U.S.C. Section 6901 et seq., under the Comprehensive Environmental Response Compensation and Liability Act ("**CERCLA**"), 42 U.S.C. Section 9601 et seq., or under any applicable federal, state, county, municipal, administrative or other environmental, hazardous waste or substance, health and/or safety laws, ordinances, rules, regulations and requirements, or under any common law theory based on nuisance or strict liability.

9. **Access to the Property/Inspections/Covenants**.

(a) At any time during the Inspection Period, Buyer and its agents and contractors, with forty-eight (48) hours prior notice to Seller, shall have the right to enter the Property during normal business hours and to obtain such information and documents from Seller to investigate the condition of title to the Property, the physical condition of the Property, the zoning of the Property, and all matters relevant to the acquisition, usage, operation, valuation and marketability of the Property, as Buyer deems appropriate. Such right of investigation shall include, without limitation, the right to have made, at Buyer's expense, any appraisals, and any tests, studies and inspections of the Property as Buyer may deem reasonably necessary or appropriate, including, without limitation, structural and mechanical tests and inspections, and environmental inspections, tests and audits (including, but not limited to, a Phase I and Phase II environmental site assessments) ("**Physical Testing**"). Seller also reasonably agrees to provide additional information made on Seller's knowledge relating to the management, maintenance and operational history of the Property. Prior to the Closing Date, Buyer and Buyer's authorized representatives shall have the right and opportunity to visit the Property during normal business hours and upon reasonable oral prior notice, accompanied by a representative of Seller, subject to the following:

(1) Buyer shall not cause any injury to the Property (Physical Testing shall not be deemed "injury" for purposes of this Section 9(a)(1), unless such Physical Testing is reasonably likely to cause greater damage than typical Physical Testing);

(2) Buyer, at its sole cost and expense, shall promptly repair any physical damage to the Property caused by Buyer;

(3) Buyer shall pay all of its costs and expenses incurred in connection with such visits;

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(4) Buyer shall indemnify, defend and hold Seller harmless from and against any and all loss, cost, injury, damage, liability or expense, including, without limitation, reasonable attorneys' fees and court costs, and liability of any kind arising out of or in connection with Buyer's activities on the Property, directly or indirectly, including, without limitation, the acts and omissions of Buyer's agents, employees, architects, engineers and other personnel. Notwithstanding any provision of this Agreement to the contrary: the foregoing indemnity shall exclude (i) any such loss, damage, liability, claim, action, judgment, cost and legal or other expense relating to or arising from (x) any Hazardous Substance which is initially placed on, in or under the Property, (y) the gross negligence, willful misconduct, fraud or criminal act of Seller or any person acting on behalf or at the direction of Seller, and (ii) any lost revenues, any diminution in value of the Property that is directly attributable to the presence of Hazardous Substances in, on or under the Property in violation of laws governing Hazardous Substance and which is not due to any changes in market conditions, or any consequential or punitive damages.

Upon request by Seller, Buyer and its representatives shall provide to Seller evidence of insurance, in a form and amount reasonably acceptable to Seller, insuring against any damage to the Property caused directly or indirectly by Buyer and/or its representatives.

(b) The period from the Effective Date through 6:00 pm local time on August 16, 2023 (the "**Feasibility Date**"), or if such day is federal holiday, Saturday or Sunday, the next business day thereafter. Buyer, in its sole and absolute discretion, may terminate this Agreement for any reason by giving Seller and the Escrow Agent written notice of its election to terminate, such termination notice must be received by the Seller and Escrow Agent on or before the Feasibility Date. If Buyer elects to terminate this Agreement as provided herein on or before the Feasibility Date, then this Agreement shall terminate effective immediately, without any further action by either party, and Seller and Buyer each shall be released of and from all obligations or liabilities hereunder, except for those matters which by terms herein survive such termination.

(c) On or before Closing, Seller shall: (1) discharge and terminate, at its cost, any leases, liens, tenancies, claims or other rights of possession and remove any tenants, occupants and licensees from the Property, unless the foregoing are approved or permitted in writing by Buyer; (2) maintain the Property in its current condition until the date of Closing and continue to operate the Property in substantially the same manner as of the date of this Agreement, normal wear and tear excepted; (3) to use due diligence and best efforts in procuring all Approvals or assisting Buyer to obtain same, and to execute such documents and make such appearances as may be reasonably required to obtain the Approvals and to otherwise carry out the intent of this Agreement; (4) not enter into any new leases, contracts, options or liens with respect to the Property that may affect the Property or Buyer after Closing, or market the Property, engage in any negotiation or discussions or agreements regarding the sale or lease of the Property or any interest thereon; and (5) to the extent the Property needs to be split, subdivided, consolidated or merged prior to conveyance, as determined by Buyer, Seller shall cooperate with Buyer in filing any and all necessary applications with the county to deliver a legally conveyable parcel at Closing.

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(d) The provisions of this Section 9 shall survive Closing or other termination of this Agreement for a period of six (6) months following Closing.

10. **Closing.** The closing of the acquisition of the Property (the "**Closing**") shall be held at the offices of the Title Agent, or at such other mutually agreed upon location or by mail, at a time and date reasonably agreed to by Seller and Buyer upon at least ten (10) days prior written notice to Seller upon Buyer's satisfaction of the conditions precedent set forth in Section 4 herein but in no event later than March 1, 2024 (the "**Closing Date**"). Time shall be of the essence in effecting the Closing.

11. **Damage by Fire or Other Casualty; Condemnation**. Seller shall promptly notify Buyer of any casualty damage or notice of condemnation which Seller receives between the Effective Date and the Closing Date. Seller shall timely notify any insurance companies with respect to any damage and shall promptly submit claims for such damage. If any portion of the Property is damaged by fire or casualty after the Effective Date and is not repaired and restored substantially to its condition on the Effective Date prior to Closing, Buyer shall not be required to purchase the Property and Buyer at its election may terminate this Agreement or may proceed to Closing and Seller shall assign to Buyer all insurance proceeds paid or payable with respect thereto, whether paid or payable before or after the Closing, and Buyer shall be given a credit at Closing in the amount of any insurance deductible. If, prior to Closing, the Property or any part thereof is taken by eminent domain, then this Agreement shall become null and void at Buyer's option. If Buyer affirmatively elects to proceed and to consummate the purchase despite said taking, Seller shall assign to Buyer all of Seller's right, title and interest in and to any award made or to be made in the condemnation proceeding. Unless Buyer exercises its termination right, Seller shall not finalize any settlement agreement with any taking authority relating to the Property without the prior written consent of Buyer, which shall not be unreasonably withheld or delayed.

12. **Default**.

(a) Buyer's Remedies. Notwithstanding anything to the contrary contained in this Agreement, if Seller is in breach or default of any of its obligations or agreements hereunder when performance is required, or if Seller otherwise fails to perform in accordance with the terms of this Agreement, and, with respect to breaches susceptible to cure, such breach continues for ten (10) business days after written notice from Buyer (but in no event extending past the Closing Date), Buyer may elect, at Buyer's option to (i) terminate this Agreement, in which case (a) Seller shall reimburse Buyer for all reasonable costs and expenses incurred by Buyer in connection with this Agreement (including Buyer's reasonable attorneys' fees), and (b) pursue any and all available remedies at law or in equity, at which time this Agreement shall be null and void and neither party shall have any rights or obligations under this Agreement except: (i) only those that expressly survive termination, (ii) sue for specific performance of this Agreement, or (iii) waive such default and proceed to Closing hereunder.

(b) Seller's Remedies. Notwithstanding anything to the contrary contained in this Agreement, if Buyer is in breach or default of any of its obligations or agreements hereunder

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when performance is required, or if Buyer otherwise fails to perform in accordance with the terms of this Agreement, including but not limited to failing to deliver the Purchase Price at Closing in accordance with the terms of this Agreement, and, with respect to breaches susceptible to cure, such breach continues for ten (10) business days after written notice from Seller, such failure shall constitute a default by Buyer hereunder and Seller shall have the right to terminate the Agreement, at which time this Agreement shall be null and void and neither party shall have any rights or obligations under this Agreement, except those that expressly survive termination. Notwithstanding the foregoing, Buyer shall be permitted to cure any default by payment of the Purchase Price and initiating Closing as set forth in Section 10 above.

13. **Brokers**. Buyer and Seller hereby represent and warrant to each other that neither party has engaged or been represented by any real estate broker in connection with the Property or the subject transaction. Seller shall and hereby agrees to indemnify, defend, and hold Buyer harmless from and against any loss, damage, or claim resulting from a breach of the representations of Seller set forth in this Section 13, including any claims by the Brokers with respect to the Broker's Commission. The provisions of this Section 13 shall survive Closing hereunder, or any other termination of this Agreement.

14. **Notices**. All notices, demands, requests or communication required or permitted to be given pursuant to this Agreement shall be in writing and shall be deemed to have been properly given or served and shall be effective upon being deposited in the United States mail, postage prepaid and certified with return receipt requested, upon delivery by a nationally recognized overnight delivery service, or upon the date of receipt of an e-mail which is received any business day on or before 5 P.M. in the location of receipt or on the next business day after receipt if received by e-mail after 5 P.M. on any business day; *provided, however*, the time period in which a response to any notice, demand or request must be given shall commence on the next business day after such posting. Notices may be given by counsel for Buyer or Seller.

Any such notice, demand, request or communication if given to Buyer shall be addressed as follows:

c/o PIRHL Acquisitions, LLC
25 Drew Court
Springboro, OH 45066
Attention: David Petroni
Telephone No.: 937-974-3340
Facsimile No.: 216-378-9691

and

c/o PIRHL Acquisitions, LLC
800 West St. Clair Avenue, 4th Floor
Cleveland, OH 44113
Attention: David Burg
Telephone No.: 216-378-9690
Facsimile No.: 216-378-9691

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With a copy to:

Greenberg Traurig, LLP
1717 Arch Street, Suite 400
Philadelphia, PA 19103
Attention: Joshua D. Cohen, Esquire
Telephone No.: 215-988-7815
Facsimile No.: 215-717-5247

Any such notice, demand, request or communication if given to Seller shall be addressed as follows:

City of Evanston
[Manager]
[ ]
Attention: [Luke Stowe]
E-mail: [lstowe@cityofevanston.org
Telephone No.: [847.448.8177]

With a copy to:
[Nicholas E. Cummings]
[ ]
[ ]
Attention: [ ]
E-mail: [ncummings@cityofevanston.org
Telephone No.: [847.448.4311]

15. **Successors and Assigns**. Buyer may assign this Agreement and any rights herein or any portion hereof without the prior written consent of Seller to any affiliate of Buyer or to any entity which Buyer or an affiliate of Buyer is a partner, member or shareholder, or to any entity under control by or common control with Buyer. This Agreement and all provisions herein shall apply to, inure to the benefit of and be binding upon and enforceable against the parties hereto and their respective successors and assigns, to the same extent as if specified at length throughout this Agreement.

16. **Counterparts**. This Agreement may be executed in several counterparts, each of which shall be deemed an original and all of which counterparts together shall constitute one and the same instruments. Electronically transmitted signatures (via facsimile, pdf file, or otherwise) shall be deemed valid and original signatures.

17. **Time of the Essence**. Time is of the essence of this Agreement. If any time period or date ends on a day or time which is a weekend, legal holiday or bank holiday, such period shall be extended to the same time on the next business day.

18. **Judicial Interpretation**. Should any provision of this Agreement require judicial interpretation, it is agreed that the court interpreting or construing the same shall not apply a

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presumption that the terms hereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent prepared the same, it being agreed that the agents of all parties have participated in the preparation of this Agreement.

19. **Captions and Recitals**. The captions contained herein are not a part of this Agreement and are included solely for the convenience of the parties.

20. **Entire Agreement**. This Agreement contains the entire agreement between the parties relating to the acquisition of the Property, all prior negotiations between the parties with respect thereto, are merged in this Agreement and there are no promises, agreements, conditions, undertakings, warranties or representations, oral or written, express or implied, between them with respect to the transaction contemplated herein, other than as herein set forth. No change or modification of this Agreement shall be valid unless the same is in writing and signed by Buyer and Seller. No waiver of any of the provisions of this Agreement, or any other agreement referred to herein, shall be valid unless in writing and signed by the party against whom it is sought to be enforced.

21. **Miscellaneous**. (a) In the event of a default by Seller, Buyer at its option may record a memorandum of this Agreement with the recorder's office in and for the county where the Property is located; (b) The parties agree that the exclusive venue for any dispute, arbitration or litigation concerning this Agreement, its alleged breach or its enforcement, shall be in the county where the Property is located and that this Agreement shall be governed by the internal substantive laws of the State of Illinois, without reference to its choice of law rules; (c) Both parties agree to irrevocably waive their respective rights to a jury trial; (d) Any waiver with respect to any provision of the Agreement shall not be effective unless in writing and signed by the party against whom it is asserted and the waiver of any provision of this Agreement by a party shall not be construed as a waiver of a subsequent breach or failure of the same term or condition or as a waiver of any other provision of this Agreement; (e) If Seller is comprised of more than one party each such party constituting Seller is jointly and severally liable with the other Seller parties under this Agreement; (f) All representations, warranties and indemnities of either party hereto shall survive Closing; (g) If any provisions (or any portion of any provision) of this Agreement is held to be illegal, invalid, or unenforceable, under present or future laws effective during the term of this Agreement, the legality, validity, and enforceability of the remaining provisions (or the balance of such provision) shall not be affected thereby; and (h) this Agreement shall not constitute an offer by either party hereto unless and until this Agreement is executed by both Seller and Buyer.

22. **Agreement of Sale for 508-514 South Boulevard**. Buyer and Seller acknowledge the existence of that certain Agreement of Sale dated as of the date hereof by and between Buyer, as buyer, and the Housing Authority of Cook County, as seller, of the property commonly known as 508-514 South Boulevard, Evanston, Illinois 60202.

23. **IHDA Required Provisions**. Notwithstanding any other provision of this Agreement, Buyer shall have no obligation to purchase the Property, and no transfer of title to the

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Buyer may occur, unless and until IHDA has provided Buyer and/or Seller with a written notification that:

(a) It has completed a federally required environmental review and its request for release of federal funds has been approved and, subject to any other contingencies in this Agreement,
   (i) the purchase may proceed, or
   (ii) the purchase may proceed only if certain conditions to address issues in the environmental review shall be satisfied before or after the purchase of the Property.

(b) It has determined that the purchase is exempt from federal environmental review and a request for release of funds is not required. IHDA shall use its best efforts to conclude the environmental review of the property expeditiously.

24. **Voluntary Acquisition**. Buyer is interested in acquiring property for a proposed project which may receive funding assistance from the U.S. Department of Housing and Urban Development (HUD). Buyer does not have authority to acquire property by eminent domain. In the event Buyer and Seller cannot reach an amicable agreement for the purchase of property, Buyer will not pursue this proposed acquisition. Buyer is prepared to offer the Seller THREE HUNDRED SEVENTY FIVE THOUSAND AND NO/100 DOLLARS ($375,000.00) to purchase the Property. Buyer believes this amount represents a below current market value of the Property, with the difference between the current market value of the Property and the Purchase Price being ONE MILLION THREE HUNDRED SIXTY FIVE THOUSAND AND NO/100 DOLLARS ($1,365,000.00) (the "**Excess Value**"). The Excess Value shall be donated to Seller through a donation structure and composition which shall be achieved by separate agreement to be agreed upon by Buyer and Seller at a later date. Buyer and Seller agree to cooperate and work together to structure the conveyance of the Property. In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA), owner-occupants who move as a result of a voluntary acquisition are not eligible for relocation assistance. Tenant-occupants displaced as a result of a voluntary acquisition may be entitled to URA relocation assistance and must be so informed per 49 CFR 24.2(a)(15)(iv) – Initiations of negotiations, and 49 CFR 24 Appendix A - 24.2(a)(15)(iv).

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IN WITNESS WHEREOF, the parties have duly executed this Agreement as of the Effective Date.

Witness:

Approved as to form:

Nicholas E. Cummings

Nicholas E. Cummings
Corporation Counsel

_____

SELLER:

CITY OF EVANSTON,
a municipal corporation

By: Luke Stowe
Name: Luke Stowe
Title: City Manager

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Witness:

BUYER:

SOUTH BOULEVARD SHORES LLC,
an Illinois limited liability company

By: PIRHL South Boulevard Shores LLC,
an Illinois limited liability company,
its sole member

By: _____
Name: David A Burg
Title: President of Development

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

PARCEL 1:

LOTS 1, AND 2 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF 80 FEET WIDE HINMAN AVENUE LYING EAST OF THE EAST LINE OF LOT 1 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON, LYING SOUTH OF THE NORTH LINE OF SAID LOT 1 EXTENDED EAST AND LYING NORTH OF THE SOUTH LINE OF SAID LOT 1 EXTENDED EAST, IN SECTION 19 TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

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Dropbox Sign

Audit trail

Title	South Boulevard Shores - Appraisal
File name	685078803_v 5_PIR...ement of Sale.pdf
Document ID	793c714acabc7d19fca17343453d6d8eed9bc3f1
Audit trail date format	MM / DD / YYYY
Status	Signed

Document History

SENT	**02 / 16 / 2023** 09:04:44 UTC-6	Sent for signature to Nicholas Cummings (ncummings@cityofevanston.org) and Luke Stowe (lstowe@cityofevanston.org) from lthomas@cityofevanston.org IP: 66.158.65.76
VIEWED	**02 / 16 / 2023** 09:05:02 UTC-6	Viewed by Nicholas Cummings (ncummings@cityofevanston.org) IP: 73.50.97.132
SIGNED	**02 / 16 / 2023** 09:05:15 UTC-6	Signed by Nicholas Cummings (ncummings@cityofevanston.org) IP: 73.50.97.132
VIEWED	**02 / 16 / 2023** 09:05:47 UTC-6	Viewed by Luke Stowe (lstowe@cityofevanston.org) IP: 166.205.124.78
SIGNED	**02 / 16 / 2023** 09:06:00 UTC-6	Signed by Luke Stowe (lstowe@cityofevanston.org) IP: 166.205.124.78
COMPLETED	**02 / 16 / 2023** 09:06:00 UTC-6	The document has been completed.

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 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / NSPS Land Title Survey

PARCEL 1:
LOTS 1, 2, 3 AND 4 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CONTAINING 30,045 SQUARE FEET OR 0.689 ACRES MORE OR LESS.

PARCEL 2:
ALL THAT PART OF HINMAN AVENUE LYING EAST OF AND ADJOINING LOT 1 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CONTAINING 12,000 SQUARE FEET OR 0.275 ACRES MORE OR LESS.

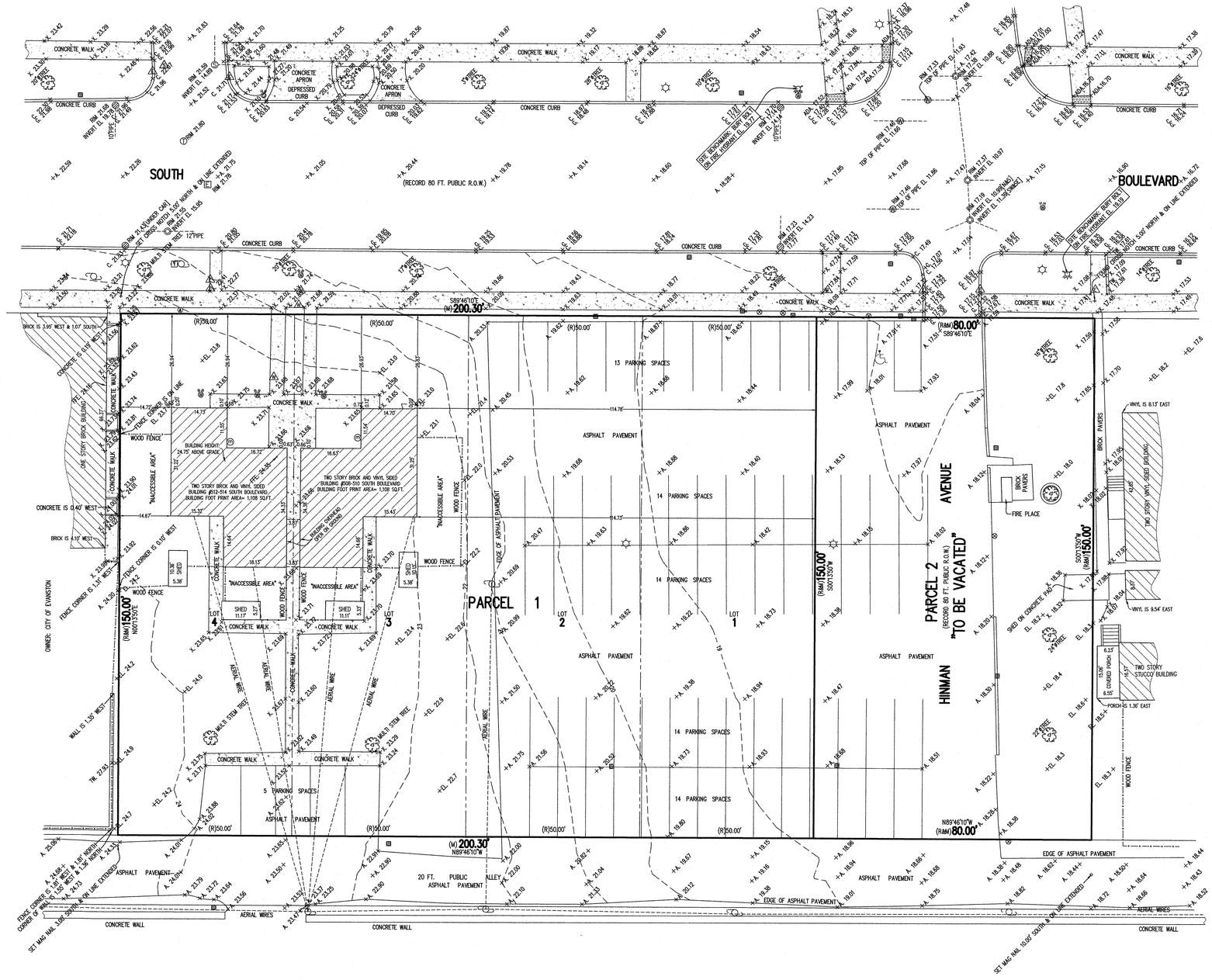
LEGEND

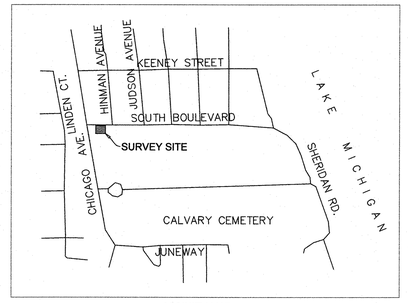
- Storm CB
- San MH
- San Clean Out
- Water MH
- Water Buffalo Box
- Water Hand Hole
- Water Fire Hydrant
- Telephone MH
- Telephone Pedestal
- Utility Pole
- Guy Anchor
- Electric Vault
- Electric Light Pole
- Gas Hand Hole
- Gas Meter
- Tree – Deciduous
- Sign Post
- Bumper Post
- Unclassified Manhole
- Cut Cross
- JULIE Mark – Electric
- JULIE Mark – Water

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

GRAPHIC SCALE

16 0 8 16
(IN FEET)
1" = 16'





VICINITY MAP
(NOT TO SCALE)

ADDED PARCEL 2 FEBRUARY 10, 2023 FOR PIRHL INC
PER ORDER #2023-30946 [RL]

ORDERED BY: PIRHL INC	CHECKED: MD	DRAWN: RL
ADDRESS: 504-514 SOUTH BOULEVARD		

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 EMAIL: INFO@PLCS-SURVEY.COM

ORDER NO.	DATE: JUNE 7, 2022	PAGE NO.
2022-30173-001	SCALE: 1 INCH = 16 FEET	1 OF 1

G:\CAD\2022\2022-30173\2022-30173-001.dwg

SURVEY NOTES:

SURVEYOR'S LICENSE EXPIRES November 30, 2024

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

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

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SURVEY NOTE:

CITY OF EVANSTON BENCHMARK #45
ELEVATION= 24.58 FEET
MONUMENT TYPE: ROD WITH CAP
LOCATION: NW QUADRANT: GREENLEAF STREET AND CHICAGO AVENUE.
1.2' WEST OF SIDEWALK AND 14' NW OF TRAFFIC SIGNAL, UNDER BUSHES.

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EFFECTIVE DATE SEPTEMBER 10, 2021.

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THE FIELD WORK WAS COMPLETED ON JUNE 7, 2022.

DATE OF PLAT FEBRUARY 13, 2022.

BY: _____

ROBERT G. BIEDERMANN
PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

City of Evanston

Cade Sterling <csterling@cityofevanston.org>

Fwd: Zoning Map Amendment Application

Katie Ashbaugh <kashbaugh@cityofevanston.org> Thu, May 4, 2023 at 1:09 PM
To: Cade Sterling <csterling@cityofevanston.org>

---------- Forwarded message ---------
From: <noreply@formstack.com>
Date: Mon, May 1, 2023 at 6:16 PM
Subject: Zoning Map Amendment Application
To: <zoning@cityofevanston.org>

formstack

Formstack Submission For: Zoning Map Amendment Application

Submitted at 05/01/23 6:16 PM

Address:	504 S Blvd Evanston, IL 60202
Permanent Identification Number (PIN) 1:	11-19-419-010
Permanent Identification Number (PIN) 2:	11-16-419-009
Name:	Eugene Hu
Organization:	Pirhl
Address:	637 W Belmont 3w Chicago, IL 60657
Home or Office Phone Number:	(206) 310-7603
Cell Phone Number:	
Email:	ehu@pirhl.com

Please choose primary means of contact:	Home or Office Phone
Is applicant also the property owner?:	Yes
Name:	
Organization:	
Address:	
Home or Office Phone Number:	
Cell Phone Number:	
Email:	
What is the relationship of the applicant to the property owner?:	
Address:	504 S Blvd
PIN:	11-19-419-010
1) Are more properties affected?:	Yes
Address:	510 S Blvd
PIN:	11-19-419-009
2) Are more properties affected?:	
Address:	
PIN:	
3) Are more properties affected?:	
Address:	
PIN:	
4) Are more properties affected?:	
Address:	
PIN:	
5) Are more properties affected?:	
Address:	

PIN:

6) Are more properties affected?:

Address:

PIN:

7) Are more properties affected?:

Address:

PIN:

8) Are more properties affected?:

Address:

PIN:

9) Are more properties affected?:

Address:

PIN:

10) Are more properties affected?:

Address:

PIN:

Are more properties affected?:

Please list all additional properties affected with address along with PIN.:

Please list the contact information (Name, address, phone, email) of all property owners affected by this amendment.:

Housing Authority Cook County
Tina Pourroy
175 W. Jackson Blvd. Suite 350
Chicago Il, 60604

Zoning Districts of Properties Subject to this Application:

General Residential District R4

Current Overlay District(s) (if any):

Proposed Zoning Districts of Properties Subject to this Application:

General Residential District R5

Proposed New Overlay District(s) (if any):	
Describe the current land use of the properties subject to this petition.:	Current land use is a surface parking lot for private vehicle storage, and 4 townhouse units, currently 1 unoccupied.
Describe the development, proposal, or other reason(s) for this amendment.:	The minimum lot size requirements are 1,500 square feet for the first 4 units and 800 square feet for each additional unit. The maximum increase as a development allowance is +25%. The existing lot size is 34,950. The maximum number of units based on lot size is 34,950-6000 (1500x the first 4 units) / 800 or 40 (36+4) plus 8 for the IHO Bonus up to 10% of on-site units under 60% AMI and an additional 12 as a development allowance for a total of 60 units. The maximum permitted height in the R5 District is the lesser of 5 stories or 50’ + an additional 12’ as a site development allowance for a total of 62’ where 62’ is proposed at the peak below proposed parapet walls.
How is the proposed amendment with the goals, objectives, and policies of the Comprehensive General Plan, as adopted and amended from time to time by the City Council?:	Tuesday April 20th, 2021; The City of Evanston put forth a request for proposals to develop a project with the Housing Authority of Cook County to develop a site close to the S Blvd L station in Evanston. The proposal was to develop a mixed income residential development project, with units affordable to a wide range of households including market rate, and 30 – 100% of area median income. While the site was currently zoned R4, the project would be a planned development which provided some flexibility and would allow for a R5 zoning limits established in the City Code. The city has also mandated that any new proposals would adhere to the City’s Climate Action and Resilience Plan, providing a property with net-zero greenhouse gas emissions, that would also include improved waste diversion services, electric charging access, and ecologically beneficial landscaping. This building is designed with those restrictions in mind, building without any gas appliances, and utilizing renewable sourced materials, that are low in carbon emissions and insulated materials that increase

	efficiency with the building systems. The site redevelops a property known as Lot 1, approximately 27,000 sqft in total, provides offstreet parking for up to 69 permit holders, and occasionally snow emergency parking and vacationing residents. The city believes the site to be underutilized, as the only residential component on the site are 4 townhome units, of which only 3 are occupied, that are underutilized for the site of its size. They are currently owned by HACC and the property developer as part of the Intergovernmental Agreement.
In what ways is the proposed amendment compatible with the overall character of existing development in the immediate vicinity of the subject property?:	Recent market survey has indicated that the immediate area has a high density of mixed single family homes, and multi-tenant buildings. The unit sizes in the new project will match the rest of the representative market norms for similar properties. Upon completion the project will be a new fixture for the neighborhood The quality and conditon of the subject will be consistent with or superior to the existing supply of competitive multifamily properties. The parking ratio of 0.75 spaces per unit (excluding the 20 City of Evanston permit spaces) is reasonable for an affordable apartment property, especially considering the TOD location. There is also additional off-site parking along the adjacent streets.
Will the proposed amendment have an adverse affect on the values of adjacent properties and why?:	No, added residential opportunities will not have an adverse affect on the adjacent properties. The improved site enhancements will not have an adverse affect to the properties and will add to the existing neighborhood aesthetic.
What change to existing public facilities and services, if any, will be required to serve the effects of the proposed amendment?:	Expansion of water and storm water detention vaults will be implemented into the development. an expansion of the electrical services will also be required to accommodate the 60 new homes being built.
Plat of Survey - One copy of plat of survey, drawn to scale, that accurately reflects current conditions.:	View File
Date of Survey:	Feb 13, 2023
Legal Descriptions of all properties as	View File

shown on Plat of Survey:	
Date of Descriptions:	Feb 13, 2023
Proof of Ownership - Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents, etc.:	View File
Document Submitted:	Certificate of Disclosure of Ownership
Additional Documentation:	
Additional Documentation -:	
Quantity:	1
Price:	1100
Credit Card:	Card number: **********2003 Expiration: 03/26
I certify that all of the above statements and all statements, information and exhibits that I am submitting in conjunction with this application for relief from the requirements of the Zoning Ordinance or for an appeal from the Zoning Administrator's decision are true to the best of my knowledge.:	View Signature

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038

--
Katie Ashbaugh, AICP
Planner
Planning & Zoning Division
Community Development Department
City of Evanston
She, Her, Hers

2100 Ridge Ave | Evanston, IL 60201 | (708) 328-8559
kashbaugh@cityofevanston.org | cityofevanston.org

Schedule a meeting with me!

2021 All-America City | 2021 What Works Cities Silver Certified

Note: The contents of this electronic mail to/from any recipient hereto, any attachments hereto, and any associated metadata pertaining to this electronic mail, is subject to disclosure under the Illinois Freedom of Information Act, 5 ILCS 140/1 *et. seq.*

Zoning Analysis
Summary FINAL
August 28, 2023

Case Number:	**Case Status/Determination:**
22ZONA-0221 – 504-514 South Boulevard R4 General Residential District (assumes map amendment to rezone to R5 – General Residential District)	**Planned Development Required** **Map Amendment Required**

Proposal:

Construction of new mixed-income multi-family building

Zoning Section:	**Comments:**
6-8-7-2 Permitted Uses	Dwelling – Multiple-family, is a permitted use within the R5 General Residential District.
6-8-7-4 Minimum Lot Sizes (C) Multiple-family and group occupancy dwelling units	The minimum lot size requirements are 1,500 square feet for the first 4 units and 800 square feet for each additional unit. The existing lot size is 34,950.The maximum number of units based on lot size is 34,950-6000(1500x the first 4 units) / 800 sf/unit or 40 (36+4). As a primarily affordable development the project is entitled to a +2 unit density bonuses up to 10% of the on-site affordable units offered or +8 for 48 units. Additionally +25% may be requested as a site development allowance for a total of 60 units (48x125%) where 60 are proposed.
6-8-7-5 Minimum lot width (D) Other uses	The minimum lot width for “other uses” including multiple family, is 50’ where 233’ is proposed.
6-8-7-6 Building lot coverage	The maximum permitted building lot coverage under the base zoning is 50%. An additional 15% may be requested as a development allowance and an additional 15% for developments with atleast 20% on-site IHO (with public financing) for a total permitted lot coverage of 80% where 26% is proposed.
6-8-7-7 Yard requirements (A) Residential structures	**Non-Compliant: Eligible Site Development Allowance.** The location and placement of buildings may vary as a Planned Development. However, no dwelling shall be less than 15’ from any street or development boundary line unless authorized by City Council as a site development allowance. 1. Front Yard: The front-yard setback requirement is 27’ or the average of the two abutting lots to the east and west or 12.5’ where 17’-3” is proposed. 2. Side-Yard abutting a street: 5’ where 15’ is required (east) 3. Side-Yard: The minimum side-yard setback is 3’ where 6’-2” is proposed to the west.

	4. Rear-Yard: The minimum rear-yard setback is 25' where 84'-9" is proposed.
6-8-7-8 Mean building height	The maximum permitted height in the R5 District is the lesser of 5 stories or 50' + an additional 12' as a site development allowance for a total of 62' where 62' is proposed at the peak below proposed parapet walls.
6-8-7-9 Impervious surface	**Non-Compliant: Eligible Site Development Allowance.** The maximum permitted impervious surface ratio is 60% plus 15% for developments with atleast 20% on-site IHO (with public financing) for a total of 75f% where ~85% is proposed.
6-16-5 Specific off-street loading requirements.	**Non-Compliant: Eligible Site Development Allowance.** New multiple family developments which have between 30,000 and 100,000 square feet of Gross Floor Area require one short loading berth where none is proposed.
Chapter 16, Table 16-B – Schedule of minimum off-street parking spaces	The following Transit Oriented Development parking requirements apply for units not covered under the IHO: • 0-1 bedroom: .55 spaces per unit • 2-bedroom: 1.1 spaces per unit • 3 bedroom+: 1.65 spaces per unit The proposed unit mix is as follows: • 0-1 bedroom: 30 (17 spaces) • 2-bedroom: 12 (13 spaces) • 3-bedroom: 18 (30 spaces) Total spaces required is 60 minus the parking requirement for the IHO units (Code Section 5-7-3 Covered Development) or 37 spaces for a total of 23 required spaces where 45 are proposed for use by the building and 20 are proposed for use by the public for a total of 65 off-street surface parking spaces.
6-16-2-2 – Vehicular Access	Vehicular access occurs from both Hinman Avenue as well as the alley at the south lot line.
6-16-2-4 – Size of parking stall	The proposed parking stalls are 8.5x18' typ. Where 8.5x18 is the minimum size requirement.
6-16-2-6 – ADA Spaces	1 ADA space is required for each 20 parking spaces. 6 spaces are proposed where 3 would be required. The ADA spaces were not dimensioned but need to be a minimum of 18' in length and 16' in width. 1 of the 6 ADA spaces is for public use.
6-16-2-7 – Parking space and drive aisle dimensions	The proposed drive aisle is 24' where 24' is required.

Additional Comments:

- Planned Development Required
- Map Amendment Required (run concurrent to Planned Development)
- Site development allowance for impervious surface is exceeded but does not require a supermajority vote due to the percentage of affordability.

SOUTH BOULEVARD

PROPOSED BUILDING

LOT 4 | LOT 3 | LOT 2 | LOT 1

PIN: 11-19-419-010

PIN: 11-19-419-009

5.0' | 7.1' | 5.0'

ADA RAMP

4 STEPS

5 STEPS

12.5' FRONT SETBACK

5.0' | 24.0' | 5.0'

R10.0'

4 STEPS

ADA RAMP

2 STEPS

4 STEPS

4 STEPS

HINMAN AVE

95 LF RETAINING WALL

BUILDING OVERHANG

8.4' | 5.0' | 2.0' | 2.6'

8.5' (TYP.)

R5.0'

18.0'

33.0' VACATED HINMAN AVENUE RIGHT-OF-WAY

47.0' REMAINING HINMAN AVENUE RIGHT-OF-WAY

24.0'

12.0'

3.0' INTERIOR SIDE SETBACK

25.0' REAR SETBACK

8.5' (TYP.)

R3.0'

18.0' | 18.0'

12.0'

2.0' (MIN.)

9 STANDARD SPACES FOR CITY USE

10 STANDARD SPACES FOR CITY USE

1 ADA SPACE FOR CITY USE

OH

SHEET NOTES

1. LOTS 1-4 AND ASSOCIATED PINS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. LOTS ARE PROPOSED TO BE CONSOLIDATED INTO 1 LOT AS PART OF THE SOUTH BOULEVARD SHORES SUBDIVISION, WHICH ALSO PROPOSES TO PARTIALLY VACATE THE HINMAN AVENUE RIGHT-OF-WAY

SITE DATA TABLE

PROPOSED ZONING CLASS	R-5
SITE AREA	0.803 AC
PROPOSED PARKING SPACES	
STANDARD SPACES (FOR PRIVATE USE)	39
STANDARD SPACES (FOR CITY USE)	19
ADA SPACES (FOR PRIVATE USE)	6
ADA SPACES (FOR CITY USE)	1
TOTAL	65
IMPERVIOUS SURFACE COVERAGE	
IMPERVIOUS AREA = 0.683 AC = 85%	

PAVING LEGEND

STANDARD DUTY ASPHALT

PCC SIDEWALK

0 | 10' | 20'

1" = 10' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.596.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
BRADLEY P. HOVANEC
062-072247

REVISIONS

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PRELIMINARY ENGINEERING FOR

SOUTH BOULEVARD SHORES

510 SOUTH BLVD.
EVANSTON, ILLINOIS

PROJ NO: 220196

ENG : BPH

DATE : 02/15/2023

SHEET TITLE

SITE LAYOUT PLAN

SHEET NUMBER

C1.0

3 OF 6

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 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / NSPS Land Title Survey

PARCEL 1:
LOTS 1, 2, 3 AND 4 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CONTAINING 30,045 SQUARE FEET OR 0.689 ACRES MORE OR LESS.

PARCEL 2:
ALL THAT PART OF HINMAN AVENUE LYING EAST OF AND ADJOINING LOT 1 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CONTAINING 12,000 SQUARE FEET OR 0.275 ACRES MORE OR LESS.

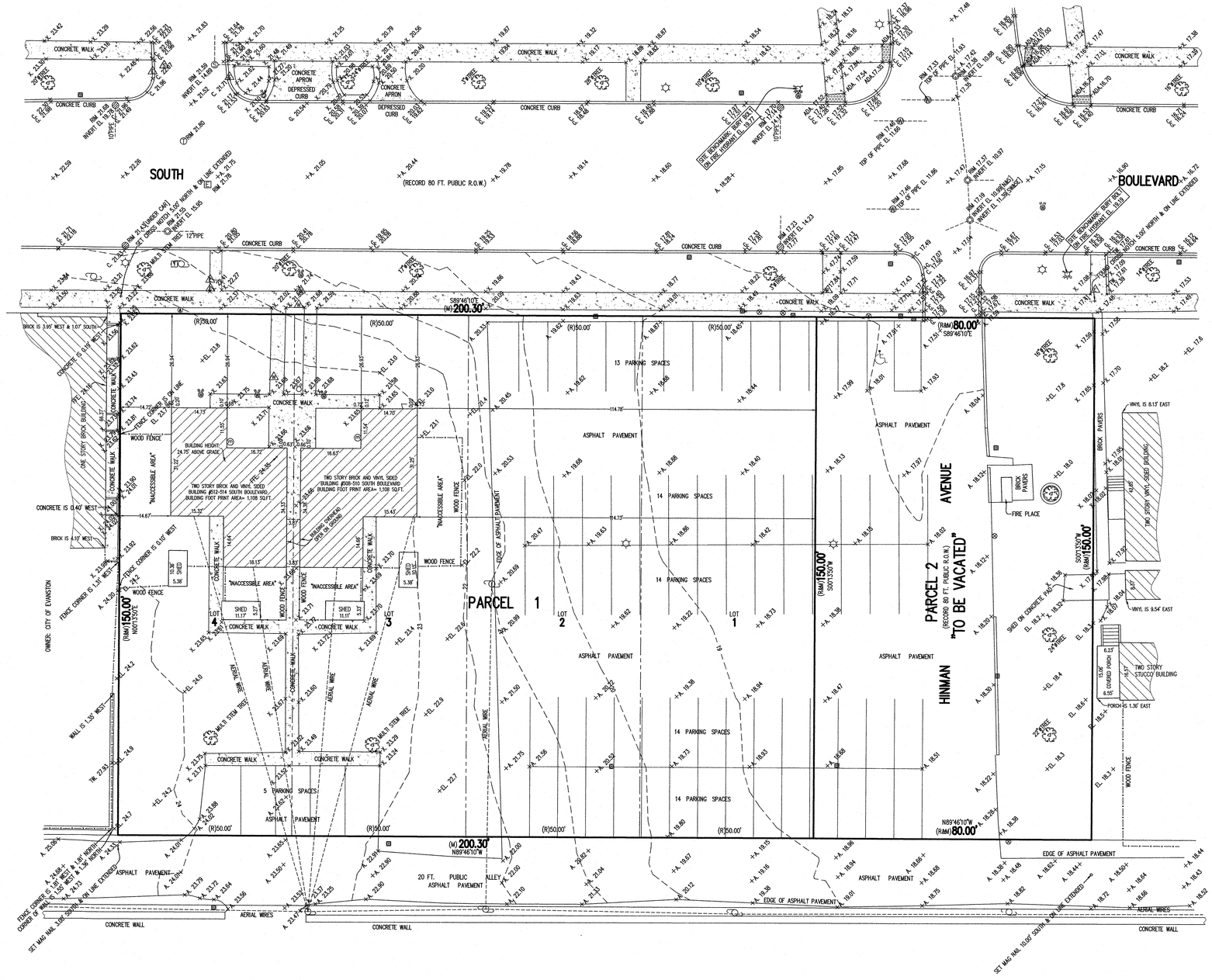
LEGEND

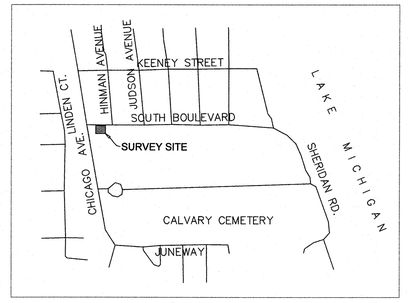
- Storm CB
- San MH
- San Clean Out
- Water MH
- Water Buffalo Box
- Water Hand Hole
- Water Fire Hydrant
- Telephone MH
- Telephone Pedestal
- Utility Pole
- Guy Anchor
- Electric Vault
- Electric Light Pole
- Gas Hand Hole
- Gas Meter
- Tree – Deciduous
- Sign Post
- Bumper Post
- Unclassified Manhole
- Cut Cross
- JULIE Mark – Electric
- JULIE Mark – Water

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

GRAPHIC SCALE

16 0 8 16
(IN FEET)
1" = 16'





VICINITY MAP
(NOT TO SCALE)

ADDED PARCEL 2 FEBRUARY 10, 2023 FOR PIRHL INC
PER ORDER #2023-30946 [RL]

ORDERED BY: PIRHL INC	CHECKED: MD	DRAWN: RL
ADDRESS: 504-514 SOUTH BOULEVARD		

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 EMAIL: INFO@PLCS-SURVEY.COM

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2022-30173-001	SCALE: 1 INCH = 16 FEET	1 OF 1

G:\CAD\2022\2022-30173\2022-30173-001.dwg

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THE FIELD WORK WAS COMPLETED ON JUNE 7, 2022.

DATE OF PLAT FEBRUARY 13, 2022.

BY: _____

ROBERT G. BIEDERMANN
PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

FINAL PLAT OF SUBDIVISION
OF
SOUTH BOULEVARD SHORES SUBDIVISION

OF LOTS 1, 2, 3 AND 4 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

OWNER/CLIENT

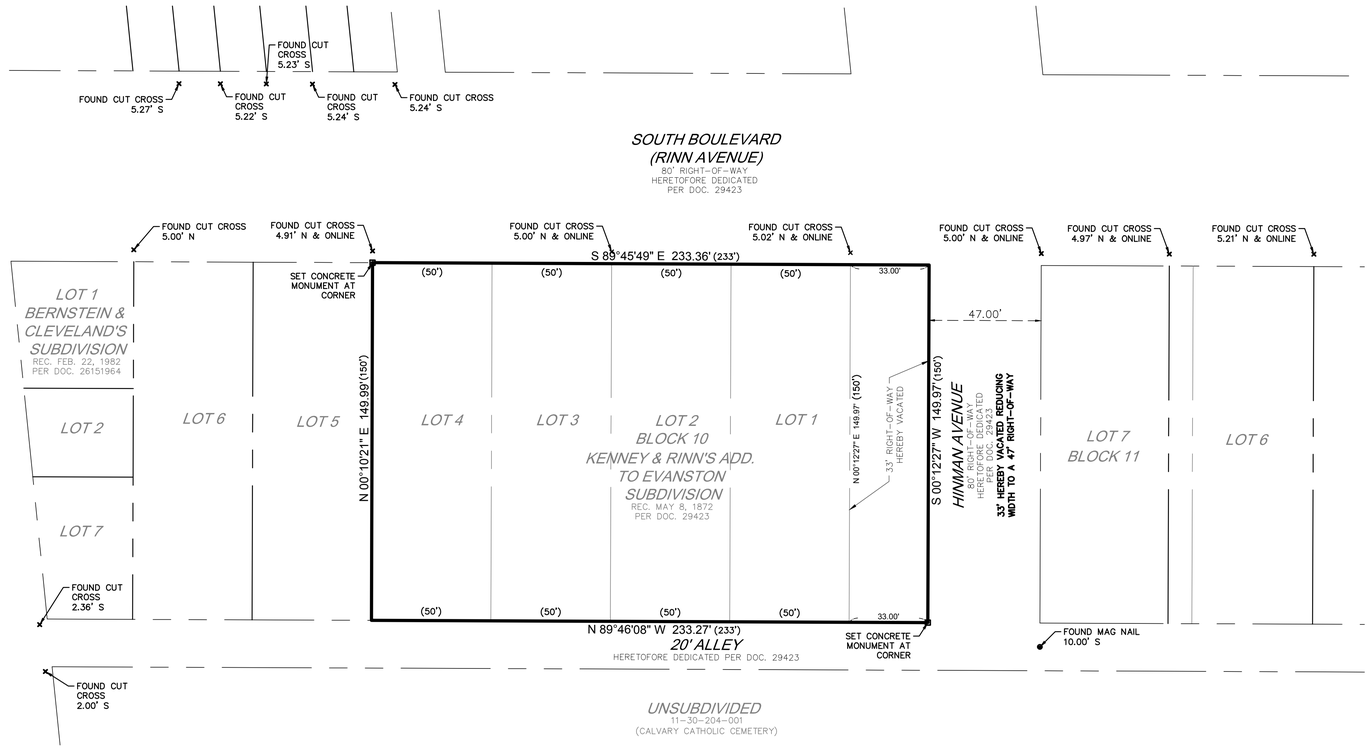
PIRHL DEVELOPERS, LLC
800 W. ST. CLAIR AVENUE, 4TH FLOOR
CLEVELAND, OHIO

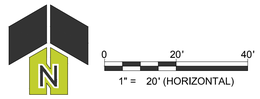
CURRENT P.I.N.:

11-19-419-009
11-19-419-010

PREPARED BY/ RETURN TO:

CAGE ENGINEERING
2200 CABOT DRIVE, STE. 325
LISLE, IL 60532





COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS. UNITS ARE IN INTERNATIONAL FEET.

AREA TABLE

34,993 SQUARE FEET (0.803 AC±)

LEGEND

- ——— = EX. BOUNDARY LINE
- ——— = EX. LOT LINE
- — — — = EX. EASEMENT LINE
- ——— = EX. RIGHT OF WAY LINE
- XXX.XX = MEASURED INFORMATION
- (XXX.XX) = RECORD INFORMATION
- × = FOUND IRON CUT CROSS
- • = FOUND MAG NAIL

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT
4. EASEMENTS AND SETBACKS AS SHOWN ON THE PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE CITY OF EVANSTON.
5. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.
6. IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1, 5/8"X 24" IRON RODS WILL BE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS SHOWN OTHERWISE. CONTACT SURVEYOR OF RECORD WITH DISCREPANCIES FOUND IN THE FIELD.
7. ⊡ DENOTES SET CONCRETE MONUMENTS.

SHEET INDEX

SHEET 1 OF 3: EXISTING BOUNDARY, RIGHT OF WAY & LOT DETAILS
SHEET 2 OF 3: PROPOSED BOUNDARY, EASEMENT & LOT DETAILS
SHEET 3 OF 3: CERTIFICATES, LEGAL DESCRIPTION AND EASEMENT PROVISIONS

2200 CABOT DRIVE, STE. 325
LISLE, IL 60532
P: 630.598.0007
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CAGE CIVIL ENGINEERING

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SOUTH BOULEVARD SHORES SUBDIVISION
EVANSTON, ILLINOIS
FINAL PLAT OF SUBDIVISION

PROJ NO: 220196
PM: SJP
DATE: 07/14/23
SCALE: 1"=30'

SHEET NUMBER
1 OF 3

FINAL PLAT OF SUBDIVISION
OF
SOUTH BOULEVARD SHORES SUBDIVISION

OF LOTS 1, 2, 3 AND 4 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

OWNER/CLIENT

PIRHL DEVELOPERS, LLC
800 W. ST. CLAIR AVENUE, 4TH FLOOR
CLEVELAND, OHIO

CURRENT P.I.N.:

11-19-419-009
11-19-419-010

PREPARED BY/ RETURN TO:

CAGE ENGINEERING
2200 CABOT DRIVE, STE. 325
LISLE, IL 60532

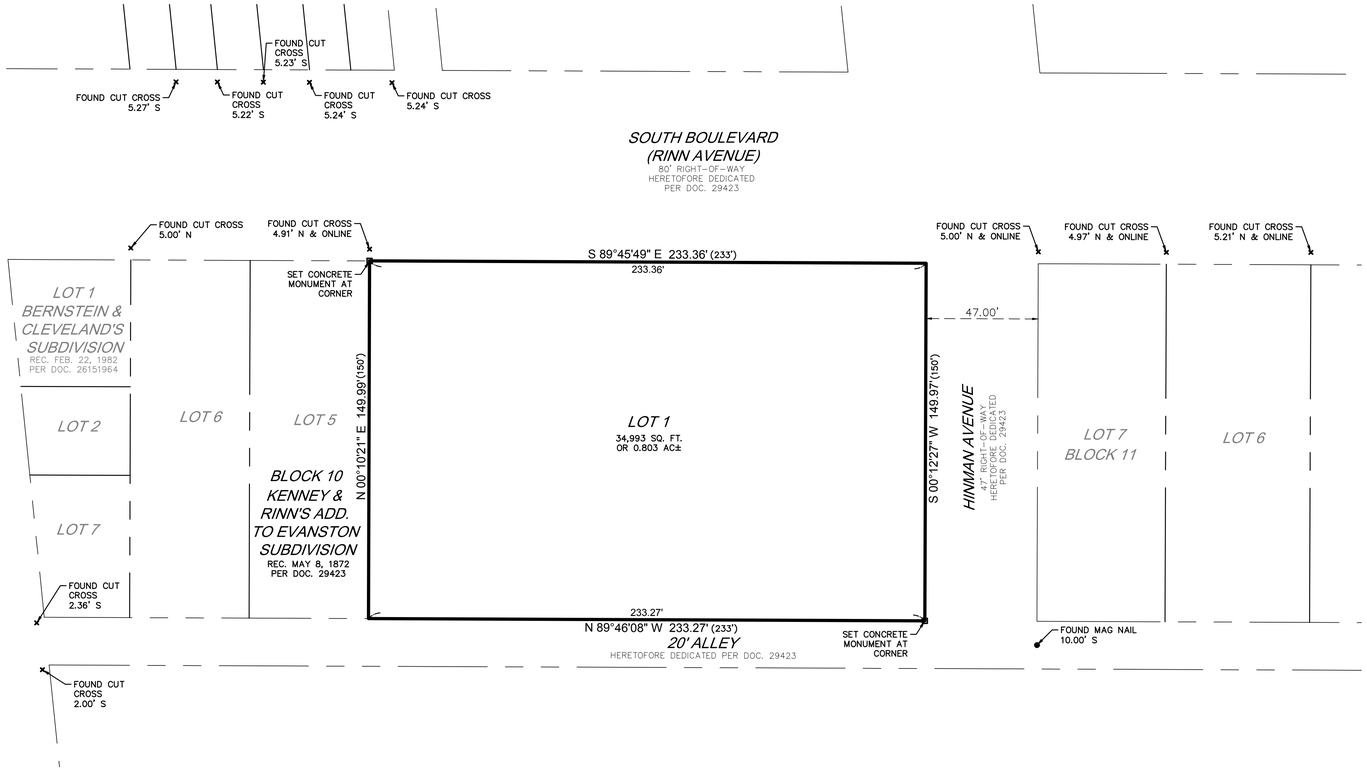
N

0 20' 40'
1" = 20' (HORIZONTAL)

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS. UNITS ARE IN INTERNATIONAL FEET.

AREA TABLE

LOT 1: 34,993 SQUARE FEET (0.803 AC±)



LEGEND

- ——— = EX. BOUNDARY LINE
- ——— = EX. LOT LINE
- – – – = EX. EASEMENT LINE
- ——— = EX. RIGHT OF WAY LINE
- XXX.XX = MEASURED INFORMATION
- (XXX.XX) = RECORD INFORMATION
- × = FOUND IRON CUT CROSS
- • = FOUND MAG NAIL

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT
4. EASEMENTS AND SETBACKS AS SHOWN ON THE PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE CITY OF EVANSTON.
5. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.
6. IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1, 5/8"X 24" IRON RODS WILL BE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS SHOWN OTHERWISE. CONTACT SURVEYOR OF RECORD WITH DISCREPANCIES FOUND IN THE FIELD.
7. ⊡ DENOTES SET CONCRETE MONUMENTS.

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SOUTH BOULEVARD SHORES SUBDIVISION
EVANSTON, ILLINOIS
FINAL PLAT OF SUBDIVISION

PROJ NO: 220196
PM: SJP
DATE: 07/14/23
SCALE: 1"=30'

SHEET NUMBER
2 OF 3

FINAL PLAT OF SUBDIVISION
OF
SOUTH BOULEVARD SHORES SUBDIVISION

OF LOTS 1, 2, 3 AND 4 IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS/ARE THE HOLDER OF THE LEGAL TITLE OF ALL OF THE PROPERTY DESCRIBED HEREON AND THAT IT HAS CAUSED SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREIN DRAWN.

THIS IS ALSO TO CERTIFY THAT _____, AS OWNER OF THE PROPERTY DESCRIBED AS SOUTH BOULEVARD SHORES SUBDIVISION AND LEGALLY DESCRIBED ON THE PLAT OF THE SAME NAME, HAS DETERMINED TO THE BEST OF ITS KNOWLEDGE THAT THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIES IS AS FOLLOWS:

LOT NUMBER(S)	SCHOOL DISTRICT
ALL	EVANSTON/SKOKIE SCHOOL DISTRICT 65
ALL	EVANSTON TOWNSHIP HIGH SCHOOL DISTRICT 202
ALL	COMMUNITY COLLEGE DISTRICT 535

DATED THIS ___ DAY OF_____ A.D., 20__.

_____
OWNER

PRINTED NAME & TITLE:_____
ADDRESS: _____
_____
_____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ OF _____, WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ___ DAY OF_____ A.D., 20__.

_____
NOTARY PUBLIC SIGNATURE

CITY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE COUNCIL OF THE CITY OF EVANSTON, ILLINOIS, AT A MEETING HELD ON THE ___ DAY OF _____ A.D., 20___, IN WITNESS WHEREOF, I SET MY HAND AND AFFIX THE CORPORATE SEAL OF SAID CITY, THIS ___ DAY OF _____ A.D., 20___.

_____
MAYOR

_____
CITY CLERK

CITY COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____ CITY COLLECTOR OF THE CITY OF EVANSTON, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS THEREON THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT OF SUBDIVISION.
DATED THIS ___ DAY OF _____ A.D., 20___.

_____
CITY COLLECTOR

ZONING ADMINISTRATOR CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED THIS ___ DAY OF _____ A.D., 20___.

_____
ZONING ADMINISTRATOR

DIRECTOR OF PUBLIC WORKS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED THIS ___ DAY OF _____ A.D., 20___.

_____
DIRECTOR OF PUBLIC WORKS

CORPORATE COUNSEL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED THIS ___ DAY OF _____ A.D., 20___.

_____
CORPORATE COUNSEL

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS ___ DAY OF _____ A.D., 20__.

_____
BRADLEY P. HOVANEC
ILLINOIS REGISTERED PROFESSIONAL ENGINEER
ILLINOIS REGISTRATION NO. 062072247
LICENSE EXPIRES NOVEMBER 30, 2023

_____ _____
OWNER OR ATTORNEY

PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, SAMUEL J. PHILLIPPE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY GRANT PERMISSION TO A MEMBER OF THE CITY OF EVANSTON'S CLERK'S OFFICE TO RECORD THIS PLAT WITH THE COOK COUNTY RECORDER'S OFFICE. THE REPRESENTATIVE SHALL PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF THIS PLAT.
DATED THIS ___ DAY OF_____ A.D., 20__.

BY: _____
SAMUEL J. PHILLIPPE
SPHILLIPPE@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003699
LICENSE EXPIRES NOVEMBER 30, 2024

SAMUEL J. PHILLIPPE 3699 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY I, SAMUEL J. PHILLIPPE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

LOTS 1, 2, 3 AND 4 AND THE WEST 33 FEET OF HINMAN AVENUE IN BLOCK 10 IN KEENEY AND RINN'S ADDITION TO EVANSTON IN SECTION 19, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SUBDIVIDED PROPERTY CONTAINS 0.803 ACRES MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT CAPPED 5/8" X 24" IRON RODS HAVE BEEN SET OR WILL BE SET UPON COMPLETION OF CONSTRUCTION, AT ALL CORNERS, POINTS OF CURVATURE AND TANGENTS AND CONCRETE MONUMENTS WILL BE PLACED AS INDICATED HEREON.

I FURTHER CERTIFY THAT, BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 17031C0268K WITH AN EFFECTIVE DATE OF SEPTEMBER 10, 2021, THE LAND SHOWN ON THIS PLAT IS LOCATED WITHIN ZONE X. ZONE X IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN PER THE FLOOD INSURANCE RATE MAP. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL NOT FLOOD.

THIS IS ALSO TO DECLARE THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF THE CITY OF EVANSTON, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWER AUTHORIZED BY THE STATE OF ILLINOIS IN ACCORDANCE WITH 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS,
THIS ___ DAY OF _____ A.D., 20__.

BY: FOR REVIEW
SAMUEL J. PHILLIPPE
SPHILLIPPE@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003699
LICENSE EXPIRES NOVEMBER 30, 2024

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2025.

DATE OF FIELD SURVEY: JANUARY 17, 2023

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

SAMUEL J. PHILLIPPE 3699 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

2200 CABOT DRIVE, STE. 325
LISLE, IL 60532
P: 630.598.0007
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SOUTH BOULEVARD SHORES SUBDIVISION
EVANSTON, ILLINOIS
FINAL PLAT OF SUBDIVISION

PROJ NO 220196
PM SJP
DATE 07/14/23
SCALE N/A

SHEET NUMBER
3 OF 3

PRELIMINARY ENGINEERING FOR

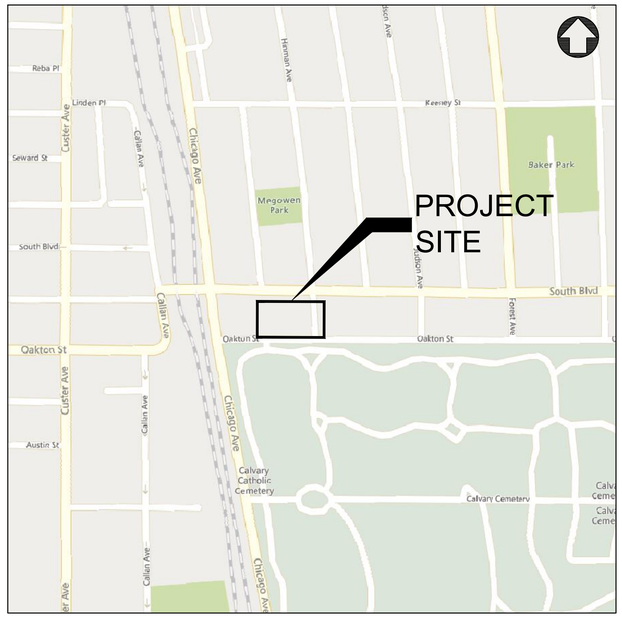
SOUTH BOULEVARD SHORES

504-514 SOUTH BOULEVARD, EVANSTON, IL

INDEX OF SHEETS

C0.0 - SITE LOCATION MAP & CIVIL LEGEND
C0.1 - EXISTING CONDITIONS PLAN
C1.0 - SITE LAYOUT PLAN
C2.0 - GRADING & SWM PLAN
C3.0 - UTILITY PLAN
C4.0 - CONSTRUCTION DETAILS

LOCATION MAP



SECTION 19, TOWNSHIP 41N, RANGE 14E

EXISTING LEGEND

- EXISTING TREE
- CURB & GUTTER
- EXISTING BUILDING
- PCC SIDEWALK
- G — GAS SERVICE
- E — ELECTRIC SERVICE
- STORM SEWER
- SANITARY SEWER
- W — WATER MAIN
- TV — CABLE LINE
- OH — OVERHEAD UTILITY LINE
- T — COMMUNICATION LINE
- FO — FIBER OPTIC LINE
- X — FENCE
- STORM STRUCTURE
- SANITARY MANHOLE
- CLEANOUT
- WATER METER
- VALVE VAULT
- VALVE BOX
- HYDRANT
- GAS METER
- ELECTRIC METER
- PARKING LOT LIGHT
- UTILITY POLE
- GUY WIRE
- TRANSFORMER
- FIBER OPTIC BOX
- FIBER OPTIC PEDESTAL
- CABLE PEDESTAL
- PHONE PEDESTAL
- ELECTRIC PEDESTAL
- 100 MAJOR CONTOUR
- 100 MINOR CONTOUR

PROPOSED LEGEND

- CURB & GUTTER
- REVERSE PITCH CURB & GUTTER
- DEPRESSED CURB & GUTTER
- PROPOSED BUILDING
- PCC SIDEWALK
- STANDARD DUTY ASPHALT
- G — GAS SERVICE
- E — ELECTRIC SERVICE
- STORM SEWER
- SANITARY SEWER
- W — WATER MAIN
- X — FENCE
- STORM STRUCTURE
- DOWNSPOUT CONNECTION
- SANITARY MANHOLE
- CLEANOUT
- WATER METER
- VALVE VAULT
- VALVE BOX
- HYDRANT
- GAS METER
- ELECTRIC METER
- PARKING LOT LIGHT
- FLOW ARROW
- OVERLAND FLOOD ROUTE
- 100.00 TW TOP OF SIDEWALK GRADE
- 100.00 TC TOP OF CURB GRADE
- 100.00 P PAVEMENT GRADE
- 100.00 G GROUND GRADE
- 100 MAJOR CONTOUR
- 100 MINOR CONTOUR

Know what's below. Call before you dig.

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LISLE, IL 60532
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LICENSED PROFESSIONAL ENGINEER
BRADLEY P. HOVANEC
062-072247
OF ILLINOIS

REVISIONS

- 08.10.2023 CITY REVISIONS
- 05.22.2023 CITY REVISIONS

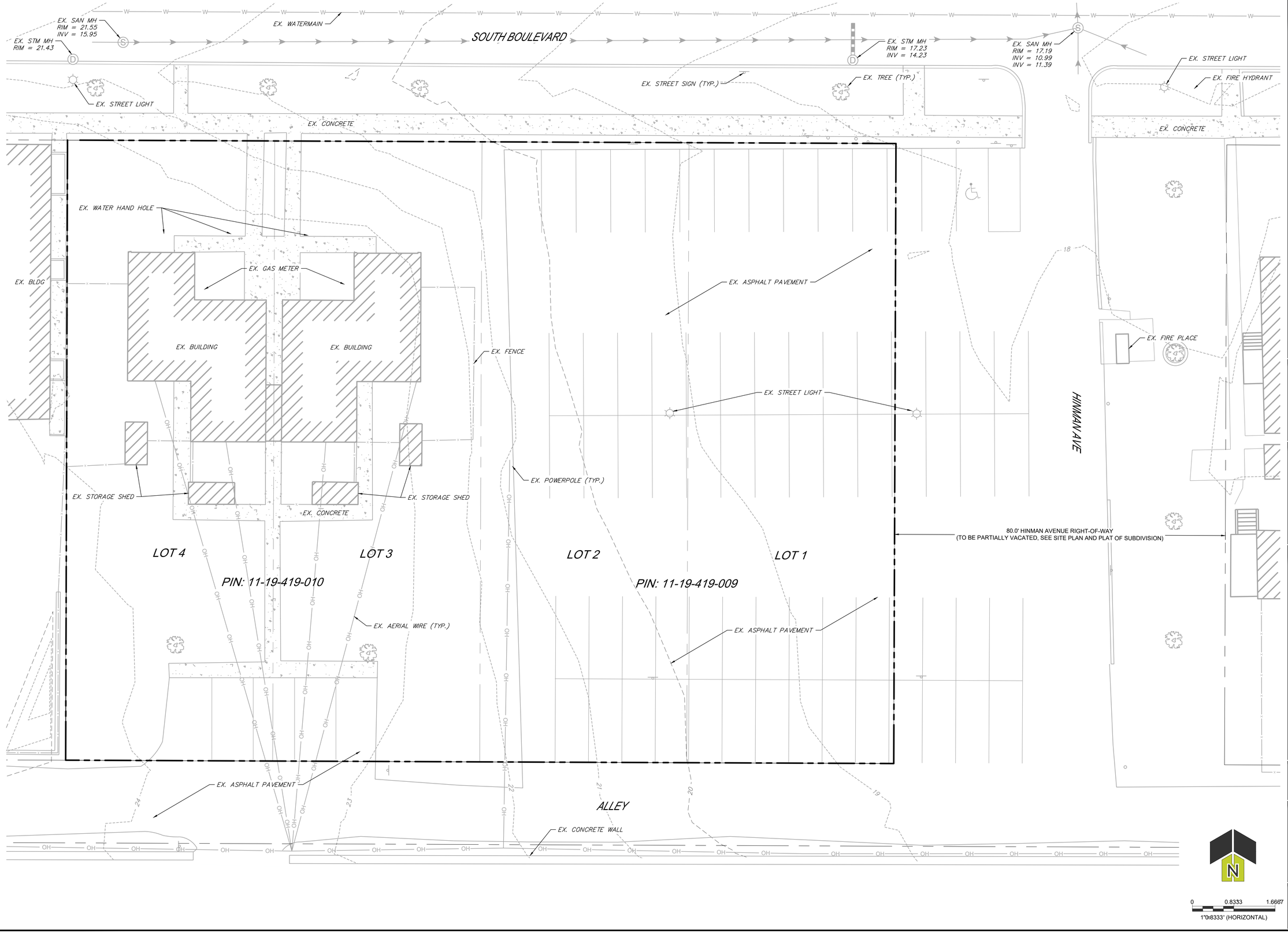
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PRELIMINARY ENGINEERING FOR
SOUTH BOULEVARD SHORES
510 SOUTH BLVD
EVANSTON, ILLINOIS

PROJ NO: 220196
ENG : BPH/CAR/AMG
DATE : 02/15/2023

SHEET TITLE
SITE LOCATION MAP & CIVIL LEGEND

SHEET NUMBER
C0.0
1 OF 6



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LISLE, IL 60532
P: 630.596.0007
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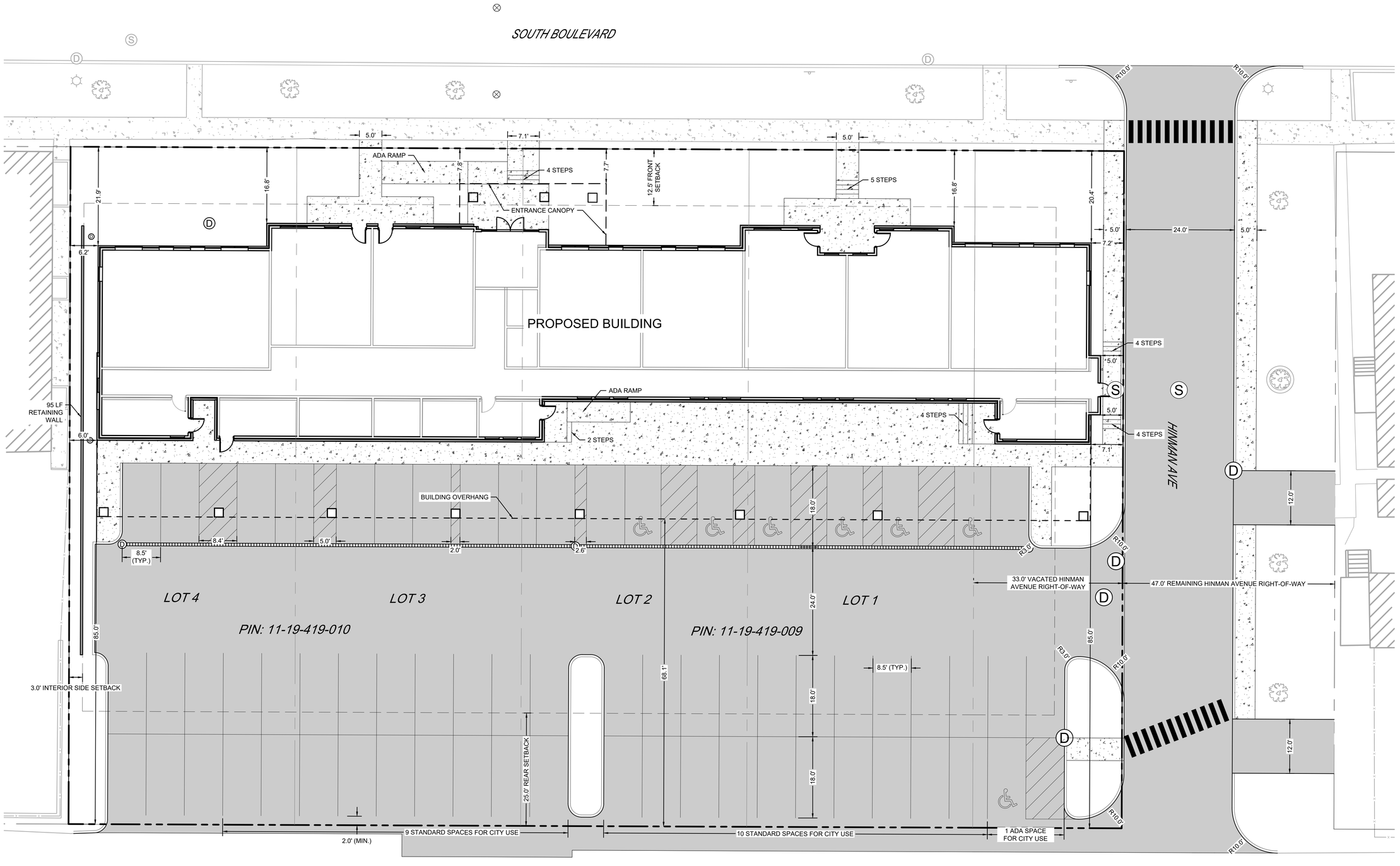
PRELIMINARY ENGINEERING FOR
SOUTH BOULEVARD SHORES
510 SOUTH BLVD
EVANSTON, ILLINOIS

PROJ NO: 220196
ENG : BPH/CAR/AMG
DATE : 02/15/2023

SHEET TITLE
EXISTING CONDITIONS PLAN

0 0.8333 1.6667
1"0=8333' (HORIZONTAL)

SHEET NUMBER
C0.1
2 OF 6



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PRELIMINARY ENGINEERING FOR

SOUTH BOULEVARD SHORES

510 SOUTH BLVD
EVANSTON, ILLINOIS

PROJ NO: 220196

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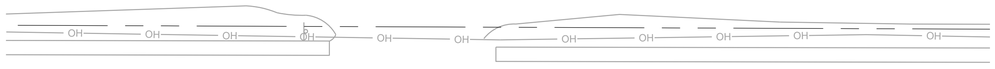
SHEET TITLE

SITE LAYOUT PLAN

SHEET NUMBER

C1.0

3 OF 6



SHEET NOTES

1. LOTS 1-4 AND ASSOCIATED PINS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. LOTS ARE PROPOSED TO BE CONSOLIDATED INTO 1 LOT AS PART OF THE SOUTH BOULEVARD SHORES SUBDIVISION, WHICH ALSO PROPOSES TO PARTIALLY VACATE THE HINMAN AVENUE RIGHT-OF-WAY

SITE DATA TABLE

PROPOSED ZONING CLASS	R-5
SITE AREA	0.803 AC
PROPOSED PARKING SPACES	
STANDARD SPACES (FOR PRIVATE USE)	39
STANDARD SPACES (FOR CITY USE)	19
ADA SPACES (FOR PRIVATE USE)	6
ADA SPACES (FOR CITY USE)	1
TOTAL	65
IMPERVIOUS SURFACE COVERAGE	
IMPERVIOUS AREA = 0.683 AC = 85%	

PAVING LEGEND

- STANDARD DUTY ASPHALT
- PCC SIDEWALK

N

0 10' 20'

1" = 10' (HORIZONTAL)

SOUTH BOULEVARD

PROPOSED BUILDING
F.F. = 22.00

HINMAN AVE

ALLEY

UNDERGROUND STORMWATER VAULT

95 LF OF ±2' RETAINING WALL.

ADA RAMP

5.0% (MAX)

8.33% (MAX)

2.0% (MAX)

1.00%

RIDGE

TRENCH DRAIN (TYP.)

21.03 MEET EX. P
21.15 MEET EX. P
20.14 MEET EX. P
19.89 MEET EX. P
18.47 MEET EX. P
18.36 MEET EX. P
17.46 MEET EX. P
17.20 MEET EX. P
17.42 MEET EX. P
17.34 MEET EX. P
16.57 MEET EX. P
16.49 MEET EX. P
17.28 MEET EX. P
17.45 MEET EX. P
17.92 MEET EX. P
17.98 MEET EX. P
18.40 MEET EX. P
18.32 MEET EX. P
18.55 MEET EX. P
18.41 MEET EX. P
18.74 MEET EX. P
24.33 MEET EX. P
24.20 MEET EX. P
22.96 MEET EX. P
22.89 MEET EX. P
21.84 MEET EX. P
21.84 MEET EX. P

24.00 T/WALL
21.90 B/WALL
21.80 RIM
21.88 T/W
22.00 T/W
21.80 T/W
3 STEPS @ 7" EACH
5 STEPS @ 7" EACH
21.95 T/W
4 STEPS @ 7" EACH
21.94 T/STOOP
22.00 T/STOOP
21.25 B/STOOP
20.77 B/STEP
2 STEPS @ 7" EACH
19.61 B/STEP
19.55 B/STOOP
14.0'
21.90 P
21.15 P
20.35 P
19.45 P
19.35 P
16.80 P
16.70 P
18.30 P
17.80 RIM
18.70 P
17.85 P
21.40 RIM
22.00 TC
21.50 P
21.00 RIM
20.25 RIM
20.15 P
20.00 P
19.10 P
19.00 RIM
22.40 P
22.90 B/WALL
21.30 P
21.20 P
19.50 P
18.50 P
19.00 P
21.70 P
19.25 P
18.55 P
18.15 P
18.20 P
18.35 P

STORMWATER MANAGEMENT SUMMARY

TOTAL SITE AREA	0.80 AC
IMPERVIOUS AREA	0.68 AC (.90 RUNOFF COEFF.)
PERVIOUS AREA	0.12 AC (.30 RUNOFF COEFF.)
RUNOFF COEFFICIENT	0.81
MWRD REQUIREMENTS	
REQ.VOLUME CONTROL	IMPERVIOUS AREA / 12 0.68 AC / 12 0.057 AC-FT
PROV. VOLUME CONTROL (WITHIN STORMTECH SYSTEM)	0.057 AC-FT

MWRD DETENTION REQUIREMENTS ARE NOT REQUIRED FOR PROPERTY HOLDINGS < 3.0 AC

CITY OF EVANSTON REQUIREMENTS

REQ. RELEASE RATE	0.15 CFS
ANTICIPATED INFILTRATION RATE	1.63 IN/HR
PROVIDED INFILTRATION RATE (STORMTECH OPEN BOTTOM)	0.19 CFS
PROVIDED RELEASE RATE (THROUGH VORTEX RESTRICTOR)	0.15 CFS
TOTAL PROVIDED RELEASE RATE (INFILTRATION + VORTEX)	0.34 CFS
REQUIRED VOLUME (PER MRM BULLETIN 75)	0.210 AC-FT
PROVIDED VOLUME	0.234 AC-FT

0 10' 20'
1" = 10' (HORIZONTAL)

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SOUTH BOULEVARD SHORES
510 SOUTH BLVD
EVANSTON, ILLINOIS

PROJ NO: 220196
ENG : BPH/CAR/AMG
DATE : 02/15/2023

SHEET TITLE
GRADING & SWM PLAN

SHEET NUMBER
C2.0
4 OF 6

PRESSURE CONNECTION TO EX. WATERMAIN WITH VALVE BOX

SOUTH BOULEVARD

6" VALVE WITH VALVE BOX

6" WATER SERVICE

INV = 11.39

CORE & CONNECTION TO EX. COMBINED MANHOLE

STORM INLET

STORM CLEANOUT

6" PVC

6" WATER SERVICE CONNECTION

PROPOSED BUILDING

6" PERFORATED PVC

6" SANITARY SERVICE

PROPOSED 12" SANITARY RCP

PROPOSED COMBINED SANITARY/STORM MANHOLE

6" SANITARY SERVICE CONNECTION

SANITARY INSPECTION MANHOLE

PROPOSED 8" STORM SEWER

HINMAN AVE

STORM CLEANOUT

6" PVC

CATCH BASIN TRENCH DRAIN SECTION W/ 8" STORM SEWER CONNECTION TO UNDERGROUND VAULT

CATCH BASIN TRENCH DRAIN SECTION W/ 8" STORM SEWER CONNECTION TO UNDERGROUND VAULT

CATCH BASIN TRENCH DRAIN SECTION W/ 8" STORM SEWER CONNECTION TO STORM MANHOLE

STORM MH W/ VORTEX RESTRICTOR

PROPOSED 8" STORM SEWER

8" PVC

8" TRENCH DRAIN

8" PVC

8" TRENCH DRAIN

8" PVC

STORM MH W/ DUCKBILL CHECK VALVE

12" RCP

STORM MH W/ VORTEX RESTICTOR

UNDERGROUND STORMWATER VAULT (ADS STORMTECH)

STORM INLET

12" RCP

OH

N

0 10' 20'

1" = 10' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.596.0007
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CAGE CIVIL ENGINEERING

LICENSED PROFESSIONAL ENGINEER
BRADLEY P. HOVANEC
062-072247
OF ILLINOIS

REVISIONS

08.10.2023 CITY REVISIONS

05.22.2023 CITY REVISIONS

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PRELIMINARY ENGINEERING FOR

SOUTH BOULEVARD SHORES

510 SOUTH BLVD
EVANSTON, ILLINOIS

PROJ NO: 220196

ENG : BPH/CAR/AMG

DATE : 02/15/2023

SHEET TITLE

UTILITY PLAN

SHEET NUMBER

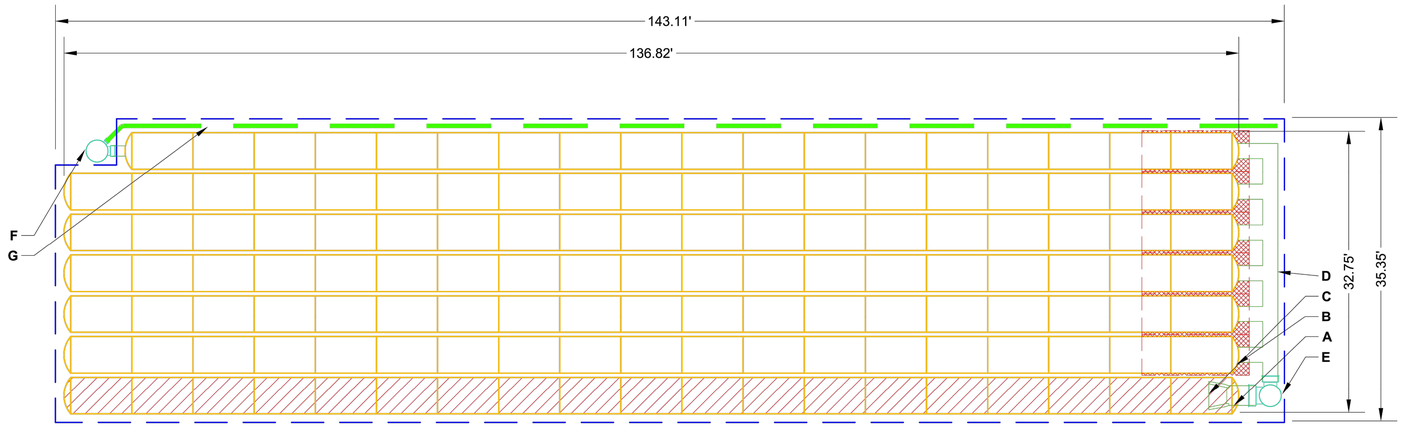
C3.0

5 OF 6

PROPOSED LAYOUT		PROPOSED ELEVATIONS	
132	STORMTECH SC-740 CHAMBERS	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	26.50
14	STORMTECH SC-740 END CAPS	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	20.50
6	STONE ABOVE (in)	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	20.00
6	STONE BELOW (in)	MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	20.00
36	STONE VOID	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	20.00
10208	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED)	TOP OF STONE:	19.00
		TOP OF SC-740 CHAMBER:	18.50
		18" x 18" TOP MANIFOLD INVERT:	16.42
		12" BOTTOM CONNECTION INVERT:	16.10
5021	SYSTEM AREA (SF)	24" ISOLATOR ROW PLUS INVERT:	16.01
356.9	SYSTEM PERIMETER (ft)	BOTTOM OF SC-740 CHAMBER:	16.00
		UNDERDRAIN INVERT:	15.50
		BOTTOM OF STONE:	15.50

*INVERT ABOVE BASE OF CHAMBER

PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
PREFABRICATED EZ END CAP	A	24" BOTTOM PREFABRICATED EZ END CAP, PART#: SC740ECEZ / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS	0.10"	
PREFABRICATED END CAP	B	18" TOP PREFABRICATED END CAP, PART#: SC740EPE18T / TYP OF ALL 18" TOP CONNECTIONS	5.00"	
FLAMP	C	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: SC74024RAMP		
MANIFOLD	D	18" x 18" TOP MANIFOLD, ADS N-12	5.00"	
NYLOPLAST (INLET W/ ISO PLUS ROW)	E	30" DIAMETER (24.00" SUMP MIN)		14.4 CFS IN
NYLOPLAST (OUTLET)	F	30" DIAMETER (DESIGN BY ENGINEER)		2.0 CFS OUT
UNDERDRAIN	G	6" ADS N-12 DUAL WALL PERFORATED HDPE UNDERDRAIN		



ISOLATOR ROW PLUS
(SEE DETAIL)

PLACE MINIMUM 12.50' OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

NOTES

- MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.32 FOR MANIFOLD SIZING GUIDANCE.
- DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- THIS CHAMBER SYSTEM WAS DESIGNED WITHOUT SITE-SPECIFIC INFORMATION ON SOIL CONDITIONS OR BEARING CAPACITY. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF THE SOIL AND PROVIDING THE BEARING CAPACITY OF THE INSITU SOILS. THE BASE STONE DEPTH MAY BE INCREASED OR DECREASED ONCE THIS INFORMATION IS PROVIDED.
- **NOT FOR CONSTRUCTION:** THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

SOUTH BLVD SHORES
EVANSTON, IL, USA
DATE:
DRAWN: BH
PROJECT #:
CHECKED: N/A

DESCRIPTION	DATE	DRW	CHK

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OF OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

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4640 TRUEMAN BLVD
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ADS

30
15
0

SHEET
2 OF 6

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SUITE 325
LISLE, IL 60532
P: 630.596.0007
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CAGE CIVIL ENGINEERING

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PRELIMINARY ENGINEERING FOR
SOUTH BOULEVARD SHORES
510 SOUTH BLVD
EVANSTON, ILLINOIS

PROJ NO: 220196
ENG : BPH/CAR/AMG
DATE : 02/15/2023

SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C4.0
6 OF 6

PROJECT MATRIX / AREAS

	1 BR-1	1 BR-2 TYPE A/ ADAPTABLE	2 BR-1	2 BR-2 TYPE A/ ADAPTABLE	3 BR-1	3 BR-2	3 BR-3	3 BR-4 TYPE A/ ADAPTABLE	3 BR-5 2 STORY TOWNHOUSE	TOTAL	RESIDENTIAL	GROSS AREA
FIRST FLOOR	2	1	0	1	1	0	0	0	2	7	6,409 SF	8,872 SF
SECOND FLOOR	6	1	2	1	1	2	0	0	0	13	9,939 SF	13,895 SF
THIRD FLOOR	6	1	3	0	0	2	1	1	0	14	11,158 SF	13,610 SF
FOURTH FLOOR	5	2	2	1	0	2	1	1	0	14	11,158 SF	13,610 SF
FIFTH FLOOR	5	1	2	0	0	2	1	1	0	12	9,694 SF	12,758 SF
TOTAL	24	6	9	3	2	8	3	3	2	60	48,358 SF	62,745 SF
	30 - TOTAL 1 BR		12 - TOTAL 2 BR		18 - TOTAL 3 BR							



FIRST FLOOR PLAN

1/8" = 1'-0"

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OVERALL FIRST FLOOR PLAN | PR-2.1

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

2/10/2023

PROJECT MATRIX / AREAS

	1 BR-1	1 BR-2 TYPE A/ ADAPTABLE	2 BR-1	2 BR-2 TYPE A/ ADAPTABLE	3 BR-1	3 BR-2	3 BR-3	3 BR-4 TYPE A/ ADAPTABLE	3 BR-5 2 STORY TOWNHOUSE	TOTAL	RESIDENTIAL	GROSS AREA
FIRST FLOOR	2	1	0	1	1	0	0	0	2	7	6,409 SF	8,872 SF
SECOND FLOOR	6	1	2	1	1	2	0	0	0	13	9,939 SF	13,895 SF
THIRD FLOOR	6	1	3	0	0	2	1	1	0	14	11,158 SF	13,610 SF
FOURTH FLOOR	5	2	2	1	0	2	1	1	0	14	11,158 SF	13,610 SF
FIFTH FLOOR	5	1	2	0	0	2	1	1	0	12	9,694 SF	12,758 SF
TOTAL	24	6	9	3	2	8	3	3	2	60	48,358 SF	62,745 SF
	30 - TOTAL 1 BR		12 - TOTAL 2 BR		18 - TOTAL 3 BR							



SECOND FLOOR PLAN

1/8" = 1'-0"

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OVERALL SECOND FLOOR PLAN | PR-2.2

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

2/10/2023

PROJECT MATRIX / AREAS

	1 BR-1	1 BR-2 TYPE A/ ADAPTABLE	2 BR-1	2 BR-2 TYPE A/ ADAPTABLE	3 BR-1	3 BR-2	3 BR-3	3 BR-4 TYPE A/ ADAPTABLE	3 BR-5 2 STORY TOWNHOUSE	TOTAL	RESIDENTIAL	GROSS AREA
FIRST FLOOR	2	1	0	1	1	0	0	0	2	7	6,409 SF	8,872 SF
SECOND FLOOR	6	1	2	1	1	2	0	0	0	13	9,939 SF	13,895 SF
THIRD FLOOR	6	1	3	0	0	2	1	1	0	14	11,158 SF	13,610 SF
FOURTH FLOOR	5	2	2	1	0	2	1	1	0	14	11,158 SF	13,610 SF
FIFTH FLOOR	5	1	2	0	0	2	1	1	0	12	9,694 SF	12,758 SF
TOTAL	24	6	9	3	2	8	3	3	2	60	48,358 SF	62,745 SF
	30 - TOTAL 1 BR		12 - TOTAL 2 BR		18 - TOTAL 3 BR							



THIRD FLOOR PLAN

1/8" = 1'-0"

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OVERALL THIRD FLOOR PLAN | PR-2.3

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

2/10/2023

PROJECT MATRIX / AREAS

	1 BR-1	1 BR-2 TYPE A/ ADAPTABLE	2 BR-1	2 BR-2 TYPE A/ ADAPTABLE	3 BR-1	3 BR-2	3 BR-3	3 BR-4 TYPE A/ ADAPTABLE	3 BR-5 2 STORY TOWNHOUSE	TOTAL	RESIDENTIAL	GROSS AREA
FIRST FLOOR	2	1	0	1	1	0	0	0	2	7	6,409 SF	8,872 SF
SECOND FLOOR	6	1	2	1	1	2	0	0	0	13	9,939 SF	13,895 SF
THIRD FLOOR	6	1	3	0	0	2	1	1	0	14	11,158 SF	13,610 SF
FOURTH FLOOR	5	2	2	1	0	2	1	1	0	14	11,158 SF	13,610 SF
FIFTH FLOOR	5	1	2	0	0	2	1	1	0	12	9,694 SF	12,758 SF
TOTAL	24	6	9	3	2	8	3	3	2	60	48,358 SF	62,745 SF
	30 - TOTAL 1 BR		12 - TOTAL 2 BR		18 - TOTAL 3 BR							



FOURTH FLOOR PLAN

1/8" = 1'-0"

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OVERALL FOURTH FLOOR PLAN | PR-2.4

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

2/10/2023

PROJECT MATRIX / AREAS

	1 BR-1	1 BR-2 TYPE A/ ADAPTABLE	2 BR-1	2 BR-2 TYPE A/ ADAPTABLE	3 BR-1	3 BR-2	3 BR-3	3 BR-4 TYPE A/ ADAPTABLE	3 BR-5 2 STORY TOWNHOUSE	TOTAL	RESIDENTIAL	GROSS AREA
FIRST FLOOR	2	1	0	1	1	0	0	0	2	7	6,409 SF	8,872 SF
SECOND FLOOR	6	1	2	1	1	2	0	0	0	13	9,939 SF	13,895 SF
THIRD FLOOR	6	1	3	0	0	2	1	1	0	14	11,158 SF	13,610 SF
FOURTH FLOOR	5	2	2	1	0	2	1	1	0	14	11,158 SF	13,610 SF
FIFTH FLOOR	5	1	2	0	0	2	1	1	0	12	9,694 SF	12,758 SF
TOTAL	24	6	9	3	2	8	3	3	2	60	48,358 SF	62,745 SF
	30 - TOTAL 1 BR		12 - TOTAL 2 BR		18 - TOTAL 3 BR							



FIFTH FLOOR PLAN

1/8" = 1'-0"

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OVERALL FIFTH FLOOR PLAN | PR-2.5

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

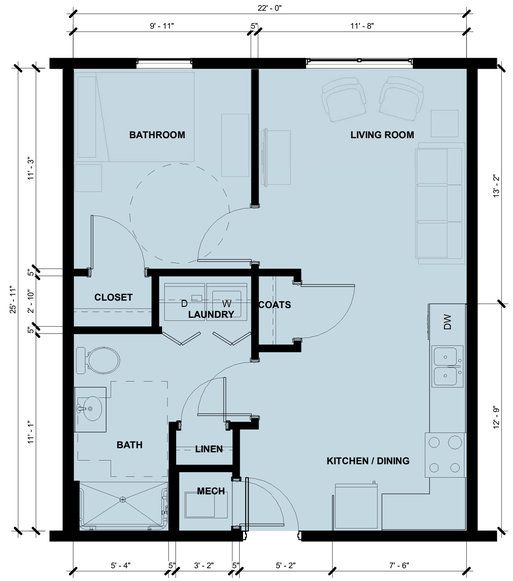
2/10/2023



TYPICAL TWO BR UNIT - 2BR-2 - TYPE A / ADAPT.

1/4" = 1'-0"

805 SF NET / 855 SF GROSS



TYPICAL ONE BR UNIT - 1BR-2 - TYPE A / ADAPT.

1/4" = 1'-0"

568 SF NET / 609 SF GROSS

PROPOSED UNIT FINISHES:

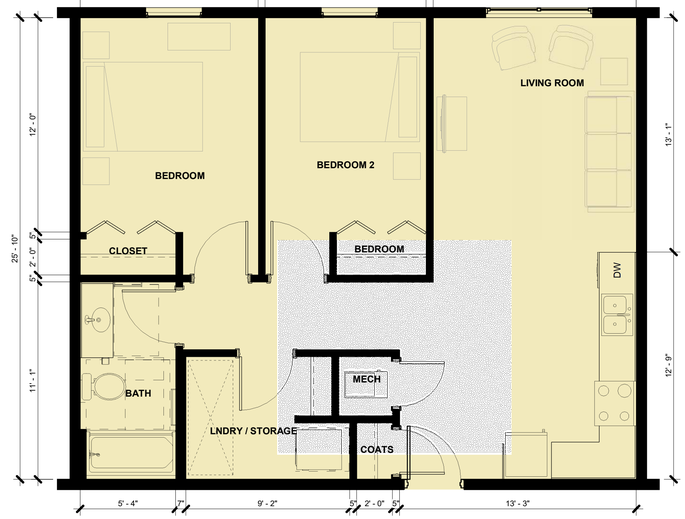
FLOORING:
LVT FOR FLOORING THROUGHOUT UNIT
4" VINYL BASE

WALLS & CEILINGS TO BE PAINTED GYP BD

KITCHEN / VANITY CABINETS TO BE WOOD / PLYWOOD

KITCHEN COUNTERTOPS TO BE PLASTIC LAMINATE

BATHROOM COUNTERTOPS TO BE CULTURED MARBLE WITH INTEGRAL SINKS



TYPICAL TWO BR UNIT - 2BR-1

1/4" = 1'-0"

805 SF NET / 855 SF GROSS



TYPICAL ONE BR UNIT - 1BR-1

1/4" = 1'-0"

568 SF NET / 609 SF GROSS

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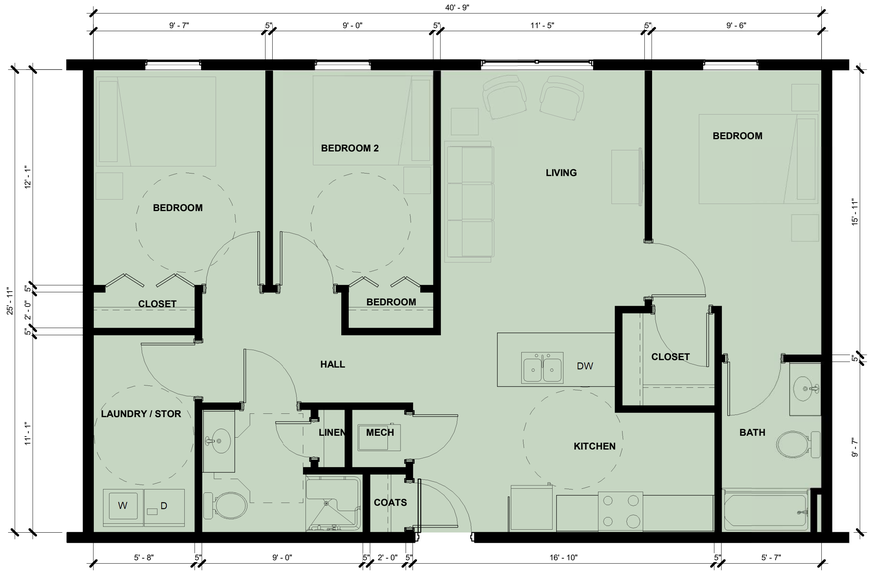
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ENLARGED UNIT PLANS | PR-3.1

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

2/10/2023



THREE BEDROOM UNIT - 3BR-4 - TYPE A / ADAPT

1/4" = 1'-0"

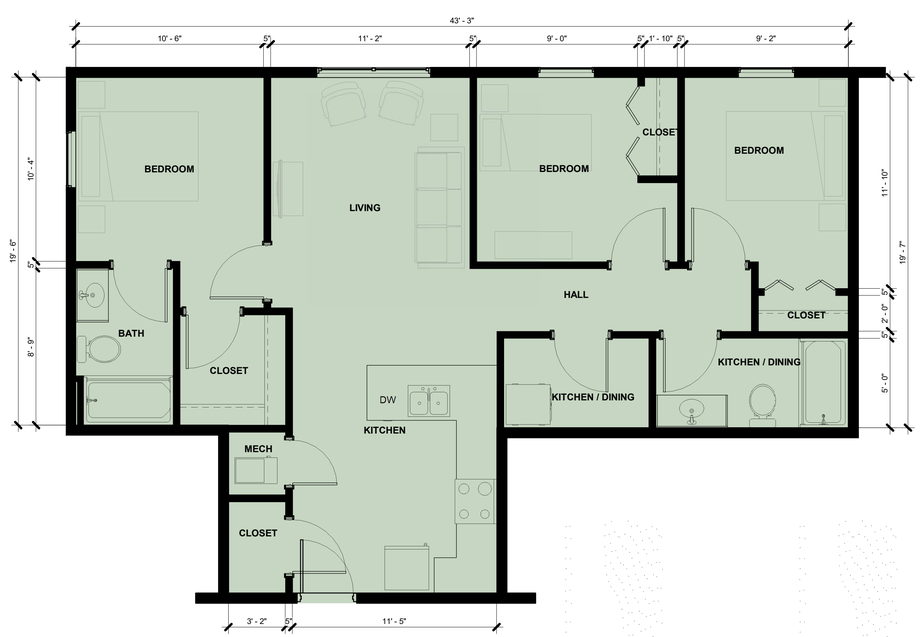
1052 SF NET / 1115 SF GROSS



THREE BEDROOM UNIT - 3BR-3

1/4" = 1'-0"

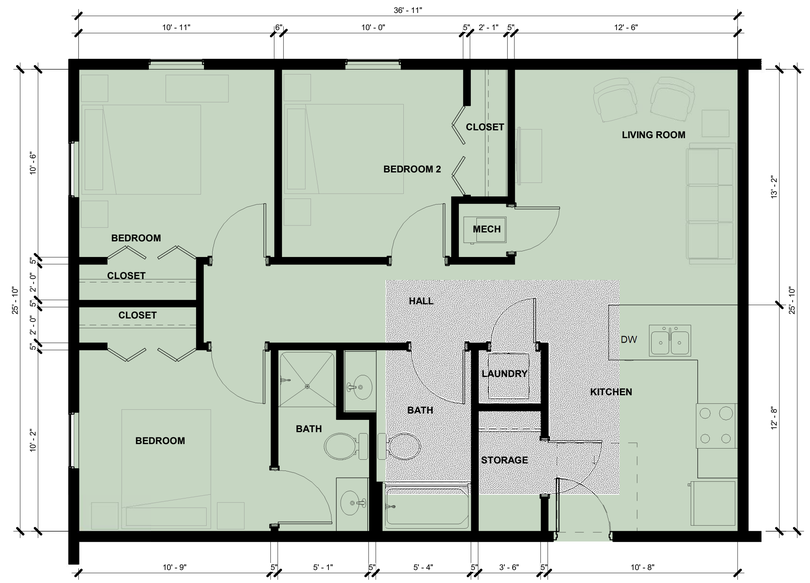
1052 SF NET / 1115 SF GROSS



THREE BEDROOM UNIT - 3 BR-2

1/4" = 1'-0"

984 SF NET / 1050 SF GROSS



THREE BEDROOM UNIT - 3BR-1

1/4" = 1'-0"

952 SF NET / 1011 SF GROSS

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ENLARGED UNIT PLANS | PR-3.2

SOUTH BOULEVARD SHORES

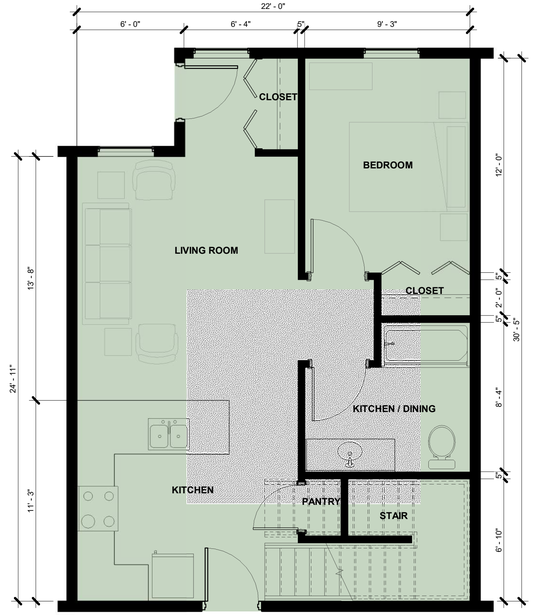
510 SOUTH BLVD, EVANSTON, IL

2/10/2023



SECOND FLOOR - 3 BR TOWNHOUSE UNIT - 3BR-5

1/4" = 1'-0"



FIRST FLOOR - 3 BR TOWNHOUSE UNIT - 3BR-5

1/4" = 1'-0"

1270 SF NET / 1358 SF GROSS

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ENLARGED UNIT PLANS | PR-3.3

SOUTH BOULEVARD SHORES

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EXTERIOR CONCEPT | PR-4.1

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

2/10/2023



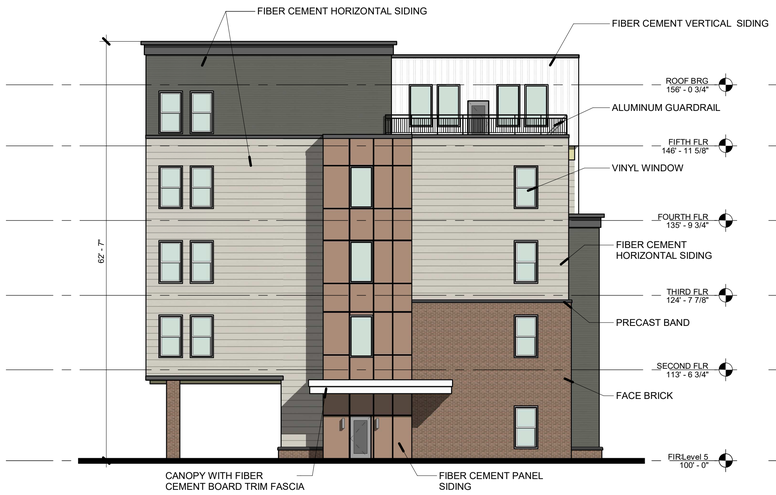
3 PR-4.2 SOUTH ELEVATION

3/32" = 1'-0"



4 PR-4.2 WEST ELEVATION

3/32" = 1'-0"



2 PR-4.2 EAST ELEVATION

3/32" = 1'-0"



1 PR-4.2 NORTH ELEVATION

3/32" = 1'-0"

HDJ Hooker DeJong Inc
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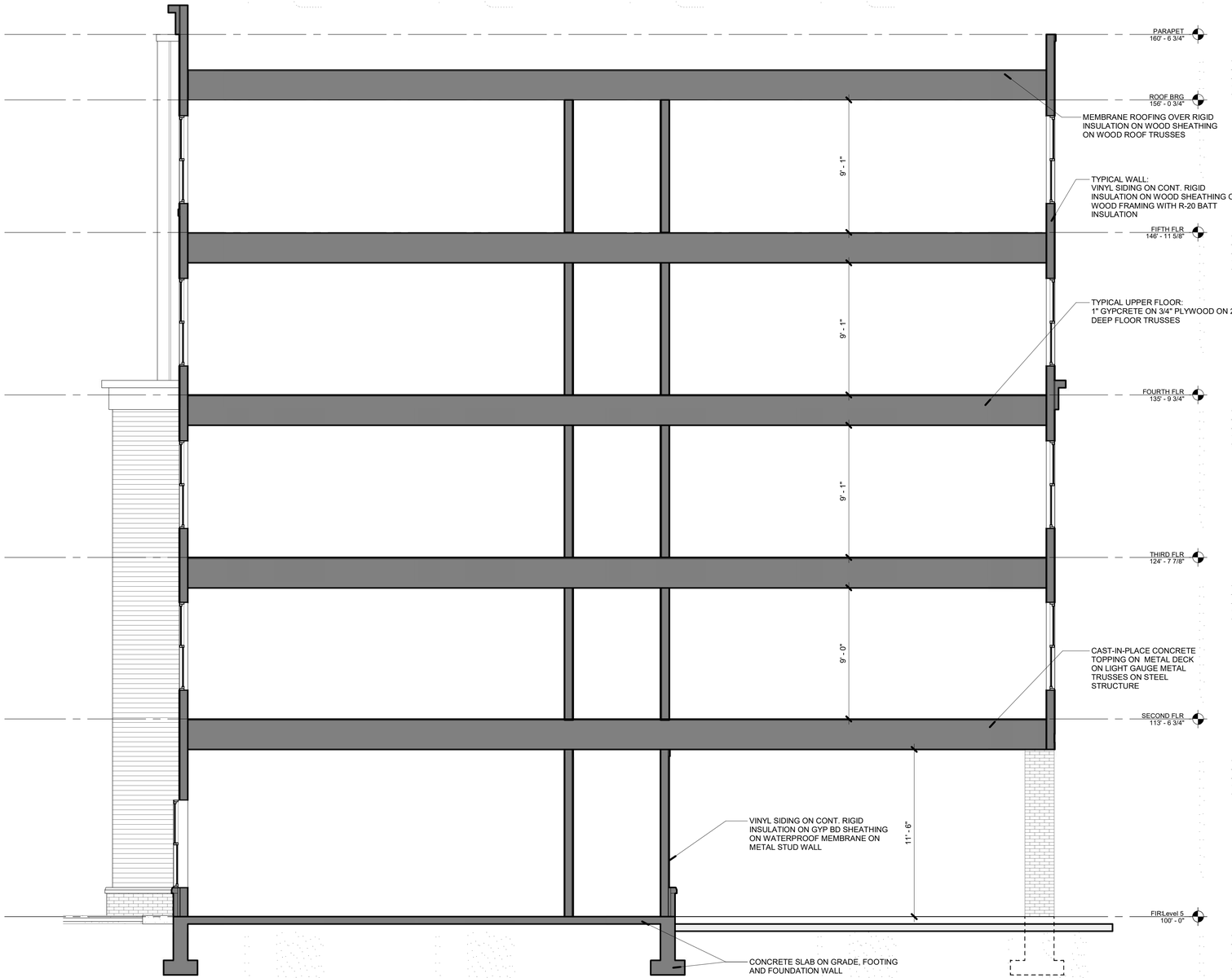
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EXTERIOR ELEVATIONS | PR-4.2

SOUTH BOULEVARD SHORES

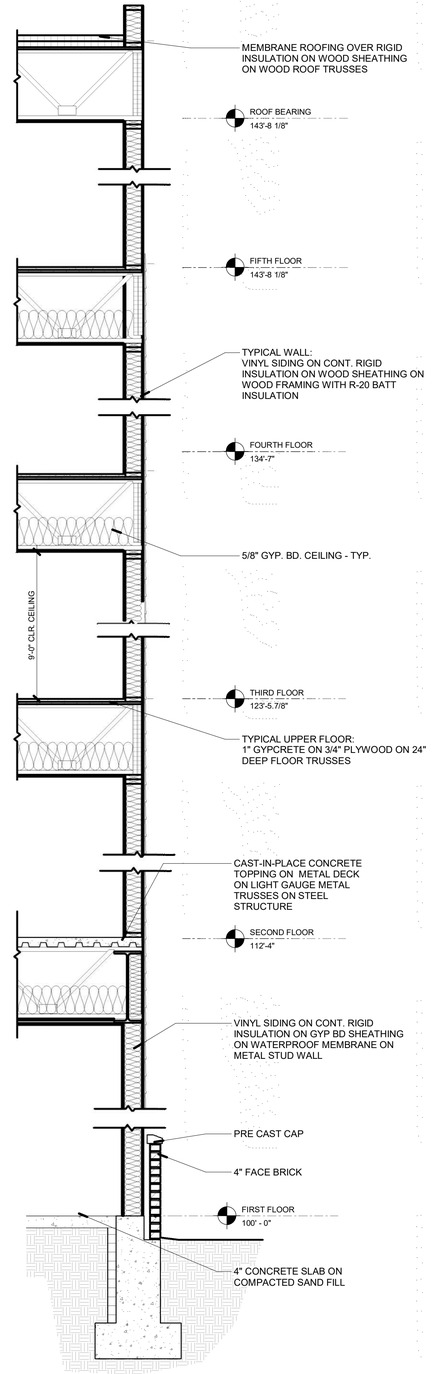
510 SOUTH BLVD, EVANSTON, IL

7/31/2023



TYPIAL BUILDING SECTION

1/4" = 1'-0"



TYPICAL WALL SECTION

1/2" = 1'-0"

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TYPICAL BUILDING & WALL SECTION | PR-5.1

SOUTH BOULEVARD SHORES

510 SOUTH BLVD, EVANSTON, IL

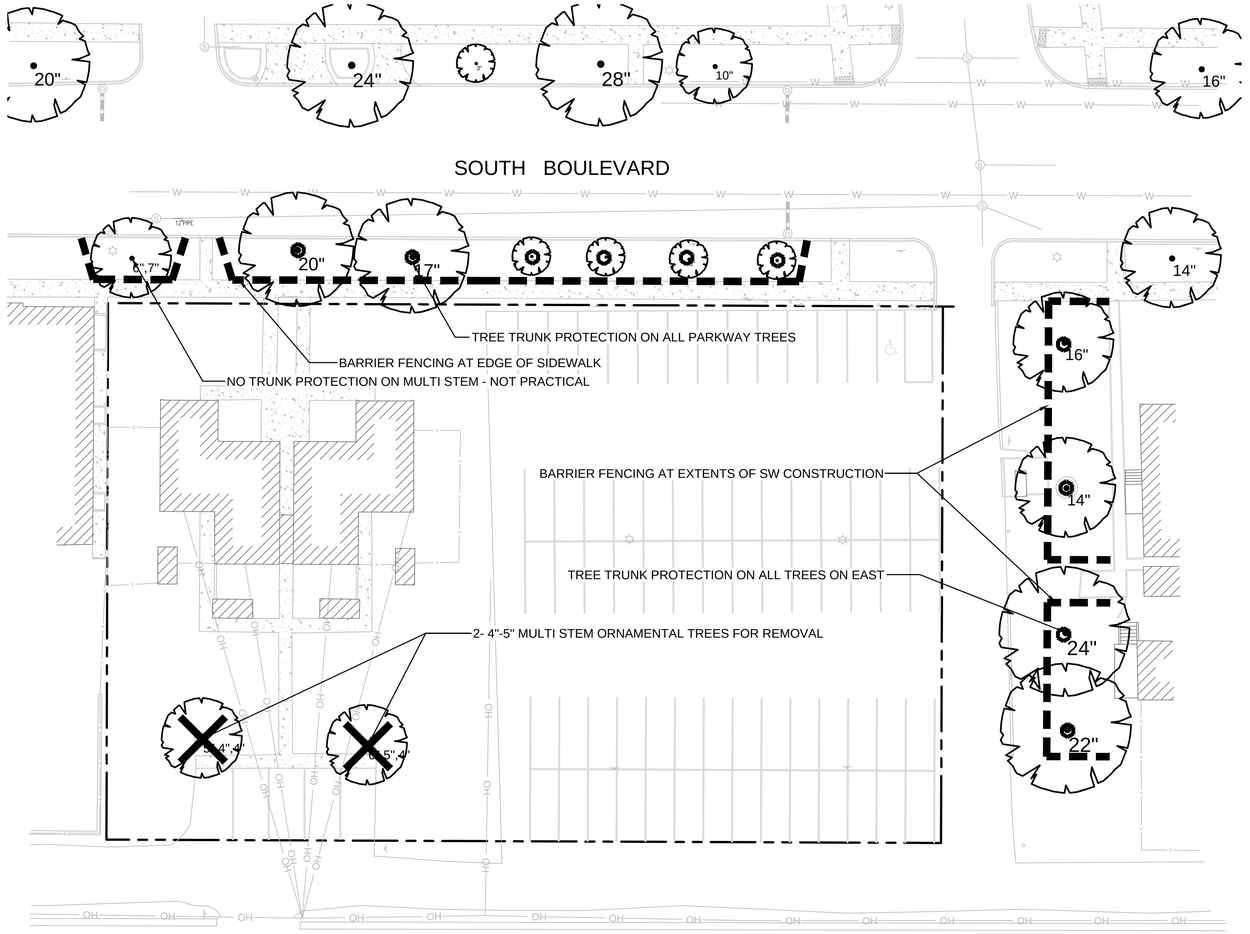
2/10/2023

EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSIST OF AN EXISTING MULTI-FAMILY LOT AND PARKING LOT. THERE ARE SEVERAL LARGE MATURE STREET TREES, AND 4 NEWLY PLANTED 3" CAL. PARKWAY TREES ON-SITE WHICH WILL BE PRESERVED AND PROTECTED. 2 - ORNAMENTAL TREES (CORNUS FLORIDA) - WILL BE REMOVED FOR DEVELOPMENT.

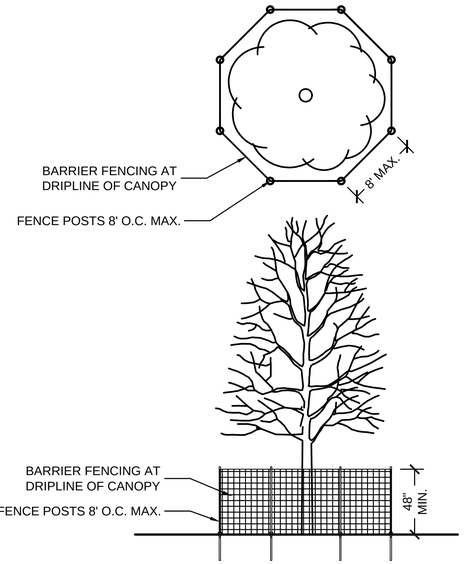
TREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
4. BARRIER SHALL BE CONSTRUCTED OF A MIN. 3' TALL SNOW FENCE OR SIMILAR AND SUPPORT POSTS MIN. 6' O.C. AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE AND ADJACENT SITES TO REMAIN.
5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
9. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVEED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

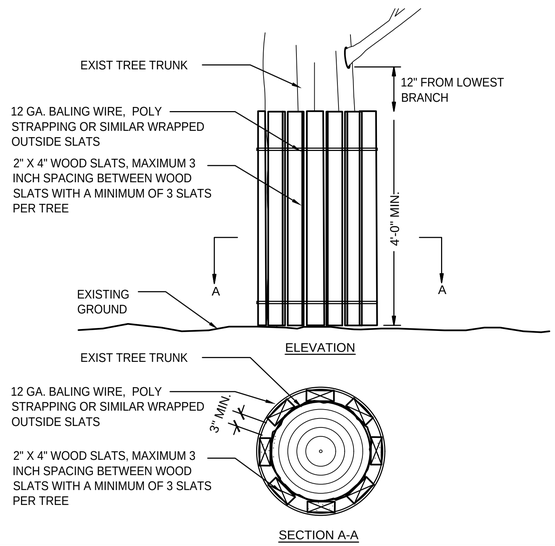


1 TREE PROTECTION & REMOVAL PLAN

N SCALE 1"=20'
0' 10' 20' 40' 60'



2 TREE PRESERVATION BARRIER FENCING DETAIL — NOT TO SCALE



3 TREE TRUNK PRESERVATION DETAIL — NOT TO SCALE

TREE PROTECTION & REMOVAL LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED
- TREE TRUNK PROTECTION - NOT PRACTICAL ON MULTI-STEM.

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Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Avenue
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR
157-001000
STATE OF ILLINOIS
EXPIRES 08/2023

PROJECT TEAM

CIVIL ENGINEER:
CAGE CIVIL ENGINEERING

PROJECT NAME
South Boulevard Shores

South Boulevard, Evanston, Illinois

DRAWING ISSUED

NO.	TITLE	DATE
1.	Review	02/15/2023

SET TYPE
PRELIMINARY LANDSCAPE PLANS

PROJECT NUMBER
2302014

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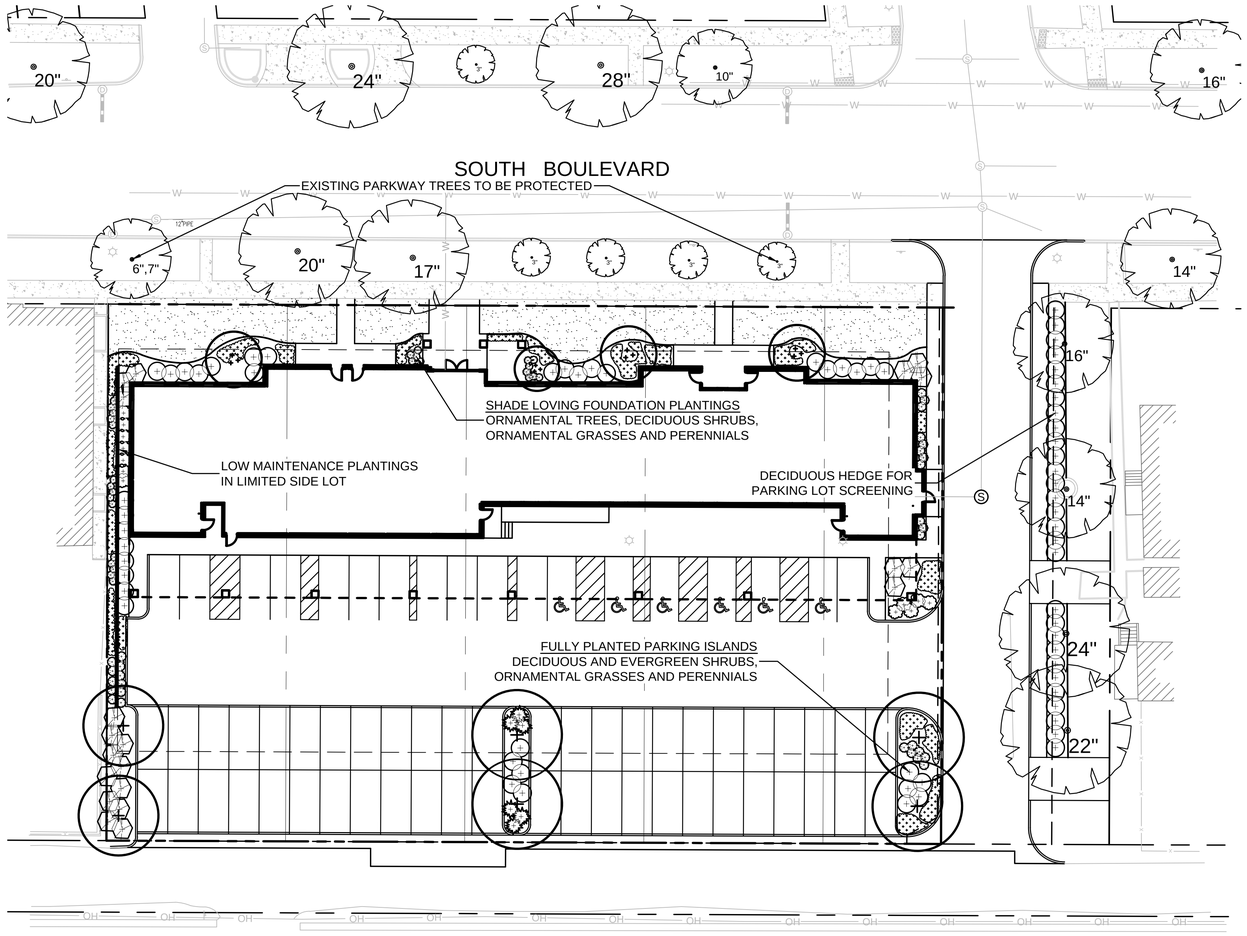
DRAWN BY:	APPROVED BY:
LCG	LCG

SHEET TITLE
TREE PROTECTION & REMOVAL PLAN

SHEET NUMBER
L.1

PRELIMINARY PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
AFA	2.5" cal.		Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	B&B
ARF	2.5" cal.		Acer rubrum 'Frank Jr.'	Redpointe Red Maple	B&B
AMM	2.5" cal.		Acer miyabei 'Morton'	State Street Miyabe's maple	B&B
CEO	2.5" cal.		Celtis occidentalis	Common Hackberry	B&B
GDE	2.5" cal.		Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	B&B
GTS	2.5" cal.		Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	B&B
TAM	2.5" cal.		Tilia americana 'MckSentry'	American Sentry Linden	B&B
ORNAMENTAL TREES					
AGF	8' multi.		Acer ginnala 'Flame'	Flame Amur Maple	B&B
AGF	8' multi..		Amelanchier x grandiflora 'Forest Prince'	Forest Prince Serviceberry	B&B
COA	8' multi		Cornus alternifolia	Pagoda Dogwood	B&B
COF	8' multi.		Cornus florida	White Flowering Dogwood	B&B
COM	8' multi		Cornus mas	Corneliancherry Dogwood	B&B
VIP	8' multi.		Viburnum prunifolium	Blackhaw Viburnum	
EVERGREEN TREES					
TON	6' ht.		Thuja occidentalis 'Nigra'	Dark Green Arborvitae	B&B
DECIDUOUS SHRUBS					
AAB	36" ht.		Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	B&B
AMA	24" ht.		Aronia melanocarpa 'Elata'	Elata Chokeberry	B&B
BUD	36" h.		Buddleia 'Grand Cascade'	Grand Cascade Bufferfly Bush	B&B
CAE	36" ht.		Cornus alba 'Elegantissima'	Variegated Dogwood	B&B
CEP	36" ht.		Cephalanthus occidentalis	Buttonbush	B&B
CSF	24" ht.		Cornus stolonifera 'Farrow'	Arctic Fire Redtwig Dogwood	B&B
CLR	36" ht.		Clethra alnifolia 'Ruby Spice'	Ruby Spice Clethra	B&B
CLH	24" ht.		Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet Clethra	B&B
IVM	36" ht.		Itea virginica 'Morton'	Scarlet Beauty Virginia Sweetspire	B&B
FVB	18" w.		Forsythia viridissima 'bronxensis'	Bronx Greenstem Forsythia	B&B
HYA	24" ht.		Hydrangea arbor. 'annabelle'	Annabelle Hydrangea	B&B
HYB	24" ht.		Hydrangea macrophylla 'PIIHM-II'	Bloomstruck Endless summer Hydrange	B&B
HYP	36" ht.		Hydrangea paniculata 'Peegee Improved'	Peegee Improved Hydrangea	B&B
HYQ	36" ht.		Hydrangea quercifolia 'Alice'	Alice Oakleaf Hydrangea	B&B
KJG	24" ht.		Kerria japonica 'Golden Guinea'	Golden Guinea Japanese Kerria	B&B
RAG	18" w.		Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	B&B
SYM	24" ht.		Syringa patula 'Miss Kim'	Miss Kim Korean Lilac	B&B
VCC	24" ht.		Viburnum carlesii' Compactum'	Koreanspice Viburnum	B&B
VTC	36" ht.		Viburnum trilobum 'Alfredo'	Alfredo American Cranberrybush	B&B
EVERGREEN SHRUBS					
JCK	24" w.		Juniperus chinensis 'Kallay's compacta'	Kallay's Compact Juniper	B&B
JCS	24" ht.		Juniperus chinensis 'Sea Green'	Sea Green Juniper	B&B
TMT	24" w.		Taxus x media 'Taunton'	Taunton's Yew	B&B
ORNAMENTAL GRASSES					
CAA	#3 cont.		Calamagrostis acutifolia 'Strictus'	Strictus Feather Reed Grass	
CMI	#1 cont.		Carex morrowii 'Ice Dance'	Ice Dance Sedge	
DES	#1 cont.		Deschampsia cespitosa	Tufted Hair Grass	
GROUNDCOVER / PERENNIALS					
ACH	#1 cont.		Achillea Millefolium 'Paprika'	Paprika Yarrow	18" O.C.
ALS	#1 cont.		Allium 'summer beauty'	Summer Beauty Wild Onion	18" O.C.
AQC	#1 cont.		Aquilegia canadensis	Canadian Columbine	18" O.C.
AAF	#1 cont.		Astilbe arendsii 'Fanal'	Fanal False Spirea	18" O.C.
BMJ	#1 cont.		Brunnera macrophylla 'Jack Frost'	Jack Frost Siberian Bugloss	18" O.C.
CVM	#1 cont.		Coreopsis verticillata 'Moonbeam'	Moonbeam Coreopsis	18" O.C.
DFL	#1 cont.		Dicentra formosa 'Luxuriant'	Luxuriant Bleeding Heart	18" O.C.
GEM	#1 cont.		Geranium sanguineum 'Max frei'	Max Frei Bloody Cranesbill	18" O.C.
HEC	#1 cont.		Hemerocallis x. 'Chicago Apache'	Chicago Apache Daylily	24" O.C.
HEU	#1 cont.		Heuchera villosa 'Caramel'	Caramel Coral Bells	15" O.C.
HFF	#1 cont.		Hosta fortunei 'Francee'	Francee Plantain Lily	36" O.C.
LMB	#1 cont.		Liriope muscari 'Big Blue'	Big Blue Lilyturf	18" O.C.
LOS	#1 cont.		Lobelia siphilitica	Cardinal Flower	24" O.C.
PHD	#1 cont.		Phlox divaricata	Blue Phlox	15" O.C.
POR	#1 cont.		Polemonium reptans	Jacob's Ladder	18" O.C.
SAL	#1 cont.		Salvia nemerosa 'Caradonna'	Caradonna Sage	18" O.C.
SED	#1 cont.		Sedum x 'Autumn joy'	Autumn Joy Sedum	18" O.C.
SOD	sq. yd.		Sodded Lawn		



1 LANDSCAPE PLAN

N SCALE 1"=20'
0' 10' 20' 40' 60'

LANDSCAPE LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING
- SODDED LAWN

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EXPIRES 08/2023

PROJECT TEAM

CIVIL ENGINEER:
CAGE CIVIL ENGINEERING

PROJECT NAME

South Boulevard Shores

South Boulevard,
Evanston, Illinois

DRAWING ISSUED

NO.	TITLE	DATE
1.	Review	02/15/2023

SET TYPE
PRELIMINARY LANDSCAPE PLANS

PROJECT NUMBER
2302014

DATE
02-14-2023

DRAWN BY: LCG | APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
L.2

LANDSCAPE NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS

2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF EVANSTON LANDSCAPING CODES AND ZONING ORDINANCES.

3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.

4. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE WITHIN NORTHEAST ILLINOIS. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.

5. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.

6. SOIL IN GROUNDCOVER BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.

7. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FIND GRADED TOPSOIL SHALL BE TILLED AND GRADED.

8. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.

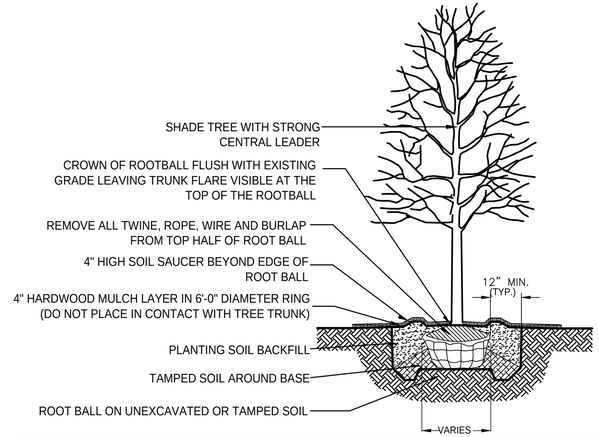
9. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 4 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.

10. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM MUNICIPALITY.

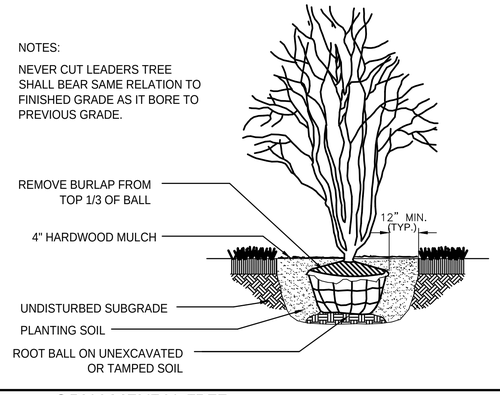
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.

12. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.

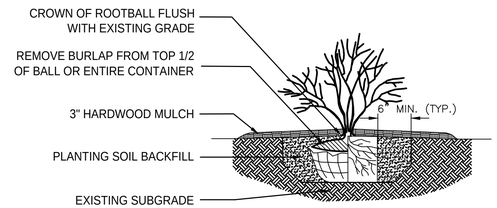
13. TREES AND SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.



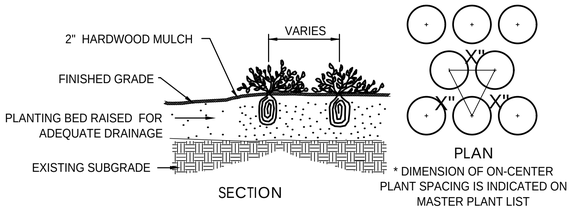
1 SHADE TREE PLANTING DETAIL — NOT TO SCALE



2 ORNAMENTAL TREE PLANTING DETAIL — NOT TO SCALE



3 SHRUB PLANTING DETAIL — NOT TO SCALE



4 PERENNIAL / ANNUAL PLANTING DETAIL — NOT TO SCALE

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SEAL

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LARRY C. GLASSCOCK JR
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STATE OF ILLINOIS

EXPIRES 08/2023

PROJECT TEAM

CIVIL ENGINEER:
CAGE CIVIL ENGINEERING

PROJECT NAME

South Boulevard Shores

South Boulevard, Evanston, Illinois

DRAWING ISSUED

NO.	TITLE	DATE
1.	Review	02/15/2023

SET TYPE
PRELIMINARY LANDSCAPE PLANS

PROJECT NUMBER
2302014

DATE
02-14-2023
DRAWN BY: LCG | APPROVED BY: LCG

SHEET TITLE
LANDSCAPE DETAILS & NOTES

SHEET NUMBER
L.3

11). How this development's approval will further public benefits.

The project will be locally subsidized and affordable and is designated towards the family segments of the local apartment market which is currently undersupplied.

There is also a strong demand for affordable/subsidized units in the immediate area which this project will fill.

Since the project is a new construction, its presence will upgrade the overall street appeal with the fresh landscaping around the site, and the added draw of public parking spots, encouraging a lot of foot traffic along the area. The current lack of new development sites limits the potential for future competitive development, and the upgrading of an existing parking lot and replacing the existing building will provide a consistent image of safety for the rest of the block.

Retail shopping amenities are all within walking distance, and the inclusion of 60 potential new residences, will improve the overall population of the area, for walking around, and for those traveling throughout the Chicago Metropolitan area with its proximity to the South Blvd L Station, and improve school attendance in the areas.

The exterior building design will fit in with the neighborhood aesthetic and will be pleasing to passersby.

The new construction also replaces the 4 townhome units that are not an efficient use of the current space allowed by zoning rules. With the units replaced will serve as an improvement.

Finally, having the added benefit of a high-capacity building, will serve to upgrade the overall utilities, as capacity increases tend to have a cascading effect on improving the longevity of utilities to the immediate area.

12). Statement describing the relationship between the proposed development and the Comprehensive General Plan and other City land use plans

Tuesday April 20th, 2021; The City of Evanston put forth a request for proposals to develop a project with the Housing Authority of Cook County to develop a site close to the S Blvd L station in Evanston. The proposal was to develop a mixed income residential development project, with units affordable to a wide range of households including market rate, and 30 – 100% of area median income. While the site was currently zoned R4, the project would be a planned development which provided some flexibility and would allow for a R5 zoning limits established in the City Code.

The city has also mandated that any new proposals would adhere to the City's Climate Action and Resilience Plan, providing a property with net-zero greenhouse gas emissions, that would also include improved waste diversion services, electric charging access, and ecologically beneficial landscaping. This building is designed with those restrictions in mind, building without any gas appliances, and utilizing renewable sourced materials, that are low in carbon emissions and insulated materials that increase efficiency with the building systems.

The site redevelops a property known as Lot 1, approximately 27,000 sqft in total, provides off-street parking for up to 65 permit holders, and occasionally snow emergency parking and vacationing residents. The city believes the site to be underutilized, as the only residential component on the site are 4 townhome units, of which only 3 are occupied, that are underutilized for the site of its size. They are currently owned by HACC and the property developer as part of the Intergovernmental Agreement.

13). Statement describing the developments compliance with the Zoning Ordinance and any other pertinent city planning and development policies.

The current project as envisioned does not comply with the current R4 site and has been approved to proceed with an R5 variance required by the Planned Development Application, directed by the City of Evanston.

The mean building height of 56’ is proposed, where an R5 zone would allow a total height of 62’

The site also follows current parking and vehicular access through the Hinman right of way, and an overabundance of 65 parking stalls, where 23 are required, with 20 designated for public use.

The property will make use of the City’s environmental goals for new developments, and after completion should provide as an example for future development projects seeking sustainability in mind.

14). Statement addressing the site controls and standards for planned developments in the subject property's zoning district regarding the following:

a) Minimum area

Project utilizes the minimum lot size requirement of 1500 sqft for the first 4 units and 800 for each additional unit. The project based on the lot size is allowed 40 units +8 with the IHO bonus and a request for +25% as a site development allowance for a total of 60 proposed.

Minimum lot width for other uses including multiple family is 50' where 280.3' is proposed. Maximum lot coverage under the base zoning is 50% with an additional 15% requested as an allowance, and 15% for onsite IHO (with public financing) for a lot coverage of 80%, 21.5% is proposed.

b) Tree preservation

There are several large mature street trees and 4 newly planted 3" cal. Parkway Trees which will be preserved and protected. 2 ornamental trees will be removed from development (Cornus Florida)

c) Landscaped strip

Landscaped strips along the building will have deciduous hedges for parking lot screening along the Hinman Blvd alleyway.

The Strip along South Blvd will have its existing trees protected, and will stay with a fence protection.

d) Open space

Open spaces will be maintained throughout the project. The site exists as a parking lot and above-ground storage of cars. The site will preserve the open air concept and allow pedestrians to cross paths through the Hinman right of way and to the alley south of the property.

e) Walkways

There will be two primary sidewalks for pedestrians and local residential use. The Hinman alleyway and S blvd sidewalks will provide pedestrian access. There will be no sidewalk along the southern edge of the property line.

f) Parking and loading

Parking and loading islands will have deciduous and evergreen shrubs, ornamental grasses and perennials.

20 parking stalls will be reserved for public use along the southern edge of the property, that borders the southern alley. Includes 19 parking stalls and 1 handicapped. The remaining above-

ground parking stalls will be reserved for residents of the property. The lot is partially covered along the southern perimeter of the new site.

g) Utilities

Utility capacity upgrades will be made to accommodate 60 new units, with laundry units inside each unit.

Water and Sewer connections will join underground connections along South Boulevard.

h) Stormwater treatment

Stormwater will be detained on site. An underground storage vault will be built underneath the primary parking lots. With trench drains and catch basins located throughout the parking lot. The vault will eventually drain east towards the Hinman right of way.

15). Statement of proposed developments compatibility with the surrounding neighborhood

Recent market survey has indicated that the immediate area has a high density of mixed single family homes, and multi-tenant buildings. The unit sizes in the new project will match the rest of the representative market norms for similar properties.

Upon completion the project will be a new fixture for the neighborhood The quality and condition of the subject will be consistent with or superior to the existing supply of competitive multifamily properties.

The parking ratio of 0..75 spaces per unit (excluding the 20 City of Evanston permit spaces) is reasonable for an affordable apartment property, especially considering the TOD location. There is also additional off-site parking along the adjacent streets.

16). Statement of proposed developments compatibility with the design guidelines for Panned Developments

The proposed development does not aim to produce something new, rather it prefers to produce something fitting within the framework of its surrounding environment. The project will complement the rest of the immediate neighborhood by adhering to the preservation ordinance, building code, parking, and stormwater detention.

The property once served as a parking lot, and so the parking lot will return after full redevelopment of the site. Though not at the same capacity, the structure will no longer stand out as a vacant lot, in between two occupied buildings.

In keeping with the other multifamily buildings in the area like 525 Hinman; the building will have a flat roof, and windows along S blvd. With materials that take elements of brick, vinyl siding, vertical siding, and composite trim that seeks to give the front face of the building a structural character reflective of its neighborhood.

This design was not built to maximize the zoning of the site and sticks to 60 units to fit in with the scale of other multi-family structures in the immediate area.

The site also does not intend to have balconies in keeping with the current aesthetic of the rest of the site. However, its 5-story height will provide a great view out of the large outdoor common space for residents to enjoy, as they can see straight into downtown Evanston from that height.

The exterior shall have some lighting that also increases safety during the night. A bike rack that holds about 47 bikes will be available for residents and the landscaping preserves some old growth trees that will promote a good walkable community and avoids the “canyonization” effect that some new developments have created.

The building is within a Transit Oriented Development site, which takes advantage of its proximity to the South Boulevard CTA station. The site will make full use of the Hinman right of way to improve vehicle circulation, and not impede traffic while driving around, upgrading the deteriorating asphalt once complete. The parking lot will have a variety of landscaping that will also keep the cars out of full view while parked and should provide some shade during the sunny months.

17). Statement Describing provisions for care and maintenance of open space and recreational facilities.

All landscaping shall be installed in accordance with the city of Evanston landscaping codes and zoning ordinances.

Soils in ground cover bends shall be amended using 2 inches of mushroom compost incorporated into the top 4 inches of soil.

Disturbed areas to receive sod shall be tilled to a 6” of depth and fine graded to provide a smooth base surface. If existing soil is clay or unsuitable, 2” of fine graded topsoil shall be added prior to tilling. Existing sod areas will have turf removed with automated sodcutter or hand space.

Open spaces will be maintained by a landscaping group and actively managed by the hired management team maintenance crew. The landscaping contractor shall also provide the owners with a bonded written one-year warranty agreement (beginning at possession date). The agreement will cover maintenance, repair, and replacement of all dead or damaged landscaping to preserve the same quantity and quality as initially approved.

The contractor will also provide a separate estimate for an automatic underground irrigation system for complete effective coverage of all lawn areas and shrub beds. The contractor is responsible for installation, with shop drawings before commencing work. Irrigation plans will include hunter pro-c controller with wireless solar sync station and hunter spray heads and nozzles with a full warranty lasting for a full year after installation.

Schedule of Development:

Project Schedule:

Closing	Q4 2023
Start of Construction	Q4 2023
End of Construction	Q2 2025
Leaseup date	Q1 2025
Opening date	Q2 2025
Initial Occupancy	Q2 2025
Stabilized Occupancy	Q3 2025

Integra Realty Resources
Chicago

Market Analysis of Real Property

South Boulevard Shores
Proposed LIHTC Apartments
504 - 514 South Blvd.
Evanston, Cook County, Illinois 60202

Prepared For:
Pirhl

Effective Date of the Market Analysis:
February 6, 2023

Report Format:
Market Analysis – IHDA Format

IRR - Chicago
File Number: 194-2023-0069





South Boulevard Shores
504 - 514 South Blvd.
Evanston, Illinois

Integra Realty Resources
Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977
www.irr.com

February 16, 2023

Ms. Johana Casanova
Pirhl
333 S Wabash Ave, Suite 2700
Chicago, IL 60604

SUBJECT: IHDA Market Study
South Boulevard Shores
504 - 514 South Blvd.
Evanston, Cook County, Illinois 60202
IRR - Chicago File No. 194-2023-0070

Dear Ms. Casanova:

Integra Realty Resources – Chicago is pleased to submit the accompanying market study of the referenced property. The purpose of the market study is to define the primary market area and estimate potential multifamily demand and supply within the market. The client for the assignment is Pirhl and the intended use is for tax credit underwriting. Pirhl and Illinois Housing Development Authority (IHDA) are the intended users of this report. No party or parties may use or rely on the information, opinions, and conclusions contained in this report.

The subject is a proposed five-story elevator apartment building with 60 rental units and parking for 66 cars. A total of 20 parking spaces are reserved for city parking leaving 46 for the apartment. The unit mix includes one bedroom, two bedroom and three bedroom floorplans. Construction is scheduled for completion in 2025. All of the units will be affordable and subject to tenant income restrictions of 60% or 80% AMI.

This Market Study conforms to the Illinois Housing Development Authority's "Standards for Site and Market Studies" for 2022-2023, the Uniform Standards of Professional Appraisal Practice (USPAP), the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute and applicable state appraisal regulations.

The value conclusion(s) in this report consider the impact of COVID-19 on the subject property.

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

Michael Wingader
Director
Certified General Real Estate Appraiser
Illinois Certificate # 553.001595
Expires: 9/30/2023
Telephone: 312.565.3414
Email: mwingader@irr.com

Ron DeVries, MAI, SRA
Senior Managing Director
Certified General Real Estate Appraiser
Illinois Certificate # 553.000145
Expires 9/30/2023
Telephone: 312-565-3432
Email: rdevries@irr.com

James Kutill, MAI
Certified General Real Estate Appraiser
Illinois Certificate # 553.000280
Expires: 9/30/2023
Telephone: 312-565-3420
Email: jkutill@irr.com

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Purpose, Scope & Intended Users

Purpose of the Report

The purpose of the report is to identify the market area for the subject, identify the current competitive supply, analyze the depth of market demand and estimate market rent for the proposed multifamily units.

Scope of the Market Study

This Market Study conforms to the Illinois Housing Development Authority's "Standards for Site and Market Studies" for 2022-2023.

The following were sources for collecting, confirming and reporting of data:

- An inspection of the site and the immediate surrounding area was completed.
- Information regarding the overall project was provided by the developer.
- Discussions with property managers for competing developments.
- Market demographic data was obtained from Environics Analytics and Ribbon Demographics.
- Illinois Housing Development Authority (IHDA).
- Housing Authority of Cook County (HACC)
- The U.S. Department of Housing and Urban Development (HUD)
- Local market participants for information regarding supply and demand.
- Various Internet sites for area and apartment rental data.

Intended Use and User

The intended use of the market study is tax credit underwriting of the subject as proposed. The client is Pirhl. The intended users are Pirhl and IHDA. No party or parties may use or rely on the information, opinions, and conclusions contained in this report. No party or parties may use or rely on the information, opinions, and conclusions contained in this report.

Applicable Requirements

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

- Illinois Housing Development Authority's "Standards for Site and Market Studies" for 2022-2023;
- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute; and
- Applicable state appraisal regulations;

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 previously appraised the property that is the subject of this report for the current client. We have provided no other 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 the agreement to perform this assignment.

Inspection

Michael Wingader conducted an inspection of the subject site on February 6, 2023. Ron DeVries, MAI, SRA, and James Kutill, MAI did not inspect the site.

Executive Summary

Subject Property

South Boulevard Shores is located on the south side of South Boulevard, ½ block east of Chicago Avenue, in Evanston, Illinois.

The subject is a proposed five-story elevator apartment building with 60 rental units and parking for 66 cars. A total of 20 parking spaces are reserved for city parking leaving 46 for the apartment. The unit mix includes one bedroom, two bedroom and three bedroom floorplans. Construction is scheduled for completion in 2025. All of the units will be affordable and subject to tenant income restrictions of 60% or 80% AMI.

Unit amenities will include stainless steel appliances consisting of an electric stove/range, refrigerator, dishwasher and microwave, hard surface countertops, breakfast bars, faux wood vinyl plank flooring and individual electric heat and air conditioning. These are superior to other newer affordable apartment properties in the Chicago market.

Project amenities include bicycle storage, lounge, community room, fitness center, playground, patio/picnic area, covered parking and surface parking. These are consistent with other newer affordable apartment properties in the local market.

The property will be restricted with 18 subsidized public housing units subject to area median income (AMI) restrictions of 30% (9 units) or 60% (9 units) and 42 affordable units subject to income restrictions of 30% AMI (3 units), 60% AMI (17 units) or 80% AMI (22 units) under the Section 42 Low Income Housing Tax Credit Program.

Upon review of the proposed building plans and inspection of the subject site, the proposed development, upon completion, will be adequately suited for their intended affordable multifamily use. In comparison with similar properties in the competitive market, the subject is above average.

Construction will commence once all zoning, financing and permits are in place. The developer projects construction to begin in the spring of 2024, followed by a 16 month construction period. Assuming a start date of May 2024, completion would be scheduled for September 2025. The projected construction costs are $28,023,795 ($467,063 per unit), which includes all hard, soft, financing and land costs, contingencies and developer profit. The costs are typical for an affordable apartment property in the Chicago market. The development budget is presented at the end of this section.

Neighborhood

The subject is located in the southeast portion of Evanston. The immediate neighborhood is bounded roughly by the Cavalry Catholic Cemetery on the south, Chicago Avenue on the west, Main Street on the north and Lake Michigan on the east.

Primary highway access to the area is via the Edens Expressway (I-94), which has an interchange at Dempster Street, approximately 4.5 miles northwest. Public transportation is provided by the Regional Transportation Authority (RTA). The RTA operates three transportation divisions; the Chicago Transit Authority (CTA), the Metra commuter rail, and the PACE suburban bus service. The CTA operates a network of trains and buses within the City of Chicago and Evanston, with the nearest train platform located ½ block west of the subject at South Boulevard and Chicago Avenue.

The current population within a 3-mile radius of the subject is 609,588, and the average household size is 2.2. Population in the area has been flat since the 2010 census, but the trend is projected to change to growth over the next five years, although at a slower rate. Compared to the Chicago MSA overall, the population within a 3-mile radius is projected to grow at a slower rate.

Median household income is $95,793, which is higher 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.

Concluded Rents

A summary of our projected affordable and market rents are summarized as follows:

Subject Rental Rates Net of Utilities Summary

				Developer - Restricted Rent			IRR - Restricted Rent			IRR Conclusions - Market Rent		
Unit Type	Restrictions	# Units	Sq Ft	Avg Rent	Avg PSF	Total	Avg Rent	Avg PSF	Total	Avg Rent	Avg PSF	Total
1BR/1BA	HACC PBV 30%-60% AMI	6	600	$1,504	$2.51	$9,024	$1,504	$2.51	$9,024	$1,800	$3.00	$10,800
1BR/1BA	SRN AFF 30% AMI	3	600	$499	$0.83	$1,497	$500	$0.83	$1,500	$1,800	$3.00	$5,400
1BR/1BA	AFF 60% AMI	10	600	$1,069	$1.78	$10,690	$1,050	$1.75	$10,500	$1,800	$3.00	$18,000
1BR/1BA	AFF 80% AMI	11	600	$1,495	$2.49	$16,445	$1,475	$2.46	$16,225	$1,800	$3.00	$19,800
2BR/1BA	HACC PBV 30%-60% AMI	4	850	$1,717	$2.02	$6,868	$1,717	$2.02	$6,868	$2,300	$2.71	$9,200
2BR/1BA	AFF 60% AMI	4	850	$1,278	$1.50	$5,112	$1,275	$1.50	$5,100	$2,300	$2.71	$9,200
2BR/1BA	AFF 80% AMI	4	850	$1,733	$2.04	$6,932	$1,725	$2.03	$6,900	$2,300	$2.71	$9,200
3BR/2BA	HACC PBV 30%-60% AMI	8	1,150	$2,184	$1.90	$17,472	$2,184	$1.90	$17,472	$3,000	$2.61	$24,000
3BR/2BA	AFF 60% AMI	3	1,150	$1,473	$1.28	$4,419	$1,475	$1.28	$4,425	$3,000	$2.61	$9,000
3BR/2BA	AFF 80% AMI	7	1,150	$1,999	$1.74	$13,993	$2,000	$1.74	$14,000	$3,000	$2.61	$21,000
Total/Average		60	815	$1,541	$1.89	$92,452	$1,534	$1.88	$92,014	$2,260	$2.77	$135,600

Demand Analysis

Capture Rate – Project Weighted Average

The projected annual capture rates for 2023-2027 are summarized as follows:

Capture Rate - Weighted Average

	# Units	% Total Units	2023	2024	2025	2026	2027
Subsidized @ 30% AMI	9	15.0%	0.14%	0.15%	0.16%	0.16%	0.17%
Subsidized @ 60% AMI	9	15.0%	0.08%	0.08%	0.08%	0.08%	0.07%
Affordable @ 30% AMI	3	5.0%	0.47%	0.47%	0.47%	0.48%	0.48%
Affordable @ 60% AMI	17	28.3%	0.41%	0.41%	0.41%	0.40%	0.40%
Affordable @ 80% AMI	22	36.7%	0.44%	0.44%	0.44%	0.44%	0.44%
Total	60	100%	0.33%	0.33%	0.33%	0.33%	0.33%

These total figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Penetration Rate – Project Weighted Average

The projected annual penetration rates for 2023-2027 are summarized as follows:

Penetration Rate - Weighted Average

	# Units	% Total Units	2023	2024	2025	2026	2027
Subsidized @ 30% AMI	9	15.0%	0.14%	0.15%	0.16%	0.16%	0.17%
Subsidized @ 60% AMI	9	15.0%	0.34%	0.34%	0.79%	0.78%	0.78%
Affordable @ 30% AMI	3	5.0%	0.47%	0.47%	0.47%	0.48%	0.48%
Affordable @ 60% AMI	17	28.3%	0.41%	0.41%	1.51%	1.50%	1.48%
Affordable @ 80% AMI	22	36.7%	0.44%	0.44%	0.44%	0.44%	0.44%
Total	60	100%	0.38%	0.37%	0.75%	0.75%	0.75%

These total figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Net Demand – Subsidized Units @ 30% AMI

For the subsidized units at 30% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Subsidized @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	6,269	6,031	5,794	5,556	5,318
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	1,567	1,508	1,448	1,389	1,330
D. Subject Units	9	9	9	9	9
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - Under Construction/Proposed	0	0	0	0	0
G. Additonal Units Needed (C - D - E - F)	1,558	1,499	1,439	1,380	1,321

These figures indicate an undersupply of units.

Net Demand – Subsidized Units @ 60% AMI

For the subsidized units at 60% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Subsidized @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	11,899	11,927	11,956	11,984	12,013
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	2,975	2,982	2,989	2,996	3,003
D. Subject Units	9	9	9	9	9
E. Competitive Units - Existing	32	32	32	85	85
F. Competitive Units - Under Construction/Proposed	0	0	53	0	0
G. Additonal Units Needed (C - D - E - F)	2,934	2,941	2,895	2,902	2,909

These figures indicate an undersupply of units.

Net Demand – Affordable Units @ 30% AMI

For the subsidized units at 30% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Affordable @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	644	638	632	626	620
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	161	160	158	157	155
D. Subject Units	3	3	3	3	3
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - Under Construction/Proposed	0	0	0	0	0
G. Additonal Units Needed (C - D - E - F)	158	157	155	154	152

These figures indicate an undersupply of units.

Net Demand – Affordable Units @ 60% AMI

For the affordable units at 60% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Affordable @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,117	4,149	4,181	4,213	4,245
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	1,029	1,037	1,045	1,053	1,061
D. Subject Units	17	17	17	17	17
E. Competitive Units - Existing	0	0	0	46	46
F. Competitive Units - Under Construction/Proposed	0	0	46	0	0
G. Additonal Units Needed (C - D - E - F)	1,012	1,020	982	990	998

These figures indicate an undersupply of units.

Net Demand – Affordable Units @ 80% AMI

For the affordable units at 80% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Affordable @ 80% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,992	5,004	5,016	5,028	5,040
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	1,248	1,251	1,254	1,257	1,260
D. Subject Units	22	22	22	22	22
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - Under Construction/Proposed	0	0	0	0	0
G. Additonal Units Needed (C - D - E - F)	1,226	1,229	1,232	1,235	1,238

Absorption Rate

The data indicates a range of monthly absorption rates 2 and 40, with an average of 12. For properties under 75 units in size, the range is 3 to 11 units per month, with an average of 6. For the subject's 60 units, it is our opinion that an absorption rate of 10 units per month can be achieved. Thus, stabilized occupancy should be achieved approximately six months after completion.

Impact On Other IHDA Properties

The subject is a proposed affordable apartment building. Its construction will result in the addition of 60 affordable units in the PMA. It is our opinion that the development will have little material impact on other IHDA properties in the competitive market.

Impact On Other Assisted/Affordable Housing (Non-IHDA Properties)

The subject's additional affordable units account for a small fraction of the existing stock of non-IHDA affordable units in the local market. Therefore, it is our opinion that the development will have little material impact on other non-IHDA low income properties in the local market.

Impact On Market Rate Housing

The subject will add no market rate units to the market and will have no impact on the overall supply of market rate housing in the PMA.

Conclusions

Positive and negative attributes of the subject are summarized as follows:

Positive Attributes

- The local subsidized and affordable segments of the local apartment market are undersupplied.
- Strong demand for affordable/subsidized units in PMA.
- New construction.
- Lack of available development sites limits the potential for future competitive development.
- Retail shopping amenities within walking distance.
- TOD location ½ block from a CTA commuter train station.
- Good quality unit finishes and amenities

Negative Attributes

- Located adjacent to a cemetery.
- No two bedroom units with two bathrooms.
- No enclosed garage parking

Overall, it is our opinion that the proposed development fits in well with the target renter market and that there is sufficient demand to support the project.

Recommendations

- We do not present any suggestions or modifications to the subject development.
- Based on our research, the subject development appears appropriate for and supportable by the defined Primary Market Area.

Project Description

Developer

South Boulevard Shores is being developed by:

Pihrl
333 South Wabash Avenue, Suite 2700
Chicago, Illinois 60604
Contact: Johana Casanova 312.498.3724

Project Description



The subject is a proposed five-story elevator apartment building with 60 rental units and parking for 66 cars. A total of 20 parking spaces are reserved for city parking leaving 46 for the apartment. The unit mix includes one bedroom, two bedroom and three bedroom floorplans. Construction is

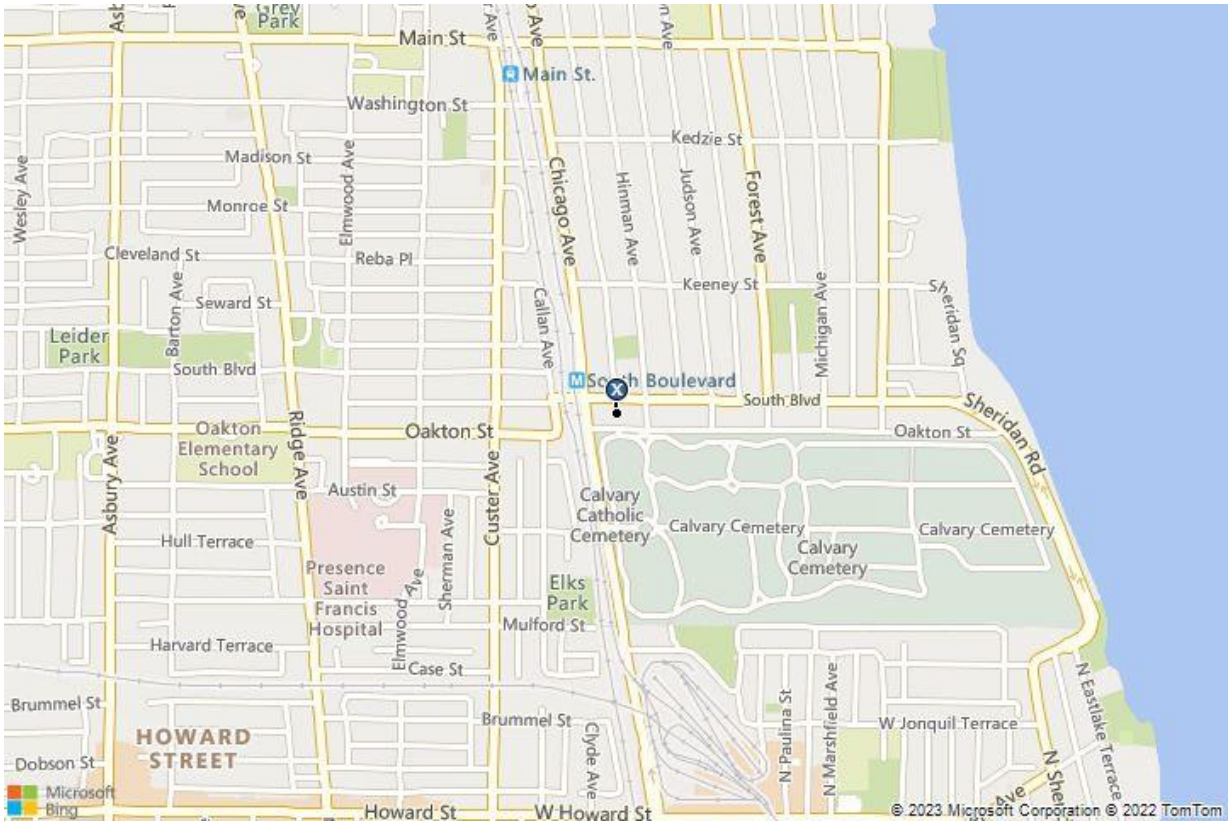
scheduled for completion in 2025. All of the units will be affordable and subject to tenant income restrictions of 60% or 80% AMI.

The property will be restricted with 18 subsidized public housing units subject to area median income (AMI) restrictions of 30% (9 units) or 60% (9 units) and 42 affordable units subject to income restrictions of 30% AMI (3 units), 60% AMI (17 units) or 80% AMI (22 units) under the Section 42 Low Income Housing Tax Credit Program.

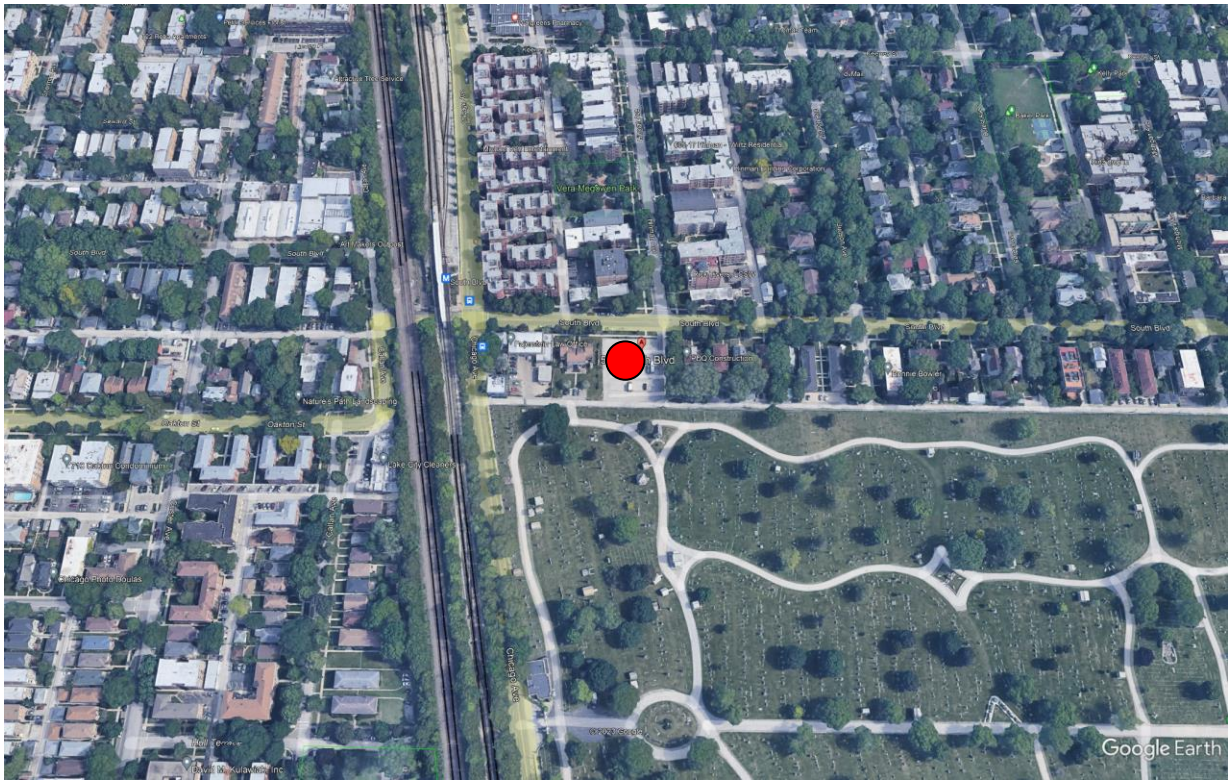
Location

The subject is located in the southeast portion of Evanston. The immediate neighborhood is bounded roughly by the Cavalry Catholic Cemetery on the south, Chicago Avenue on the west, Main Street on the north and Lake Michigan on the east.

Location Map



Site Description



Land Description	
Land Area	0.97 acres; 42,045 SF
Source of Land Area	ALTA Survey
Primary Street Frontage	South Blvd - 280 feet
Shape	Rectangular
Corner	No
Topography	Generally level and at street grade
Drainage	No problems reported or observed
Environmental Hazards	None reported or observed
Ground Stability	No problems reported or observed
Flood Area Panel Number	17031C0268K
Date	September 10, 2021
Zone	X
Description	Outside of 500-year floodplain
Insurance Required?	No
Zoning; Other Regulations	
Zoning Jurisdiction	City of Evanston
Zoning Designation	R-4
Description	General Residence District
Legally Conforming?	The proposed building is assumed to be legally conforming
Zoning Change Likely?	Yes - to R-5
Permitted Uses	A variety of residential uses including multi-family
Other Land Use Regulations	None reported or observed
Utilities	
Service	Provider
Water	Municipal
Sewer	Municipal
Electricity	ComEd
Natural Gas	Nicor
Local Phone	Various

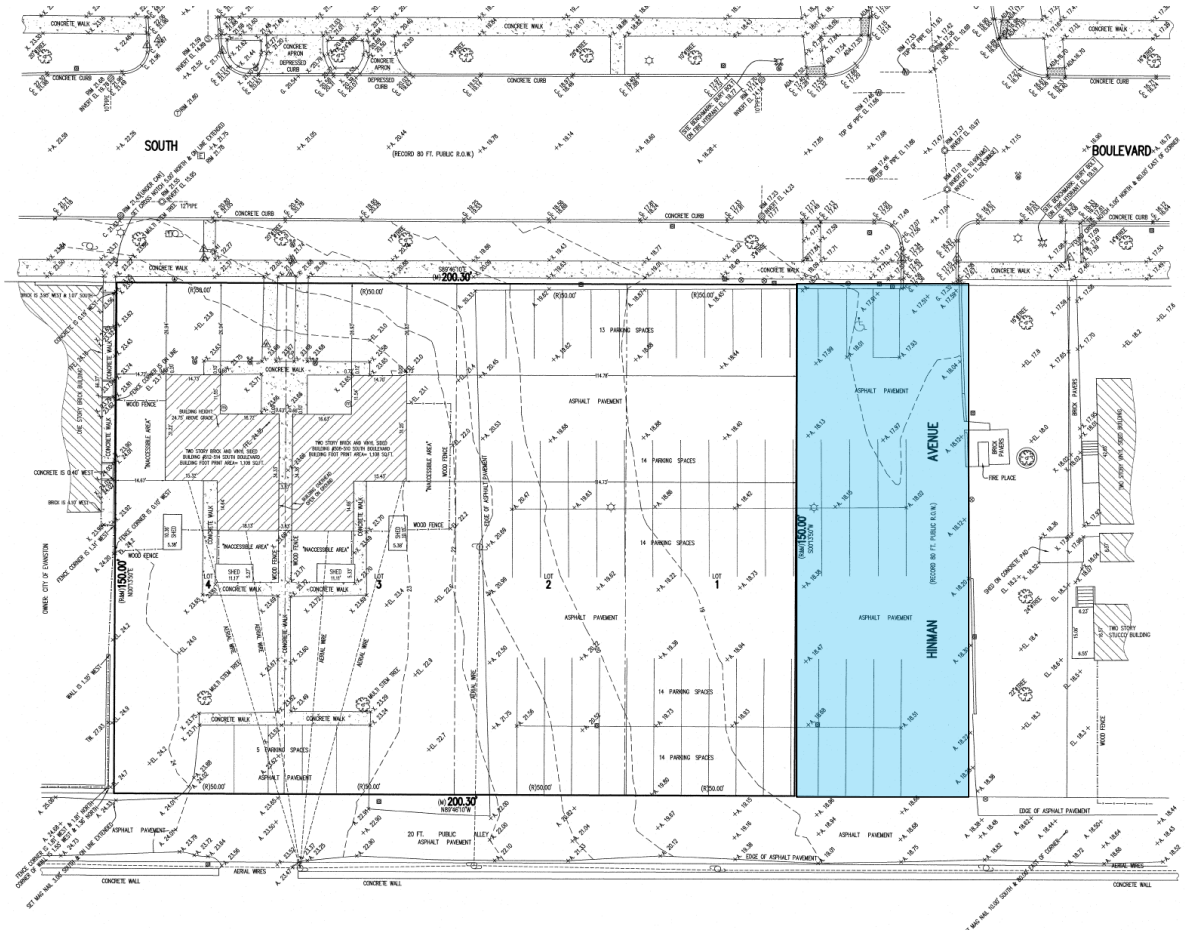
The developer will apply to the City of Evanston for a zoning change to PD; Planned Development with an underlying R-5; General Residence, which we assume will be granted as the proposed development will be subject to a development agreement between the developer and the city. This increases the allowable number of units to 60 and the building height to five stories, which is confirmed by a zoning letter provided to IHDA by the City of Evanston 2/7/2023.

Streets, Access and Frontage	
Street	South Blvd
Frontage Feet	280
Paving	Asphalt
Curbs	Concrete
Sidewalks	Concrete
Lanes	2 way, 1 lane each way
Direction of Traffic	East-West
Condition	Average
Traffic Levels	Low
Signals/Traffic Control	None
Access/Curb Cuts	1
Visibility	Average

Site Plan



Plat of Survey



Note: The shaded 80’ x 150’ area will also be included as part of the subject site.

Building Description

The subject is a proposed five-story elevator apartment building with 60 rental units and parking for 66 cars. A total of 20 parking spaces are reserved for city parking leaving 46 for the apartment. The unit mix includes one bedroom, two bedroom and three bedroom floorplans. Construction is scheduled for completion in 2025. All of the units will be affordable and subject to tenant income restrictions of 60% or 80% AMI.

Improvements Description	
Name of Property	South Boulevard Shores
General Property Type	Multifamily
Property Sub Type	Conventional
Competitive Property Class	A
Occupancy Type	Multi-Tenant
Number of Buildings	1
Stories	5
Construction Class	C
Construction Type	Masonry
Construction Quality	Average
Condition	Average
Number of Units	60
Units per Acre (Density)	62.2
Gross Building Area (SF)	63,753
Rentable Floor Area (SF)	48,900
Building Efficiency Ratio	76.7%
Land Area (SF)	42,045
Floor Area Ratio (RFA/Land SF)	1.16
Floor Area Ratio (GBA/Land SF)	1.52
Building Area Source	Architect
Year Built	2025
Actual Age (Yrs.)	0
Estimated Effective Age (Yrs.)	0
Estimated Economic Life (Yrs.)	60
Remaining Economic Life (Yrs.)	60
Number of Parking Spaces	46
Source of Parking Count	Architect
Parking Type	18 covered and 48 surface. 20 of the surface spaces are reserved for city parking, leaving 28 for the building.
Parking Spaces/Unit	0.8

Construction Details	
Foundation	Reinforced concrete slab
Basement	None
Structural Frame	Steel
Corridor	Common
Exterior Walls	Brick and vinyl dising
Windows	Sliders in vinyl frames
Roof	Flat rubber membrane
HVAC	Variant refrigerant flow (VRF) system for heating and cooling
Electrical	Assumed adequate
Plumbing	Assumed adequate
Hot Water	Individual electric water heaters
Elevators	2
Restrooms	Each unit will have one or two full bathrooms
Sprinklers	Wet
Other Fire Safety	Smoke/CO detectors in the units and common areas
Security	Locked building entrance with phone/buzzer access
Entry Type	Common corridor
Interior Walls	Painted drywall
Floor Cover	Faux-wood vinyl plank flooring in the living area, bedrooms and kitchen and ceramic tile in the bathrooms.
Ceiling Heights	9 feet
Kitchen Equipment	Quartz countertops with undermount sink, wood cabinets and stainless steel appliances that include an electric range/oven, refrigerator, dishwasher and built-in microwave.
Laundry Facilities	In-unit washer/dryer
Bathroom Fixtures	Fiberglass tub/shower with surround, ceramic commode, vanity with wood cabinets, cultured marble top and integral bowl and a lighted mirror
Garages	None
Doors	Solid core wood entry doors and hollow core wood interior doors
Lighting	Low wattage LED
Landscaping	Grass, trees and shrubs
Paving	Asphalt

Unit Mix and Sizes

The subject's unit mix, unit sizes and building areas are detailed in the following table.

Unit Mix and Rentable Area

Unit Type	Restrictions	# Units	Average Net Unit Size (Sq Ft)	Net Rentable Area (Sq Ft)
1BR/1BA	HACC PBV 30%-60% AMI	6	600	3,600
1BR/1BA	SRN AFF 30% AMI	3	600	1,800
1BR/1BA	AFF 60% AMI	10	600	6,000
1BR/1BA	AFF 80% AMI	11	600	6,600
Sub-Total - 1BR		30	600	18,000
2BR/1BA	HACC PBV 30%-60% AMI	4	850	3,400
2BR/1BA	AFF 60% AMI	4	850	3,400
2BR/1BA	AFF 80% AMI	4	850	3,400
Sub-Total - 2BR		12	850	10,200
3BR/2BA	HACC PBV 30%-60% AMI	8	1,150	9,200
3BR/2BA	AFF 60% AMI	3	1,150	3,450
3BR/2BA	AFF 80% AMI	7	1,150	8,050
Sub-Total - 3BR		18	1,150	20,700
Net Rentable Area				**48,900**
Gross Building Area				**63,750**
Efficiency Ratio				**76.7%**

Source: Developer

The subject's unit mix consists of 50% one bedrooms, 20% two bedrooms and 30% three bedrooms. In order to determine if this mix is reasonable, we compared it with other transit oriented new construction properties in Evanston and the north side of Chicago:

Unit Mix Comparables

Property	Address	Neighborhood	Year Built	Avg Unit Size	Total Units	Studio	Convertible	1BR	1BR+Den	2BR	2BR+Den	3BR
Centrum Lakeview	1714 W. Roscoe	Lakeview	2016	772	53	10		32		11		
Halsted Flats	3740 N. Halsted	Lakeview	2014	803	269		52	147		67		3
Lakeview 3200	3218 N. Clark	Lakeview	2017	836	90	6		57		27		
The Residences at Addison & Clark	1025 W. Addison	Lakeview	2018	893	148	12	32	53		51		
Viridian on Sheridan	734 W. Sheridan	Lakeview	2018	796	100			68		24		8
Elevate Lincoln Park	930 W. Altgeld	Lincoln Park	2018	920	191	35	7	51	13	69		16
The Apartments at Lincoln Common	2345 N. Lincoln	Lincoln Park	2019	796	538	64	95	259		98		22
Eight Eleven Uptown	811 W. Agatite	Uptown	2018	774	381	97	23	194	5	53		9
Upshore Chapter	4555 N. Sheridan	Uptown	2019	657	149	20	59	50		20		
AM 1980 Apartments	1980 N. Milwaukee	Logan Square/Bucktown	2018	663	131	28	66	14	5	16	2	
MiCA	2733 W. Belden	Logan Square/Bucktown	2016	737	216	4	44	135		29		4
MODE Logan Square	1950 N. Campbell	Logan Square/Bucktown	2017	809	70	8	11	26		22		3
AMLI at Evanston	737 Chicago	Evanston	2013	1,042	195	5		134		44		12
The Main	847 Chicago	Evanston	2016	889	112	14		49		42		7
Centrum Evanston	1590 Elmwood	Evanston	2017	910	101		21	36		38		6
Central Station	1720 Central	Evanston	2013	965	80		8	32	12	18	6	4
415 Premier	415 W Howard	Evanston	2008	833	221	26		143		52		
Unit Mix - Total			2016	829	3,045	329	418	1480	35	681	8	94
Subject			Proposed	815	60			30		12		18

Unit Mix Comparables

Property	Address	Neighborhood	Year Built	Type	Total Units	Studio	Convertible	1BR	1BR+Den	2BR	2BR+Den	3BR
Centrum Lakeview	1714 W. Roscoe	Lakeview	2016	772	53	18.9%		60.4%		20.8%		
Halsted Flats	3740 N. Halsted	Lakeview	2014	803	269		19.3%	54.6%		24.9%		1.1%
Lakeview 3200	3218 N. Clark	Lakeview	2017	836	90	6.7%		63.3%		30.0%		
The Residences at Addison & Clark	1025 W. Addison	Lakeview	2018	893	148	8.1%	21.6%	35.8%		34.5%		
Viridian on Sheridan	734 W. Sheridan	Lakeview	2018	796	100			68.0%		24.0%		8.0%
Elevate Lincoln Park	930 W. Altgeld	Lincoln Park	2018	920	191	18.3%	3.7%	26.7%	6.8%	36.1%		8.4%
The Apartments at Lincoln Common	2345 N. Lincoln	Lincoln Park	2019	796	538	11.9%	17.7%	48.1%		18.2%		4.1%
Eight Eleven Uptown	811 W. Agatite	Uptown	2018	774	381	25.5%	6.0%	50.9%	1.3%	13.9%		2.4%
Upshore Chapter	4555 N. Sheridan	Uptown	2019	657	149	13.4%	39.6%	33.6%		13.4%		
AM 1980 Apartments	1980 N. Milwaukee	Logan Square/Bucktown	2018	663	131	21.4%	50.4%	10.7%	3.8%	12.2%	1.5%	
MiCA	2733 W. Belden	Logan Square/Bucktown	2016	737	216	1.9%	20.4%	62.5%		13.4%		1.9%
MODE Logan Square	1950 N. Campbell	Logan Square/Bucktown	2017	809	70	11.4%	15.7%	37.1%		31.4%		4.3%
AMLI at Evanston	737 Chicago	Evanston	2013	1,042	195	2.6%		68.7%		22.6%		6.2%
The Main	847 Chicago	Evanston	2016	889	112	12.5%		43.8%		37.5%		6.3%
Centrum Evanston	1590 Elmwood	Evanston	2017	910	101		20.8%	35.6%		37.6%		5.9%
Central Station	1720 Central	Evanston	2013	965	80		10.0%	40.0%	15.0%	22.5%	7.5%	5.0%
415 Premier	415 W Howard	Evanston	2008	833	221	11.8%		64.7%		23.5%		
Unit Mix - Total			2016	829	3,045	10.8%	13.7%	48.6%	1.1%	22.4%	0.3%	3.1%
Subject			Proposed	815	60			50.0%		20.0%		30.0%

The market data indicate an average unit mix of 24.5% studios/convertibles, 49.7% one bedrooms, 22.7% two bedrooms and 3.1% three bedrooms. The subject's units are more heavily weighted towards two bedroom and three bedroom units than the market average but is still within market norms.

In terms of unit sizes, the subject indicates 600 square feet for one bedrooms, 850 square feet for two bedrooms and 1,150 square feet for three bedrooms, with an overall average of 771 square feet. The comparables indicate the following unit size ranges:

Unit Size Comparables

Unit Type	Studio		Convertible		One Bedroom		One Bedroom + Den		Two Bedroom		Two Bedroom + Den		Three Bedroom	
Property	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
Centrum Lakeview	440	542			647	901			1,013	1,031				
Halsted Flats			520	570	590	870			1,045	1,205			1,525	1,730
Lakeview 3200	431	436			560	900			840	1,452				
The Residences at Addison & Clark	501	618	603	689	697	895			1,044	1,409				
Viridian on Sheridan					542	742			1,007	1,117			1,310	1,310
Elevate Lincoln Park	464	533	604	604	678	831	860	860	978	1,277			1,494	2,616
The Apartments at Lincoln Common	486	490	558	570	667	775			1,164	1,215			1,820	1,820
Eight Eleven Uptown	495	525	545	545	700	845	925	925	1,075	1,175			1,555	2,250
Upshore Chapter	489	489	584	584	607	774			959	1,018				
AM 1980 Apartments	464	542	538	657	617	774	803	803	937	1,231	1,115	1,115		
MiCA	479	479	463	720	564	888			728	1,104			1,206	1,206
MODE Logan Square	555	568	590	642	673	815			890	1,114			1,308	1,363
AMLI at Evanston	500	633			632	1,237			1,000	1,590			1,510	1,510
The Main	500	650			746	853			912	1,068			1,424	1,424
Centrum Evanston			622	648	566	868			986	1,278			1,395	1,869
Central Station			590	635	785	850	885	885	1,185	1,230	1,305	1,305	1,485	1,485
415 Premier	518	584			657	839			1,133	1,280				
Range - Total	431	650	463	720	542	1,237	803	925	728	1,590	1,115	1,305	1,206	2,616
Subject					600	600			850	850			1,150	1,150

The data indicate a range of unit sizes from 542 to 1,237 square feet for standard one bedrooms, 728 to 1,590 for standard two bedrooms and 1,206 to 2,616 square feet for three bedrooms. The subject's one bedroom and two bedroom unit sizes are within their respective ranges, albeit at the lower end. The three bedroom unit size is slightly below the market data range. Overall, the subject's unit sizes are representative of market norms for similar properties.

Quality and Condition

Upon completion, the improvements will be in new condition. The quality and condition of the subject will be consistent with or superior to the existing supply of competitive multifamily properties in the PMA.

Functional Utility/ADA Compliance

The proposed building has a predominantly rectangular, with small entrance lobby, building mechanical rooms, storage room, management office, community room and seven apartments located on the ground floor. The parking ratio of 0.77 spaces per unit (excluding the 20 City of Evanston permit spaces) is reasonable for an affordable apartment property, especially considering the TOD location. There is also additional off-site parking along the adjacent streets. Based on the concept plans, the apartment units appear to have predominantly rectangular configurations. However, because the final design is still determined and detailed floorplans and finish schedules are not available, we have assumed, based on feedback from the developer, that the units will have traditional layouts and good quality amenities and finishes. These would include kitchens with breakfast bars, hard surface countertops with undermount sinks, stainless steel appliances (electric oven/range, refrigerator, dishwasher and microwave), in-unit washer/dryer, faux-wood vinyl strip flooring and all bedrooms having windows, which are consistent with design standards for newer market rate properties and above average for affordable and mixed income properties in the Chicago market. The units are small and lack amenities such as balconies and second bathrooms in the two bedroom units. However, these deficiencies are mitigated by the property being affordable. Overall, we consider the functional utility to be consistent with or superior to other newer construction affordable and mixed income apartment properties in the competitive market.

Based on our review of the construction plans provided, we are not aware of any potential ADA issues. However, we are not expert in ADA matters, and further study by an appropriately qualified professional would be recommended to assess ADA compliance.

Apartment Details/Rent Schedule

The property will be restricted with 18 subsidized public housing units subject to area median income (AMI) restrictions of 30% (9 units) or 60% (9 units) and 42 affordable units subject to income restrictions of 30% AMI (3 units), 60% AMI (17 units) or 80% AMI (22 units) under the Section 42 Low Income Housing Tax Credit Program. A summary of our projected restricted and market rents are summarized as follows:

Subject Rental Rates Net of Utilities Summary

				Developer - Restricted Rent			IRR - Restricted Rent			IRR Conclusions - Market Rent		
Unit Type	Restrictions	# Units	Sq Ft	Avg Rent	Avg PSF	Total	Avg Rent	Avg PSF	Total	Avg Rent	Avg PSF	Total
1BR/1BA	HACC PBV 30%-60% AMI	6	600	$1,504	$2.51	$9,024	$1,504	$2.51	$9,024	$1,800	$3.00	$10,800
1BR/1BA	SRN AFF 30% AMI	3	600	$499	$0.83	$1,497	$500	$0.83	$1,500	$1,800	$3.00	$5,400
1BR/1BA	AFF 60% AMI	10	600	$1,069	$1.78	$10,690	$1,050	$1.75	$10,500	$1,800	$3.00	$18,000
1BR/1BA	AFF 80% AMI	11	600	$1,495	$2.49	$16,445	$1,475	$2.46	$16,225	$1,800	$3.00	$19,800
2BR/1BA	HACC PBV 30%-60% AMI	4	850	$1,717	$2.02	$6,868	$1,717	$2.02	$6,868	$2,300	$2.71	$9,200
2BR/1BA	AFF 60% AMI	4	850	$1,278	$1.50	$5,112	$1,275	$1.50	$5,100	$2,300	$2.71	$9,200
2BR/1BA	AFF 80% AMI	4	850	$1,733	$2.04	$6,932	$1,725	$2.03	$6,900	$2,300	$2.71	$9,200
3BR/2BA	HACC PBV 30%-60% AMI	8	1,150	$2,184	$1.90	$17,472	$2,184	$1.90	$17,472	$3,000	$2.61	$24,000
3BR/2BA	AFF 60% AMI	3	1,150	$1,473	$1.28	$4,419	$1,475	$1.28	$4,425	$3,000	$2.61	$9,000
3BR/2BA	AFF 80% AMI	7	1,150	$1,999	$1.74	$13,993	$2,000	$1.74	$14,000	$3,000	$2.61	$21,000
Total/Average		60	815	$1,541	$1.89	$92,452	$1,534	$1.88	$92,014	$2,260	$2.77	$135,600

Unit and Project Amenities

Although the final design of the property is still being determined, based on feedback from the developer, unit amenities will likely include white or black appliances consisting of an electric stove/range, refrigerator and dishwasher, laminate countertops, breakfast bars, faux wood vinyl plank

flooring and individual electric heat and air conditioning (individual thermostats). These are consistent with other newer affordable apartment properties in the local market.

Project amenities will likely include bicycle storage, lounge, community room, fitness room, computer terminals, playground, patio/picnic area and covered parking. These are consistent with other newer affordable apartment properties in the Chicago market. The subject's likely unit and project amenities are summarized as follows:

Unit Features and Project Amenities

Unit Features	At Subject	Project Amenities	At Subject
Patio/Balcony/Deck		Gated Entrance	
Central AC	X	Security/Door Staff	
Window/Sleeve AC		Common Laundry	
Carpeting		Community Room	X
Wood Floors		Computer Lounge	X
Vinyl Plank Floors (LVT/LVP)	X	Fitness Center	X
Window Blinds/Shades	X	Playground	X
8' Ceiling Height		Roofdeck/Sundeck	
9'+ Ceiling Heights	X	Outdoor Patio	X
Washer/Dryer Hookup		BBQ Grill/Picnic Area	X
Washer/Dryer In Unit	X	Covered Parking	X
Dishwasher	X	Garage/In Building	
Disposal		Garage/Detached	
Range		Electric Car Charging Station	
Range - Electric	X	Bike Storage Room	X
Range - Gas		Dog Run/Spa	
Refrigerator	X	Extra Storage Area	
Microwave	X	Resident Lounge	X
Stainless Steel Appliances	X	Co-Working Space	
Granite/Quartz Counters	X	Package System/Lockers/Rm	
Laminate Counters		LEED Certified	
Kitchen Island/Eating Counter	X	Social Services Coordination	
Attached Garage		Non-Shelter Services	
Grab Bars/Pull Cords			

Construction/Rehab Overview

Construction will commence once all zoning, financing and permits are in place. The developer projects construction to begin in the spring of 2024, followed by a 16 month construction period. Assuming a start date of May 2024, completion would be scheduled for September 2025. The projected construction costs are $28,023,795 ($467,063 per unit), which includes all hard, soft, financing and land costs, contingencies and developer profit. The costs are typical for an affordable apartment property in the Chicago market. The development budget is presented at the end of this section.

Parking

The subject will have 18 covered parking spaces and 28 surface parking spaces, for a total of 46 (0.77 spaces per unit) for the building. An additional 20 surface spaces will also be provided for City of Evanston permit parking. Overall, the availability of dedicated on-site parking is acceptable due to the property being an affordable TOD.

Density

The subject's unit density is 62.2 units per acre.

Tenant Displacement

The subject property represents new construction and no tenants will be displaced during construction.

Other

Other than the apartment building, there will be no other building improvements on the site.

Conclusion of Improvements Analysis

In comparison to other competitive mixed income properties in the region, the subject improvements are rated as follows:

Improvements Ratings	
Design and Appearance	Above Average
Age/Condition	Above Average
Room Sizes and Layouts	Average
Bathrooms	Average
Kitchens	Above Average
Landscaping	Average
Parking Ratios	Average
Unit Features	Average
Project Amenities	Above Average

Upon review of the proposed building plans and inspection of the subject site, the proposed development, upon completion, will be adequately suited for their intended affordable multifamily use. In comparison with similar properties in the Chicago market, the subject is above average.

Elevations, Floor Plans and Development Budget



SOUTH ELEVATION



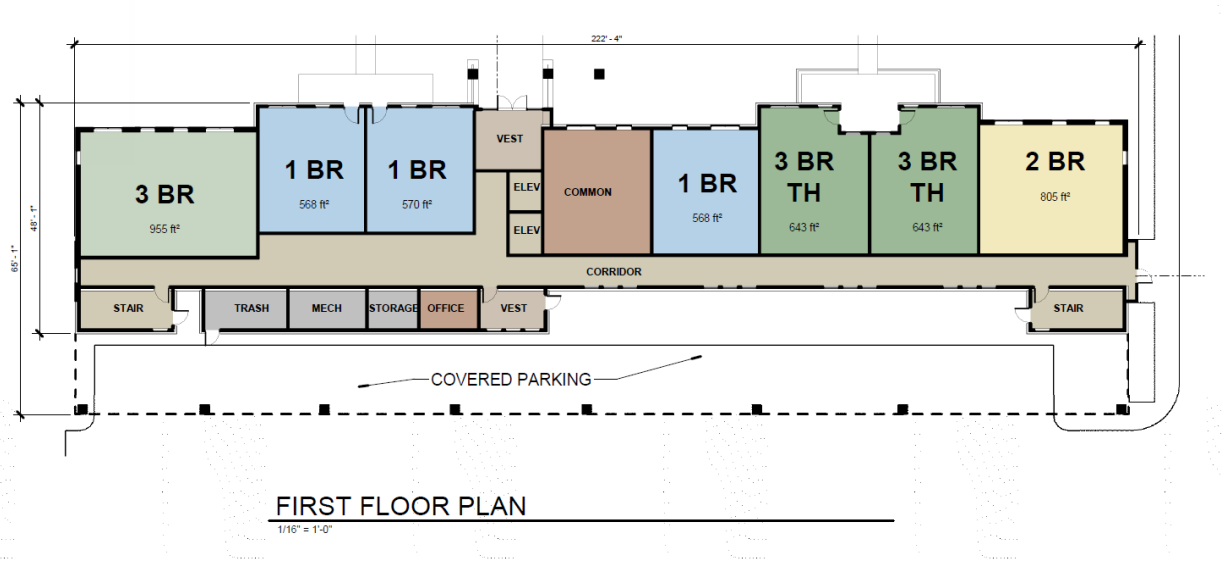
WEST ELEVATION



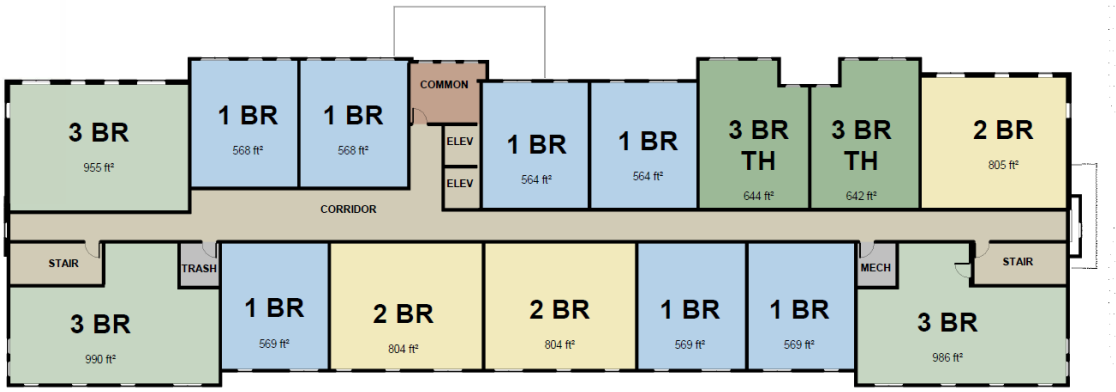
EAST ELEVATION



NORTH ELEVATION



FIRST FLOOR PLAN
1/16" = 1'-0"



SECOND FLOOR PLAN
1/16" = 1'-0"



THIRD FLOOR PLAN
1/16" = 1'-0"



FOURTH FLOOR PLAN
1/16" = 1'-0"



FIFTH FLOOR PLAN

1/16" = 1'-0"

DEVELOPMENT BUDGET

South Boulevard Shores
504-514 South
9%, New Cons

pirhl

DEVELOPMENT BUDGET

BASELINE ESTIMATED COSTS	Estimated Value	Eligible Basis
ACQUISITION	**$ 765,000**	**$ -**
Land Cost	$ 765,000	$ -
Acquisition of Land (HACC and City)	$ 750,000	
Legal Fees	$ 5,000	
Closing Costs	$ 10,000	
HARD COSTS	**$ 20,743,391**	**$ 20,255,929**
Original Contract	$ 19,768,467	$ 19,768,467
Demolition	$ 45,000	$ 45,000
Sitework (Division 2 Only) On Site	$ 851,339	$ 851,339
Solar PV, Electrical Charging stations and other Sust.	$ 1,000,000	$ 1,000,000
Construction (Divisions 3 - 16)	$ 15,203,483	$ 15,203,483
General Requirements	$ 1,027,997	$ 1,027,997
Builder's Overhead	$ 342,666	$ 342,666
Builder's Profit	$ 1,027,997	$ 1,027,997
Building Permits	$ 75,000	$ 75,000
Payment & Performance Bonds	$ 194,985	$ 194,985
Hard Cost Contingency	$ 974,924	$ 487,462
PROFESSIONAL SERVICES	**$ 1,338,508**	**$ 1,283,508**
Accounting	$ 30,000	$ -
Audit & Tax	$ 12,500	
Cost Certification (Preparation)	$ 17,500	
Architect Design	$ 781,508	$ 781,508
Design Fee	$ 662,948	$ 662,948
Civil/Site Cost Fee	$ 43,560	$ 43,560
Preliminary Work	$ 20,000	$ 20,000
Reimbursables	$ 5,000	$ 5,000
Other - Traffic, asbestos etc	$ 50,000	$ 50,000
Due Diligence Studies	$ 132,000	$ 132,000
Market Study	$ 10,000	$ 10,000
Property Appraisal	$ 7,000	$ 7,000
Traffic	$ 15,000	$ 15,000
City of Evanston and HACC Deposit Funds	$ 100,000	$ 100,000
Engineering	$ 90,000	$ 90,000
Design Fee	$ 60,000	$ 60,000
Preliminary Work	$ 25,000	$ 25,000
Reimbursables	$ 5,000	$ 5,000
Environmental Assessment	$ 15,000	$ 15,000
Phase I & II	$ 10,000	$ 10,000
Archeological	$ 5,000	$ 5,000
Legal & Partner Fees	$ 260,000	$ 235,000
Zoning/Subdivision	$ 35,000	$ 35,000
Lender (IHDA)	$ 50,000	$ 25,000
Partnership	$ 175,000	$ 175,000
Survey	$ 30,000	$ 30,000
As-Builts	$ 10,000	$ 10,000

DEVELOPMENT BUDGET

South Boulevard Shores
504-514 South Boulevard, Evanston, IL 60202
9%, New Construction

BASELINE ESTIMATED COSTS	Estimated Value	Eligible Basis
Boundary / Topo / ALTA	$ 15,000	$ 15,000
Subdivision	$ 5,000	$ 5,000
SOFT COSTS	**$ 604,446**	**$ 433,461**
FF&E / Common Space	$ 75,000	$ 75,000
Amenities Spaces (inc WIFI)	$ 75,000	$ 75,000
Impact & Tap Fees	$ 25,000	$ 25,000
Insurance	$ 78,461	$ 78,461
Builder's Risk (included in constructon contract)	$ 78,461	$ 78,461
LIHTC Fees	$ 155,985	$ -
Multifamily Housing Application Fee	$ 5,000	
Tax Credit Determination Fee	$ 149,985	
8609 Fee	$ 1,000	
Marketing & Leasing	$ 15,000	
Real Estate Tax Bills (During Construction)	$ 10,000	$ 10,000
Reimbursement to City of Evanston	$ 100,000	$ 100,000
Testing	$ 125,000	$ 125,000
Concrete Testing & Reports	$ 25,000	$ 25,000
Energy Star Testing & Reports	$ 75,000	$ 75,000
Soils Testing & Reports	$ 25,000	$ 25,000
Title & Recording	$ 20,000	$ 20,000
FINANCING COSTS	**$ 1,763,791**	**$ 1,550,964**
Construction Loan Costs	$ 100,000	$ 100,000
Lender Origination Fees	$ 75,000	$ 75,000
Third Party Due Diligence	$ 25,000	$ 25,000
Permanent Loan Costs	$ 87,827	$ -
IHDA Origination Fees	$ 77,827	
Conversion Costs	$ 5,000	
Plan and Cost Review	$ 5,000	
Syndication	$ 75,000	$ -
Due Diligence / Closing Costs	$ 75,000	
Interest	$ 1,500,964	$ 1,450,964
Pre-Construction Loan Interest / GP Loans	$ 50,000	
Construction Loan Interest (Construction)	$ 1,450,964	$ 1,450,963.74
DEVELOPER FEE	**$ 2,181,959**	**$ 2,181,959**
South Boulevard Developer Fee	$ 2,181,959	$ 2,181,959
RESERVES / ESCROWS	**$ 626,700**	**$ -**
Operating & Debt Reserve	$ 468,300	
Capitalized Replacement Reserve	$ 45,000	
Lease-Up Reserve	$ 25,000	
Real Estate Tax Reserve	$ 24,750	
Insurance Reserve	$ 40,950	
Risk Share MIP Reserve	$ 22,700	
TOTAL DEVELOPMENT BUDGET	**$ 28,023,795**	**$ 25,705,821**

SOURCES & USES

SOURCES / USES				
	Sources of Funds	**Amount**	**%**	**Per Unit**
(1)	1st Mortgage: IHDA	$ 7,782,716	27.77%	$ 129,712
(2)	Other Perm Loan:	$ -	0.00%	$ -
(3)	LIHTC (9%)	$ 13,498,650	48.17%	$ 224,978
(4)	ComED Energy Grant	$ 325,000	1.16%	$ 5,417
(5)	Clean Energy Grant or Energy Tax Credits	$ -	0.00%	$ -
(6)	IL Affordable Housing Tax Credit	$ 780,000	2.78%	$ 13,000
(7)	IHDA Soft Funds	$ 3,591,939	12.82%	$ 59,866
(8)	Deferred Fees	$ 545,490	1.95%	$ 9,091
(9)	Cook County Soft Funds	$ 1,500,000	5.35%	$ 25,000
(10)	Other		0.00%	$ -
(11)	Financial Gap (Surplus)	$ (0)	0.00%	$ (0)
	TOTAL SOURCE OF FUNDS	**$ 28,023,795**		**$ 467,063**
	Use of Funds	**Amount**	**%**	**Per Unit**
(1)	Acquisition	$ 765,000	2.73%	$ 12,750
(2)	Hard Costs	$ 20,743,391	74.02%	$ 345,723
(3)	Soft Costs	$ 604,446	2.16%	$ 10,074
(4)	Professional Services	$ 1,338,508	4.78%	$ 22,308
(5)	Financing Costs	$ 1,763,791	6.29%	$ 29,397
(6)	Developer Fee	$ 2,181,959	7.79%	$ 36,366
(7)	Reserves / Escrows	$ 626,700	2.24%	$ 10,445
	TOTAL USE OF FUNDS	**$ 28,023,795**		**$ 467,063**

Field Observations

Access to the Site

The site will be accessible from the residential alleys along the west and south lot lines.

Site Marketability

The subject site has average marketability due to its physical and locational attributes. Its size, shape, and topography would permit typical flexibility in development.

Adjacent Land Uses

The surrounding land uses are mixed and include apartment, condominium, retail-oriented commercial and transportation uses. Land use characteristics are summarized below.

Surrounding Area Land Uses	
Character of Area	Urban
Predominant Age of Improvements	50-100
Predominant Quality and Condition	Average
Approximate Percent Developed	95%
Infrastructure and Planning	Average
Predominant Location of Undeveloped	Infill
Prevailing Direction of Growth	Infill

Immediate Surroundings	
North	South Boulevard, with vintage apartments across the street
South	The Cavalry Catholic Cemetery
East	A single-family residence
West	A warehouse, followed by an office building, then Chicago Avenue and the South Boulevard CTA train platform.



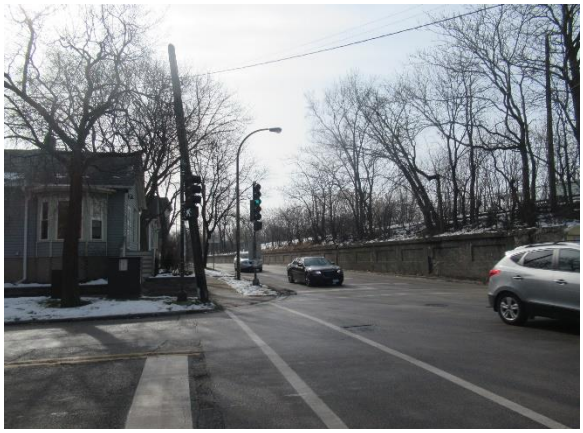
View of Site Facing South from South Boulevard
(Photo Taken on February 6, 2023)



View of Site Facing South from South Boulevard
(Photo Taken on February 6, 2023)



North on Chicago Avenue
(Photo Taken on February 6, 2023)



South on Chicago Avenue
(Photo Taken on February 6, 2023)



East on South Boulevard
(Photo Taken on February 6, 2023)

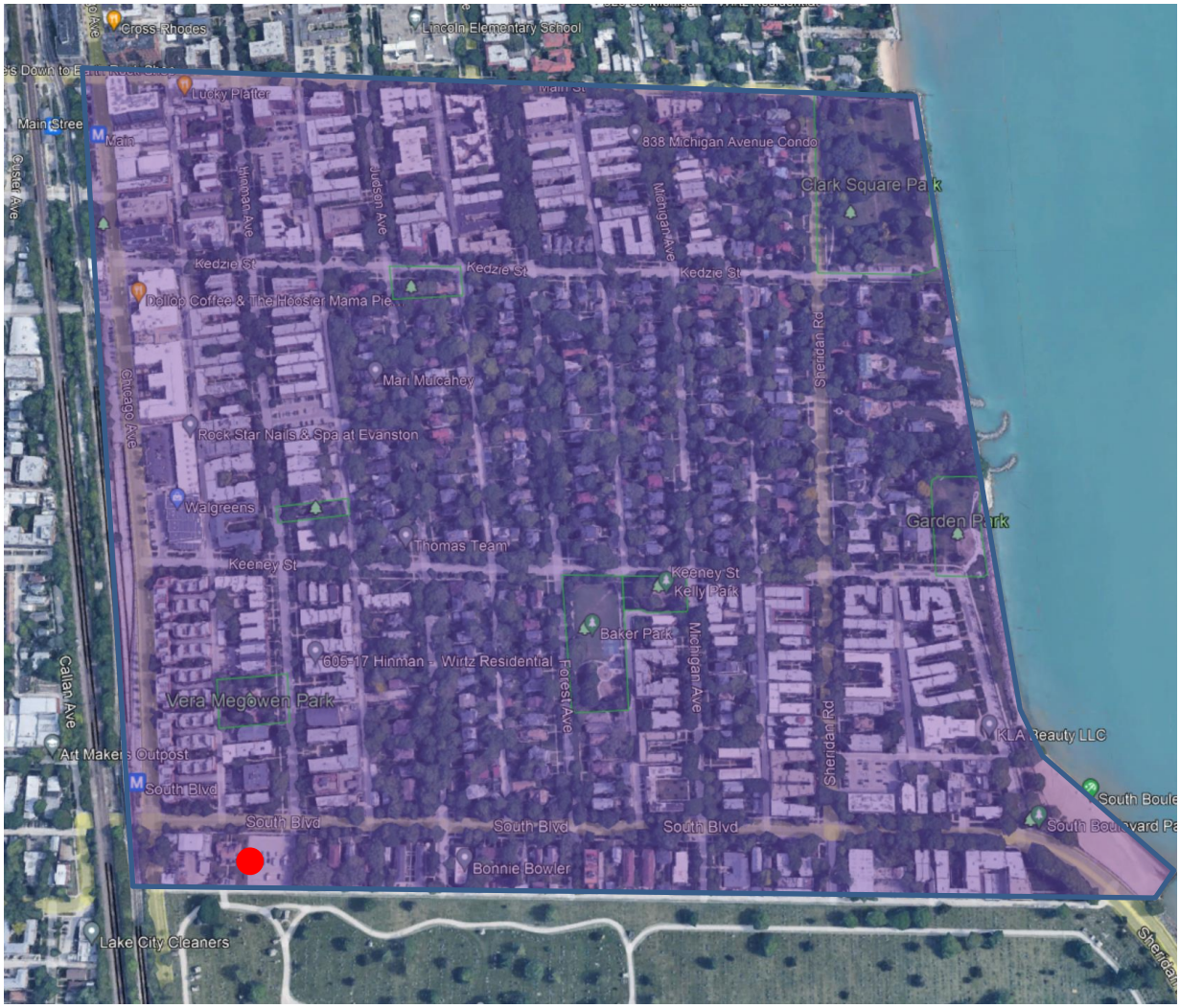


West on South Boulevard
(Photo Taken on February 6, 2023)

Neighborhood Description

Location

The subject is located in the southeast portion of Evanston. The immediate neighborhood is bounded roughly by the Cavalry Catholic Cemetery on the south, Chicago Avenue on the west, Main Street on the north and Lake Michigan on the east.



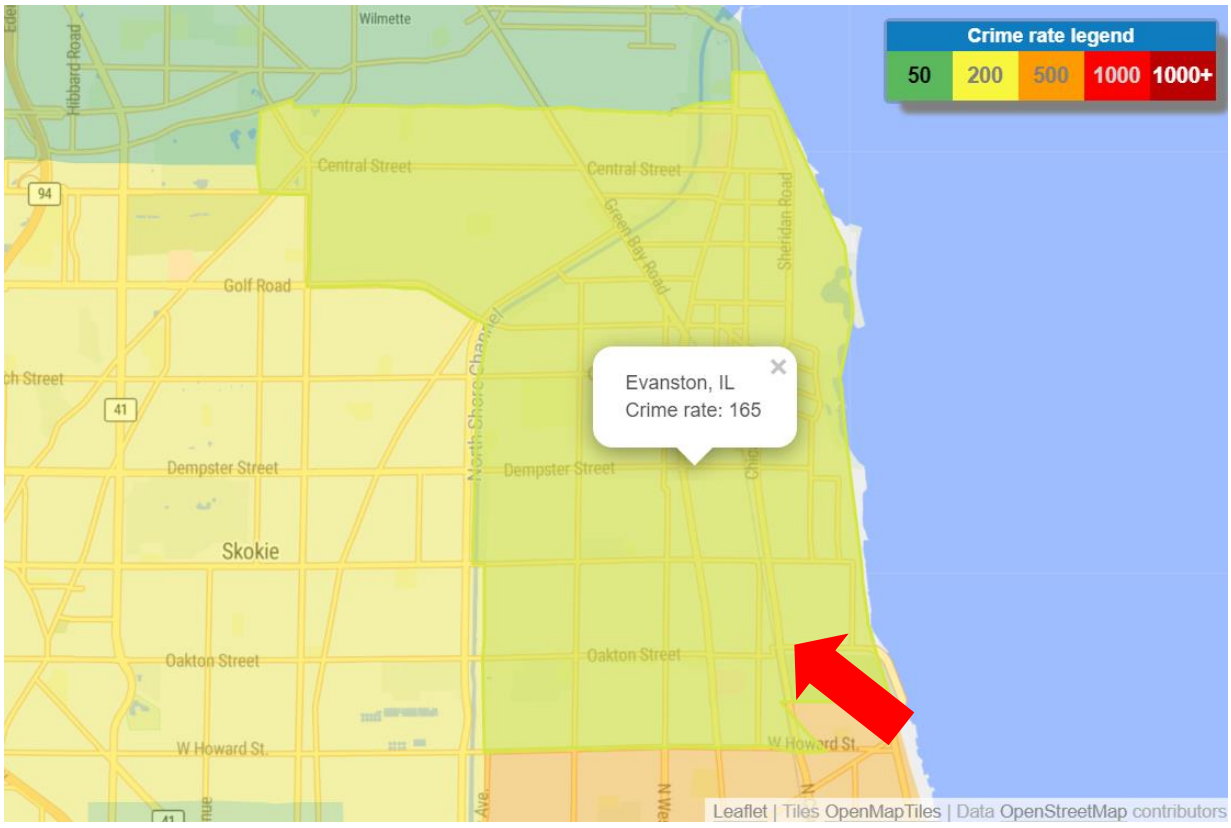
Access and Linkages

Primary highway access to the area is via the Edens Expressway (I-94), which has an interchange at Dempster Street, approximately 4.5 miles northwest. Public transportation is provided by the Regional Transportation Authority (RTA). The RTA operates three transportation divisions; the Chicago Transit Authority (CTA), the Metra commuter rail, and the PACE suburban bus service. The CTA operates a network of trains and buses within the City of Chicago and Evanston, with the nearest train platform

located ½ block west of the subject at South Boulevard and Chicago Avenue (CTA Purple Line). PACE operates a network of buses serving suburban Chicago, and the Metra commuter rail system operates a network of trains that service Chicago as well as the surrounding suburbs. As a whole the RTA services Cook, DuPage, Kane, Lake, McHenry and Will counties and operates over 5,200 buses and nearly 700 rail cars. Overall, the primary mode of transportation in the area is the automobile and public transportation.

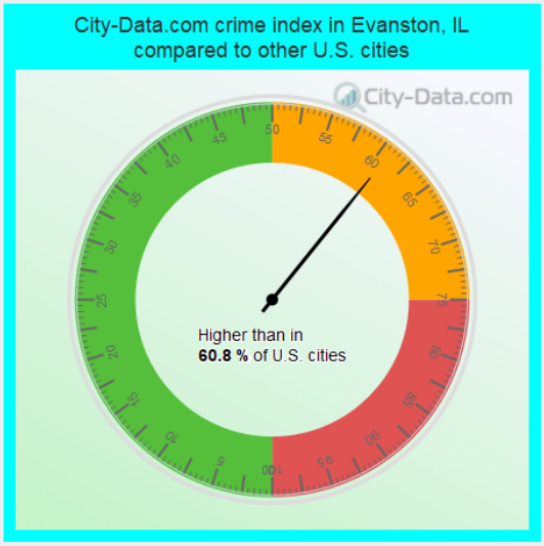
Public Safety Issues

The following map provided by the city-data.com of Chicago shows the subject's immediate neighborhood has a below average (yellow-green shading) crime risk.



We note that the area to the south of the neighborhood has a moderate crime rate. However, there is a large cemetery immediately to the south of the subject site that serves as a physical buffer between these areas.

The following graphic provided by city-data.com compares the crime rate in Evanston with national and local community crime rates:

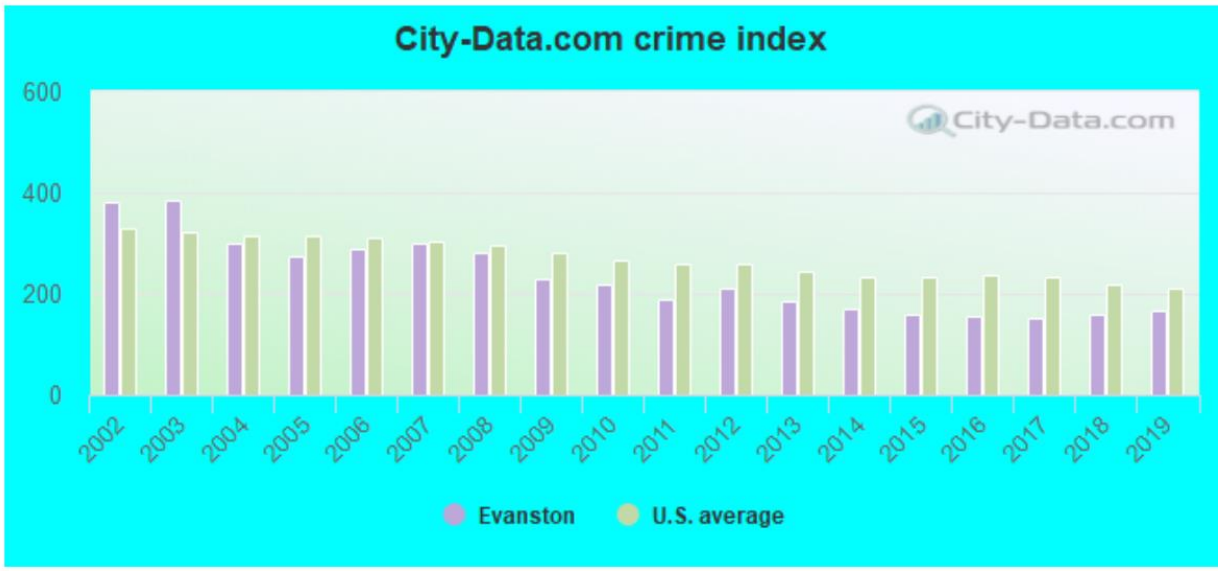


Crime rate in Evanston, IL

The 2019 crime rate in Evanston, IL is 165 (City-Data.com crime index), which is 1.6 times smaller than the U.S. average. It was higher than in 60.8% U.S. cities. The 2019 Evanston crime rate rose by 2% compared to 2018. The number of homicides stood at 1 - a decrease of 2 compared to 2018. In the last 5 years Evanston has seen decline of violent crime and increasing property crime.

See how dangerous Evanston, IL is compared to the nearest cities:
(Note: Higher means more crime)

Evanston:	165.1
Skokie:	208.2
Wilmette:	48.2
Kenilworth:	69.0
Lincolnwood:	110.8
Winnetka:	31.2
Morton Grove:	69.2
Golf:	16.1
Northfield:	59.2



On a relative basis, Evanston has a an above average crime rate in comparison with other nearby suburbs; however, it is below the national average. Therefore, it is our opinion that there are no public safety issues that are detrimental to operations of the property.

High Risk Area for Lead Exposure

The subject is located in a high-risk zip code (60202) for pediatric blood lead poisoning by the Illinois Department of Public Health. We note that all Chicago zip codes, and many other older suburbs adjacent to Chicago, are also identified as high risk. As the proposed improvements represent new construction, they will not suffer from any lead exposure issues. For any soil related matters, we assume that any lead exposure issues (if applicable) will be remediated in accordance with the IEPA standards and that a No Further Remediation letter will be issued at completion of the project.

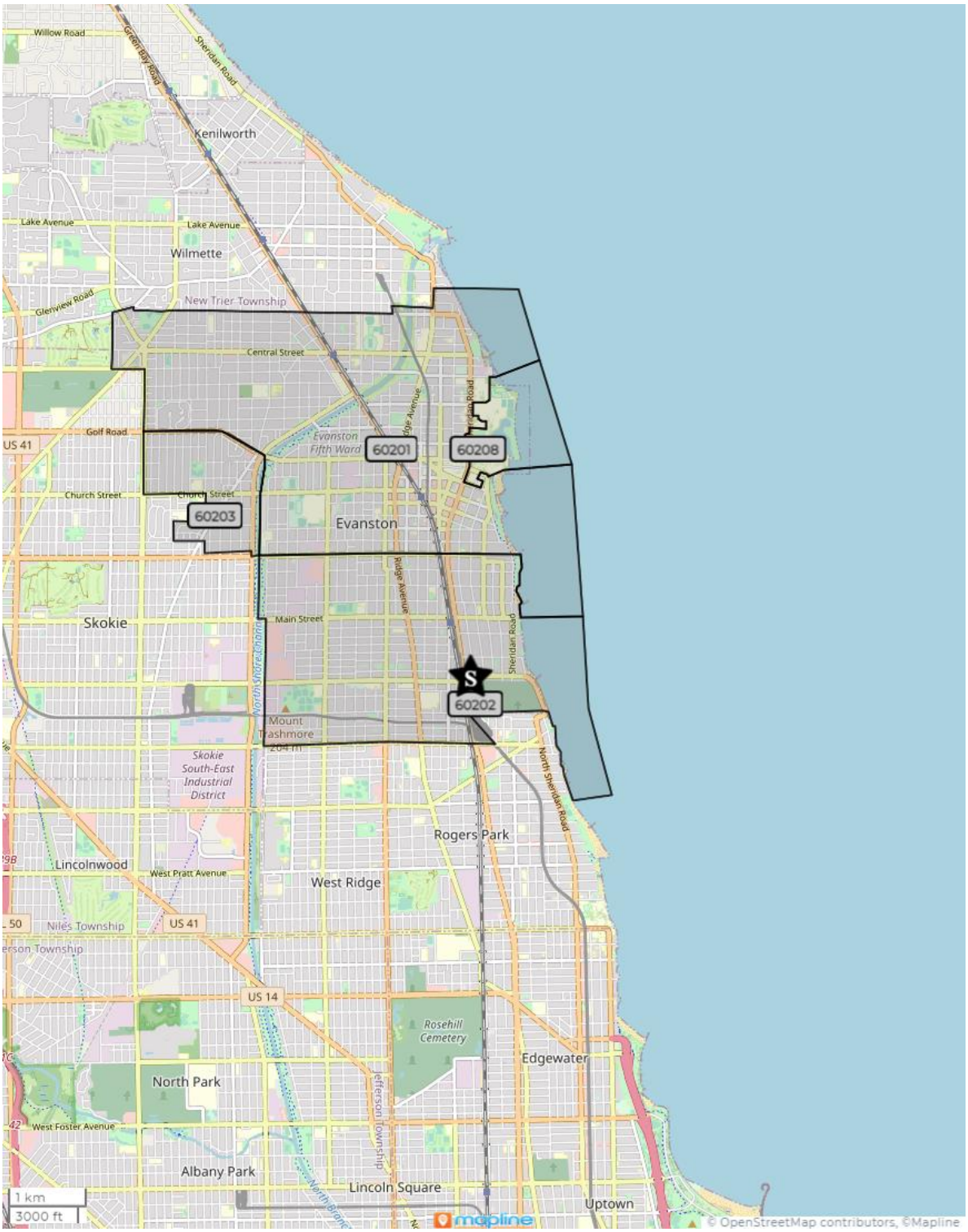
Market Area Characteristics

Primary Market Area (PMA)

The subject property is located in Evanston, Illinois. The subject's primary market area from which renters will be drawn is considered to be the area within the 60201, 60202, 60203 and 60208 zip codes. This area includes all of Evanston.

The subject's PMA includes a variety of land uses including residential apartments, condominiums and single-family, commercial, industrial, institutional and recreational uses.

PMA Map


Willow Road
Green Bay Road
Sheridan Road
Kenilworth
Lake Avenue
Lake Avenue
Wilmette
Glenview Road
New Trier Township
Central Street
Golf Road
US 41
Evanston Fifth Ward
60201
60208
Church Street
Church Street
60203
Evanston
Ridge Avenue
Skokie
Main Street
North Shore Channel
Sheridan Road
S
60202
Mount Trashmore
Skokie South-East Industrial District
North Sheridan Road
Rogers Park
Lincolnwood
West Pratt Avenue
West Ridge
50
Niles Township
US 41
US 14
Rosehill Cemetery
Edgewater
North Park
West Foster Avenue
Jefferson Township
Albany Park
Lincoln Square
Uptown
1 km
3000 ft
mapline
© OpenStreetMap contributors, ©Mapline

Comparable Properties (Primary Competition)

The following property is considered the subject's only primary competitor:

Subsidized/Affordable/Mixed Income Properties Summary (Primary Competition)

Property	Address	City	Zip Code	Type	Tenant Restrictions	Total Units	Subsidized	Affordable	Market	Other
Subject	504 South	Evanston	60202	Mixed		60	18	42		
Emerson Square	1600 Foster	Evanston	60201	Subsidized		32	32			
Totals (excl subject)						32	32	0	0	0

Emerson Square is a three-story townhouse and walkup apartment complex with 32 subsidized e apartment units with a unit mix consisting of one bedroom, two bedroom and three bedroom units types. Unit amenities include a range/oven, refrigerator, dishwasher and washer/dryer. Community amenities include a leasing/management office, garden, park, playground, bike storage and surface parking. Water. Sewer and trash are included in the rent. Tenants pay gas and electric. The improvements were built in 2013.

New Construction

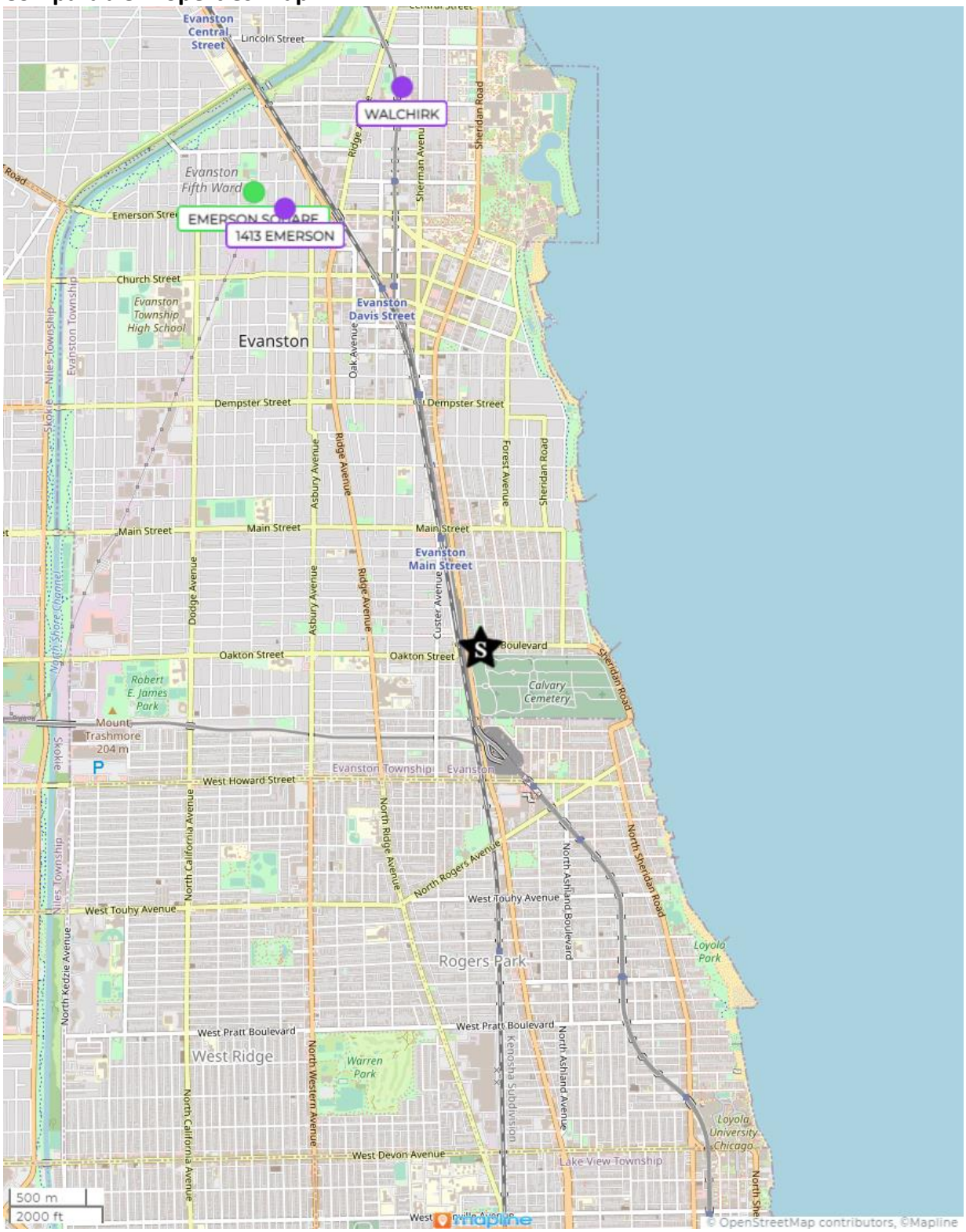
We are aware of the following proposed affordable properties in the subject's neighborhood. These are summarized as follows:

Proposed Competitive Properties

Property	Address	City	Zip Code	Type	Unit Types	Completion	Units	Subsidized	Affordable	Market
Walchirk Family Housing	2300 Noyes	Evanston	60201	Elevator	TBD	TBD	53	53		
1413 Emerson	1413 Emerson	Evanston	60201	Elevator	TBD	TBD	46		46	
Total							**99**	**53**	**46**	**0**

The total number of proposed units is 99, with 53 subsidized and 46 affordable. No other details are available on either property.

Comparable Properties Map



Affordable Properties Within the Primary Market Area

The subject property has a mix of affordable and subsidized units and only competes directly with other family affordable and subsidized units in the local market. The following table all existing subsidized and affordable housing options in the subject's primary market area:

Subsidized/Affordable/Mixed Income Properties Summary (All)

Property	Address	City	Zip Code	Type	Tenant Restrictions	Total Units	Subsidized	Affordable	Market	Other
Subject	504 South	Evanston	60202	Mixed		60	18	42		
Claridge Apartments	319 Dempster	Evanston	60201	Subsidized	Special Needs	50	50			
Ebenezer Primm Towers	1001 Emerson	Evanston	60201	Subsidized	Elderly	101	101			
Emerson Square	1600 Foster	Evanston	60201	Subsidized		32	32			
Jacob Blake Manor	1615 Emerson	Evanston	60201	Subsidized	Elderly	76	76			
Jane R. Perlman Apartments PSH	1900 Sherman	Evanston	60201	Subsidized	Elderly	201	201			
McGaw YMCA Men's Residence	1000 Grove	Evanston	60201	Subsidized	Special Needs	172	172			
Over the Rainbow Unit II	2040 Brown	Evanston	60201	Subsidized	Special Needs	33	33			
Victor Walchirk Apartments PSH	2300 Noyes	Evanston	60201	Subsidized	Elderly	110	110			
1015 Howard Street	1015 Howard	Evanston	60202	Affordable	Elderly	60		60		
Impact Scattererd Site PSH	419 Keeney	Evanston	60202	Subsidized	Special Needs	24	24			
Ann Rainey Apartments PSH	1011 Howard	Evanston	60202	Affordable	Elderly	60		60		
Evanston Apartments	824 Dobson	Evanston	60202	Subsidized	Elderly	15	15			
House of Peace	700 Monroe	Evanston	60202	Subsidized	Special Needs	12	12			
Totals (excl subject)						946	826	120	0	0

Source: IHDA, HUD, HACC

These 13 properties total 946 units, with 826 subsidized and 120 affordable. All except Emerson Square are special needs, supportive and/or age restricted and are considered non-competitive.

Primary Competition

The following property totals 32 subsidized units. It is considered the subject's only primary competitor due to it being newer construction with similar unit types. However, we also note that it is located on the northern portion of Evanston, approximately two mile from the subject. There is no competition within the southern portion of Evanston.

Subsidized/Affordable/Mixed Income Properties Summary (Primary Competition)

Property	Address	City	Zip Code	Type	Tenant Restrictions	Total Units	Subsidized	Affordable	Market	Other
Subject	504 South	Evanston	60202	Mixed		60	18	42		
Emerson Square	1600 Foster	Evanston	60201	Subsidized		32	32			
Totals (excl subject)						32	32	0	0	0

Area Services

The subject neighborhood consists of mixed uses including multi-family and single-family residential, retail and service oriented commercial uses. The nearest major commercial corridor is along Chicago Avenue, which begins approximately two blocks north of the site. Representative nearby area services include the following:

Shopping and Related Services

Shopping, restaurants and services include the following:

- Walgreens – 635 Chicago (one block north)
- Miscellaneous storefronts, strip centers, service businesses and restaurants along Chicago Avenue within ½ mile. The Evanston CBD is approximately one mile north.

Transportation

Primary highway access to the area is via the Edens Expressway (I-94), which has an interchange at Dempster Street, approximately 4.5 miles northwest. Public transportation is provided by the Regional Transportation Authority (RTA). The RTA operates three transportation divisions; the Chicago Transit Authority (CTA), the Metra commuter rail, and the PACE suburban bus service. The CTA operates a network of trains and buses within the City of Chicago and Evanston, with the nearest train platform located ½ block west of the subject at South Boulevard and Chicago Avenue. PACE operates a network of buses serving suburban Chicago, and the Metra commuter rail system operates a network of trains that service Chicago as well as the surrounding suburbs. As a whole the RTA services Cook, DuPage, Kane, Lake, McHenry and Will counties and operates over 5,200 buses and nearly 700 rail cars. Overall, the primary mode of transportation in the area is the automobile and public transportation.

Educational Facilities

Educational facilities within walking distance include the following:

- Northwestern University – Sheridan Road and Emerson Street (1.50 mile north)
- Oakton Elementary School – 436 Ridge Avenue (0.5 mile west)
- Evanston Township High School – SWC Grove Street and Oak Avenue (1.5 miles northwest)

Recreation

Major recreation facilities include the following:

- South Boulevard Beach – Sheridan Road at South Boulevard (1/2 mile east)
- A number of small neighborhood parks within a few blocks

Health Care

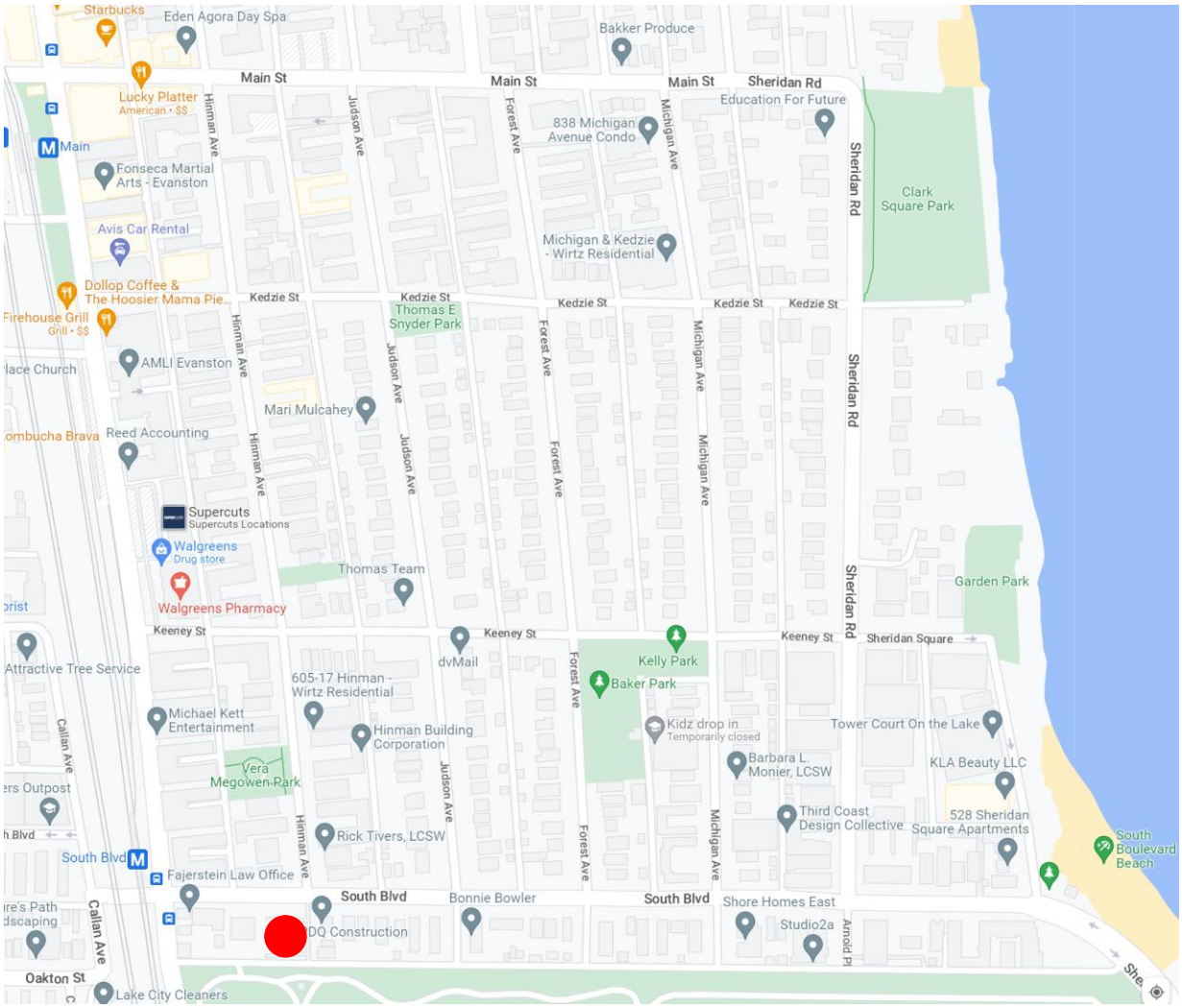
Local health care providers include the following:

- Ascension Saint Francis Hospital; – 355 Ridge (0.4 mile southwest)

Houses of Worship

- None in the immediate area but several churches, synagogues, mosques and temples in other parts of Evanston.

Neighborhood Amenities Map



Population / Demographic Characteristics

Demographics

A demographic profile of the surrounding area, 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	45,831	259,063	563,201	9,618,502	12,812,508
Population 2023	44,921	254,161	551,956	9,504,599	12,633,738
Population 2028	44,343	251,409	545,446	9,462,034	12,518,254
Compound % Change 2020-2023	-0.7%	-0.6%	-0.7%	-0.4%	-0.5%
Compound % Change 2023-2028	-0.3%	-0.2%	-0.2%	-0.1%	-0.2%
Households 2020	20,440	105,815	237,192	3,672,824	4,998,395
Households 2023	20,103	104,552	234,075	3,653,281	4,958,627
Households 2028	19,918	104,252	233,111	3,663,684	4,945,885
Compound % Change 2020-2023	-0.6%	-0.4%	-0.4%	-0.2%	-0.3%
Compound % Change 2023-2028	-0.2%	-0.1%	-0.1%	0.1%	-0.1%
Median Household Income 2023	$74,572	$67,717	$75,605	$82,702	$77,083
Average Household Size	2.1	2.3	2.3	2.6	2.5
College Graduate %	55%	52%	55%	39%	35%
Median Age	40	38	39	39	39
Owner Occupied %	44%	45%	48%	65%	66%
Renter Occupied %	56%	55%	52%	35%	34%
Median Owner Occupied Housing Value	$384,154	$392,109	$426,539	$310,872	$255,281
Median Year Structure Built	1940	1946	1945	1970	1969
Average Travel Time to Work in Minutes	40	39	39	35	32

Source: Claritas

As shown above, the current population within a 3-mile radius of the subject is 254,161, 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, although at a slower rate. 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 $67,717, 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.

Economy/Employment Overview

The subject is located in the Chicago-Naperville-Elgin, IL-IN-WI Metropolitan Statistical Area, hereinafter called the Chicago MSA, as defined by the U.S. Office of Management and Budget. The Chicago MSA is 7,197 square miles in size, and is the third most populous metropolitan area in the nation.

Population

The Chicago MSA has an estimated 2023 population of 9,504,599, which represents an average annual 0.4% decrease from the 2020 census of 9,618,502. The Chicago MSA lost an average of 37,968 residents per year over the 2020-2023 period, and its downward trend in population parallels the State of Illinois which had a 0.5% average annual decrease in population over this time.

Looking forward, the Chicago MSA's population is projected to decrease at a 0.1% annual rate from 2023-2028, equivalent to the loss of an average of 8,513 residents per year. The Chicago MSA's decline in population parallels Illinois, which is projected to decrease at a 0.2% rate.

Population Trends

	Population			Compound Ann. % Chng	
	2020 Census	2023 Estimate	2028 Projection	2020 - 2023	2023 - 2028
United States	331,449,281	334,500,069	341,662,969	0.3%	0.4%
Illinois	12,812,508	12,633,738	12,518,254	-0.5%	-0.2%
Chicago MSA	9,618,502	9,504,599	9,462,034	-0.4%	-0.1%

Source: Claritas

Employment

Total employment in the Chicago MSA was estimated at 4,803,700 jobs as of November 2022. Between year-end 2012 and 2022, employment rose by 366,200 jobs, equivalent to an 8.3% increase over the entire period. There were gains in employment in nine out of the past ten years. Consistent with national trends, there were significant losses in 2020, with the onset of the COVID-19 pandemic, followed by a return to positive growth in 2021. The Chicago MSA's rate of employment growth over the last decade surpassed that of Illinois, which experienced an increase in employment of 5.9% or 342,600 jobs over this period.

A comparison of unemployment rates is another way of gauging an area’s economic health. Over the past decade, the Chicago MSA has had a 6.4% average unemployment rate, which is the same as the rate for Illinois. The two areas are performing similarly according to this measure.

Recent data shows that the Chicago MSA unemployment rate is 4.3% in comparison to a 4.6% rate for Illinois, a positive sign that is consistent with the fact that the Chicago MSA has outperformed Illinois in the rate of job growth over the past two years.

Employment Trends

	Total Employment (Year End)				Unemployment Rate (Ann. Avg.)	
Year	Chicago MSA	% Change	Illinois	% Change	Chicago MSA	Illinois
2012	4,437,500		5,822,600		9.1%	9.0%
2013	4,510,700	1.6%	5,882,100	1.0%	9.1%	9.1%
2014	4,582,000	1.6%	5,969,900	1.5%	7.2%	7.2%
2015	4,670,100	1.9%	6,048,000	1.3%	6.0%	6.0%
2016	4,711,400	0.9%	6,076,800	0.5%	5.8%	5.9%
2017	4,748,600	0.8%	6,131,900	0.9%	4.9%	4.9%
2018	4,780,200	0.7%	6,159,700	0.5%	4.1%	4.4%
2019	4,806,900	0.6%	6,176,900	0.3%	3.9%	4.0%
2020	4,422,400	-8.0%	5,702,800	-7.7%	9.5%	9.2%
2021	4,656,900	5.3%	5,981,100	4.9%	6.2%	6.1%
2022*	4,803,700	3.2%	6,165,200	3.1%	4.6%	4.7%
Overall Change 2012-2022	366,200	8.3%	342,600	5.9%		
Avg Unemp. Rate 2012-2022					6.4%	6.4%
Unemployment Rate - October 2022					4.3%	4.6%

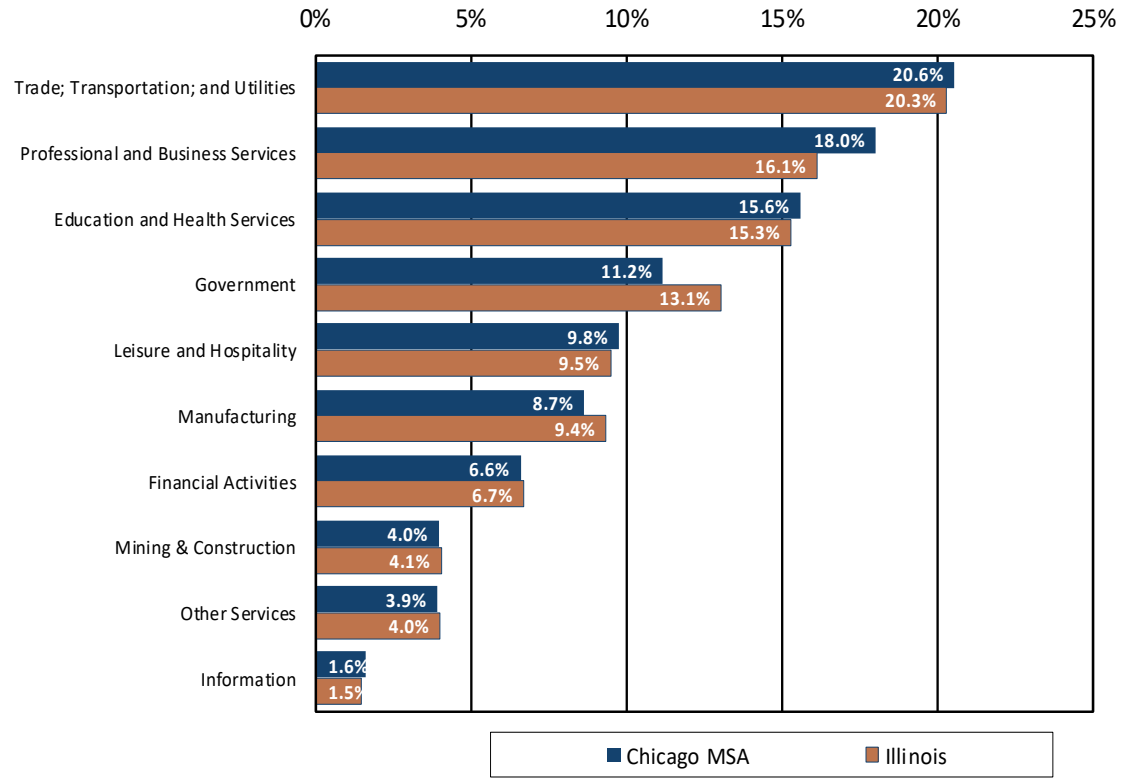
*Total employment data is as of November 2022; unemployment rate data reflects the average of 11 months of 2022.

Source: U.S. Bureau of Labor Statistics and Moody's Analytics. Employment figures are from the Current Employment Survey (CES). Unemployment rates are from the Current Population Survey (CPS). The figures are not seasonally adjusted.

Employment Sectors

The composition of the Chicago MSA job market is depicted in the following chart, along with that of Illinois. Total employment for both areas is broken down by major employment sector, and the sectors are ranked from largest to smallest based on the percentage of Chicago MSA jobs in each category.

Employment Sectors - 2022



Source: U.S. Bureau of Labor Statistics and Moody's Analytics

The Chicago MSA has greater concentrations than Illinois in the following employment sectors:

1. Trade; Transportation; and Utilities, representing 20.6% of Chicago MSA payroll employment compared to 20.3% for Illinois as a whole. This sector includes jobs in retail trade, wholesale trade, trucking, warehousing, and electric, gas, and water utilities.
2. Professional and Business Services, representing 18.0% of Chicago MSA payroll employment compared to 16.1% for Illinois as a whole. This sector includes legal, accounting, and engineering firms, as well as management of holding companies.
3. Education and Health Services, representing 15.6% of Chicago MSA payroll employment compared to 15.3% for Illinois as a whole. This sector includes employment in public and private schools, colleges, hospitals, and social service agencies.
4. Leisure and Hospitality, representing 9.8% of Chicago MSA payroll employment compared to 9.5% for Illinois as a whole. This sector includes employment in hotels, restaurants, recreation facilities, and arts and cultural institutions.

The Chicago MSA is underrepresented in the following sectors:

1. Government, representing 11.2% of Chicago MSA payroll employment compared to 13.1% for Illinois as a whole. This sector includes employment in local, state, and federal government agencies.
2. Manufacturing, representing 8.7% of Chicago MSA payroll employment compared to 9.4% for Illinois as a whole. This sector includes all establishments engaged in the manufacturing of durable and nondurable goods.
3. Financial Activities, representing 6.6% of Chicago MSA payroll employment compared to 6.7% for Illinois as a whole. Banking, insurance, and investment firms are included in this sector, as are real estate owners, managers, and brokers.
4. Mining & Construction, representing 4.0% of Chicago MSA payroll employment compared to 4.1% for Illinois as a whole. This sector includes construction of buildings, roads, and utility systems, as well as mining, quarrying, and oil and gas extraction.

Major Employers

Major employers in the Chicago MSA are shown in the following table.

Major Employers - Chicago MSA

	Name	Number of Employees
1	U.S. Government	52,357
2	Chicago Public Schools	38,637
3	City of Chicago	30,928
4	Advocate Aurora Health	26,585
5	Cook County	22,074
6	Northwestern Memorial Healthcare	21,999
7	University of Chicago	18,732
8	Amazon.com Inc	18,210
9	Amita Health	18,202
10	Walmart, Inc	16,900
11	State of Illinois	13,936
12	JPMorgan Chase & Co	13,750
13	Walgreens Boots Alliance Inc	13,377
14	United Airlines Holdings Inc	11,059
15	University of Illinois at Chicago	10,691
16	Abbott Laboratories	10,280
17	Rush University Medical Center	10,222
18	Jewel-Osco	10,032
19	Northwestwern University	9,888
20	American Airlines Group Inc	9,700
21	Abbvie Inc	9,534
22	AT&T Inc	9,340
23	Chicago Transit Authority	9,069
24	United Parcel Service Inc	8,248
25	Health Care Service Corp	7,889

Source: Crains

Gross Domestic Product

The Chicago MSA is the third largest metropolitan area economy in the nation based on Gross Domestic Product (GDP).

Economic growth, as measured by annual changes in GDP, has been somewhat higher in the Chicago MSA than Illinois overall during the past decade. The Chicago MSA has grown at a 1.2% average annual rate while Illinois has grown at a 0.9% rate. Consistent with national trends, both areas experienced declines in 2020 followed by a rebound in 2021. The Chicago MSA continues to perform better than Illinois. GDP for the Chicago MSA rose by 6.4% in 2021 while Illinois's GDP rose by 6.2%.

The Chicago MSA has a per capita GDP of $66,260, which is 8% greater than Illinois's GDP of $61,560. This means that Chicago MSA industries and employers are adding relatively more value to the economy than their counterparts in Illinois.

Gross Domestic Product

Year	($,000s) Chicago MSA	% Change	($,000s) Illinois	% Change
2011	556,699,079		711,283,400	
2012	570,954,874	2.6%	726,399,100	2.1%
2013	571,812,288	0.2%	726,125,000	0.0%
2014	585,490,687	2.4%	741,194,000	2.1%
2015	598,224,439	2.2%	751,754,900	1.4%
2016	600,346,200	0.4%	749,333,500	-0.3%
2017	605,947,501	0.9%	753,027,000	0.5%
2018	622,008,434	2.7%	771,695,500	2.5%
2019	626,388,990	0.7%	775,998,100	0.6%
2020	592,460,553	-5.4%	734,385,000	-5.4%
2021	630,126,315	6.4%	780,060,800	6.2%
Compound % Chg (2011-2021)		1.2%		0.9%
GDP Per Capita 2021	$66,260		$61,560	

Source: U.S. Bureau of Economic Analysis and Moody's Analytics; data released December 2022.
The release of state and local GDP data has a longer lag time than national data. The data represents inflation-adjusted ""real"" GDP stated in 2012 dollars.

Household Income

The Chicago MSA has a higher level of household income than Illinois. Median household income for the Chicago MSA is $82,702, which is 7.3% greater than the corresponding figure for Illinois.

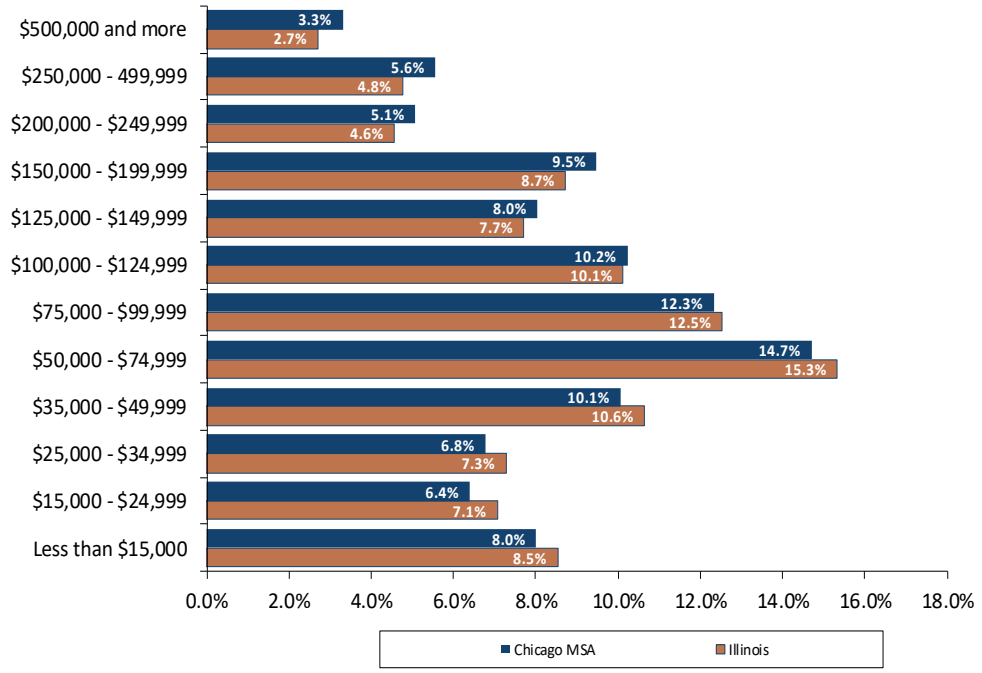
Median Household Income - 2023

	Median
Chicago MSA	$82,702
Illinois	$77,083
Comparison of Chicago MSA to Illinois	+ 7.3%

Source: Claritas

The following chart shows the distribution of households across twelve income levels. The Chicago MSA has a greater concentration of households in the higher income levels than Illinois. Specifically, 54% of Chicago MSA households are at the $75,000 or greater levels in household income as compared to 51% of Illinois households. A lesser concentration of households is apparent in the lower income levels, as 21% of Chicago MSA households are below the $35,000 level in household income versus 23% of Illinois households.

Household Income Distribution - 2023

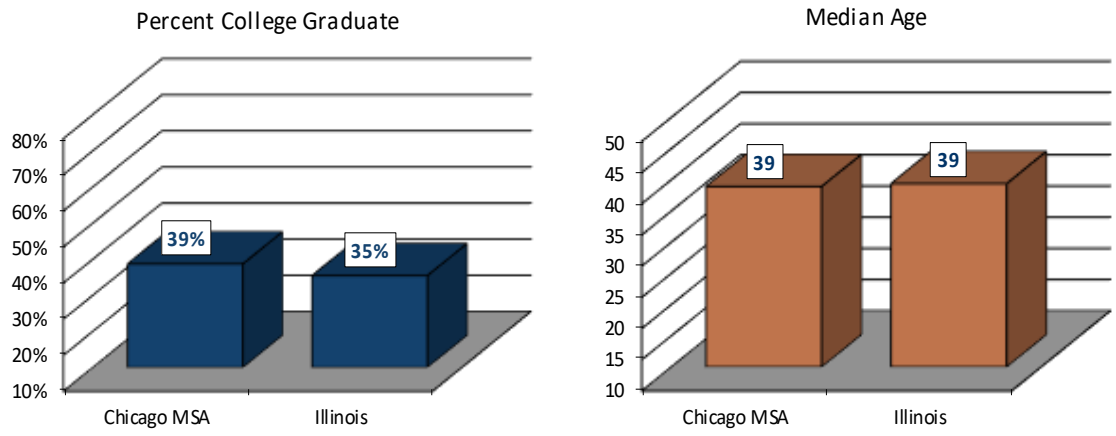


Source: Claritas

Education and Age

Residents of the Chicago MSA have a higher level of educational attainment than those of Illinois. An estimated 39% of Chicago MSA residents are college graduates with four-year degrees, versus 35% of Illinois residents. People in the Chicago MSA are similar in age to their Illinois counterparts. The median age of both the Chicago MSA and Illinois is 39 years.

Education & Age - 2023



Source: Claritas

Conclusion

The Chicago MSA economy will be affected by a flat to declining population base and higher income and education levels. The Chicago MSA experienced growth in the number of jobs over the past decade, and it is reasonable to assume that employment growth will occur in the future. Moreover, the Chicago MSA gains strength from being the third most populous metropolitan area in the country and having both a higher rate of GDP growth and a higher level of GDP per capita than Illinois overall. It is anticipated that the Chicago MSA economy will improve and employment will grow, strengthening the demand for real estate.

Housing Market Characteristics

Multifamily Market Analysis

Metro Area Overview

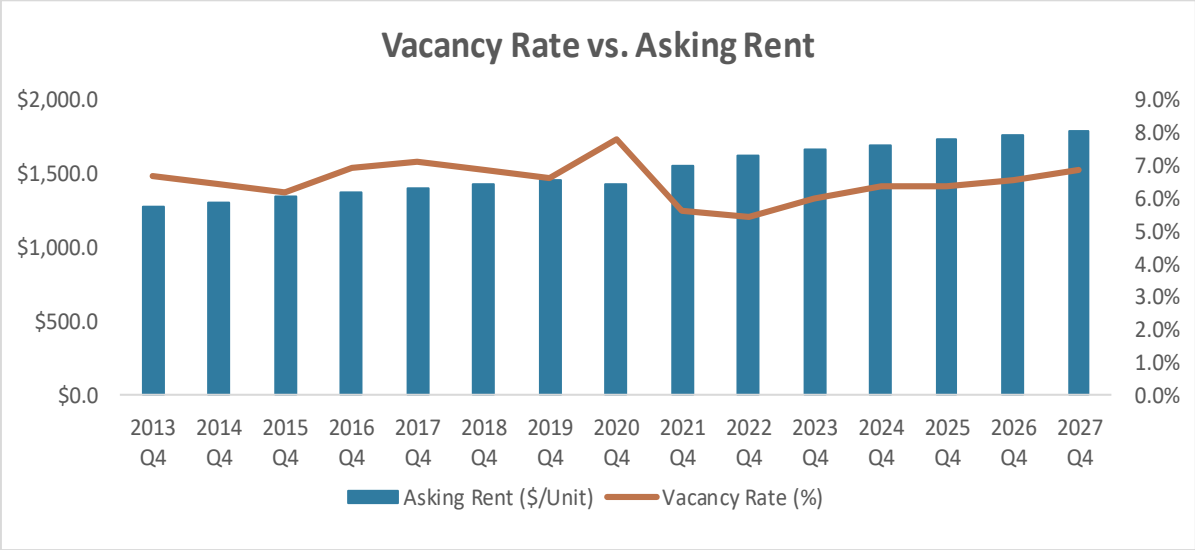
The subject is located in the Chicago - IL metro area as defined by CoStar. Trended supply and demand statistics, including inventory levels, absorption, vacancy, and rental rates for all classes of space are presented in the ensuing table.

All Multifamily Chicago - IL Metro Trends

Period	Stock	Demand	Vacancy	Net Completions 12 Months	Under Construction Stock	Net Absorption 12 Months	Asking Rent	Rent Growth 12 Month	Price Growth	Cap Rate
2013 Q4	467,771	436,537	6.67%	5,957	8,165	4,038	$1,277	2.51%	2.54%	6.78%
2014 Q4	472,936	442,511	6.43%	5,092	9,213	5,919	$1,306	2.27%	8.08%	6.52%
2015 Q4	477,620	447,976	6.20%	4,757	11,752	5,557	$1,351	3.50%	6.15%	6.39%
2016 Q4	486,569	452,800	6.93%	8,949	15,894	4,843	$1,380	2.11%	5.73%	6.30%
2017 Q4	495,877	460,515	7.13%	9,306	17,814	7,739	$1,404	1.73%	4.00%	6.23%
2018 Q4	505,105	470,346	6.88%	9,225	17,504	9,862	$1,431	1.95%	6.24%	6.12%
2019 Q4	514,644	480,459	6.64%	9,798	14,994	10,390	$1,457	1.77%	5.39%	5.93%
2020 Q4	524,228	483,286	7.80%	9,584	14,946	2,850	$1,436	-1.43%	1.96%	5.77%
2021 Q4	533,442	503,386	5.63%	9,214	12,384	20,179	$1,552	8.13%	9.09%	5.66%
2022 Q4	539,359	509,870	5.46%	5,917	16,811	6,502	$1,620	4.39%	3.76%	5.61%
2023 Q4	547,617	514,847	5.98%	8,258	0	4,978	$1,669	2.98%	-0.86%	5.77%
2024 Q4	556,847	521,110	6.40%	9,230	0	6,264	$1,700	1.86%	2.02%	5.75%
2025 Q4	562,903	527,081	6.36%	6,056	0	5,970	$1,734	2.00%	1.82%	5.75%
2026 Q4	570,677	533,041	6.59%	7,774	0	5,960	$1,768	1.96%	1.72%	5.75%
2027 Q4	578,411	538,527	6.89%	7,734	0	5,486	$1,798	1.72%	1.19%	5.77%

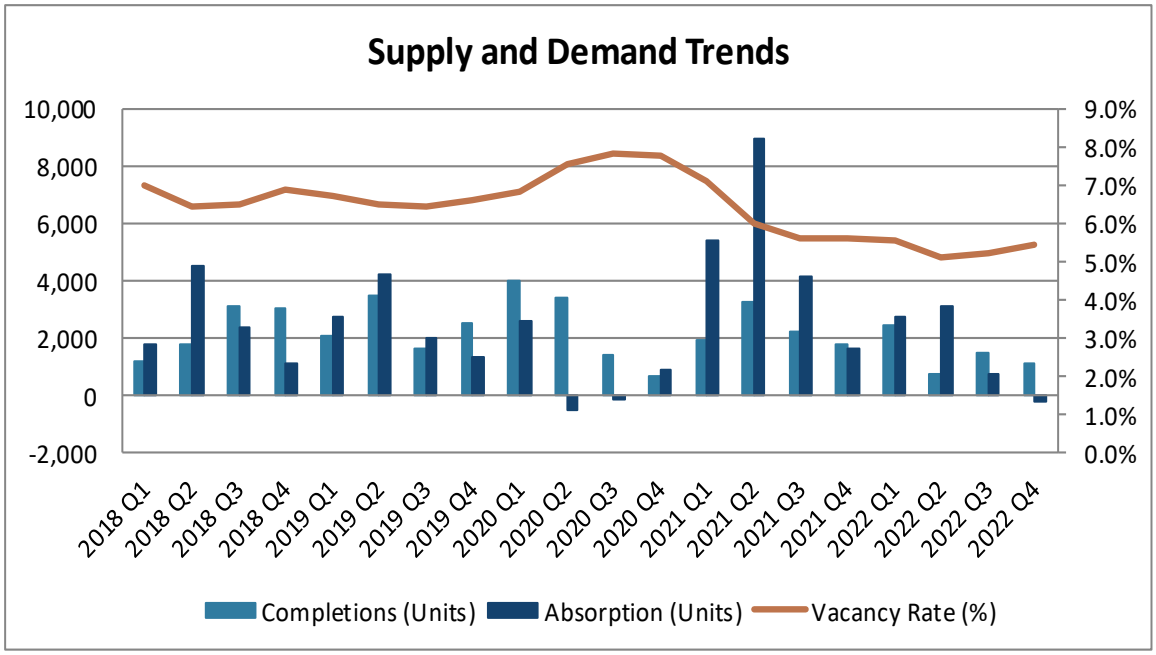
Source: CoStar, Inc.; compiled by Integra Realty Resources, Inc.

Chicago - IL Metro Trends and Forecasts



Source: CoStar, Inc.; compiled by Integra Realty Resources, Inc.

- The current vacancy rate in the metro area is 5.46%; the vacancy rate has decreased by 234 bps from 2020 Q4.
- Two-year Base Case forecasts project a 6.40% vacancy rate in the metro area, representing an increase of 94 bps by 2024 Q4.
- Asking rent averages $1,620/unit in the metro area, and values have increased by 12.85% from 2020 Q4.
- Two-year Base Case forecasts project a $1,700/unit asking rent in the metro area, representing an increase of 4.91% by 2024 Q4.



Source: CoStar, Inc.; compiled by Integra Realty Resources, Inc.

- The total stock (units) has increased by 2.89% from 2020 Q4, while the demand has increased by 5.50%.
- Between 2018 Q1 and 2022 Q4, net completions in the metro area have averaged 8,748 units annually, and reached a peak of 3,987 units in 2020 Q1.
- Between 2018 Q1 and 2022 Q4, net absorption in the metro area has averaged 9,957 units annually, and reached a peak of 9,003 units in 2021 Q2.

Submarket Overview

The subject is located in the North Lakefront submarket as defined by CoStar. Trended supply and demand statistics, including inventory levels, absorption, vacancy, and rental rates for all classes of space are presented in the following table.

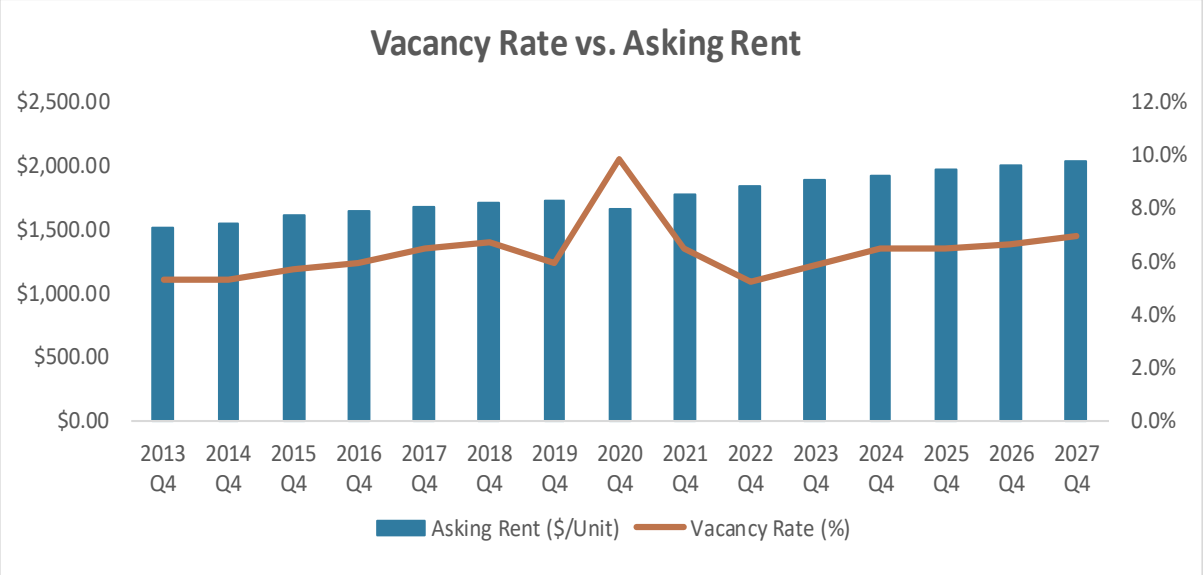
All Multifamily North Lakefront Submarket Trends

Period	Stock	Demand	Vacancy	Net Completions 12 Months	Under Construction Stock	Net Absorption 12 Months	Asking Rent	Rent Growth 12 Month	Price Growth	Cap Rate
2013 Q4	73,145	69,256	5.32%	266	1,716	425	$1,519	2.08%	3.41%	6.16%
2014 Q4	73,923	70,004	5.30%	778	1,475	759	$1,549	1.99%	8.05%	5.91%
2015 Q4	75,142	70,833	5.73%	1,219	2,672	836	$1,606	3.69%	6.56%	5.78%
2016 Q4	76,217	71,683	5.95%	1,075	3,343	849	$1,649	2.66%	6.25%	5.68%
2017 Q4	78,369	73,272	6.50%	2,152	4,315	1,590	$1,671	1.36%	4.08%	5.61%
2018 Q4	80,885	75,446	6.72%	2,516	4,184	2,187	$1,703	1.90%	5.83%	5.52%
2019 Q4	82,641	77,704	5.97%	1,756	3,322	2,274	$1,733	1.73%	4.71%	5.38%
2020 Q4	84,654	76,322	9.84%	2,013	2,322	-1,370	$1,655	-4.46%	0.09%	5.32%
2021 Q4	86,467	80,861	6.48%	1,813	2,013	4,592	$1,769	6.83%	8.96%	5.20%
2022 Q4	87,058	82,524	5.21%	591	2,758	1,668	$1,840	4.03%	2.66%	5.23%
2023 Q4	87,997	82,822	5.88%	939	0	298	$1,891	2.77%	-1.02%	5.39%
2024 Q4	89,674	83,774	6.49%	1,677	0	953	$1,926	1.84%	2.04%	5.37%
2025 Q4	90,863	84,984	6.47%	1,189	0	1,208	$1,963	1.96%	1.83%	5.37%
2026 Q4	92,133	86,042	6.61%	1,270	0	1,059	$2,001	1.92%	1.72%	5.37%
2027 Q4	93,445	86,960	6.94%	1,312	0	918	$2,035	1.69%	1.20%	5.39%

Source: CoStar, Inc.; compiled by Integra Realty Resources, Inc.

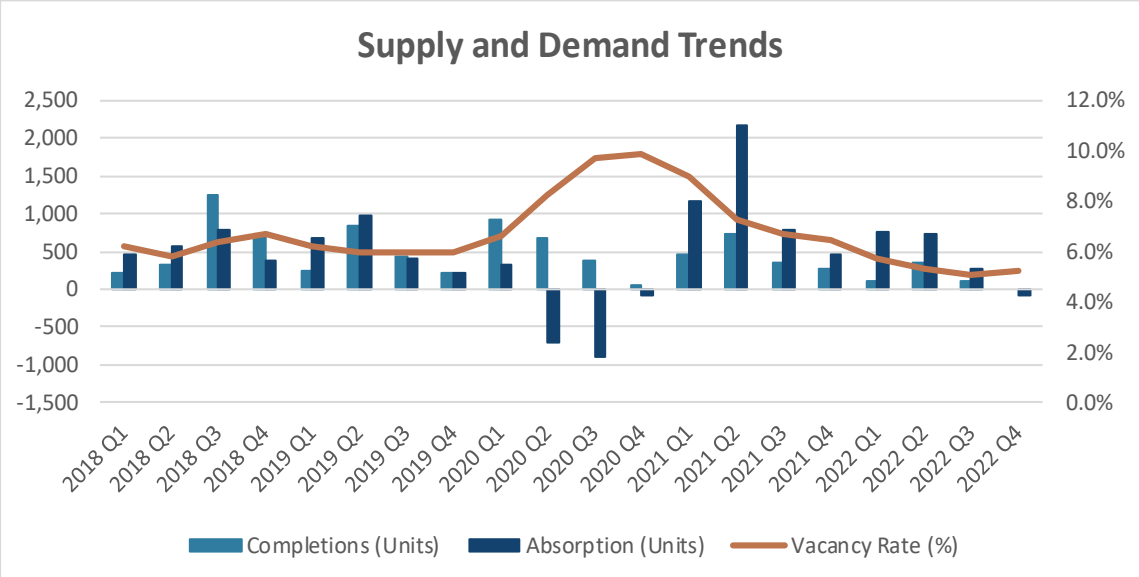
- The North Lakefront submarket comprises 16.1% of the metro building stock and 16.2% of the metro building demand.
- The vacancy rate in the North Lakefront submarket is 5.21%, which is less than the metro area's average of 5.46%.
- North Lakefront market rate is $1,840/unit which is greater than the metro area's average rate of $1,620/unit.

North Lakefront Submarket Trends and Forecasts



Source: CoStar, Inc.; compiled by Integra Realty Resources, Inc.

- The current vacancy rate in the submarket area is 5.21%; the vacancy rate has decreased by 463 bps from 2020 Q4.
- Two-year Base Case forecasts project a 6.49% vacancy rate in the submarket area, representing an increase of 128 bps by 2024 Q4.
- Asking rent averages $1,840/unit in the submarket area, and values have increased by 11.17% from 2020 Q4.
- Two-year Base Case forecasts project a $1,926/unit asking rent in the submarket area, representing an increase of 4.66% by 2024 Q4.



Source: CoStar, Inc.; compiled by Integra Realty Resources, Inc.

- The total stock (units) has increased by 2.84% from 2020 Q4, while the demand has increased by 8.13%.
- Between 2018 Q1 and 2022 Q4, net completions in the submarket area have averaged 1,738 units annually, and reached a peak of 1,259 units in 2018 Q3.
- Between 2018 Q1 and 2022 Q4, net absorption in the submarket area has averaged 1,870 units annually, and reached a peak of 2,183 units in 2021 Q2.

Multifamily Market Outlook and Conclusions

Based on the key metro and submarket area trends, construction outlook, and the performance of competing properties, IRR expects the mix of property fundamentals and economic conditions in the Chicago metro area to have a neutral impact on the subject property's performance in the near-term.

General Housing Characteristics

According to data supplied by Ribbon Demographics, housing tenure statistics for the PMA are summarized as follows:

Household Distribution by Occupancy Type

	2011-2015		2022		2027	
Tenure	Number HH's	% Total	Number HH's	% Total	Number HH's	% Total
Owner Occupied	17,758	57.50%	18,508	56.49%	18,808	56.30%
Renter Occupied	13,124	42.50%	14,255	43.51%	14,598	43.70%
Total	30,882		32,763		33,406	

Source: HISTA 2.2 Report published by Ribbon Demographics

Comparison of Market Area Rental Market

Local rental housing options include market rate, affordable, subsidized and mixed income apartments (both age and non-age restricted), condominiums and townhouses. Upon completion of the proposed construction, the subject property will be a new affordable and subsidized apartment building. It will directly compete with the following:

- Affordable units – properties with LIHTC, HOME or other income restricted units, excluding age-restricted, SRO, supportive or special needs properties.

- Subsidized units – properties with Section 8 or other project-based subsidy contract units excluding age-restricted, SRO, supportive or special needs properties.

Primary/Secondary Competition

Our research identified one newer construction subsidized properties within the PMA that are considered directly competitive with the subject as affordable units and are considered primary competition. We also identified one other newer mixed income property located just outside the PMA that we also consider be somewhat competitive and designate it as secondary competition. These are summarized on the following page:

Rent Comparable Summary - Affordable/Mixed Income

Development Name Address City, State, Zip Code Telephone	Tenant Base	Bedroom Types	Affordable Housing Program	# Total Units	# Low Income Units	Age/ Condition	Occupancy	Tenant Demographics
South Boulevard Shores **504-514 South Boulevard** **Evanston, IL 60202**	**Family**	**1,2,3**	**Section 42** **PBV**	**60**	**60**	**2025** **New**	**95% Assumed**	**30%-60% AMI (PBV)** **30% AMI (AFF)** **60% AMI (AFF)** **80% AMI (AFF)**
Emerson Square 1600 Foster Evanston, IL 60201	Family	1,2,3	PBV	32	32	2013 Good	100%	30% of Tenant Income

Rent Comparable Summary - Affordable/Mixed Income

Development Name Address City, State, Zip Code Telephone	Unit Type	Unit Mix	Net Rent Range	Size (SF) Range	Rent/SF Range	Tenant Utilities	Amenities
South Boulevard Shores	**1BR (PBV)**	**6**	**$1,504**	**600**	**$2.51**	**Electric**	**Washer/Dryer**
504-514 South Boulevard	**1BR (AFF 30%)**	**3**	**$499**	**600**	**$0.83**		**Covered Parking**
Evanston, IL 60202	**1BR (AFF 60%)**	**10**	**$1,069**	**600**	**$1.78**		**Lounge**
	1BR (AFF 80%)	**11**	**$1,495**	**600**	**$2.49**		**Community Room**
	2BR (PBV)	**4**	**$1,717**	**850**	**$2.02**		**Fittness Room**
	2BR (AFF 60%)	**4**	**$1,278**	**850**	**$1.50**		**Playground**
	2BR (AFF 80%)	**4**	**$1,733**	**850**	**$2.04**		**Computer Lab**
	3BR (PBV)	**8**	**$2,184**	**1150**	**$1.90**		**Common Balcony**
	3BR (AFF 60%)	**3**	**$1,473**	**1150**	**$1.28**		**Picnic Area**
	3BR (AFF 80%)	**7**	**$1,999**	**1150**	**$1.74**		
		60					
Emerson Square	1BR (PBV)	n/a	n/a	n/a	n/a	Gas	Washer/Dryer
1600 Foster	2BR (PBV)	n/a	n/a	n/a	n/a	Electric	Garden
Evanston, IL 60201	3BR (PBV)	n/a	n/a	n/a	n/a		Park
		32					Playground
							Surface Parking

Comparison of Market Rents & Restricted Rents

In order to estimate restricted and hypothetical market rents for the subject, we have surveyed the following affordable and market rate apartment properties. Due to a lack of affordable properties in the subject's market area, we included affordable and mixed income properties located on the north side of Chicago.

Summary of Comparable Rentals

No.	Property Name; Address	Yr Built; Stories	Unit Mix	# Units; % Occ.	Avg. Unit SF	Avg. Rent/ Month	Avg. Rent/ SF	Unit Comments
1	Larrabee Place 545 W. Division St. Chicago	2009 7		111 95%				
			1BR/1BA	–	791	$790	$1.00	LIHTC @ 50% AMI
			1BR/1BA	–	791	$955	$1.21	LIHTC @ 60% AMI
			1BR/1BA	–	791	$1,798	$2.27	Market Rate
			2BR/1BA	–	1,100	–	–	LIHTC @ 50% AMI
			2BR/1BA	–	1,100	$1,176	$1.07	LIHTC @ 60% AMI
			2BR/1BA	–	1,100	$1,925	$1.75	Market Rate
			3BR/2BA	–	1,500	$1,323	$0.88	LIHTC @ 60% AMI
			5BR/2BA	–	2,301	–	–	LIHTC @ 50% AMI
	Tenant-Paid Utilities:	In-Unit Electric, Gas Heat, Gas Cooking						
	Comments:	Mixed-income 111-unit apartment building with 28 market-rate units and 83 affordable units subject to affordable income restrictions of 50% or 60% AMI. 35 of the affordable 50% and 60% AMI units are subsidized CHA units. Only the non-subsidized rents are indicated.						
2	544 Oak at Parkside 544 W. Oak St. Chicago	2011 8		112 94%				
			1BR/1BA	–	800	$819	$1.02	LIHTC @ 50% AMI
			1BR/1BA	–	800	$987	$1.23	LIHTC @ 60% AMI
			1BR/1BA	–	800	–	–	HOME @ 80% AMI
			1BR/1BA	–	800	$1,756	$2.20	Market Rate
			2BR/1BA	–	1,100	$898	$0.82	LIHTC @ 50% AMI
			2BR/1BA	–	1,100	$1,138	$1.03	LIHTC @ 60% AMI
			2BR/1BA	–	1,100	$1,931	$1.76	Market Rate
			3BR/2BA	–	1,500	$1,340	$0.89	LIHTC @ 60% AMI
			3BR/2BA	–	1,500	–	–	HOME @ 80% AMI
			5BR/2BA	–	2,272	–	–	LIHTC @ 60% AMI
	Tenant-Paid Utilities:	In-Unit Electric, Gas Heat, Gas Cooking						
	Comments:	Mixed-income 112-unit apartment building with 20 market-rate units and 92 affordable units subject to affordable income restrictions of 50%,60%, or 80% AMI. 39 of the affordable 50%, 60%, and 80% AMI units are subsidized CHA units. Only the non-subsidized rents are indicated.						
3	Terrace 459 at Parkside of Old 459 W. Division St. Chicago	2016 9		106 93%				
			1BR/1BA	1	816	$380	$0.47	LIHTC @ 30% AMI
			1BR/1BA	1	816	$603	$0.74	LIHTC @ 40% AMI
			1BR/1BA	12	816	$737	$0.90	LIHTC @ 50% AMI
			1BR/1BA	18	816	$906	$1.11	LIHTC @ 60% AMI
			1BR/1BA	19	816	$1,590	$1.95	Market Rate
			2BR/1BA	2	1,087	$493	$0.45	LIHTC @ 30% AMI
			2BR/1BA	2	1,049	$698	$0.67	LIHTC @ 40% AMI
			2BR/1BA	6	1,087	$948	$0.87	LIHTC @ 50% AMI
			2BR/1BA	8	1,049	$1,204	$1.15	LIHTC @ 60% AMI
			2BR/1BA	24	1,049	$1,800	$1.72	Market Rate
			3BR/2BA	1	1,459	$889	$0.61	LIHTC @ 40% AMI
			3BR/2BA	4	1,459	$915	$0.63	LIHTC @ 50% AMI
			3BR/2BA	7	1,459	$1,390	$0.95	LIHTC @ 60% AMI
			4BR/2BA	1	1,516	–	–	LIHTC @ 60% AMI
	Tenant-Paid Utilities:	In-Unit Electric, Gas Heat, Gas Cooking						
	Comments:	Mixed-income 106-unit apartment building with 43 market-rate units and 63 affordable units subject to affordable income restrictions of 40%, 50%, or 60% AMI. 36 of the affordable 50% and 60% AMI units are subsidized CHA units. Only the non-subsidized rents are indicated.						

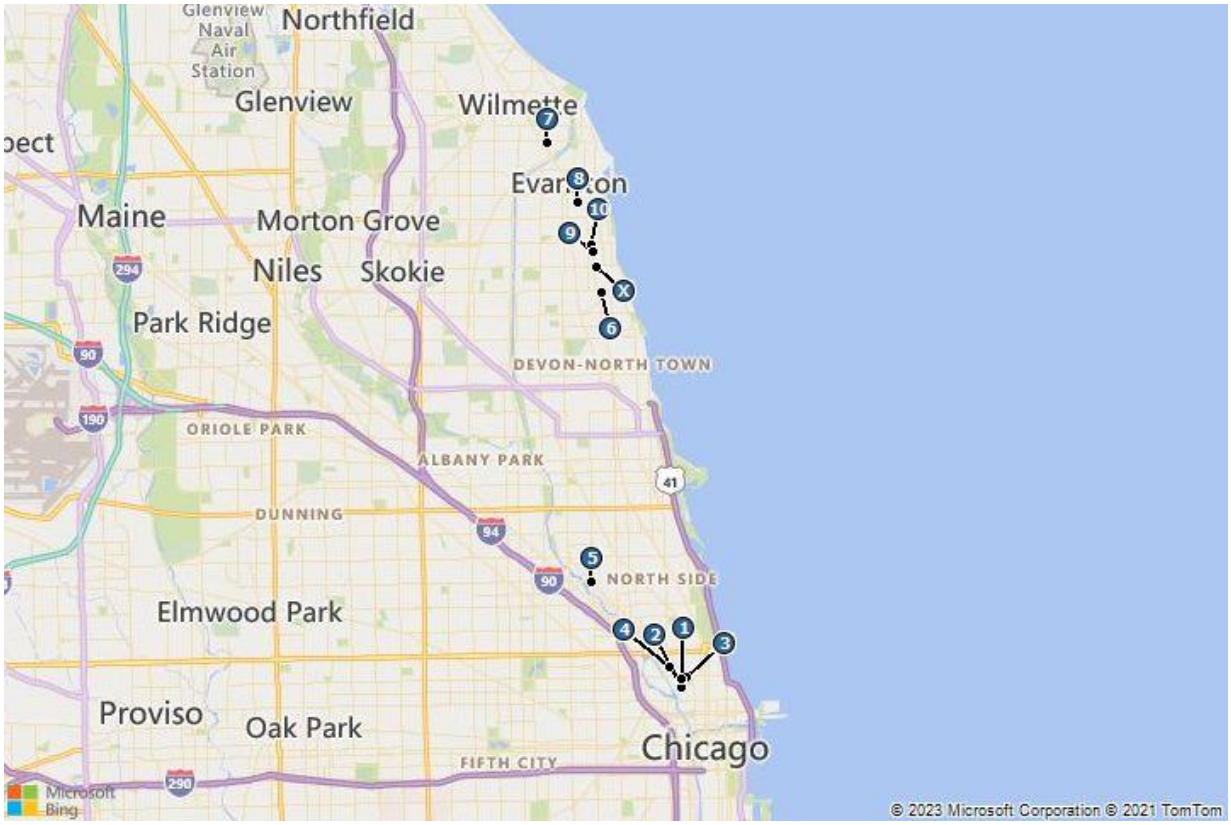
Summary of Comparable Rentals

No.	Property Name; Address	Yr Built; Stories	Unit Mix	# Units; % Occ.	Avg. Unit SF	Avg. Rent/ Month	Avg. Rent/ SF	Unit Comments
4	North Town Village - Phase I	2000		116				
	1311 N. Halsted St/ 1415 N	7		98%				
	Chicago							
			1BR/1BA	12	831	$545	$0.66	LIHTC CHA @40% AMI; Sizes: 769-917 SF
			1BR/1BA	2	808	$545	$0.67	HOME CHA @50% AMI; Sizes: 783-833 SF
			1BR/1BA	4	825	$765	$0.93	HOME @50% AMI; Sizes 769-900 SF
			1BR/1BA	2	842	$765	$0.91	LIHTC @50% AMI; Sizes: 783-900 SF
			1BR/1BA	12	791	$1,079	$1.36	LIHTC @60% AMI; Sizes: 738-848 SF
			1BR/1BA	24	837	$1,245	$1.49	Market Rate; Sizes: 769-900 SF
			2BR/1BA	7	1,052	$545	$0.52	LIHTC CHA @40% AMI; Sizes: 999-1,106 SF
			2BR/1BA	6	991	$545	$0.55	HOME CHA @50% AMI; Sizes: 891-1,106 SF
			2BR/1BA	2	891	$853	$0.96	HOME @50% AMI
			2BR/1BA	4	978	$545	$0.56	LIHTC CHA @50% AMI; Sizes: 891-1,106 SF
			2BR/1BA	15	993	$1,136	$1.14	LIHTC @60% AMI; Sizes: 891-1,106 SF
			2BR/2BA	10	1,018	$1,427	$1.40	Market Rate; Sizes: 917-1,106 SF
			3BR/2BA	4	1,200	$545	$0.45	LIHTC CHA @40% AMI
			3BR/2BA	1	1,200	$545	$0.45	LIHTC CHA @50% AMI
			3BR/2BA	3	1,200	$1,162	$0.97	LIHTC @60% AMI
			3BR/2BA	4	1,200	$1,336	$1.11	Market Rate
			4BR/2BA	1	1,550	$545	$0.35	LIHTC CHA @40% AMI
			4BR/2BA	1	1,550	$545	$0.35	HOME CHA @50% AMI
			4BR/2BA	1	1,550	$545	$0.35	LIHTC CHA @50% AMI
			4BR/2BA	1	1,550	$1,321	$0.85	LIHTC @60% AMI
	Tenant-Paid Utilities:	In-Unit Electric, Hot Water, Gas Heat, Gas Cooking						
	Comments:	A 116-unit mixed-income apartment complex that includes 39 subsidized CHA units, 37 affordable LIHTC (50%-60% AMI) and HOME (50% AMI) units, and 38 market-rate units.						
5	Lathrop Homes - Phase 1A	1937		414				
	2000 W. Diversey Ave	4		–				
	Chicago							
			Studio/1BA	16	531	$1,275	$2.40	Market Rate
			Studio/1BA	3	531	–	–	LIHTC @ 60% AMI
			1BR/1BA	90	684	$1,709	$2.50	Market Rate
			1BR/1BA	52	684	$1,089	$1.59	LIHTC @ 60% AMI
			1BR/1BA	72	684	–	–	Subsidized
			2BR/1BA	56	781	$1,915	$2.45	Market Rate
			2BR/1BA	31	781	$1,299	$1.66	LIHTC @ 60% AMI
			2BR/1BA	43	781	–	–	Subsidized
			3BR/2BA	15	1,185	$1,498	$1.26	LIHTC @ 60% AMI
			3BR/2BA	30	1,185	–	–	Subsidized
			4BR/2BA	6	1,249	–	–	Subsidized
	Tenant-Paid Utilities:	In-Unit Electric, Hot Water, Electric Heat, Electric Cooking						
	Comments:	No concessions are currently offered.						

Summary of Comparable Rentals

No.	Property Name; Address	Yr Built; Stories	Unit Mix	# Units; % Occ.	Avg. Unit SF	Avg. Rent/ Month	Avg. Rent/ SF	Unit Comments
6	415 Premier Apartments 415 W. Howard St. Evanston	2008 17		221 96%				
			Studio/1ba	26	551	$1,521	$2.76	518-584 sf; Gross rent range $1,613-$1,678
			1br/1ba	143	756	$1,841	$2.44	657-839 sf; Gross rent range $1,885-$2,047
			2br/2ba	52	1,200	$2,155	$1.80	1,133-1,280 sf; Gross rent range $2,195-$2,370
	Tenant-Paid Utilities:	Trash, Cable, Broadband, In-Unit Electric, Electric Heat, Water						
	Comments:	Average rents above are net of concessions. Parking $125/month for self park gar/encl.						
7	Central Station 1720 Central St. Evanston	2013 4		80 94%				
			Convertible/1ba	8	612	$2,047	$3.34	590 to 635 sf; $2,033-$2,061
			1br/1ba	32	817	$2,293	$2.81	785 sf to 850 sf; $2,153-$2,433
			2br/2ba	18	1,207	$3,339	$2.77	1,185 sf to 1,230 sf; $3,316-$3,361
			3br/2ba	4	1,485	$4,214	$2.84	–
			1br+Den/1ba	12	885	$2,639	$2.98	–
			2br+Den/2ba	6	1,305	$3,831	$2.94	–
	Tenant-Paid Utilities:	Cable, Broadband, In-Unit Electric, Hot Water, Gas Heat						
	Comments:	Garage parking is $180/month.						
8	Centrum Evanston 1590 Elmwood Ave. Evanston	2017 12		101 100%				
			Conv/1ba	21	635	$2,290	$3.61	622-648 sf; rent range $2,225-$2,355
			1br/1ba	36	717	$2,481	$3.46	566-868 sf; rent range $2,275-$2,687
			2br/2ba	38	1,132	$3,692	$3.26	986-1,278 sf; rent range $3,405-$3,978
			3br/2ba	6	1,632	$4,628	$2.84	1,395-1,869 sf; rent range $4,280-$4,975
	Tenant-Paid Utilities:	Trash, Cable, Broadband, In-Unit Electric, Gas Heat, Water						
	Comments:	Leasing began June 2017. Occupancy in August 2017. The property does not have on-site parking, but residents may park in a municipal garage located one block east for $85/mo. RUBS package is $100 for 1br, $125 for 2br, and $150 for 3br.						
9	AMLI at Evanston 737 Chicago Ave. Evanston	2013 –		195 95%				
			Studio/1ba	5	567	$1,717	$3.03	500-633 sf
			1br/1ba	134	935	$2,813	$3.01	632-1,237 sf; Rent range $2,355-$3,271
			2br/1ba	4	1,000	$2,700	$2.70	–
			2br/2ba	40	1,327	$3,437	$2.59	1,064-1,590 sf; Rent range $2,750-$4,123
			3br/2ba	12	1,510	$4,020	$2.66	1,462-1,557 sf; Rent range $3,866-$4,174
	Tenant-Paid Utilities:	Trash, Cable, Broadband, In-Unit Electric, Gas Heat, Water						
	Comments:	Electric car parking is $160/mo. Utility package $85-$135/month.						
10	The Main 847 Chicago Ave. Evanston	2016 9		112 98%				
			Studio/1ba	14	575	$1,622	$2.82	500-650 sf; rent range $1,459-$1,785
			1br/1ba	35	800	$2,509	$3.14	746-853 sf; rent range $2,299-$2,719
			1br/1ba	14	853	$2,779	$3.26	–
			2br/2ba	42	990	$3,294	$3.33	912-1,068 sf
			3br/2ba	7	1,424	$3,447	$2.42	–
	Tenant-Paid Utilities:	–						
	Comments:	Garage parking priced at $165/mo for reserved spaces and $215/mo for tandem spaces.						

Comparable Rentals Map





Rent Survey 1
Larrabee Place



Rent Survey 2
544 Oak at Parkside



Rent Survey 3
Terrace 459 at Parkside of Old Town



Rent Survey 4
North Town Village - Phase I



Rent Survey 5
Lathrop Homes - Phase 1A



Rent Survey 6
415 Premier Apartments



Rent Survey 7
Central Station



Rent Survey 8
Centrum Evanston



Rent Survey 9
AMLI at Evanston



Rent Survey 10
The Main

Restricted Rents

All of the subject's units are subject to area median income (AMI) affordable income and rent restrictions under the various affordable programs. These consist of 12 units at 30% AMI, 26 units at 60% AMI and 22 units at 80% AMI.

Subsidized Rents

A total of 18 units will be subsidized under a long-term project based vouchers (PBV) contract with HACC. Nine of the units will be subject to 30% AMI restrictions and nine units will be subject to 60% AMI restrictions. The projected contract rents (net of tenant paid utilities) for all the subsidized units are $1,504 for one bedrooms, $1,717 for two bedrooms and $2,184 for three bedrooms. These rents are based on HUD Fair Market Rents for the local area. We stabilize subsidized rents at these levels.

Affordable Rents

The LIHTC 30%, 50% and 80% AMI units will not be subsidized. Therefore, we have estimated affordable rent for these units.

Following is a summary of the current 2022 income limits for various household sizes:

2022 HUD Affordable Income Limits - Chicago Metro Area

Household Size	15% AMI Max Income	30% AMI Max Income	40% AMI Max Income	50% AMI Max Income	60% AMI Max Income	80% AMI Max Income
One Person	$10,950	$21,900	$29,150	$36,500	$43,800	$58,300
Two Persons	$12,510	$25,020	$33,350	$41,700	$50,040	$66,700
Three Persons	$14,070	$28,140	$37,525	$46,900	$56,280	$75,050
Four Persons	$15,630	$31,260	$41,675	$52,100	$62,520	$83,350
Five Persons	$16,890	$33,780	$45,025	$56,300	$67,560	$90,050
Six Persons	$18,135	$36,270	$48,350	$60,450	$72,540	$96,700
Seven Persons	$19,395	$38,790	$51,700	$64,650	$77,580	$103,400
Eight Persons	$20,640	$41,280	$55,025	$68,800	$82,560	$110,050

Source: IHDA website

Should the AMI for the region fall below the level at the time the project is placed in service, the maximum income levels would not be allowed to be reduced below the initial level.

Tenant Maximum Rent Levels

Unlike Maximum Income Levels which are linked to the actual number of persons in the household, the maximum rent Levels are based on the housing unit size.

2022 HUD Affordable Rent Limits - Chicago Metro Area						
Unit Type	15% AMI Max Income	30% AMI Max Income	40% AMI Max Income	50% AMI Max Income	60% AMI Max Income	80% AMI Max Income
Studio	$274	$548	$729	$913	$1,095	$1,458
One Bedroom	$293	$587	$781	$978	$1,173	$1,563
Two Bedrooms	$352	$704	$938	$1,173	$1,407	$1,876
Three Bedrooms	$407	$813	$1,084	$1,355	$1,626	$2,168
Four Bedrooms	$453	$907	$1,209	$1,511	$1,814	$2,418
Five Bedrooms	$500	$1,001	$1,334	$1,668	$2,002	$2,668

Source: IHDA website

The actual rents charged to tenants are the lesser of the maximum rent and achievable affordable gross rent (contract rent plus tenant paid utility allowances). The foregoing gross rents include all utilities. For the subject property, tenants pay for electric (includes heat, cooking and lights) . The developer's projected utility allowances are $69 for one bedrooms, $87 for two bedrooms and $104 for three bedrooms.

Only one comparable has affordable units at 30% AMI. It indicate a rent of $380 for one bedrooms. The developer projects a one bedroom rent of $499 per month. We stabilize at $500 for the one bedroom units.

The rent comparables indicate 60% AMI rents of between $906 and $1,089 for one bedrooms, $1,136 and $1,299 for two bedrooms and $1,162 and $1,498 for three bedrooms. The developer projects rents at $1,069 for one bedrooms, $1,278 for two bedrooms and $1,473 for three bedrooms. These fall within the data ranges and appear reasonable. We conclude at $1,050 for one bedrooms, $1,275 for two bedrooms and $1,475 for three bedrooms.

None of the rent comparables has affordable units at 80% AMI that are not subsidized. The developer projects rents at $1,495 for one bedrooms, $1,733 for two bedrooms and $1,999 for three bedrooms. We conclude at $1,475 for one bedrooms, $1,725 for two bedrooms and $2,000 for three bedrooms.

Market Rents (Hypothetical)

For estimating hypothetical market rents, we surveyed five market rate properties in the local market. These indicate market rents from $1,841 to $2,813 for one bedrooms, $2,155 to $3,692 for two bedrooms and $3,447 to $4,628 for three bedrooms. We conclude hypothetical market rents of $1,800 for one bedrooms, $2,300 for two bedrooms and $3,000 for three bedrooms. The concluded rents are typically at or below the low end of each range due to the subject's smaller unit sizes and more limited building amenities.

We note that these rents are substantially higher than the projected HACC PBV rents, which are based on HUD Fair Market Rents, which represent all rental product in the market area, whereas our survey properties include predominantly newer construction class A quality properties that achieve rents that are far above the market average.

A summary of our projected affordable and market rents are summarized as follows:

Subject Rental Rates Net of Utilities Summary

				Developer - Restricted Rent			IRR - Restricted Rent			IRR Conclusions - Market Rent		
Unit Type	Restrictions	# Units	Sq Ft	Avg Rent	Avg PSF	Total	Avg Rent	Avg PSF	Total	Avg Rent	Avg PSF	Total
1BR/1BA	HACC PBV 30%-60% AMI	6	600	$1,504	$2.51	$9,024	$1,504	$2.51	$9,024	$1,800	$3.00	$10,800
1BR/1BA	SRN AFF 30% AMI	3	600	$499	$0.83	$1,497	$500	$0.83	$1,500	$1,800	$3.00	$5,400
1BR/1BA	AFF 60% AMI	10	600	$1,069	$1.78	$10,690	$1,050	$1.75	$10,500	$1,800	$3.00	$18,000
1BR/1BA	AFF 80% AMI	11	600	$1,495	$2.49	$16,445	$1,475	$2.46	$16,225	$1,800	$3.00	$19,800
2BR/1BA	HACC PBV 30%-60% AMI	4	850	$1,717	$2.02	$6,868	$1,717	$2.02	$6,868	$2,300	$2.71	$9,200
2BR/1BA	AFF 60% AMI	4	850	$1,278	$1.50	$5,112	$1,275	$1.50	$5,100	$2,300	$2.71	$9,200
2BR/1BA	AFF 80% AMI	4	850	$1,733	$2.04	$6,932	$1,725	$2.03	$6,900	$2,300	$2.71	$9,200
3BR/2BA	HACC PBV 30%-60% AMI	8	1,150	$2,184	$1.90	$17,472	$2,184	$1.90	$17,472	$3,000	$2.61	$24,000
3BR/2BA	AFF 60% AMI	3	1,150	$1,473	$1.28	$4,419	$1,475	$1.28	$4,425	$3,000	$2.61	$9,000
3BR/2BA	AFF 80% AMI	7	1,150	$1,999	$1.74	$13,993	$2,000	$1.74	$14,000	$3,000	$2.61	$21,000
Total/Average		60	815	$1,541	$1.89	$92,452	$1,534	$1.88	$92,014	$2,260	$2.77	$135,600

Foreclosed, Vacant and Abandoned Properties

Although there have been occasional foreclosures in the market area, they have no measurable impact on the local housing market. There are no known vacant or abandoned apartment properties in the subject's neighborhood. Market fundamentals are currently stable.

Affordability and Demand

Households

The following summarizes basic demographic information for the subject's Primary Market Area as defined in the Housing Market/Sub-Market definitions section of the report, which determines long-term viability for demand:

Pop-Facts® Demographic Snapshot | Summary

Trade Area: Evanston - All
Benchmark: USA

Population	
2000 Census	79,073
2010 Census	79,148
2022 Estimate	79,580
2027 Projection	80,462
Population Growth	
Percent Change: 2000 to 2010	0.10
Percent Change: 2010 to 2022	0.55
Percent Change: 2022 to 2027	1.11
Households	
2000 Census	31,400
2010 Census	31,751
2022 Estimate	32,763
2027 Projection	33,406
Household Growth	
Percent Change: 2000 to 2010	1.12
Percent Change: 2010 to 2022	3.19
Percent Change: 2022 to 2027	1.96
Family Households	
2000 Census	17,327
2010 Census	16,910
2022 Estimate	17,188
2027 Projection	17,439
Family Household Growth	
Percent Change: 2000 to 2010	-2.41
Percent Change: 2010 to 2022	1.64
Percent Change: 2022 to 2027	1.46

Overall Market Demand

Household Income Distribution

The following table summarizes the estimated 2022 and 2027 distribution of households in the PMA by household size and income level, as provided by Ribbon Demographics:

All Households

All Age Groups

Year 2022 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	1,404	457	261	65	78	2,265
$10,000-20,000	1,299	348	80	57	44	1,828
$20,000-30,000	1,169	477	114	54	49	1,863
$30,000-40,000	1,342	430	240	123	51	2,186
$40,000-50,000	684	374	141	150	102	1,451
$50,000-60,000	724	458	175	61	64	1,482
$60,000-75,000	1,000	574	293	265	234	2,366
$75,000-100,000	1,290	1,259	368	237	190	3,344
$100,000-125,000	1,091	1,018	406	190	109	2,814
$125,000-150,000	684	1,024	276	271	192	2,447
$150,000-200,000	760	997	437	311	342	2,847
$200,000+	1,106	2,601	1,715	1,632	816	7,870
Total	**12,553**	**10,017**	**4,506**	**3,416**	**2,271**	**32,763**

All Households All Age Groups *Year 2027 Projections*						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	**Total**
$0-10,000	1,333	388	203	62	52	2,038
$10,000-20,000	1,250	318	77	37	24	1,706
$20,000-30,000	1,023	364	96	48	43	1,574
$30,000-40,000	1,171	363	198	114	47	1,893
$40,000-50,000	875	389	144	145	82	1,635
$50,000-60,000	641	384	141	50	65	1,281
$60,000-75,000	931	497	258	213	183	2,082
$75,000-100,000	1,322	1,166	327	184	185	3,184
$100,000-125,000	1,125	991	399	151	115	2,781
$125,000-150,000	753	996	270	238	181	2,438
$150,000-200,000	1,016	1,127	460	302	364	3,269
$200,000+	1,519	3,184	2,019	1,881	922	9,525
Total	**12,959**	**10,167**	**4,592**	**3,425**	**2,263**	**33,406**

Affordable Income Limits

The subject is projected to have 18 subsidized units, subject to maximum household income limits of 30% AMI (9 units) or 60% AMI (9 units) and 42 affordable units subject to maximum household income limit of 30% AMI (3 units), 60% of AMI (17 units) or 80% AMI (22 units). 2022 HUD income limits are summarized as follows:

2022 HUD Affordable Income Limits - Section 42 - Chicago Metropolitan Area

Household Size	20% AMI Max Income	30% AMI Max Income	40% AMI Max Income	50% AMI Max Income	60% AMI Max Income	80% AMI Max Income	100% AMI Max Income	120% AMI Max Income
One Person	$14,600	$21,900	$29,200	$36,500	$43,800	$58,400	$73,000	$87,600
Two Persons	$16,680	$25,020	$33,360	$41,700	$50,040	$66,720	$83,400	$100,080
Three Persons	$18,760	$28,140	$37,520	$46,900	$56,280	$75,040	$93,800	$112,560
Four Persons	$20,840	$31,260	$41,680	$52,100	$62,520	$83,360	$104,200	$125,040
Five Persons	$22,520	$33,780	$45,040	$56,300	$67,560	$90,080	$112,600	$135,120
Six Persons	$24,180	$36,270	$48,360	$60,450	$72,540	$96,720	$120,900	$145,080
Seven Persons	$25,860	$38,790	$51,720	$64,650	$77,580	$103,440	$129,300	$155,160
Eight Persons	$27,520	$41,280	$55,040	$68,800	$82,560	$110,080	$137,600	$165,120

Source: IHDA website

Demand – Subsidized Units @ 30% AMI

The following summarizes the household income range to qualify for the 9 units @ 30% AMI. **Note that IHDA considers rent to be affordable up to 35% of household income:**

Tenant Income Qualification			Subsidized @ 30% AMI
	2022	2027	
Monthly Net Rent (Starting)	$0	$0	
Plus: Tenant Paid Utility Allowance	$0	$0	
Monthly Gross Rent	$0	$0	
Annualized Gross Rent	$0	$0	
Divided By: Max % of HH Income to Qualify	35%	35%	
Minimum Income To Qualify	$0	$0	
Income Limit	$32,520	$36,793	

For the 30% AMI units, we estimate household demand to be households earning between $0 and $32,520 (the income limit for a three bedroom unit at 30% AMI).

We estimate the number of income qualified households at 6,507 households, calculated as follows:

Income Qualified Renter Household Demand						Subsidized @ 30% AMI
	2022			2027		
Income Cohort	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households
$0 - $10,000	2,265	100%	2,265	2,038	100%	2,038
$10,000 - $20,000	1,828	100%	1,828	1,706	100%	1,706
$20,000 - $30,000	1,863	100%	1,863	1,574	100%	1,574
$30,000 - $40,000	2,186	25.2%	551	1,893		
$40,000 - $50,000	1,451			1,635		
$50,000 - $60,000	1,482			1,281		
$60,000 - $75,000	2,366			2,082		
$75,000 - $100,000	3,344			3,184		
$100,000 - $125,000	2,814			2,781		
$125,000 - $150,000	2,447			2,438		
$150,000 - $200,000	2,847			3,269		
$200,000 +	7,870			9,525		
Total	32,763	19.9%	6,507	33,406	15.9%	5,318

The income qualified range of $0 to $32,520 falls within four separate income bands. For calculation purposes, we separate the qualified income range into $0 to $10,000, $10,000 to $20,000, $20.000 to $30,000 and $30,000 and $40,000 income bands.

All of the households in the first three income bands are income qualified. The $30,000 to $40,000 income cohort has a range of $10,000 ($40,000 - $30,000 = $10,000) between the high and low values. The percentage of cohort factor for this income band is calculated at 25.2% ($32,520 - $30,000 = $2,520 / $10,000 = 25.2%). This percentage is then multiplied by the total number of households in that income cohort to arrive at the total number of income qualified households of 551 (2,186 x 25.2% = 551). The sum of the income qualified households for all four income cohorts results a total demand estimate of 6,507.

In order to test the stability of this demand estimate, we also projected demand five years from now. Assuming that the AMI limit will increase at an inflation based 2.5% per year to $36,783. The total number of income qualified households is projected to decrease to 5,318 by 2027.

Demand – Subsidized Units @ 60% AMI

The following summarizes the household income range to qualify for the 9 units @ 60% AMI. Note that IHDA considers rent to be affordable up to 35% of household income:

Tenant Income Qualification		Subsidized @ 60% AMI
	2022	2027
Monthly Net Rent (Starting)	$0	$0
Plus: Tenant Paid Utility Allowance	$0	$0
Monthly Gross Rent	$0	$0
Annualized Gross Rent	$0	$0
Divided By: Max % of HH Income to Qualify	35%	35%
Minimum Income To Qualify	$0	$0
Income Limit	$65,040	$73,587

For the 60% AMI units, we estimate household demand to be households earning between $0 and $65,040 (the income limit for a three bedroom unit at 60% AMI).

Using the same methodology, we estimate the number of income qualified households at 11,870 households, calculated as follows:

Income Qualified Renter Household Demand				Subsidized @ 60% AMI		
	2022			2027		
Income Cohort	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households
$0 - $10,000	2,265	100%	2,265	2,038	100%	2,038
$10,000 - $20,000	1,828	100%	1,828	1,706	100%	1,706
$20,000 - $30,000	1,863	100%	1,863	1,574	100%	1,574
$30,000 - $40,000	2,186	100%	2,186	1,893	100%	1,893
$40,000 - $50,000	1,451	100%	1,451	1,635	100%	1,635
$50,000 - $60,000	1,482	100%	1,482	1,281	100%	1,281
$60,000 - $75,000	2,366	33.6%	795	2,082	90.6%	1,886
$75,000 - $100,000	3,344			3,184		
$100,000 - $125,000	2,814			2,781		
$125,000 - $150,000	2,447			2,438		
$150,000 - $200,000	2,847			3,269		
$200,000 +	7,870			9,525		
Total	32,763	36.2%	11,870	33,406	36.0%	12,013

In order to test the stability of this demand estimate, we also projected demand five years from now. Assuming that the AMI limit will increase at an inflation based 2.5% per year to $73,587. The total number of income qualified households is projected to increase to 12,013 by 2027.

Demand – Affordable Units @ 30% AMI

The following summarizes the household income range to qualify for the 3 units @ 30% AMI. **Note that IHDA considers rent to be affordable up to 35% of household income:**

Tenant Income Qualification			Affordable @ 30% AMI
	2022	2027	
Monthly Net Rent (Starting)	$500	$566	
Plus: Tenant Paid Utility Allowance	$69	$78	
Monthly Gross Rent	$569	$644	
Annualized Gross Rent	$6,828	$7,725	
Divided By: Max % of HH Income to Qualify	35%	35%	
Minimum Income To Qualify	$19,509	$22,072	
Income Limit	$23,460	$26,543	

For the 30% AMI units, we estimate household demand to be those 1-2 person households earning between $19,509 and $23,460 (the income limit for a one bedroom unit at 30% AMI). Based on this, we estimated income qualified household demand at 650. The calculation for this is summarized as follows:

Income Qualified Renter Household Demand							Affordable @ 30% AMI
	2022			2027			
Income Cohort	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	
$0 - $10,000	1,861			1,721			
$10,000 - $20,000	1,647	4.9%	81	1,568			
$20,000 - $30,000	1,646	34.6%	570	1,387	44.7%	620	
$30,000 - $40,000	1,772			1,534			
$40,000 - $50,000	1,058			1,264			
$50,000 - $60,000	1,182			1,025			
$60,000 - $75,000	1,574			1,428			
$75,000 - $100,000	2,549			2,488			
$100,000 - $125,000	2,109			2,116			
$125,000 - $150,000	1,708			1,749			
$150,000 - $200,000	1,757			2,143			
$200,000 +	3,707			4,703			
Total	22,570	2.9%	650	23,126	2.7%	620	

In order to test the stability of this demand estimate, we also projected demand five years from now. Assuming that the rent, utility allowance and AMI limit all increase at an inflation based 2.5% per year, the qualified income range is projected to increase to between $22,072 and $26,543. The total number of income qualified households is projected to decrease to 620 by 2027.

Demand – Affordable Units @ 60% AMI

The following summarizes the household income range to qualify for the 17 units @ 60% AMI. **Note that IHDA considers rent to be affordable up to 35% of household income:**

Tenant Income Qualification			Affordable @ 60% AMI
	2022	2027	
Monthly Net Rent (Starting)	$1,050	$1,188	
Plus: Tenant Paid Utility Allowance	$69	$78	
Monthly Gross Rent	$1,119	$1,266	
Annualized Gross Rent	$13,428	$15,193	
Divided By: Max % of HH Income to Qualify	35%	35%	
Minimum Income To Qualify	$38,366	$43,407	
Income Limit	$65,040	$73,587	

For the 60% AMI units, we estimate household demand to be those households earning between $38,366 and $65,040 (the income limit for a three bedroom unit at 60% AMI). Based on this, we estimated income qualified household demand at 4,085. The calculation for this is summarized as follows:

Income Qualified Renter Household Demand							Affordable @ 60% AMI
	2022			2027			
Income Cohort	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	
$0 - $10,000	2,265			2,038			
$10,000 - $20,000	1,828			1,706			
$20,000 - $30,000	1,863			1,574			
$30,000 - $40,000	2,186	16.3%	357	1,893			
$40,000 - $50,000	1,451	100%	1,451	1,635	65.9%	1,078	
$50,000 - $60,000	1,482	100%	1,482	1,281	100%	1,281	
$60,000 - $75,000	2,366	33.6%	795	2,082	90.6%	1,886	
$75,000 - $100,000	3,344			3,184			
$100,000 - $125,000	2,814			2,781			
$125,000 - $150,000	2,447			2,438			
$150,000 - $200,000	2,847			3,269			
$200,000 +	7,870			9,525			
Total	32,763	12.5%	4,085	33,406	12.7%	4,245	

In order to test the stability of this demand estimate, we also projected demand five years from now. Assuming that the rent, utility allowance and AMI limit all increase at an inflation based 2.5% per year, the qualified income range is projected to increase to between $43,407 and $73,587. The total number of income qualified households is projected to increase to 4,245 by 2027.

Demand – Affordable Units @ 80% AMI

The following summarizes the household income range to qualify for the 22 units @ 80% AMI. **Note that IHDA considers rent to be affordable up to 35% of household income:**

Tenant Income Qualification			Affordable @ 80% AMI
	2022	2027	
Monthly Net Rent (Starting)	$1,475	$1,669	
Plus: Tenant Paid Utility Allowance	$69	$78	
Monthly Gross Rent	$1,544	$1,747	
Annualized Gross Rent	$18,528	$20,963	
Divided By: Max % of HH Income to Qualify	35%	35%	
Minimum Income To Qualify	$52,937	$59,894	
Income Limit	$86,720	$98,116	

For the 80% AMI units, we estimate household demand to be those households earning between $52,937 and $87,720 (the income limit for a three bedroom unit at 80% AMI). Based on this, we estimated income qualified household demand at 4,980. The calculation for this is summarized as follows:

Income Qualified Renter Household Demand							Affordable @ 80% AMI
	2022			2027			
Income Cohort	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	Size Qualified Households in Income Band	% of Cohort	Income Qualified Households	
$0 - $10,000	2,265			2,038			
$10,000 - $20,000	1,828			1,706			
$20,000 - $30,000	1,863			1,574			
$30,000 - $40,000	2,186			1,893			
$40,000 - $50,000	1,451			1,635			
$50,000 - $60,000	1,482	70.6%	1,047	1,281	1.1%	14	
$60,000 - $75,000	2,366	100%	2,366	2,082	100%	2,082	
$75,000 - $100,000	3,344	46.9%	1,568	3,184	92.5%	2,944	
$100,000 - $125,000	2,814			2,781			
$125,000 - $150,000	2,447			2,438			
$150,000 - $200,000	2,847			3,269			
$200,000 +	7,870			9,525			
Total	32,763	15.2%	4,980	33,406	15.1%	5,040	

In order to test the stability of this demand estimate, we also projected demand five years from now. Assuming that the rent, utility allowance and AMI limit all increase at an inflation based 2.5% per year, the qualified income range is projected to increase to between $59,894 and $98,116. The total number of income qualified households is projected to increase to 5,040 by 2027.

Capture Rate

The capture rate is based on the percentage of size and income qualified households that the project would have to capture to be completely occupied. For purposes of this market study, it is calculated by dividing the total units at the subject property by size and income qualified households.

Capture Rate – Subsidized Units @ 30% AMI

The projected annual capture rates for 2023-2027 for the 9 units are summarized as follows:

Capture Rate					Subsidized @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	6,269	6,031	5,794	5,556	5,318
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B)	6,269	6,031	5,794	5,556	5,318
D. Subject Units - Total	9	9	9	9	9
Projected Capture Rate (D / C)	**0.14%**	**0.15%**	**0.16%**	**0.16%**	**0.17%**

These figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Capture Rate – Subsidized Units @ 60% AMI

The projected annual capture rates for 2023-2027 for the 9 units are summarized as follows:

Capture Rate					Subsidized @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	11,899	11,927	11,956	11,984	12,013
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B)	11,899	11,927	11,956	11,984	12,013
D. Subject Units - Total	9	9	9	9	9
Projected Capture Rate (D / C)	**0.08%**	**0.08%**	**0.08%**	**0.08%**	**0.07%**

These figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Capture Rate – Affordable Units @ 30% AMI

The projected annual capture rates for 2023-2027 for the 3 units are summarized as follows:

Capture Rate					Affordable @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	644	638	632	626	620
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B)	644	638	632	626	620
D. Subject Units - Total	3	3	3	3	3
Projected Capture Rate (D / C)	**0.47%**	**0.47%**	**0.47%**	**0.48%**	**0.48%**

These figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Capture Rate – Affordable Units @ 60% AMI

The projected annual capture rates for 2023-2027 for the 17 units are summarized as follows:

Capture Rate					Affordable @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,117	4,149	4,181	4,213	4,245
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B)	4,117	4,149	4,181	4,213	4,245
D. Subject Units - Total	17	17	17	17	17
Projected Capture Rate (D / C)	**0.41%**	**0.41%**	**0.41%**	**0.40%**	**0.40%**

These figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Capture Rate – Affordable Units @ 80% AMI

The projected annual capture rates for 2023-2027 for the 22 units are summarized as follows:

Capture Rate					Affordable @ 80% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,992	5,004	5,016	5,028	5,040
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B)	4,992	5,004	5,016	5,028	5,040
D. Subject Units - Total	22	22	22	22	22
Projected Capture Rate (D / C)	**0.44%**	**0.44%**	**0.44%**	**0.44%**	**0.44%**

These figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Capture Rate – Project Weighted Average

The projected annual capture rates for 2023-2027 for all 43 units are summarized as follows:

Capture Rate - Weighted Average							
	# Units	% Total Units	2023	2024	2025	2026	2027
Subsidized @ 30% AMI	9	15.0%	0.14%	0.15%	0.16%	0.16%	0.17%
Subsidized @ 60% AMI	9	15.0%	0.08%	0.08%	0.08%	0.08%	0.07%
Affordable @ 30% AMI	3	5.0%	0.47%	0.47%	0.47%	0.48%	0.48%
Affordable @ 60% AMI	17	28.3%	0.41%	0.41%	0.41%	0.40%	0.40%
Affordable @ 80% AMI	22	36.7%	0.44%	0.44%	0.44%	0.44%	0.44%
Total	60	100%	0.33%	0.33%	0.33%	0.33%	0.33%

These figures are well below IHDA's acceptable maximum threshold of 5% for non-age restricted projects.

Penetration Rate

The penetration rate analysis measures the amount of income-restricted housing relative to the number of income-qualified households within the market area. For purposes of this market study, it is calculated by dividing the total number of size and income qualified affordable units in the market by all size and income qualified households.

Penetration Rate – Subsidized Units @ 30% AMI

The projected annual penetration rates for 2023-2027 for the affordable units are summarized as follows:

Penetration Rate					Subsidized @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	6,269	6,031	5,794	5,556	5,318
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B	6,269	6,031	5,794	5,556	5,318
D. Subject Units - Total	9	9	9	9	9
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - New	0	0	0	0	0
G. Total Units (D + E + F)	9	9	9	9	9
Projected Penetration Rate (G / C)	**0.14%**	**0.15%**	**0.16%**	**0.16%**	**0.17%**

We note that none of primary competitors have subsidized units with 30% AMI limits. The penetration rates are well below IHDA's acceptable maximum threshold of 25%.

Penetration Rate – Subsidized Units @ 50% AMI

The projected annual penetration rates for 2023-2027 for the affordable units are summarized as follows:

Penetration Rate					Subsidized @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	11,899	11,927	11,956	11,984	12,013
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B	11,899	11,927	11,956	11,984	12,013
D. Subject Units - Total	9	9	9	9	9
E. Competitive Units - Existing	32	32	32	85	85
F. Competitive Units - New	0	0	53	0	0
G. Total Units (D + E + F)	41	41	94	94	94
Projected Penetration Rate (G / C)	**0.34%**	**0.34%**	**0.79%**	**0.78%**	**0.78%**

The penetration rates are well below IHDA's acceptable maximum threshold of 25%.

Penetration Rate – Affordable Units @ 30% AMI

The projected annual penetration rates for 2023-2027 for the affordable units are summarized as follows:

Penetration Rate					Affordable @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	644	638	632	626	620
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B	644	638	632	626	620
D. Subject Units - Total	3	3	3	3	3
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - New	0	0	0	0	0
G. Total Units (D + E + F)	3	3	3	3	3
Projected Penetration Rate (G / C)	**0.47%**	**0.47%**	**0.47%**	**0.48%**	**0.48%**

We note that none of primary competitors have affordable units with 30% AMI limits. The penetration rates are well below IHDA's acceptable maximum threshold of 25%.

Penetration Rate – Affordable Units @ 60% AMI

The projected annual penetration rates for 2023-2027 for the affordable units are summarized as follows:

Penetration Rate					Affordable @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,117	4,149	4,181	4,213	4,245
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B	4,117	4,149	4,181	4,213	4,245
D. Subject Units - Total	17	17	17	17	17
E. Competitive Units - Existing	0	0	0	46	46
F. Competitive Units - New	0	0	46	0	0
G. Total Units (D + E + F)	17	17	63	63	63
Projected Penetration Rate (G / C)	**0.41%**	**0.41%**	**1.51%**	**1.50%**	**1.48%**

We note that none of primary competitors have affordable units with 60% AMI limits. The penetration rates are well below IHDA's acceptable maximum threshold of 25%.

Penetration Rate – Affordable Units @ 80% AMI

The projected annual penetration rates for 2023-2027 for the affordable units are summarized as follows:

Penetration Rate					Affordable @ 80% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,992	5,004	5,016	5,028	5,040
B. % Demand from PMA	100%	100%	100%	100%	100%
C. Household Demand - Total (A / B	4,992	5,004	5,016	5,028	5,040
D. Subject Units - Total	22	22	22	22	22
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - New	0	0	0	0	0
G. Total Units (D + E + F)	22	22	22	22	22
Projected Penetration Rate (L / C)	**0.44%**	**0.44%**	**0.44%**	**0.44%**	**0.44%**

We note that none of primary competitors have affordable units with 80% AMI limits. The penetration rates are well below IHDA's acceptable maximum threshold of 25%.

Penetration Rate – Project Weighted Average

The projected annual penetration rates for 2023-2027 for all units are summarized as follows:

Penetration Rate - Weighted Average							
	# Units	% Total Units	2023	2024	2025	2026	2027
Subsidized @ 30% AMI	9	15.0%	0.14%	0.15%	0.16%	0.16%	0.17%
Subsidized @ 60% AMI	9	15.0%	0.34%	0.34%	0.79%	0.78%	0.78%
Affordable @ 30% AMI	3	5.0%	0.47%	0.47%	0.47%	0.48%	0.48%
Affordable @ 60% AMI	17	28.3%	0.41%	0.41%	1.51%	1.50%	1.48%
Affordable @ 80% AMI	22	36.7%	0.44%	0.44%	0.44%	0.44%	0.44%
Total	60	100%	0.38%	0.37%	0.75%	0.75%	0.75%

These total figures are well below IHDA's acceptable maximum threshold of 25%.

Net Demand Analysis

Net demand analysis estimated the number of additional units needed to achieve market saturation. It is calculated by deducting the existing and proposed units from the total number of income qualified households at market saturation (typically 25% of all income qualified households).

Net Demand – Subsidized Units @ 30% AMI

For the subsidized units at 30% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Subsidized @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	6,269	6,031	5,794	5,556	5,318
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	1,567	1,508	1,448	1,389	1,330
D. Subject Units	9	9	9	9	9
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - Under Construction/Proposed	0	0	0	0	0
G. Additonal Units Needed (C - D - E - F)	1,558	1,499	1,439	1,380	1,321

These figures indicate an undersupply of units.

Net Demand – Subsidized Units @ 60% AMI

For the subsidized units at 50% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Subsidized @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	11,899	11,927	11,956	11,984	12,013
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	2,975	2,982	2,989	2,996	3,003
D. Subject Units	9	9	9	9	9
E. Competitive Units - Existing	32	32	32	85	85
F. Competitive Units - Under Construction/Proposed	0	0	53	0	0
G. Additonal Units Needed (C - D - E - F)	2,934	2,941	2,895	2,902	2,909

These figures indicate an undersupply of units.

Net Demand – Affordable Units @ 30% AMI

For the affordable units at 30% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Affordable @ 30% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	644	638	632	626	620
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	161	160	158	157	155
D. Subject Units	3	3	3	3	3
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - Under Construction/Proposed	0	0	0	0	0
G. Additonal Units Needed (C - D - E - F)	158	157	155	154	152

These figures indicate an undersupply of units.

Net Demand – Affordable Units @ 60% AMI

For the affordable units at 60% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Affordable @ 60% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,117	4,149	4,181	4,213	4,245
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	1,029	1,037	1,045	1,053	1,061
D. Subject Units	17	17	17	17	17
E. Competitive Units - Existing	0	0	0	46	46
F. Competitive Units - Under Construction/Proposed	0	0	46	0	0
G. Additonal Units Needed (C - D - E - F)	1,012	1,020	982	990	998

These figures indicate an undersupply of units.

Net Demand – Affordable Units @ 80% AMI

For the affordable units at 60% of AMI, we project the following annual number of additional units needed:

Net Demand Analysis					Affordable @ 80% AMI
	2023	2024	2025	2026	2027
A. Household Demand - PMA	4,992	5,004	5,016	5,028	5,040
B. Maximum Penetration Rate	25%	25%	25%	25%	25%
C. Total Units Needed (A x B)	1,248	1,251	1,254	1,257	1,260
D. Subject Units	22	22	22	22	22
E. Competitive Units - Existing	0	0	0	0	0
F. Competitive Units - Under Construction/Proposed	0	0	0	0	0
G. Additonal Units Needed (C - D - E - F)	1,226	1,229	1,232	1,235	1,238

These figures indicate an undersupply of units.

Absorption Rate

The following summarizes monthly absorption rates for new construction apartment properties with Chicago neighborhood (non-CBD) locations:

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Apartment Project	Address	Submarket	Delivered	Total # of Units	Leased Avg/Month
Neighborhood Properties					
Wicker Park Lofts	1515 W. Haddon	Wicker Park	Aug-16	40	4
Luxe on Chicago	1850 W. Chicago	Ukrainian Village	Aug-16	55	10
Centrum Old Irving	4185 W. Irving Park	Old Irving	Sep-16	30	5
Centrum Wicker Park	1664 W. Division	Wicker Park	Oct-16	60	5
MiCA	2733 W. Belden	Logan Square	Oct-16	216	15
Lakeview 3200	3218 N. Clark	Lakeview	Jan-17	90	14
MODE Logan Square	1950 N. Campbell	Logan Square	Jan-17	78	17
2950 N Sheridan	2950 N Sheridan	Lakeview	May-17	79	6
Centrum Bucktown	1743 N. Leavitt	Bucktown	May-17	94	14
Seven10West	710 West Grand	River West	Jan-18	105	18
Elevate Lincoln Park	930 W. Altgeld	Lincoln Park	Jan-18	191	40
Ashland Place	33 S. Ashland	West Loop	Feb-18	47	6
Stewart School Lofts	4525 N. Kenmore	Uptown	Apr-18	64	2
Viridian on Sheridan	730 W. Sheridan	Lakeview	Apr-18	100	6
Wicker Park Connection Phase 1	1640 W. Division	Wicker Park	Apr-18	146	20
AM 1980 Apartments	1980 N. Milwaukee	Bucktown	Aug-18	132	11
Eight Eleven Uptown	811 W. Agatite	Uptown	Aug-18	381	11
Noca Blu	2340 N. California	Logan Square	Sep-18	138	11
Residences at Addison & Clark	1025 W. Addison	Lakeview	Oct-18	148	8
Apartments at Lincoln Common	2345 N. Lincoln	Lincoln Park	Apr-19	538	20
The Arcade Residences	6361 N. Broadway	Uptown	Aug-19	58	3
940 W. Winona	940 W. Winona	Uptown	Jan-19	67	8
Upshore Chapter	4555 N. Sheridan	Lakeview	Jul-19	149	12
The Henry	4346 N. Honore	W. Ravenswood	Jun-19	38	3
Four 50	450 W. Belmont	Lakeview	Nov-19	80	11
The Eagle Building	3833 N. Broadway	Lakeview	Jan-20	134	7
North + Vine	633 W. North	Old Town	Mar-20	261	15
Logan Apts	2522 N. Milwaukee	Logan Square	Spring 2020	236	20
2405 W. Hutchinson	2405 W. Hutchinson	North Center	Aug-20	48	5
Panorama	918 W School	Lakeview	Feb-21	140	18
The Balaban	4806 N. Magnolia	Uptown	Mar-21	54	11
Trailhead	1744 N. Western	Logan Square	Mar-21	109	29
Wrigleyville Lofts	949 W. Dakin	East Lakeview	Oct-21	120	7
Triangle Square	2155 N. Elston	Bucktown	Jul-21	298	23
Average/Bldg/Month					***12***

The data indicates a range of monthly absorption rates 2 and 40, with an average of 12. For properties under 75 units in size, the range is 3 to 11 units per month, with an average of 6. For the subject's 60 units, it is our opinion that an absorption rate of 10 units per month can be achieved. Thus, stabilized occupancy should be achieved approximately six months after completion.

Impact On Other Rental Housing

Impact On Other IHDA Properties

The subject is a proposed affordable apartment building. Its construction will result in the addition of 60 affordable units in the PMA. It is our opinion that the development will have little material impact on other IHDA properties in the competitive market.

Impact On Other Assisted/Affordable Housing (Non-IHDA Properties)

The subject's additional affordable units account for a small fraction of the existing stock of non-IHDA affordable units in the local market. Therefore, it is our opinion that the development will have little material impact on other non-IHDA low income properties in the local market.

Impact On Market Rate Housing

The subject will add no market rate units to the market and will have no impact on the overall supply of market rate housing in the PMA.

Conclusions and Recommendations

Conclusions

Positive and negative attributes of the subject are summarized as follows:

Positive Attributes

- The local subsidized and affordable segments of the local apartment market are undersupplied.
- Strong demand for affordable/subsidized units in PMA.
- New construction.
- Lack of available development sites limits the potential for future competitive development.
- Retail shopping amenities within walking distance.
- TOD location ½ block from a CTA commuter train station.
- Good quality unit finishes and amenities

Negative Attributes

- Located adjacent to a cemetery.
- No two bedroom units with two bathrooms.
- No enclosed garage parking

Overall, it is our opinion that the proposed development fits in well with the target renter market and that there is sufficient demand to support the project.

Recommendations

- We do not present any suggestions or modifications to the subject development.
- Based on our research, the subject development appears appropriate for and supportable by the defined Primary Market Area.

Certification

Integra Realty Resources 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 previously appraised the property that is the subject of this report for the current client. We have provided no other 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 the agreement to perform 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. Michael Wingader made a personal inspection subject of this report. Ron DeVries, MAI, SRA, and James Kutill, MAI, have not personally inspected the subject but is familiar with the proposed development plan and its competitive market conditions.
12. No one provided significant real property appraisal assistance to the person(s) signing this certification.
13. We have experience in appraising properties like the subject and are in compliance with the Competency Rule of USPAP.

14. As of the date of this report, Ron DeVries, MAI, SRA and James Kutill, MAI, have completed the continuing education program for Designated Members of the Appraisal Institute.

15. As of the date of this report, Michael W. Wingader has completed the Standards and Ethics Education Requirements for Practicing Affiliates of the Appraisal Institute.



Michael Wingader
Certified General Real Estate Appraiser
Illinois Certificate # 553.001595
Expires: 9/30/2023
Date Signed: February 16, 2023



Ron DeVries, MAI, SRA
Certified General Real Estate Appraiser
Illinois Certificate # 553.000145
Expires: 9/30/2023
Date Signed: February 16, 2023



James Kutill, MAI
Certified General Real Estate Appraiser
Illinois Certificate # 553.000280
Expires: 9/30/2023
Date Signed: February 16, 2023

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.
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 property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
5. 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. An appraisal is inherently subjective and represents our opinion as to the value of the property appraised.
2. 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.
3. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
4. No environmental impact studies were either requested or made in conjunction with this appraisal, 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 appraisal assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
5. 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.
6. 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 appraisal covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

7. 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.
8. The market study shall be considered only in its entirety. No part of the appraisal report shall be utilized separately or out of context.
9. 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.
10. 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.
11. Unless otherwise stated in the report, no consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property has been considered.
12. The current purchasing power of the dollar is the basis for the values stated in the appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.
13. 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.
14. 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.
15. 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.

16. 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.

17. 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 appraisal report cannot be considered as an environmental assessment of the subject property.

18. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report 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.

19. 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.

20. The market study conclusions assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

21. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the appraisal for the specific intended use stated elsewhere in the report. The use of the appraisal report by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the appraisal report 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 appraisal report 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 appraisal report (even if their reliance was foreseeable

22. 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.

23. 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.

24. The market study is also subject to the following Extraordinary Assumptions and Hypothetical Conditions:

Extraordinary Assumptions and Hypothetical Conditions

The value conclusions are subject to the following extraordinary assumptions. An extraordinary assumption is an assignment-specific assumption as of the effective date regarding uncertain information used in an analysis which, if found to be false, could alter the appraiser's opinions or conclusions.

1. None.

The value conclusions are based on the following hypothetical conditions. A hypothetical condition is a condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis.

1. A zoning change to R-5 and approval of 60 development units is granted bt the City of Evanston.
2. Execution of the HACC PBV agreement at the contract rents indicated
3. All 60 units will be subject to PILOT at the developer's pro forma figure of $750 per unit.

The use of any extraordinary assumption or hypothetical condition may have affected the assignment results.

Rent Surveys

Multifamily Rent Survey Profile

Rent Survey No. 1

Location & Property Identification

Property Name:	Larrabee Place
Sub-Property Type:	LIHTC
Address:	545 W. Division St.
City/State/Zip:	Chicago, IL 60610
County:	Cook
Submarket:	Gold Coast-River North
Market Orientation:	Urban
IRR Event ID:	2971578



Property Data

Survey Date:	12/13/2022
No. of Buildings/Stories:	1/7
No. of Units/Unit Type:	111/Apt. Units
Multi-Tenant/Condo.:	Yes/No
Elevators:	Yes
Rent Controlled:	Yes
Property Class:	B
Vacancy @ Survey:	4.51%
Yr. Built/Yr. Renov.:	2009/
Land Size (Ac.):	0.00

Project & Unit Amenities

Project Amenities:	Fitness Center, Common Laundry
Unit Amenities:	Central AC, Carpeting, Dishwasher, Range, Refrigerator, Window Blinds/Shades
Landlord Pays:	Trash, Sewer, Cold Water, Hot Water
Tenant Pays:	In-Unit Electric, Gas Heat, Gas Cooking

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
1BR/1BA	3/1/1.0		INA	791	$790	$1.00	LIHTC @ 50% AMI
1BR/1BA	3/1/1.0		INA	791	$955	$1.21	LIHTC @ 60% AMI
1BR/1BA	3/1/1.0		INA	791	$1798	$2.27	Market Rate
2BR/1BA	4/2/1.0		INA	1,100			LIHTC @ 50% AMI
2BR/1BA	4/2/1.0		INA	1,100	$1176	$1.07	LIHTC @ 60% AMI
2BR/1BA	4/2/1.0		INA	1,100	$1925	$1.75	Market Rate
3BR/2BA	5/3/2.0		INA	1,500	$1323	$0.88	LIHTC @ 60% AMI
5BR/2BA	7/5/2.0		INA	2,301			LIHTC @ 50% AMI

Comments

Comments (Cont'd)

Mixed-income 111-unit apartment building with 28 market-rate units and 83 affordable units subject to affordable income restrictions of 50% or 60% AMI. 35 of the affordable 50% and 60% AMI units are subsidized CHA units. Only the non-subsidized rents are indicated.

Multifamily Rent Survey Profile

Rent Survey No. 2

Location & Property Identification

Property Name:	544 Oak at Parkside
Sub-Property Type:	LIHTC
Address:	544 W. Oak St.
City/State/Zip:	Chicago, IL 60610
County:	Cook
Submarket:	Gold Coast-River North
Market Orientation:	Urban
IRR Event ID:	2971446



Property Data

Survey Date:	12/13/2022
No. of Buildings/Stories:	1/8
No. of Units/Unit Type:	112/Apt. Units
Multi-Tenant/Condo.:	Yes/No
Elevators:	Yes
Rent Controlled:	Yes
Property Class:	B
Vacancy @ Survey:	6.25%
Yr. Built/Yr. Renov.:	2011/
Land Size (Ac.):	0.00

Project & Unit Amenities

Project Amenities:	Fitness Center, Common Laundry
Unit Amenities:	Central AC, Carpeting, Dishwasher, Range, Refrigerator, Window Blinds/Shades
Landlord Pays:	Trash, Sewer, Cold Water, Hot Water
Tenant Pays:	In-Unit Electric, Gas Heat, Gas Cooking

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
1BR/1BA	3/1/1.0		INA	800	$819	$1.02	LIHTC @ 50% AMI
1BR/1BA	3/1/1.0		INA	800	$987	$1.23	LIHTC @ 60% AMI
1BR/1BA	3/1/1.0		INA	800			HOME @ 80% AMI
1BR/1BA	3/1/1.0		INA	800	$1756	$2.20	Market Rate
2BR/1BA	4/2/1.0		INA	1,100	$898	$0.82	LIHTC @ 50% AMI
2BR/1BA	4/2/1.0		INA	1,100	$1138	$1.03	LIHTC @ 60% AMI
2BR/1BA	4/2/1.0		INA	1,100	$1931	$1.76	Market Rate
3BR/2BA	5/3/2.0		INA	1,500	$1340	$0.89	LIHTC @ 60% AMI
3BR/2BA	5/3/2.0		INA	1,500			HOME @ 80% AMI
5BR/2BA	7/5/2.0		INA	2,272			LIHTC @ 60% AMI

Comments

Comments (Cont'd)

Mixed-income 112-unit apartment building with 20 market-rate units and 92 affordable units subject to affordable income restrictions of 50%,60%, or 80% AMI. 39 of the affordable 50%, 60%, and 80% AMI units are subsidized CHA units. Only the non-subsidized rents are indicated.

Multifamily Rent Survey Profile

Rent Survey No. 3

Location & Property Identification

Property Name:	Terrace 459 at Parkside of Old Town
Sub-Property Type:	LIHTC
Address:	459 W. Division St.
City/State/Zip:	Chicago, IL 60610
County:	Cook
Submarket:	Gold Coast-River North
Market Orientation:	Urban
IRR Event ID:	2971292



Property Data

Survey Date:	12/13/2022
No. of Buildings/Stories:	1/9
No. of Units/Unit Type:	106/Apt. Units
Multi-Tenant/Condo.:	Yes/No
Elevators:	Yes
Rent Controlled:	Yes
Rent Subsidized:	Yes
Property Class:	B
Vacancy @ Survey:	6.60%
Yr. Built/Yr. Renov.:	2016/
Land Size (Ac.):	1.64

Project & Unit Amenities

Project Amenities:	Fitness Center, Common Laundry
Unit Amenities:	Central AC, Carpeting, Dishwasher, Range, Refrigerator, Window Blinds/Shades
Landlord Pays:	Trash, Sewer, Cold Water, Hot Water
Tenant Pays:	In-Unit Electric, Gas Heat, Gas Cooking

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
1BR/1BA	3/1/1.0	1	0	816	$380	$0.47	LIHTC @ 30% AMI
1BR/1BA	3/1/1.0	1	0	816	$603	$0.74	LIHTC @ 40% AMI
1BR/1BA	3/1/1.0	12	0	816	$737	$0.90	LIHTC @ 50% AMI
1BR/1BA	3/1/1.0	18	3	816	$906	$1.11	LIHTC @ 60% AMI
1BR/1BA	3/1/1.0	19	1	816	$1590	$1.95	Market Rate
2BR/1BA	4/2/1.0	2	0	1,087	$493	$0.45	LIHTC @ 30% AMI
2BR/1BA	4/2/1.0	2	0	1,049	$698	$0.67	LIHTC @ 40% AMI
2BR/1BA	4/2/1.0	6	1	1,087	$948	$0.87	LIHTC @ 50% AMI
2BR/1BA	4/2/1.0	8	1	1,049	$1204	$1.15	LIHTC @ 60% AMI
2BR/1BA	4/2/1.0	24	1	1,049	$1800	$1.72	Market Rate
3BR/2BA	5/3/2.0	1	0	1,459	$889	$0.61	LIHTC @ 40% AMI

Multifamily Rent Survey Profile — Rent Survey No. 3

Unit Mix (Cont'd)

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
3BR/2BA	5/3/2.0	4	0	1,459	$915	$0.63	LIHTC @ 50% AMI
3BR/2BA	5/3/2.0	7	0	1,459	$1390	$0.95	LIHTC @ 60% AMI
4BR/2BA	6/4/2.0	1	0	1,516			LIHTC @ 60% AMI

Comments

Mixed-income 106-unit apartment building with 43 market-rate units and 63 affordable units subject to affordable income restrictions of 40%, 50%, or 60% AMI. 36 of the affordable 50% and 60% AMI units are subsidized CHA units. Only the non-subsidized rents are indicated.

Mixed-income market/affordable.

Multifamily Rent Survey Profile

Rent Survey No. 4

Location & Property Identification

Property Name:	North Town Village - Phase I
Sub-Property Type:	Conventional
Address:	1311 N. Halsted St/ 1415 N Halsted St/ 1427 N Halsted St/ 1321 N Burling St/ 1239 N Burling St
City/State/Zip:	Chicago, IL 60610
County:	Cook
Submarket:	Gold Coast-River North
Market Orientation:	Urban
IRR Event ID:	2968002



Property Data

Survey Date:	12/13/2022
No. of Buildings/Stories:	5/7
No. of Units/Unit Type:	116/Apt. Units
Rent Controlled:	Yes
Rent Subsidized:	Yes
Vacancy @ Survey:	1.68%
Yr. Built/Yr. Renov.:	2000/
Land Size (Ac.):	0.00

Project & Unit Amenities

Project Amenities:	Common Laundry, Garage/In Building
Unit Amenities:	Central AC, Dishwasher, Disposal, Granite/Quartz Counters, Kitchen Island/Eating Counter, Laminate Counters, Patio/Balcony/Deck, Range - Gas, Stainless Steel Appliances, Vinyl Plank Floors (LVT/LVP), Washer/Dryer In Unit
Landlord Pays:	Trash, Sewer, Cold Water
Tenant Pays:	In-Unit Electric, Hot Water, Gas Heat, Gas Cooking

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
1BR/1BA	3/1/1.0	12	0	831	$545	$0.66	LIHTC CHA @40% AMI; Sizes: 769-917 SF
1BR/1BA	3/1/1.0	2	0	808	$545	$0.67	HOME CHA @50% AMI; Sizes: 783-833 SF

Multifamily Rent Survey Profile — Rent Survey No. 4

Unit Mix (Cont'd)

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
1BR/1BA	3/1/1.0	4	0	825	$765	$0.93	HOME @50% AMI; Sizes 769-900 SF
1BR/1BA	3/1/1.0	2	0	842	$765	$0.91	LIHTC @50% AMI; Sizes: 783-900 SF
1BR/1BA	3/1/1.0	12	0	791	$1079	$1.36	LIHTC @60% AMI; Sizes: 738-848 SF
1BR/1BA	3/1/1.0	24	0	837	$1245	$1.49	Market Rate; Sizes: 769-900 SF
2BR/1BA	4/2/1.0	7	0	1,052	$545	$0.52	LIHTC CHA @40% AMI; Sizes: 999-1,106 SF
2BR/1BA	4/2/1.0	6	0	991	$545	$0.55	HOME CHA @50% AMI; Sizes: 891-1,106 SF
2BR/1BA	4/2/1.0	2	0	891	$853	$0.96	HOME @50% AMI
2BR/1BA	4/2/1.0	4	0	978	$545	$0.56	LIHTC CHA @50% AMI; Sizes: 891-1,106 SF
2BR/1BA	4/2/1.0	15	2	993	$1136	$1.14	LIHTC @60% AMI; Sizes: 891-1,106 SF
2BR/2BA	4/2/2.0	10	0	1,018	$1427	$1.40	Market Rate; Sizes: 917-1,106 SF
3BR/2BA	5/3/2.0	4	0	1,200	$545	$0.45	LIHTC CHA @40% AMI
3BR/2BA	5/3/2.0	1	0	1,200	$545	$0.45	LIHTC CHA @50% AMI
3BR/2BA	5/3/2.0	3	0	1,200	$1162	$0.97	LIHTC @60% AMI
3BR/2BA	5/3/2.0	4	1	1,200	$1336	$1.11	Market Rate
4BR/2BA	6/4/2.0	1	0	1,550	$545	$0.35	LIHTC CHA @40% AMI
4BR/2BA	6/4/2.0	1	0	1,550	$545	$0.35	HOME CHA @50% AMI
4BR/2BA	6/4/2.0	1	0	1,550	$545	$0.35	LIHTC CHA @50% AMI
4BR/2BA	6/4/2.0	1	0	1,550	$1321	$0.85	LIHTC @60% AMI

Comments

A 116-unit mixed-income apartment complex that includes 39 subsidized CHA units, 37 affordable LIHTC (50%-60% AMI) and HOME (50% AMI) units, and 38 market-rate units.

Multifamily Rent Survey Profile

Rent Survey No. 5

Location & Property Identification

Property Name:	Lathrop Homes - Phase 1A
Sub-Property Type:	Conventional
Address:	2000 W. Diversey Ave
City/State/Zip:	Chicago, IL 60647
County:	Cook
Submarket:	Wicker Park-Bucktown
Market Orientation:	Urban
IRR Event ID:	2973705



Property Data

Survey Date:	12/13/2022
No. of Units/Unit Type:	414/Apt. Units
Property Class:	B
Yr. Built/Yr. Renov.:	1937/2019
Land Size (Ac.):	12.04

Project & Unit Amenities

Project Amenities:	BBQ Grill/Picnic Area, Bike Storage Room, Clubhouse Building, Dog Run/Spa, Fitness Center, Playground, Resident Lounge
Unit Amenities:	Central AC, Dishwasher, Disposal, Granite/Quartz Counters, Kitchen Island/Eating Counter, Microwave, Range - Electric, Refrigerator, Stainless Steel Appliances, Vinyl Plank Floors (LVT/LVP), Window Blinds/Shades
Landlord Pays:	Trash, Sewer, Cold Water
Tenant Pays:	In-Unit Electric, Hot Water, Electric Heat, Electric Cooking

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
Studio/1BA	2/0/1.0	16	INA	531	$1275	$2.40	Market Rate
Studio/1BA	2/0/1.0	3	INA	531			LIHTC @ 60% AMI
1BR/1BA	3/1/1.0	90	INA	684	$1709	$2.50	Market Rate
1BR/1BA	3/1/1.0	52	INA	684	$1089	$1.59	LIHTC @ 60% AMI
1BR/1BA	3/1/1.0	72	INA	684			Subsidized
2BR/1BA	4/2/1.0	56	INA	781	$1915	$2.45	Market Rate

Multifamily Rent Survey Profile — Rent Survey No. 5

Unit Mix (Cont'd)

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
2BR/1BA	4/2/1.0	31	INA	781	$1299	$1.66	LIHTC @ 60% AMI
2BR/1BA	4/2/1.0	43	INA	781			Subsidized
3BR/2BA	5/3/2.0	15	INA	1,185	$1498	$1.26	LIHTC @ 60% AMI
3BR/2BA	5/3/2.0	30	INA	1,185			Subsidized
4BR/2BA	6/4/2.0	6	INA	1,249			Subsidized

Comments

No concessions are currently offered.

Mixed income adaptive re-use and new construction apartment complex with 414 units, of which 101 are affordable (60% AMI), 151 are subsidized public housing and 162 are market rate. This represents the first phase of a multi-phase development.

Multifamily Rent Survey Profile

Rent Survey No. 6

Location & Property Identification

Property Name:	415 Premier Apartments
Sub-Property Type:	Conventional, Mid/High-Rise
Address:	415 W. Howard St.
City/State/Zip:	Evanston, IL 60202
County:	Cook
Submarket:	Glenview-Evanston
Market Orientation:	Suburban
IRR Event ID:	2966787



Property Data

Survey Date:	01/01/2023
No. of Buildings/Stories:	1/17
No. of Units/Unit Type:	221/Apt. Units
Elevators:	Yes
Property Class:	A
Vacancy @ Survey:	3.60%
Yr. Built/Yr. Renov.:	2008/
Land Size (Ac.):	0.66

Project & Unit Amenities

Project Amenities:	Clubhouse Building, Covered Parking, Fitness Center, Extra Storage Area, Business Center, Party/Social Room
Unit Amenities:	Central AC, Dishwasher, Patio/Balcony/Deck, Range - Electric, Walk-in Closets, Washer/Dryer In Unit, Refrigerator, Carpeting, Window Blinds/Shades, Granite/Quartz Counters, Disposal
Tenant Pays:	Trash, Cable, Broadband, In-Unit Electric, Electric Heat, Water

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
Studio/1ba	2/0/1.0	26	INA	551	$1521	$2.76	518-584 sf; Gross rent range $1,613-$1,678
1br/1ba	3/1/1.0	143	INA	756	$1841	$2.44	657-839 sf; Gross rent range $1,885-$2,047
2br/2ba	4/2/2.0	52	INA	1,200	$2155	$1.80	1,133-1,280 sf; Gross rent range $2,195-$2,370

Comments

Average rents above are net of concessions. Parking $125/month for self-park gar/encl.

NRA and unit mix are per OM. GBA is based on an estimated 30% loss factor. Opened in July '08 with move-in August 1, 2008. RUBS program where water, sewer and trash is billed back.

Multifamily Rent Survey Profile

Rent Survey No. 7

Location & Property Identification

Property Name:	Central Station
Sub-Property Type:	Conventional, Mid/High-Rise
Address:	1720 Central St.
City/State/Zip:	Evanston, IL 60201
County:	Cook
Submarket:	Glenview-Evanston
Market Orientation:	Suburban
IRR Event ID:	2966821



Property Data

Survey Date:	01/01/2023
No. of Buildings/Stories:	1/4
No. of Units/Unit Type:	80/Apt. Units
Property Class:	A
Vacancy @ Survey:	6.20%
Yr. Built/Yr. Renov.:	2013/
Land Size (Ac.):	1.01

Project & Unit Amenities

Project Amenities:	Fitness Center, Party/Social Room, Business Center
Unit Amenities:	Central AC, Carpeting, Dishwasher, Disposal, Wood Floors, Patio/Balcony/Deck, Range, Storage in Unit, Walk-in Closets, Washer/Dryer In Unit, Refrigerator, Window Blinds/Shades, 9'+ Ceiling Heights, Granite/Quartz Counters, Tile Backsplash, Undermount Sinks, Microwave
Tenant Pays:	Cable, Broadband, In-Unit Electric, Hot Water, Gas Heat
Survey Comp./Contact:	RMK/

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
Convertible/1ba	/0/1.0	8	INA	612	$2047	$3.34	590 to 635 sf; $2,033-$2,061
1br/1ba	/1/1.0	32	INA	817	$2293	$2.81	785 sf to 850 sf; $2,153-$2,433
2br/2ba	/2/2.0	18	INA	1,207	$3339	$2.77	1,185 sf to 1,230 sf; $3,316-$3,361
3br/2ba	/3/2.0	4	INA	1,485	$4214	$2.84	
1br+Den/1ba	/1/1.0	12	INA	885	$2639	$2.98	

Unit Mix (Cont'd)

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
2br+Den/2ba	/2/2.0	6	INA	1,305	$3831	$2.94	

Comments

Garage parking is $180/month.

Occupancy began September 27, 2013. Property offers a utility package ranging from $70-$120/month depending on unit size.

Multifamily Rent Survey Profile

Rent Survey No. 8

Location & Property Identification

Property Name:	Centrum Evanston
Sub-Property Type:	Mixed Use, Multifamily-Retail
Address:	1590 Elmwood Ave.
City/State/Zip:	Evanston, IL 60201
County:	Cook
Submarket:	Glenview-Evanston
Market Orientation:	Suburban
IRR Event ID:	2966834



Property Data

Survey Date:	01/01/2023
No. of Units/Unit Type:	101/Apt. Units
Elevators:	Yes
Property Class:	A
Vacancy @ Survey:	0.00%
Yr. Built/Yr. Renov.:	2017/
Land Size (Ac.):	0.46

Project & Unit Amenities

Project Amenities:	Fitness Center, BBQ Grill/Picnic Area, Bike Storage Room, Fire Pit, Valet Dry Cleaning, Business Center, Party/Social Room
Unit Amenities:	Central AC, Dishwasher, Disposal, Patio/Balcony/Deck, Range - Gas, Washer/Dryer In Unit, Refrigerator, Window Blinds/Shades, Vinyl Plank Floors (LVT/LVP), 10' Ceilings, Exposed Concrete Ceiling, Window Roller Shades, Granite/Quartz Counters, Tile Backsplash, Undermount Sinks, Microwave, Washer/Dryer In Unit
Tenant Pays:	Trash, Cable, Broadband, In-Unit Electric, Gas Heat, Water
Survey Comp./Contact:	33 Realty / 847-588-1600/

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments

Unit Mix (Cont'd)

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
Conv/1ba	2/0/1.0	21	INA	635	$2290	$3.61	622-648 sf; rent range $2,225-$2,355
1br/1ba	3/1/1.0	36	INA	717	$2481	$3.46	566-868 sf; rent range $2,275-$2,687
2br/2ba	4/2/2.0	38	INA	1,132	$3692	$3.26	986-1,278 sf; rent range $3,405-$3,978
3br/2ba	5/3/2.0	6	INA	1,632	$4628	$2.84	1,395-1,869 sf; rent range $4,280-$4,975

Comments

Leasing began June 2017. Occupancy in August 2017. The property does not have on-site parking, but residents may park in a municipal garage located one block east for $85/mo. RUBS package is $100 for 1br, $125 for 2br, and $150 for 3br.

Luxury mixed-use property with 101 apartments and 1,555 SF of ground-floor retail space. There is no on-site parking, but residents may park in a municipal garage about one block to the east. The units have 10-foot ceiling heights, wood-style vinyl plank flooring throughout, exposed concrete ceiling and duct work, dual-tone cabinets with high-gloss white on the uppers and wood grain lowers, quartz counters, tile backsplash, single-bowl undermount sink, and stainless steel appliances in the kitchen, floating vanity, quartz counters, and ceramic tile flooring and tub/shower surround in the baths, and stacked washer and dryer. Common amenities are a resident lobby with social area, private study rooms and computer lounge, fitness center, separate yoga studio with fitness-on-demand program, party room with entertaining space and chef's grade kitchen, rooftop deck with fire pit, lounge seating, and grilling stations, valet dry cleaning service, and Luxer One package delivery system.

Multifamily Rent Survey Profile

Rent Survey No. 9

Location & Property Identification

Property Name:	AMLI at Evanston
Sub-Property Type:	Mixed Use
Address:	737 Chicago Ave.
City/State/Zip:	Evanston, IL 60202
County:	Cook
Submarket:	Glenview-Evanston
Market Orientation:	Suburban
IRR Event ID:	2966973



Property Data

Survey Date:	01/01/2023
Property Class:	A
Vacancy @ Survey:	4.60%
Yr. Built/Yr. Renov.:	2013/
Land Size (Ac.):	2.02

Project & Unit Amenities

Project Amenities:	BBQ Grill/Picnic Area, Fitness Center, Roofdeck/Sundeck, Business Center, Conference Room, Party/Social Room, Extra Storage Area, LEED Certified
Unit Amenities:	Carpeting, Granite/Quartz Counters, Window Blinds/Shades, Wood Floors, Granite Islands, Dishwasher, Microwave, Patio/Balcony/Deck, Range - Gas, Refrigerator, Washer/Dryer In Unit
Tenant Pays:	Trash, Cable, Broadband, In-Unit Electric, Gas Heat, Water

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
Studio/1ba	1/0/1.0	5	INA	567	$1717	$3.03	500-633 sf
1br/1ba	3/1/1.0	134	INA	935	$2813	$3.01	632-1,237 sf; Rent range $2,355-$3,271
2br/1ba	4/2/2.0	4	INA	1,000	$2700	$2.70	
2br/2ba	4/2/2.0	40	INA	1,327	$3437	$2.59	1,064-1,590 sf; Rent range $2,750-$4,123

Multifamily Rent Survey Profile

Rent Survey No. 9

Unit Mix (Cont'd)

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
3br/2ba	5/3/2.0	12	INA	1,510	$4020	$2.66	1,462-1,557 sf; Rent range $3,866-$4,174

Comments

Electric car parking is $160/mo. Utility package $85-$135/month.

Building contains 214 units with 19 first floor live/work units not included in survey. Opened April 15, 2013.

Multifamily Rent Survey Profile

Rent Survey No. 10

Location & Property Identification

Property Name:	The Main
Sub-Property Type:	Mixed Use, Multifamily-Retail
Address:	847 Chicago Ave.
City/State/Zip:	Evanston, IL 60202
County:	Cook
Submarket:	Glenview-Evanston
Market Orientation:	Suburban
IRR Event ID:	2966845



Property Data

Survey Date:	01/01/2023
No. of Units/Unit Type:	112/Apt. Units
Elevators:	Yes
Property Class:	A
Vacancy @ Survey:	1.80%
Yr. Built/Yr. Renov.:	2016/
Land Size (Ac.):	0.71

Project & Unit Amenities

Project Amenities:	Fitness Center, Bike Storage Room, BBQ Grill/Picnic Area, Electric Car Charging Station, Extra Storage Area, Fire Pit, Party/Social Room
Unit Amenities:	Carpeting, Dishwasher, Disposal, Patio/Balcony/Deck, Range - Gas, Washer/Dryer In Unit, Refrigerator, Window Blinds/Shades, Vinyl Plank Floors (LVT/LVP), Granite/Quartz Counters, Tile Backsplash, Undermount Sinks, Microwave
Landlord Pays:	Trash, Cable, Broadband, In-Unit Electric, Gas Heat, Water
Survey Comp./Contact:	Atlantic Realty Partners / 847-450-0115/

Unit Mix

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
Studio/1ba	2/0/1.0	14	INA	575	$1622	$2.82	500-650 sf; rent range $1,459-$1,785

Unit Mix (Cont'd)

Unit Information	Rms/BR/ Bth	No. of Units	Vacant Units	SF Per Unit	Base Rent	$/SF Effective	Unit Comments
1br/1ba	3/1/1.0	35	INA	800	$2509	$3.14	746-853 sf; rent range $2,299-$2,719
1br/1ba	3/1/1.0	14	INA	853	$2779	$3.26	
2br/2ba	4/2/2.0	42	INA	990	$3294	$3.33	912-1,068 sf
3br/2ba	5/3/2.0	7	INA	1,424	$3447	$2.42	

Comments

Garage parking priced at $165/mo for reserved spaces and $215/mo for tandem spaces.

Leasing began May 2016. Occupancy began October 1, 2016. Luxury mixed-use property with 112 Apts, 11,156 SF of retail space, 12,333 SF of office space and 137 parking spaces. Finishes include floor-to-ceiling windows, wood-style vinyl plank flooring in the living areas and kitchen, carpeting in the bedrooms, flat-panel wood cabinets, quartz counters, single-bowl undermount sink, tile backsplash, and stainless steel appliances in the kitchen, ceramic tile flooring and tub surround and quartz counters in the baths, and in-unit washer and dryer. Common amenities are a fitness center, bike room, party room, sundeck with grilling station and fire pit, storage lockers, and an electric car charging station.

2022-2023 Site and Market Study Form

2022-2023 Site and Market Study Summary Form *(Please complete all highlighted (in yellow) sections of this form. Failure to do so will be grounds for automatic denial of your application)*			
Required Information:	**Information Requested on this form:**	**Mark appropriate box / Include required information:**	**Other information / Page Number Where information can be found in Site and Market Study:**
Name of Development:		South Boulevard Shores	
Location of the Proposed (City/County):		Evanston/Cook	
Targeted Tenant Type:	**Family**	x	If Other please indicate targeted population:
	Elderly		
	Other		
Other affordable units that target the same tenant type in the PMA: **Number of Units** (should include IHDA, HUD, Rural Housing, Chicago Tax Credits, etc.)		Subsidized=32 Affordable=0	Page number: 38
Total Number of other affordable units in the PMA: (should include IHDA, HUD, Rural Housing, Chicago Tax Credits, etc.) **Number of Units**		Subsidized =826 Affordable = 120	Page number: 40
Rent Schedule (including unit sizes) for Proposed Development:	**Included**	x	Page number:
	Not Included		21
Occupancy levels for existing affordable properties in PMA:	Included	x	Page number:
	Not Included		21
Rent Schedule for Comparable Properties:	Included	x	Page number:
	Not Included		58
Evaluation of the proposed rents to comparable properties in the PMA:	Lower		58-61
	Comparable	x	
	Higher		66
Demographic (population) trending for PMA and for targeted tenant population:	Increase	x	Evaluation and Explanation found on page:
	Stable		
	Decrease		43, 68
Demographic (households) trending for PMA and for targeted tenant population:	Increase	x	Evaluation and Explanation found on page:
	Stable		
	Decrease		43, 68-75
Evaluation of the proposed unit mix to the PMA standard:	Superior		Evaluation found on page:
	Meets	x	
	Inferior		18-20
Evaluation of the proposed unit sizes (sq. ft.) to the PMA standard:	Superior		Evaluation found on page:
	Meets	x	
	Inferior		18-20
List of Proposed Development Amenities:	Included	x	Page number:
	Not Included		21-22
Evaluation of proposed amenities to PMA standard:	Superior		Evaluation and Explanation found on page:
	Equal	x	
	Inferior		21-22

Estimated absorption period:	Units per month	10	Explanation of absorption estimate found on page:
	Number of months	6	83
Marketability/Visibility of the Site:	Good		Explanation found on page:
	Average	x	
	Poor		30
Affordable units market penetration including the proposed in the PMA Rate (use ALL income qualified households for PMA ONLY):		Project = 0.37%-0.75%	Page number: 78-80
Proposed projects' required rate of capture within the PMA (use ALL Rate income qualified households for PMA ONLY):		Project = 0.33%-0.33%	Page number: 76-77
Overall Market Demand (the additional number of units needed within the market area to meet demand from targeted populations. The analysis should determine if there is sufficient demand to support the proposed project):	Units needed	152-2,941	Page number:
	Sufficent Demand (y/n)?		81-82
Public Safety Issues (Provide an analysis of public safety issues including information or statistics on crime in the PMA. Address any local perceptions of crime or safety issues in the PMA):	Included	x	Page number:
	Not Included		33-35
List of major employers in PMA (not required of some projects, see requirements):	Included	x	Page number:
	Not Included		48
Economic Stability Analysis / Evaluation of PMA employment (not required of some projects, see requirements):	Growth	x	Analysis found on page:
	Stability		
	Decline		43-51

2023 NCHMA Membership Certificate



Certificate of Membership

Integra Realty Resources - Chicago
Is a Member Firm in Good Standing of

AN AFFILIATE OF NATIONAL HOUSING & REHABILITATION ASSOCIATION
National Council of Housing Market Analysts®
MEMBER

National Council of Housing Market Analysts
1400 16th St. NW, Suite 420
Washington, DC 20036
202-939-1750

Designation Maintained By
Michael Wingader

Membership Term
1/1/2023 - 12/31/2023

Kaitlyn Snyder
Managing Director, NH&RA

Certificate of Liability Insurance

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 9/6/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
Bradish 215 N Arlington Heights Rd Suite 200 Arlington Heights IL 60004	PHONE (A/C, No, Ext): 847-259-2400	FAX (A/C, No): 847-259-0400
License#: 100297671	E-MAIL ADDRESS: info@bradish.com	
	INSURER(S) AFFORDING COVERAGE	NAIC #
INSURED Integra Realty Resources - Chicago Ron DeVries 1 N. Franklin St., Suite 3010 Chicago IL 60606	INSURER A : Hanover Insurance Company	22292
INTEREA-01	INSURER B : The Hanover American Ins Co	36064
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** 969385064 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			OHCH384314	10/6/2022	10/6/2023	EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
A	**AUTOMOBILE LIABILITY**			OHCH384314	10/6/2022	10/6/2023	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	X **UMBRELLA LIAB** X OCCUR			OHCH384314	10/6/2022	10/6/2023	EACH OCCURRENCE	$ 2,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 2,000,000
	DED RETENTION $							$
B	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N			WZCH384297	10/6/2022	10/6/2023	X PER STATUTE OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? **(Mandatory in NH)** N / A						E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
A	PROPERTY ALL RISK			OHCH384314	10/6/2022	10/6/2023	CONTENTS	434,091

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Verification of insurance.

No deductible applies to General Liability.

CERTIFICATE HOLDER

VERIFICATION OF INSURANCE

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

William Bradish

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ACORD 25 (2016/03) **The ACORD name and logo are registered marks of ACORD**

Addendum A

Appraiser 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)

rdevries@irr.com - 312.565.3432

Ron DeVries, MAI, SRA

Secretary: Appraisal Institute Chicago Chapter (2002)
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

rdevries@irr.com - 312.565.3432

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

Ron DeVries, MAI, SRA

Miscellaneous (Cont'd)

Course Review Team: General Appraiser Income Approach Part 2
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

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

rdevries@irr.com - 312.565.3432



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

15786364

Michael Wingader

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

Experience

Director at Integra Realty Resources
Former Senior Appraiser for Appraisal Research Counselors
Former Loan Officer – Kensington Realty Advisors
Former Associate Appraiser for American Appraisal Associates

Michael W. Wingader began his career in appraisal in 1992. Mr. Wingader also has experience as a Loan Officer underwriting commercial loans. Mike has experience in the appraisal of investment-grade commercial real estate properties located throughout the United States. In particular, Mike has extensive experience with multi-family projects financed under the HUD MAP program as well as nursing homes and assisted living facilities for a variety of clients. Mr. Wingader has a Bachelor of Arts degree in Economics from Lawrence University.

Professional Activities & Affiliations

Practicing Affiliate of the Appraisal Institute
Member: Global Valuation Solutions (Birmingham U.K.)
Managing Director: Appraisal Institute
General Associate Member: Appraisal Institute

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001595, Expires September 2023
Wisconsin, Certified General Real Estate Appraiser, No. 1323-10, Expires December 2023

Education

Bachelor of Arts Degree, Economics, Lawrence University, 1987

COURSES IS REAL ESTATE:

Appraisal Institute

Course 110: Appraisal Principles
Course 120: Appraisal Procedures
Course 310: Basic Income Capitalization
Course 410: Standards of Professional Appraisal Practice, Part A
Course 420: Standards of Professional Appraisal Practice, Part B
Course 540: Report Writing and Valuation Analysis

mwingader@irr.com - 312.565.3414



State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.001595

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

MICHAEL W WINGADER

MARIO TRETO, JR.
ACTING SECRETARY

LAURIE MURPHY
ACTING DIRECTOR

The official status of this license can be verified at www.idfpr.com

15982919

James Kutill, MAI

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 Partner, Appraisal Research Counselors Former Director of Neighborhood Properties and Senior Care Projects Former Senior Staff Appraiser, Advisory Appraisal Service, Division of Unity Savings Association

Mr. Kutill oversees the senior care property practice including independent living (ILF), assisted living (ALF), skilled nursing (SNF) and continuing care retirement communities (CCRC). He also oversees neighborhood oriented and mid-market investment properties assignments. His valuation experience includes limited and full service hospitality, retail, office and multi-family (market rent, HUD, LIHTC and age restricted). He has extensive experience with appraisal compliance review, for a variety of property types, and has testified as an expert witness for a variety of matters. Jim is a member of the Board of Directors of the Chicago Chapter of the Appraisal Institute, and a former president of the Chicago Real Estate Council.

Professional Activities & Affiliations

Member: Appraisal Institute (MAI)
Member: University of Illinois Real Estate Alumni Association (2004-present)
Board of Directors: Appraisal Institute Chicago Chapter (2015-present)
President: Pleasant Condominium Homeowners Association (2014-2015)
President: Chicago Real Estate Council (2010)
Treasurer: Chicago Real Estate Council (2008)
Secretary: Chicago Real Estate Council (2007)
Board of Directors: Chicago Real Estate Council (2004-2006)
Chairman: Illinois Mortgage Bankers Association - Appraisers Committee (1989)
Member: Illinois Mortgage Bankers Association - Appraisers Committee (1987-1989)

Licenses

Illinois, Certified General Real Estate Appraiser, 553.000280, Expires September 2023
Indiana, Certified General Real Estate Appraiser, CG49500029, Expires June 2024
Wisconsin, Certified General Real Estate Appraiser, 1113-10, Expires December 2023

Education

Bachelor of Science Degree in Finance and Real Estate, University of Illinois, Urbana-Champaign, May, 1978.

jkutill@irr.com - 312.565.3420



State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.000280

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

JAMES K KUTILL

MARIO TRETO, JR.
ACTING SECRETARY

LAURIE MURPHY
ACTING DIRECTOR

The official status of this license can be verified at www.idfpr.com

15830132

About IRR

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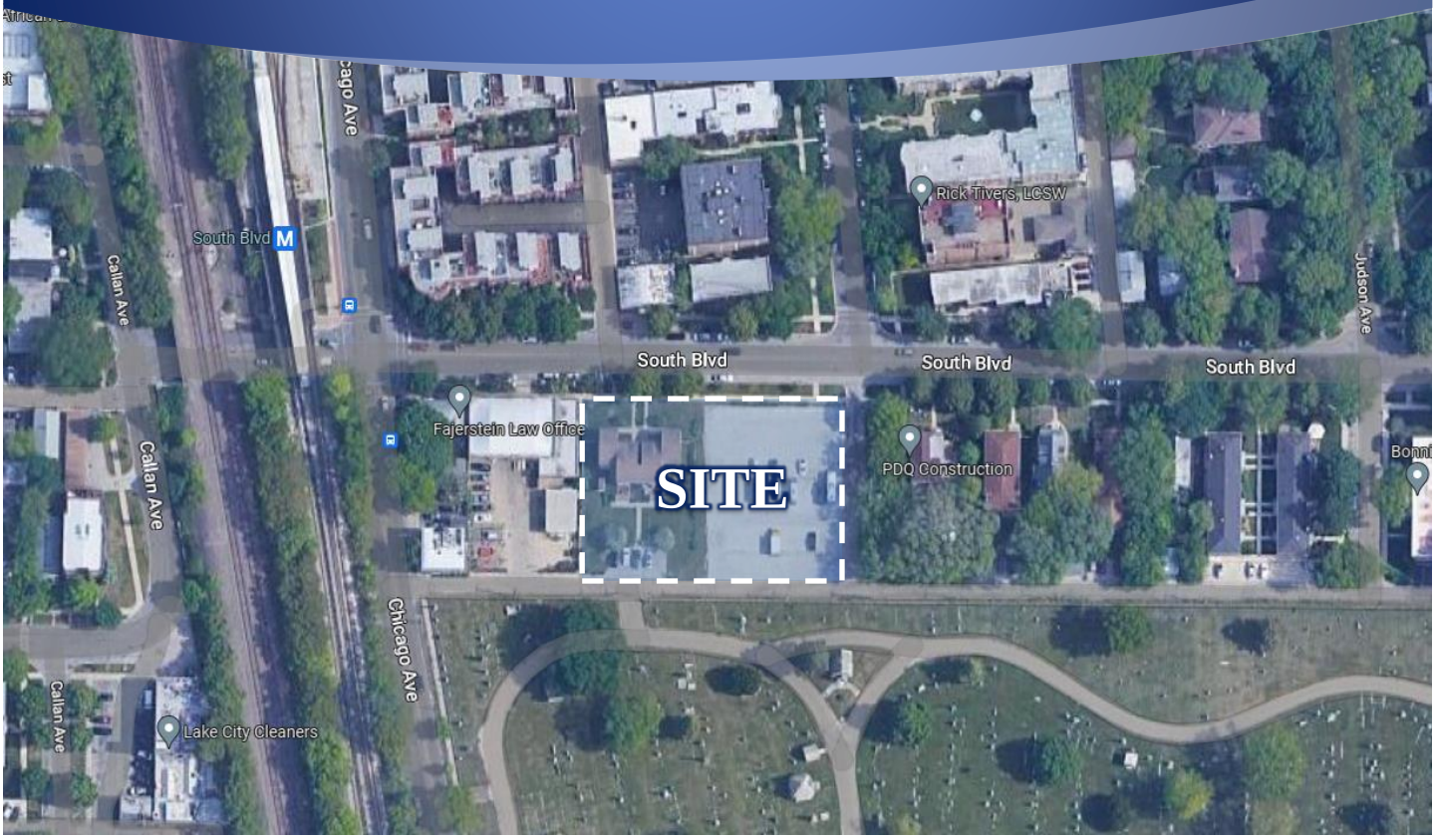
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Traffic Impact Study
South Boulevard
Affordable Housing Development

Evanston, Illinois



Prepared for:

pirhl

KLOA

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

August 28, 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 a proposed affordable housing development located in Evanston, Illinois. The site of the proposed development, which currently contains a surface parking lot and four townhomes, is located at the southwest corner of the intersection of South Boulevard with Hinman Avenue extended. 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 serving the area. The Chicago Transit Authority (CTA) Rapid Transit Purple Line has a station within 300 feet of the site and several bus routes have stops in the area. In addition, pedestrian facilities including sidewalks and crosswalks are generally provided on all roadways within the area.

As proposed, the development is to contain 60 affordable apartment units, 65 parking spaces in a surface parking lot, and covered parking for 47 bikes. Access to the development will be provided via a private circulation road that will be aligned opposite Hinman Avenue and extend between South Boulevard and the public alley that runs along the south side of the site. In addition, access to 23 parking spaces will be provided via the public alley. Given its proximity to the public transportation and alternative modes of transportation serving the area, the development qualifies as a transit-oriented development (TOD).

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

- The volume of new traffic to be generated by the development will be reduced due to (1) the public transportation and alternative modes of transportation serving the area and (2) the fact that the development will be replacing an existing parking lot and four townhomes that currently generate traffic.

- Access to the development will be provided via a private circulation road that will be aligned opposite Hinman Avenue and extend between South Boulevard and the public alley that runs along the south side of the site. This circulation road will provide one lane in each direction and sidewalks on both sides of the road. At its intersections with both Hinman Avenue and the east-west public alley, the circulation road will provide single-lane approaches that should be under stop sign control. Further, access to 23 of the parking spaces will be provided via the east-west public alley.

- The proposed access system will provide efficient and orderly access to the development with limited impact on the existing area traffic.

- The results of the capacity analyses shows that the area intersections generally have sufficient reserve capacity to accommodate the traffic to be generated by the development. However, to enhance the operation of the westbound approach of South Boulevard at its intersection with Chicago Avenue, some green time should be reallocated from the Chicago Avenue through phase to the South Boulevard through phase.

- Given the atypical traffic control at the South Boulevard/Callan Avenue intersection, consideration should be given to installing signs below the stop signs on both approaches of Callan Way that the traffic on South Boulevard has the right-of-way and does not stop at this intersection.

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

    - The development will provide covered parking for approximately 47 bicycles.

    - Consideration should be given to providing one electric vehicle charging station within the parking lot.

    - Consideration should be given to replacing the standard style crosswalks with high visibility, ladder style crosswalks at the following intersections:

        - On all four legs of the intersection of Chicago Avenue with South Boulevard.

        - On the north leg of the intersection of South Boulevard with Callan Avenue.

    - To reduce the jaywalking at the South Boulevard/Callan Avenue intersection, consideration should be given to installing signs at the intersection indicating the appropriate pedestrian route when traversing this intersection.

- The parking to be provided by the proposed development exceeds the City of Evanston requirements.

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 affordable housing development to be located in Evanston, Illinois. The site of the proposed development, which currently contains a surface parking lot with approximately 64 parking spaces and four townhomes, is located in the southwest quadrant of the intersection of South Boulevard with Hinman Avenue extended. As proposed, the development is to contain 60 affordable apartment units, 65 parking spaces to be located in a surface parking lot, and covered parking for 47 bikes. Access to the development will be provided via a private circulation road that will be aligned opposite Hinman Avenue and extend between South Boulevard and the public alley that runs along the south side of the site. In addition, access to 23 parking spaces will be provided via the public alley. Given its proximity to the area public transportation and alternative modes of transportation, the development qualifies as a transit-oriented development (TOD).

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

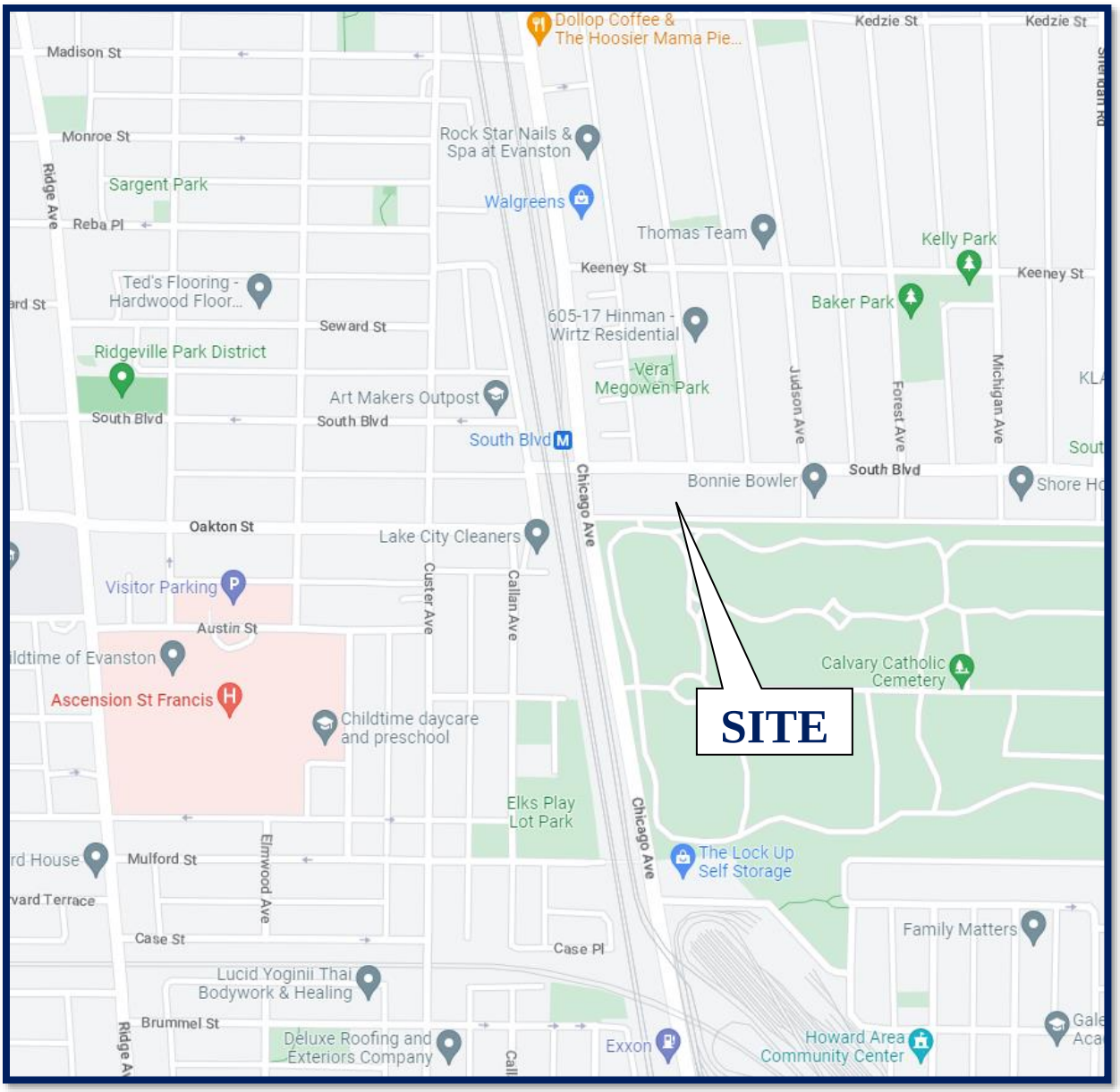
- Existing transportation conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak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

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

1. Year 2022 Base Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes in the surrounding area adjusted to reflect normal conditions.

2. Year 2028 No-Build Conditions – Analyzes the capacity of the existing roadway system using the base traffic volumes increased by an ambient growth factor (growth not attributable to any particular development).

3. Year 2028 Total Projected Conditions – Analyzes the capacity of the projected roadway system assuming projected traffic volumes which include the base traffic volumes increased by an ambient growth factor 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 field visits 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, and the public transportation and alternative modes of transportation serving the area.

Site Location

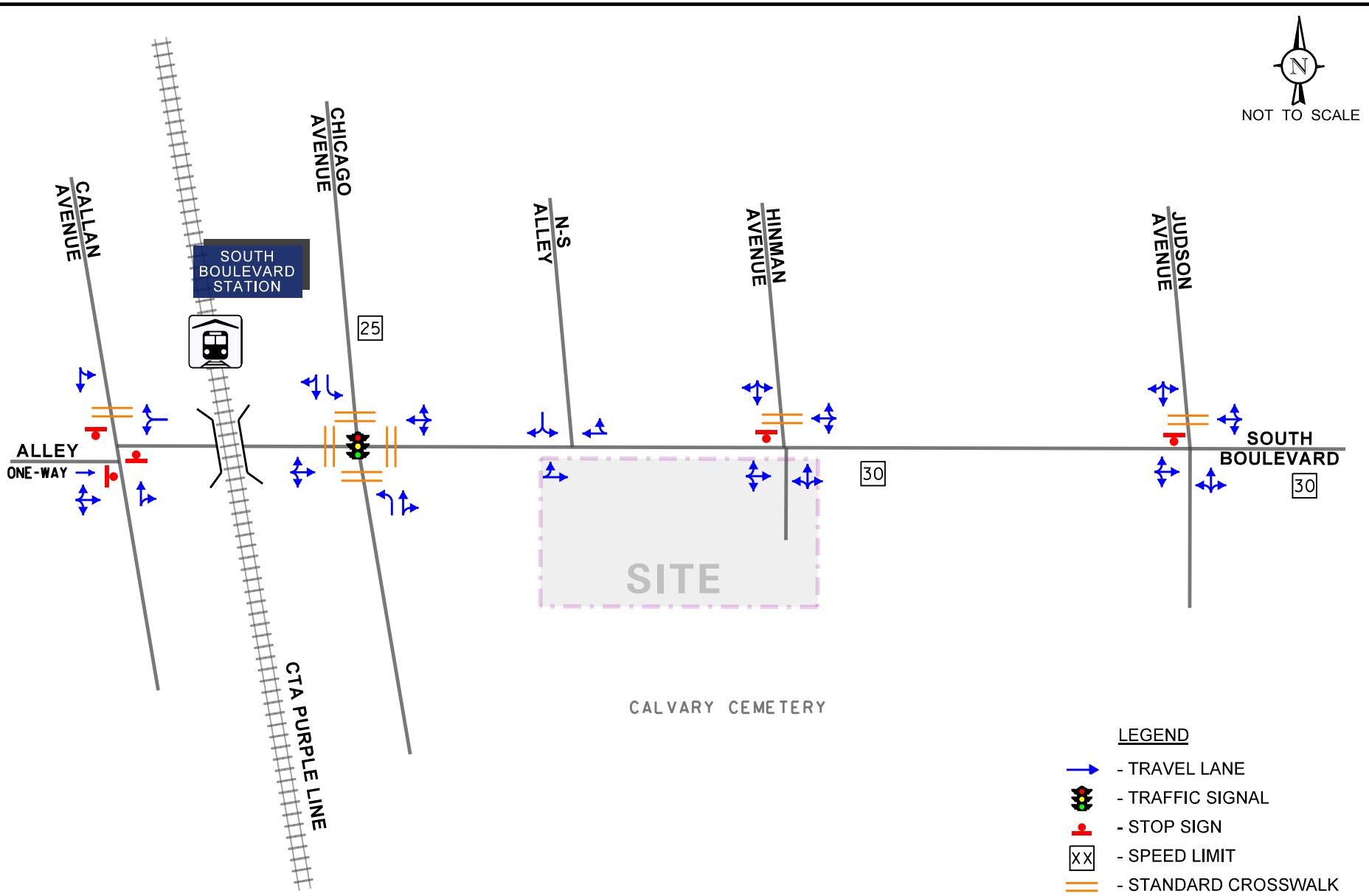
The site is bounded by South Boulevard on the north, an east-west alley located south of South Boulevard on the south, two single-family homes on the east, and an office building on the west. Land uses surrounding the site are primarily residential with the Calvary Cemetery located south of the site. The South Boulevard CTA Purple Line station is located approximately 300 feet west of the site.

Existing Roadway System Characteristics

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

South Boulevard is an east-west, minor arterial roadway that provides one lane in each direction. At its signalized intersection with Chicago Avenue, both the South Boulevard approaches are striped with a wide single lane, both approaches operate as a separate left-turn lane and a shared through/right-turn lane. Standard-style crosswalks are provided on the east and west legs of the intersection. At its unsignalized intersection with Callan Avenue, South Boulevard provides a single-lane approach that is under free-flow conditions. At its unsignalized intersections with Hinman Avenue and Judson Avenue, South Boulevard provides combined left-turn/through/right-turn lanes on the eastbound and westbound approaches. At its unsignalized intersection with the north-south alley between Chicago Avenue and Hinman Avenue, South Boulevard provides a combined left-turn/through lane on the eastbound approach and a combined through/right-turn lane on the westbound approach. South Boulevard provides parking on both sides of the road east of Chicago Avenue. South Boulevard carries an Annual Average Daily Traffic (AADT) volume of 8,550 vehicles (IDOT 2018) and has a posted speed limit of 30 miles per hour. East of Chicago Avenue, South Boulevard is under the jurisdiction of IDOT.

Chicago Avenue is a north-south, minor arterial roadway that provides one lane in each direction north of South Boulevard and two southbound lanes and one northbound lane south of South Boulevard. At its signalized intersection with South Boulevard, Chicago Avenue provides a separate left-turn lane and a combined through/right-turn lane on the northbound and southbound approaches. Standard-style crosswalks are provided on both legs of the intersection. Chicago Avenue carries an AADT volume of 14,600 vehicles (IDOT 2018) and has a posted speed limit of 30 miles per hour.



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Existing Roadway Characteristics

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Callan Avenue is a north-south, local roadway that provides one lane in each direction. At its unsignalized intersection with South Boulevard, Callan Avenue provides a combined through/right-turn lane on the northbound approach and a combined left-turn/through lane on the southbound approach that are both under stop sign control. A standard-style crosswalk is provided on the north leg of the intersection.

Hinman Avenue is a north-south, local roadway that provides one lane in each direction. At its unsignalized intersection with South Boulevard, Hinman Avenue is aligned opposite the access drive serving the surface parking lot that currently occupies a portion of the site. A combined left-turn/through/right-turn lane is provided on the northbound and southbound approaches of the intersection and the southbound approach is under stop sign control. A standard-style crosswalk is provided on the north leg of the intersection.

Judson Avenue is a north-south local roadway that provides one lane in each direction. At its unsignalized intersection with South Boulevard, Judson Avenue provides a combined left-turn/through/right-turn lane on the northbound and southbound approaches and the southbound approach is under stop sign-control. A standard-style crosswalk is provided on the north leg of the intersection.

The *north-south alley* is a north-south public alley between Chicago Avenue and Hinman Avenue. It is approximately 20 feet wide and allows for travel in both directions. At its unsignalized intersection with South Boulevard, the alley allows for southbound left-turn and right-turn movements.

Alternative Modes of Transportation

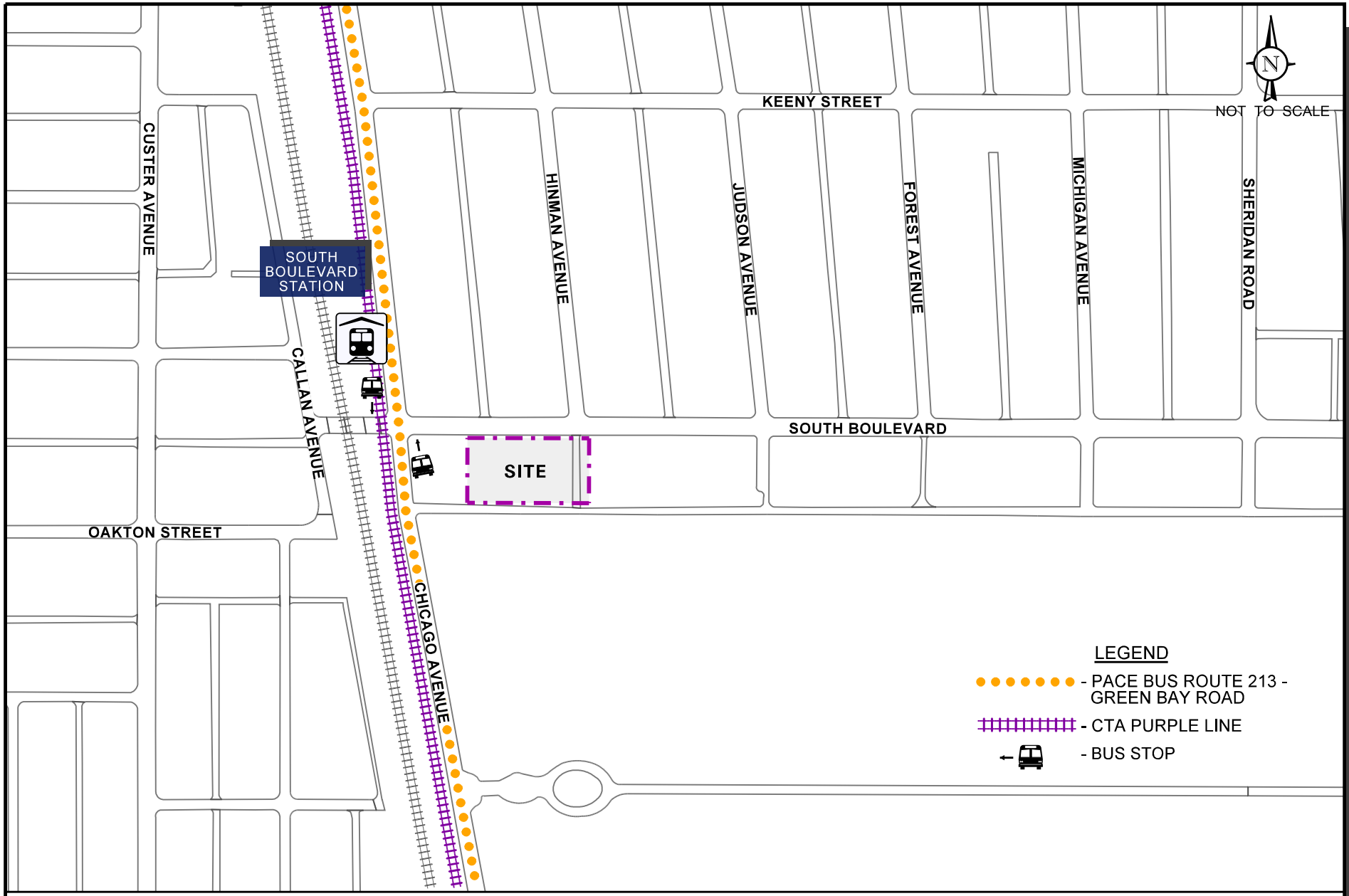
Accessibility to and from the site is enhanced by the alternative modes of transportation serving the area as summarized below and illustrated in **Figure 4**.

Public Transportation. The area is served by several modes of public transportation including CTA rapid transit service and Pace bus service as summarized below:

- The *CTA Purple Line* has a local stop at the South Boulevard station in the northwest corner of the intersection of South Boulevard with Chicago Avenue. This line provides daily service between the Linden station in Wilmette and the Howard station on the border of Chicago and Evanston. In addition, weekday peak period express service is provided between the Howard station and downtown Chicago Loop.

- *Pace Route 213 (Green Bay Road)* provides service between the Howard CTA station and the Highland Park Metra UP-North station. Service is provided on weekdays and Saturdays from early morning to mid-evening.

In addition, CTA Bus Routes 201 and 206 have local stops at the intersection of Ridge Road with South Boulevard, which is located approximately 0.5 miles from the site.



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Public Transportation

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Job No: 22-184 Figure: 4

Divvy Bike Share System. Two Divvy bike share stations are located within one-half mile of the site. The station located at the Main Street Purple Line station contains 15 bike docks and the station located at Saint Francis Hospital contains 15 bike docks.

Non-Motorized Transportation Systems. Most of the roadways within the immediate area have sidewalks on both sides of the roadway. The west side of Chicago Avenue between Chicago Avenue and Callan Avenue does not have sidewalks due to the CTA elevated rail line retaining wall. Standard style crosswalks are provided on all approaches and countdown pedestrian traffic signals are provided at the Chicago Avenue/South Boulevard intersection. According to the City of Evanston's Area Bike Map, South Boulevard, Chicago Avenue, and Hinman Avenue are designated bike routes. The South Boulevard CTA Purple Line station provides bike parking adjacent to the entrance.

Car-Sharing Transportation Availability. Multiple car-sharing services like ZipCar, Turo, and Getaround serve the area.

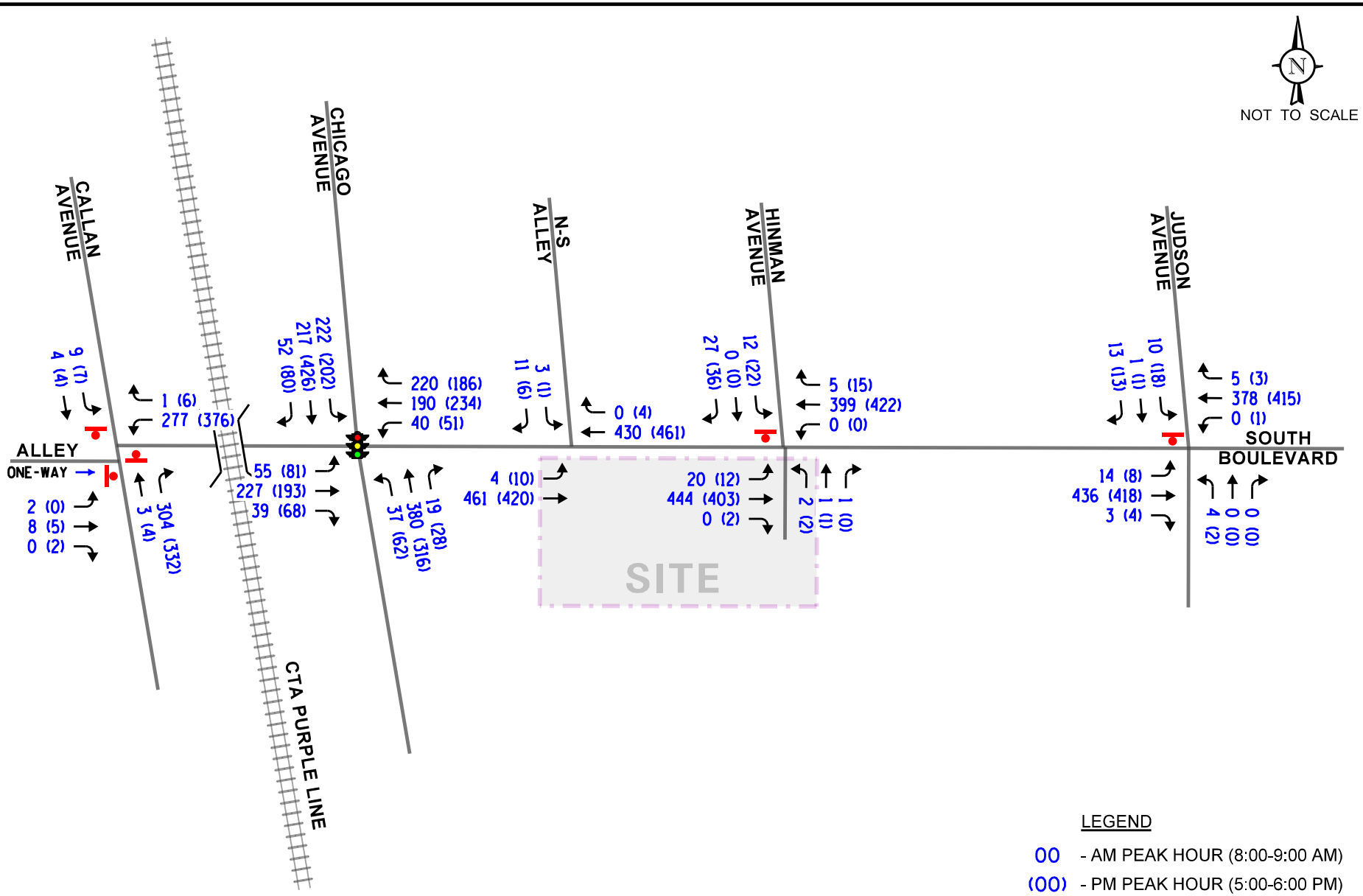
Existing Traffic Volumes

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

- South Boulevard with Chicago Avenue
- South Boulevard with Callan Avenue
- South Boulevard with Hinman Avenue
- South Boulevard with Judson Avenue
- South Boulevard with the north-south Alley between Chicago Avenue and Hinman Avenue

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 Tuesday, June 14, 2022. 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.

To ensure that traffic volumes in the area reflect normal traffic conditions, KLOA, Inc. compared the volumes to the two-way traffic along South Boulevard and Chicago Avenue provided on the IDOT Traffic Count Database System. Based on the comparison and to provide a conservative (worst-case) analysis, traffic volumes along South Boulevard and Chicago Avenue were increased by 10 percent to represent Year 2022 base traffic volumes. **Figure 5** illustrates the Year 2022 base peak hour traffic volumes and **Figure 6** illustrates the existing pedestrian and bicycle peak hour volumes.

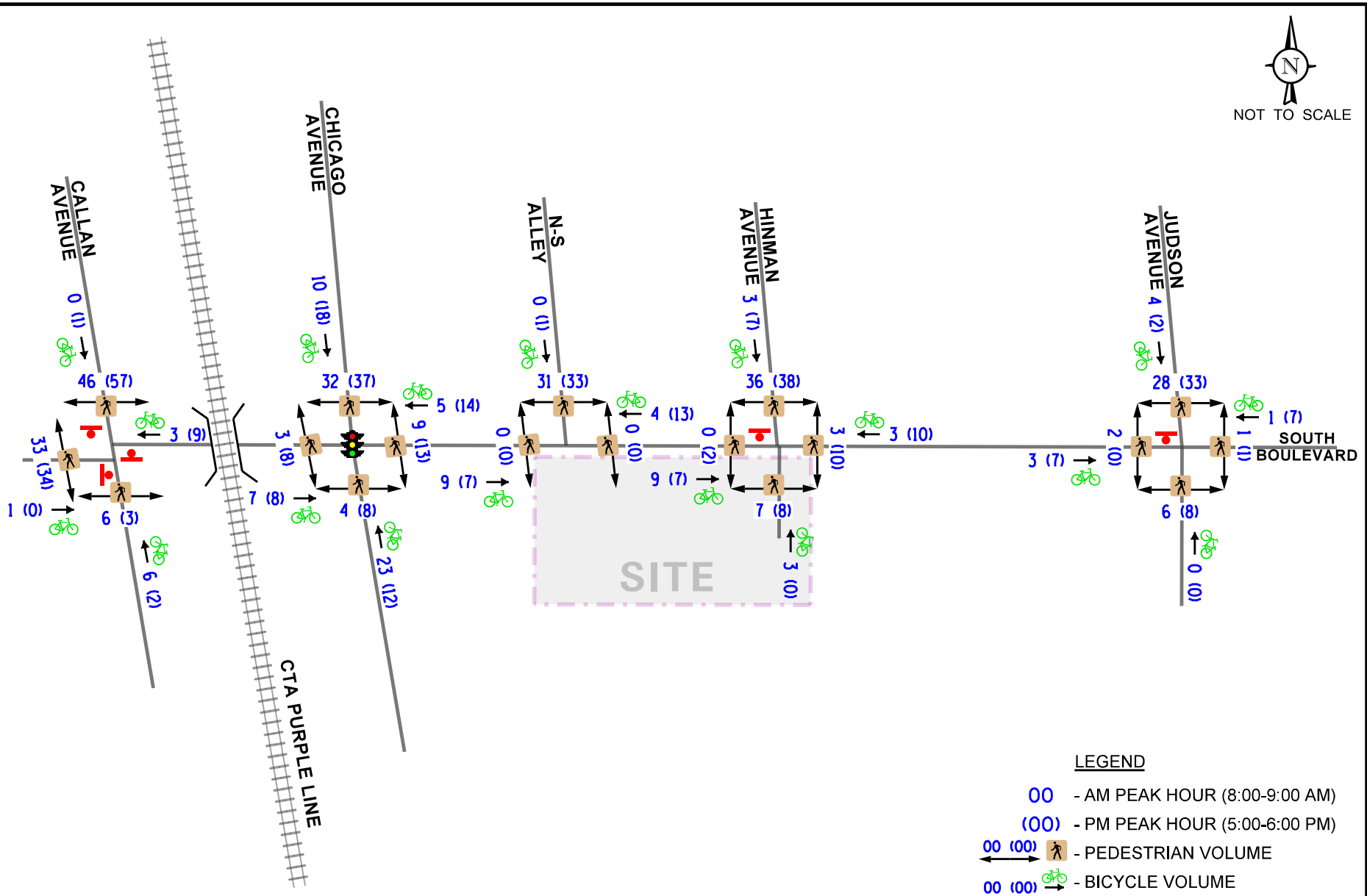


South Boulevard Affordable Housing Development
Evanston, Illinois

Year 2022 Base Traffic Volumes

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Job No: 22-184 Figure: 5



South Boulevard
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Existing Pedestrian and Bicycle
Traffic Volumes

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Job No: 22-184 Figure: 6

Crash Analysis

KLOA, Inc. obtained crash data[1] from IDOT for the most recent available five years (2017 to 2021) for the intersections of South Boulevard with Chicago Avenue, Callan Avenue, Hinman Avenue, and Judson Avenue. The crash data is summarized in **Tables 1** through **4**. It should be noted that no fatalities were reported at these intersections during the time period surveyed.

Table 1
SOUTH BOULEVARD WITH CHICAGO AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	2	0	2	1	0	1	0	6
2018	0	0	0	2	0	5	2	9
2019	1	0	0	0	0	0	1	2
2020	1	0	0	1	0	0	1	3
2021	2	0	0	0	0	2	0	4
Total	**6**	**0**	**2**	**4**	**0**	**8**	**4**	**24**
Average	**1.2**	**0.0**	**<1.0**	**<1.0**	**0.0**	**1.6**	**<1.0**	**4.8**

Table 2
SOUTH BOULEVARD WITH CALLAN AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	2	0	2	1	0	1	1	7
2018	0	0	0	2	0	5	2	9
2019	1	0	1	0	0	0	1	3
2020	1	0	0	1	0	0	1	3
2021	2	0	0	0	1	2	0	5
Total	**6**	**0**	**3**	**4**	**1**	**8**	**5**	**27**
Average	**1.2**	**0.0**	**<1.0**	**<1.0**	**<1.0**	**1.6**	**1.0**	**5.4**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

Table 3
SOUTH BOULEVARD WITH HINMAN AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	1	1
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**<1.0**

Table 4
SOUTH BOULEVARD WITH JUDSON AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	1	0	1
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site Plan

As proposed, the site will be redeveloped with 60 affordable housing residential units consisting of 30 one-bedroom units, 12 two-bedroom units, and 18 three-bedroom units. Parking for the development will be provided via a 65-space surface lot located on the south side of the site. Eighteen of the parking spaces will be covered by a building overhang with six of the spaces reserved as accessible parking spaces. In addition, bike racks for 47 bikes will be provided adjacent to the covered parking under the building overhang.

Access to the development will be provided via a private circulation road that will be aligned opposite Hinman Avenue and extend between South Boulevard and the public alley that runs along the south side of the site. This circulation road will provide one lane in each direction and sidewalks on both sides of the road. At its intersections with both Hinman Avenue and the east-west public alley, the circulation road will provide single-lane approaches that should be under stop sign control. In addition to providing access to the development, the circulation road will also provide driveway access to the two private residential properties located adjacent to the east side of the site. Further access to 23 of the parking spaces will be provided via the east-west public alley.

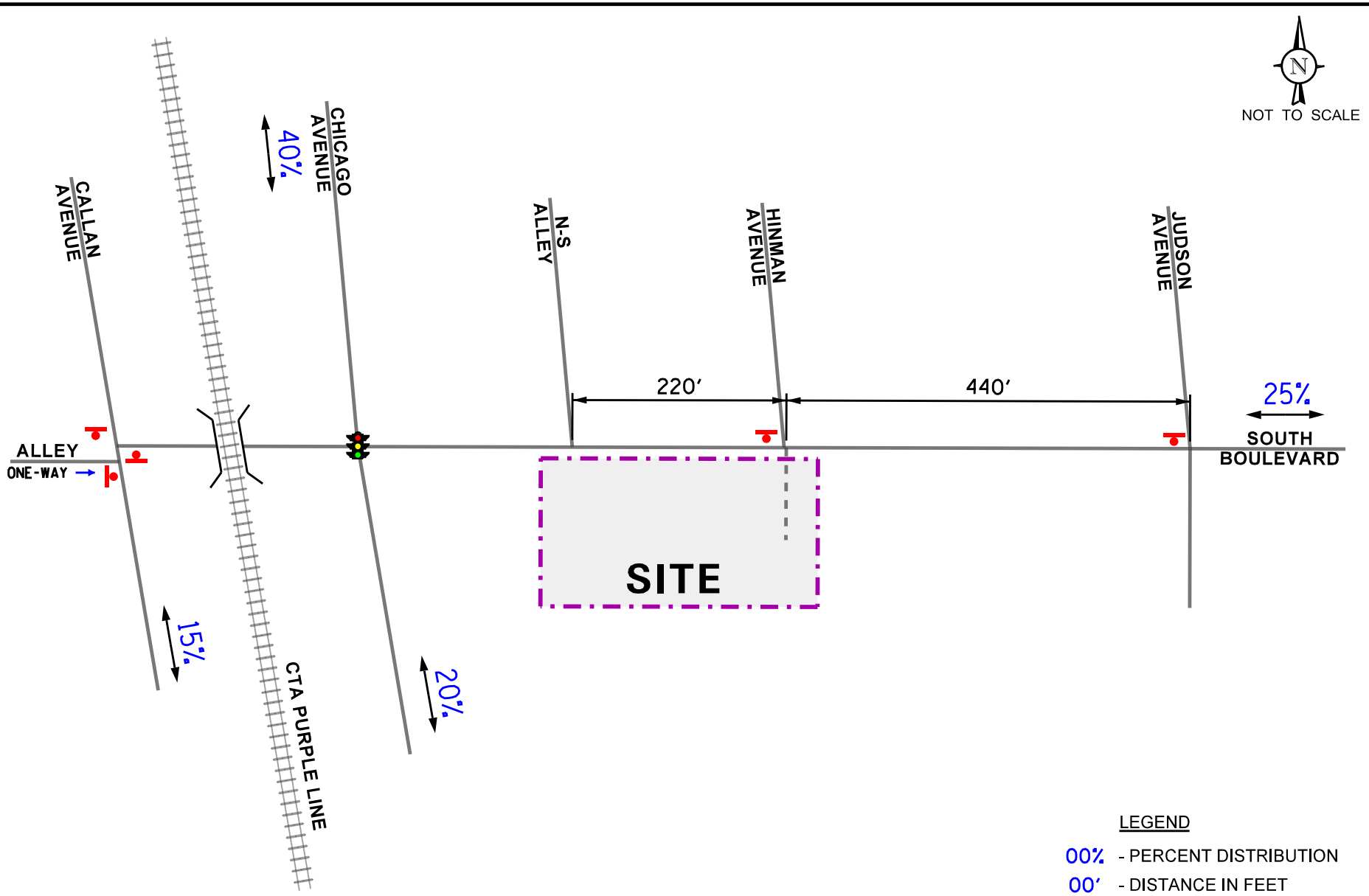
Directional Distribution

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 7** 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). Land-Use Code 223 (Affordable Housing) was utilized. **Table 5** summarizes the estimated total trips anticipated with the development during the weekday morning and weekday evening peak hours split by mode of transportation based on U.S. Census data for the census tract the site is located within. Copies of the ITE trip generation sheets and the census data used is included in the Appendix.

It should be noted that the development contains a surface parking lot with a total of approximately 64 parking spaces and four townhomes. As such, the traffic to be generated by the development will not be all new traffic to the area roadway system, as it will be replacing the traffic generated by the townhomes and the traffic traveling to and from the parking lot. However, to provide a conservative analysis, no reductions were assumed in the new traffic to be generated by the development.



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Directional Distribution

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Job No: 22-184 Figure: 7

Table 5
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

Mode of Transportation	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Affordable Housing (60 Units) LUC – 223						
Vehicles (65%)	**7**	**16**	**23**	**14**	**10**	**24**
Public Transportation (28%)	3	8	11	6	4	10
Walk (3%)	0	0	0	1	0	1
Bike (4%)	0	0	0	0	1	1
Other: Ride-share, taxi, etc. (0%)	0	0	0	0	0	0
Total	**10**	**24**	**34**	**21**	**15**	**16**

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

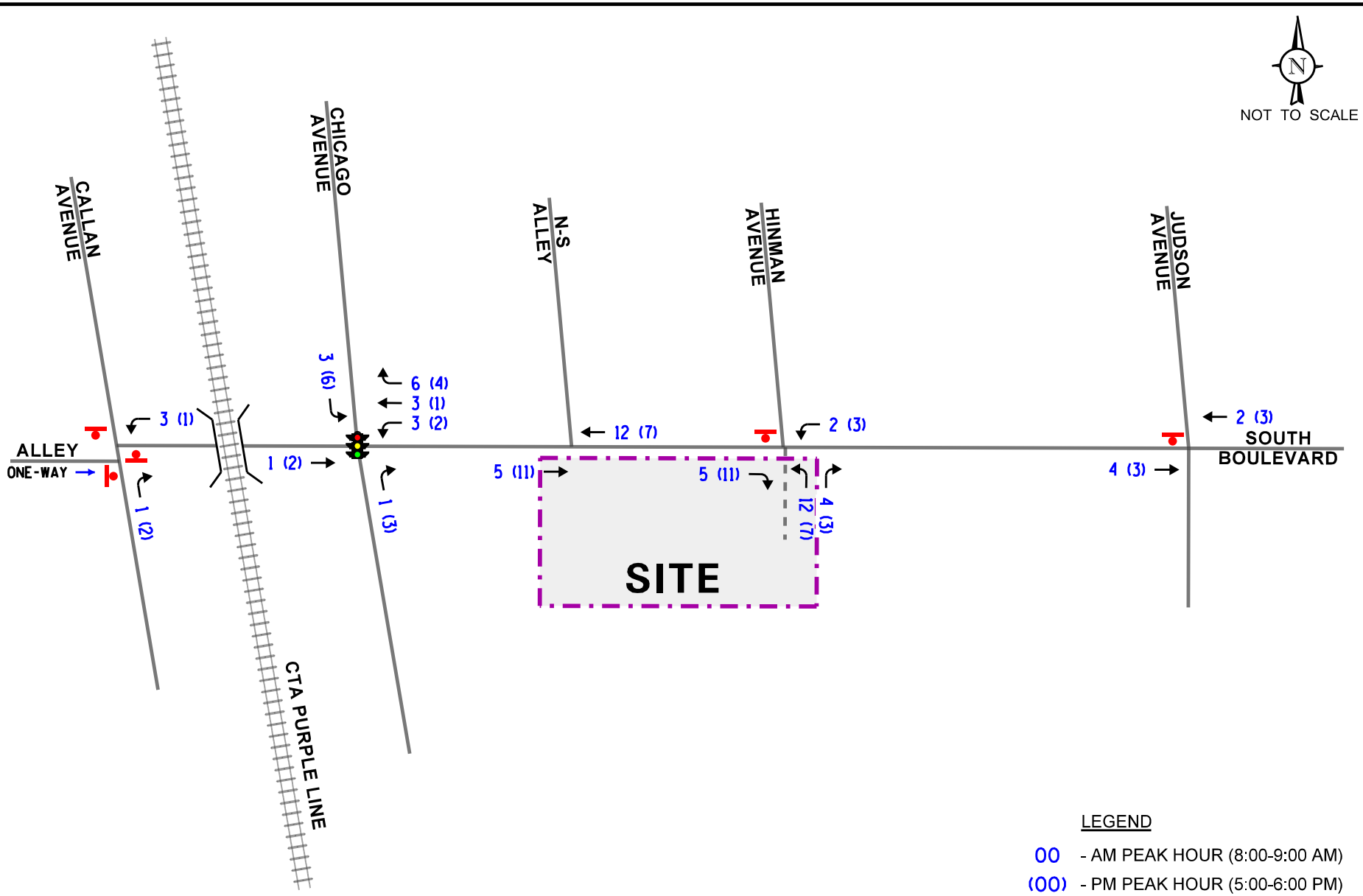
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 7) and are illustrated in **Figure 8.**

Background (No-Build) Traffic Conditions

The Year 2022 base traffic volumes (Figure 5) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on employment and population projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated March 1, 2023, the base traffic volumes in the study area were increased by a compounded growth rate of 0.20 percent per year for six years for a total of approximately one percent. The Year 2028 no-build traffic volumes are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 8) was added to the Year 2022 base traffic volumes accounting for background growth (Figure 9) to determine the Year 2028 total projected traffic volumes, shown in **Figure 10**.

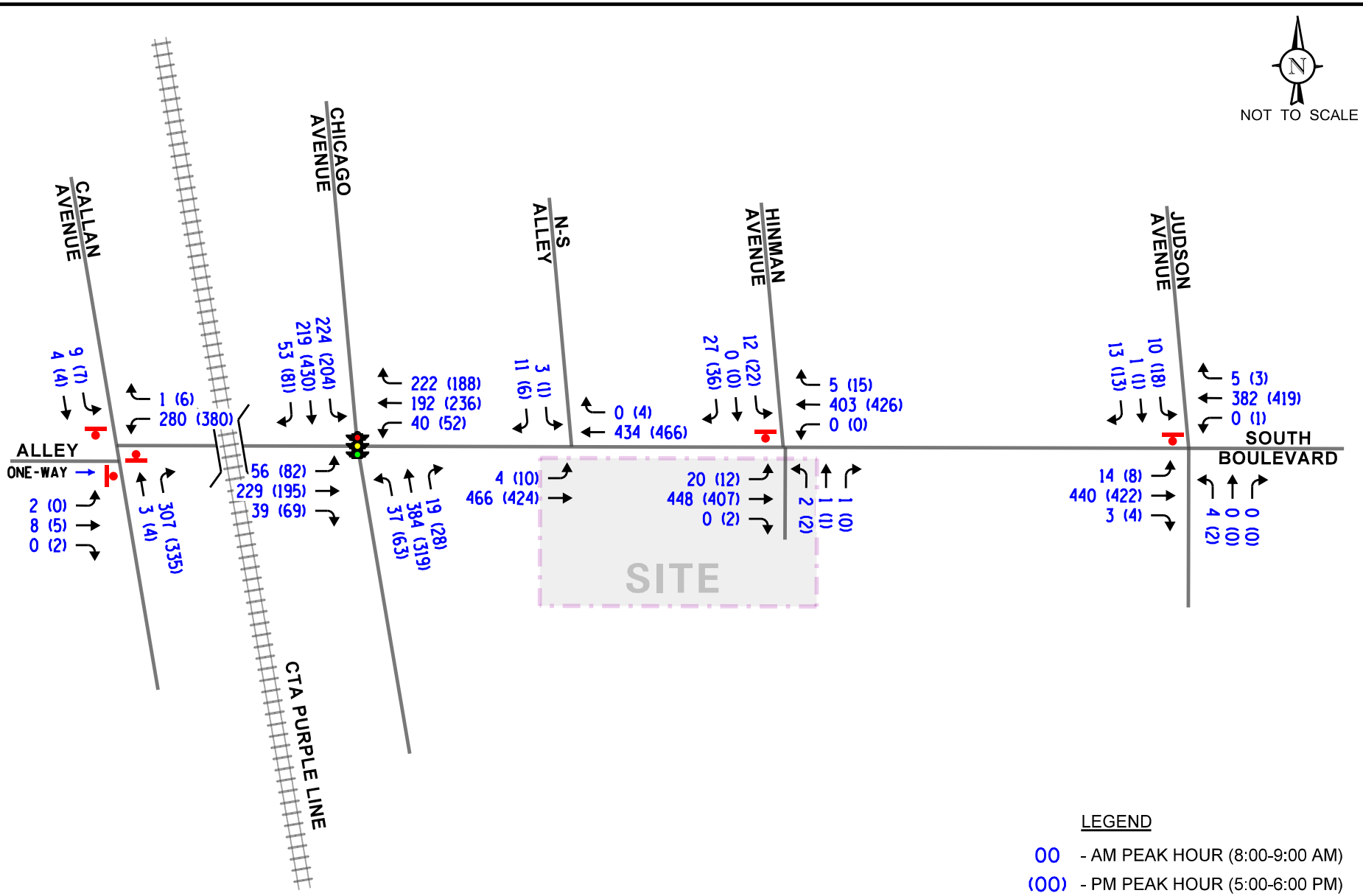


South Boulevard Affordable Housing Development
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Site-Generated Traffic Volumes

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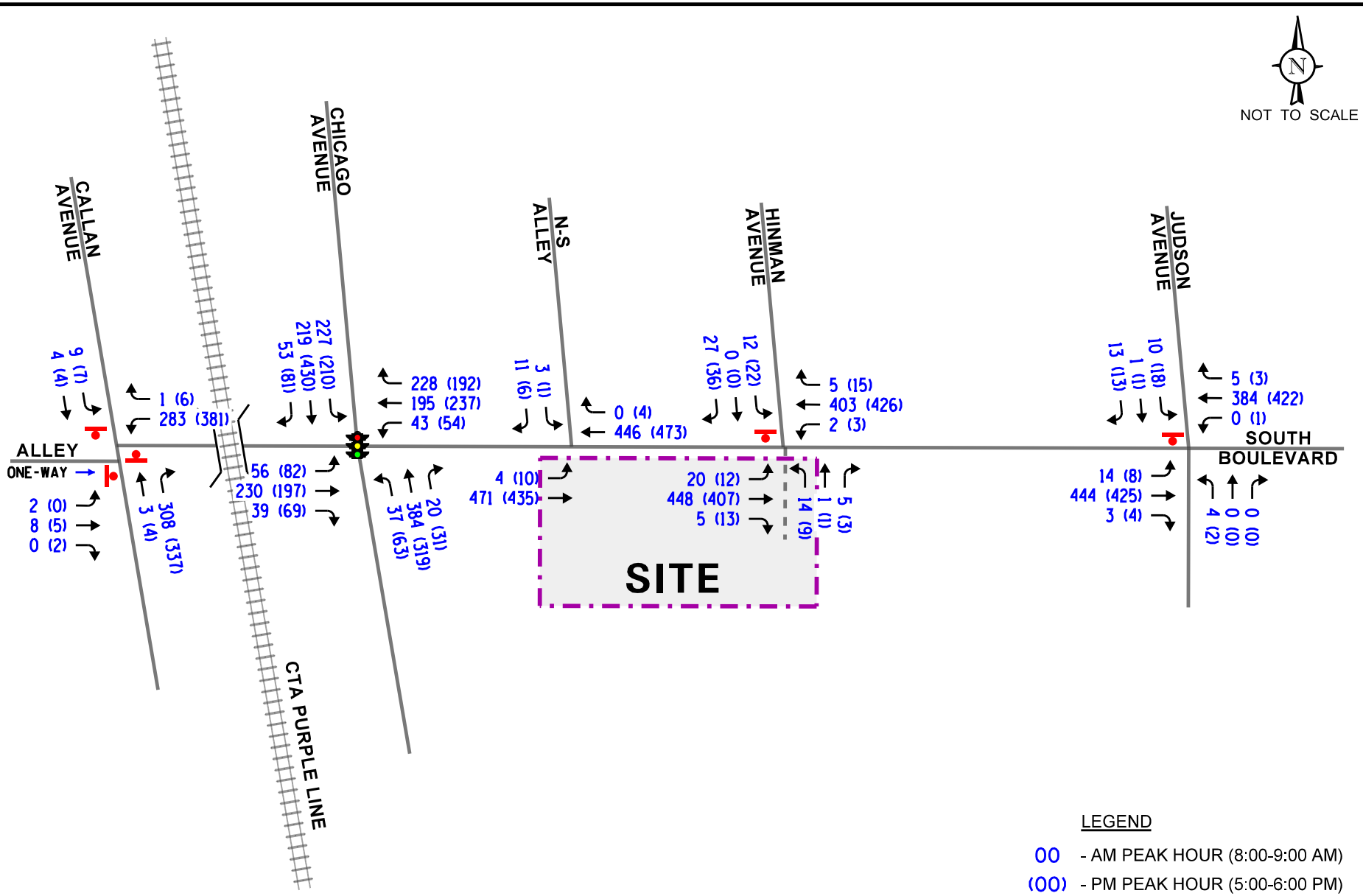


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Year 2028 No-Build Traffic Volumes

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Job No: 22-184 Figure: 9



South Boulevard Affordable Housing Development
Evanston, Illinois

Year 2028 Total Traffic Volumes

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Job No: 22-184 Figure: 10

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the Year 2022 base, Year 2028 no-build, and Year 2028 total traffic volumes.

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

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2022 base, Year 2028 no-build, and Year 2028 total projected conditions for the study area intersections are presented in **Tables 6** through **9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
SOUTH BOULEVARD WITH CHICAGO AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L/T	R	L	T/R	L	T/R	
Year 2022 Base Conditions	Weekday Morning	D 39.0	D 43.3	D 51.8	E 67.1	B 15.8	C 20.4	A 9.8	A 9.0	C 31.6
		D – 42.6		E – 59.3		C – 20.0		A – 9.4		
	Weekday Evening	D 53.5	D 43.1	F 93.7	E 71.9	B 16.8	B 18.9	A 9.2	B 12.2	D 37.0
		D – 45.6		F – 85.1		B – 18.6		B – 11.4		
Year 2028 No-Build Conditions	Weekday Morning	D 39.2	D 43.5	D 52.5	E 66.8	B 15.8	C 20.5	A 9.8	A 9.1	C 31.7
		D – 42.7		E – 59.5		C – 20.1		A – 9.4		
	Weekday Evening	E 55.1	D 43.4	F 99+	E 71.5	B 16.9	B 19.0	A 9.3	B 12.3	D 38.6
		D – 46.2		F – 91.1		B – 18.7		B – 11.4		
Year 2028 Projected Conditions	Weekday Morning	D 39.5	D 43.6	E 55.7	E 65.9	B 15.9	C 20.6	A 9.9	A 9.1	C 32.3
		D – 42.9		E – 60.7		C – 20.2		A – 9.5		
	Weekday Evening	E 55.9	D 43.6	F 99+	E 70.6	B 17.0	B 19.3	A 9.4	B 12.3	D 40.2
		D – 46.5		F – 96.6		B – 18.9		B – 11.4		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 7
CAPACITY ANALYSIS RESULTS – BASE CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
South Boulevard with Callan Avenue				
• Intersection Capacity Utilization	A	47.7%	A	54.9%
South Boulevard with Hinman Avenue[2]				
• Northbound Approach	C	18.6	C	20.7
• Southbound Approach	C	15.7	C	17.8
• Eastbound Left Turn	A	8.4	A	8.6
• Westbound Left Turn	A	0.0	A	0.0
South Boulevard with Judson Avenue[2]				
• Northbound Approach	C	20.5	C	20.6
• Southbound Approach	C	16.3	C	18.5
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	0.0	A	8.3
South Boulevard with North-South Alley[2]				
• Southbound Approach	B	14.2	B	13.3
• Eastbound Left Turn	A	8.4	A	8.7

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 8
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
South Boulevard with Callan Avenue				
• Intersection Capacity Utilization	A	48.0%	A	55.3%
South Boulevard with Hinman Avenue[2]				
• Northbound Approach	C	18.9	C	21.0
• Southbound Approach	C	15.8	C	18.0
• Eastbound Left Turn	A	8.4	A	8.6
• Westbound Left Turn	A	0.0	A	0.0
South Boulevard with Judson Avenue[2]				
• Northbound Approach	C	20.7	C	20.8
• Southbound Approach	C	16.4	C	18.7
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	0.0	A	8.3
South Boulevard with North-South Alley[2]				
• Southbound Approach	B	14.2	B	13.4
• Eastbound Left Turn	A	8.4	A	8.7

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 9
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
South Boulevard with Callan Avenue				
• Intersection Capacity Utilization	A	48.2%	A	55.5%
South Boulevard with Hinman Avenue[2]				
• Northbound Approach	C	20.2	C	21.2
• Southbound Approach	C	15.9	C	18.3
• Eastbound Left Turn	A	8.4	A	8.6
• Westbound Left Turn	A	8.3	A	8.3
South Boulevard with Judson Avenue[2]				
• Northbound Approach	C	21.0	C	21.0
• Southbound Approach	C	16.5	C	18.9
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	0.0	A	8.3
South Boulevard with North-South Alley[2]				
• Southbound Approach	B	14.4	B	13.4
• Eastbound Left Turn	A	8.5	A	8.7

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

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.

South Boulevard with Chicago Avenue

The results of the capacity analysis indicate that this intersection currently operates at an overall Level of Service (LOS) C during the weekday morning peak hour and LOS D during the weekday evening peak hour. All of the approaches and movements currently operate at LOS D or better during both peak hours with the exception of the westbound approach. During the weekday evening peak hour, the westbound approach currently operates at LOS E during the weekday morning peak hour and LOS F during the weekday evening peak hour. The poor level of service is due in part to the higher traffic volumes along this approach, particularly the right-turn movements, and the reduced green time provided to the South Boulevard approaches. It should be noted that the Chicago Avenue approaches currently operate at LOS B or better.

Under Year 2028 no-build and total conditions, the overall intersection is projected to continue to operate at LOS C during the morning peak hour and LOS D during the evening peak hour. Further, all of the approaches and movements are projected to operate at LOS D or better during both peak hours with the exception of the westbound approach, which is projected to continue to operate at LOS E or F during the peak hours. The Chicago Avenue movements are projected to operate on the threshold between LOS B/C or better during both peak hours. It should be noted that the operation of the westbound approach can be improved with a reallocation of green time at this intersection. The westbound approach is projected to operate at LOS E with a delay of approximately 60 seconds with a reallocation of three to four seconds of green time from the Chicago Avenue through phase to the South Boulevard through phase. Further, the proposed development is projected to have a limited impact on the operation of this intersection as the development-generated traffic will account for approximately one percent of the Year 2028 total peak hour volumes.

South Boulevard with Callan Avenue

Given that the stop control at this intersection is atypical with three stop sign-controlled approaches and one free-flow approach, the intersection was evaluated using the Intersection Capacity Utilization (ICU) method. The results of the capacity analysis indicate that this intersection currently operates at an overall LOS A during the weekday morning and weekday evening peak hours with ICU percentages of approximately 50 percent. Under Year 2028 no-build and total conditions, the intersection is projected to continue operating at LOS A with ICU percentages of approximately 50 percent during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development. However, given the atypical traffic control at this intersection, consideration should be given to installing signs below the stop signs on both approaches of Callan Way that the traffic on South Boulevard has the right-of-way and does not stop at this intersection.

South Boulevard with Hinman Avenue and Access Road

Access to the development will be provided via a private circulation road that will be aligned opposite Hinman Avenue and extend between South Boulevard and the public alley that runs along the south side of the site. This circulation road will provide one lane in each direction and sidewalks on both sides of the road. At its intersections with both Hinman Avenue and the east-west public alley, the circulation road will provide single-lane approaches that should be under stop sign control.

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS C during the weekday morning and weekday evening peak hours. The eastbound and westbound left-turn movements currently operate at LOS A during both peak hours. Under Year 2028 no-build and total conditions, the approaches and critical movements are projected to continue operating at their current levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications will be required.

South Boulevard with Judson Avenue

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS C during the weekday morning and weekday evening peak hours. The eastbound and westbound left-turn movements currently operate at LOS A during the peak hours. Under Year 2028 no-build and total projected conditions, the approaches and critical movements are projected to continue operating at their current levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications will be required.

South Boulevard with North-South Alley

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours. The eastbound left turn currently operates at LOS A during the peak hours. Under Year 2028 no-build and total projected condition, the approach and critical movements are projected to continue operating at their current levels of service. As such, this intersection is projected to adequately accommodate traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

Transportation Sustainability Conclusions and Recommendations

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

- The development will provide covered parking for approximately 47 bicycles.
- Consideration should be given to providing one electric vehicle charging station within the parking lot.
- Consideration should be given to replacing the standard style crosswalks with high visibility, ladder style crosswalks at the following intersections:
    - On all four legs of the intersection of Chicago Avenue with South Boulevard.
    - On the north leg of the intersection of South Boulevard with Callan Avenue.
- Due to the elevated train tracks, sidewalks are not provided on the east side of Callan Avenue or the south side of South Boulevard between Chicago Avenue and Callan Avenue. As such, a crosswalk is only provided on the north leg of Callan Avenue at its intersection with South Boulevard. To reduce the jaywalking at this intersection, consideration should be given to installing signs at the intersection indicating the appropriate pedestrian route when traversing this intersection.

6. Parking Evaluation

As the proposed the development will be replacing the existing surface lot and four-unit townhome development with a 60-unit affordable apartment development with a surface parking lot providing 65 parking spaces.

Projected Parking Demand

In order to determine the projected parking demand for the proposed 60 affordable housing units, the parking demand was estimated based on the following methodologies:

- City of Evanston Code of Ordinances
- Institute of Transportation Engineers (ITE): *Parking Generation Manual,* 5th Edition

Based on the above methodologies, the parking demand for the proposed development is as follows:

City of Evanston Code of Ordinances

- Multifamily Housing (60 Units)
  - 1 Bedroom Units – 0.55 Spaces per Unit
  - 2 Bedroom Units – 1.10 Spaces per Unit
  - 3 Bedroom Units – 1.65 Spaces per Unit

Based on the above requirements, the 30 one-bedroom units, 12 two-bedroom units, and 18 three-bedroom units will require approximately 59 parking spaces. With a total of 65 parking spaces, the parking to be provided by the development exceeds the City of Evanston's parking requirements.

ITE *Parking Generation Manual*, 5th Edition

- Affordable Housing – Income Limits – Land Use Code 223:
  - 46 parking spaces (ratio of 0.77 spaces per dwelling unit)

Based on the above, the 65 parking spaces to be provided by the development is sufficient to meet its peak parking demand.

7. Conclusion

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

- The volume of new traffic to be generated by the development will be reduced due to (1) the public transportation and alternative modes of transportation serving the area and (2) that the development will be replacing an existing parking lot and four townhomes that currently generate traffic.

- Access to the development will be provided via a private circulation road that will be aligned opposite Hinman Avenue and extend between South Boulevard and the public alley that runs along the south side of the site. This circulation road roadway will provide one lane in each direction and sidewalks on both sides of the road. At its intersections with both Hinman Avenue and the east-west public alley, the circulation road will provide single lane approaches that should be under stop sign control. Further, access to 23 of the parking spaces will be provided via the east-west public alley.

- The proposed access system will provide efficient and orderly access to the development with limited impact on the existing area traffic.

- The results of the capacity analyses shows that the area intersections generally have sufficient reserve capacity to accommodate the traffic to be generated by the development. However, to enhance the operation of the westbound approach of South Boulevard at its intersection with Chicago Avenue, some green time should be reallocated from Chicago Avenue through phase to the South Boulevard through phase.

- Additionally, given the atypical traffic control at the South Boulevard/Callan Avenue intersection, consideration should be given to installing signs below the stop signs on both approaches of Callan Way that the traffic on South Boulevard has the right-of-way does not stop at this intersection.

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

    - The development will provide covered parking for approximately 47 bicycles.

    - Consideration should be given to providing one electric vehicle charging station within the parking lot.

    - Consideration should be given to replacing the standard style crosswalks with high, visibility, ladder style crosswalks at the following intersections:

        - On all four legs of the intersection of Chicago Avenue with South Boulevard.
        - On the north leg of the intersection of South Boulevard with Callan Avenue.
    - To reduce the jaywalking at the South Boulevard/Callan Avenue intersection, consideration should be given to installing signs at the intersection indicating the appropriate pedestrian route when traversing this intersection.

- The parking to be provided by the proposed development exceeds the City of Evanston requirements.

Appendix

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

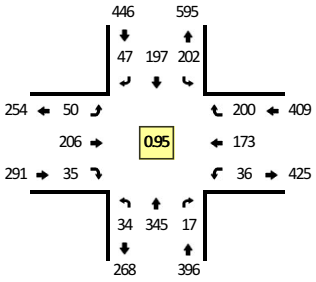
Traffic Count Summary Sheets

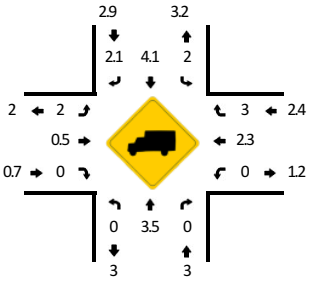
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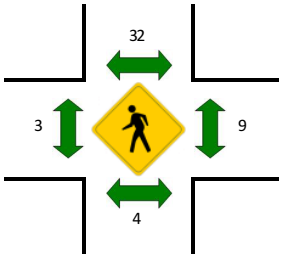
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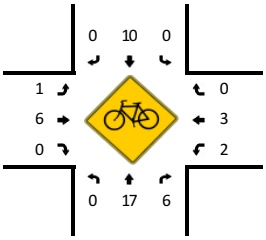
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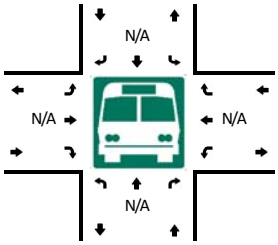




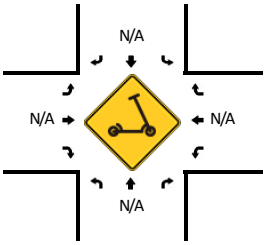












15-Min Count Period Beginning At	Chicago Ave (Northbound)				Chicago Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	60	3	0	55	38	9	0	7	29	1	0	7	31	32	0	277	
7:15 AM	3	63	3	0	46	36	5	0	2	41	11	0	7	31	26	0	274	
7:30 AM	6	69	2	0	53	28	7	0	7	50	6	0	3	39	44	0	314	
7:45 AM	5	80	2	0	46	44	3	0	4	68	9	0	1	43	48	0	353	1218
8:00 AM	9	70	3	0	65	43	6	0	7	56	7	0	9	43	43	0	361	1302
8:15 AM	9	91	7	0	44	48	14	0	16	64	8	0	7	45	52	0	405	1433
8:30 AM	7	101	4	0	32	50	10	0	9	46	13	0	11	38	51	0	372	1491
8:45 AM	9	83	3	0	61	56	17	0	18	40	7	0	9	47	54	0	404	1542

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	364	28	0	176	192	56	0	64	256	32	0	28	180	208	0	1620
Heavy Trucks	0	16	0		0	12	0		0	4	0		0	0	8		40
Buses																	
Pedestrians		4				40				0				8			52
Bicycles	0	12	16		0	28	0		0	8	0		4	4	0		72
Scooters																	

Comments:

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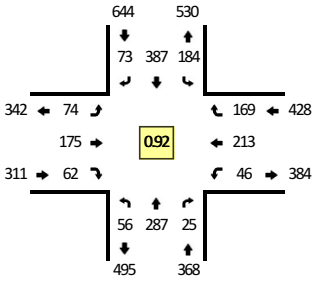
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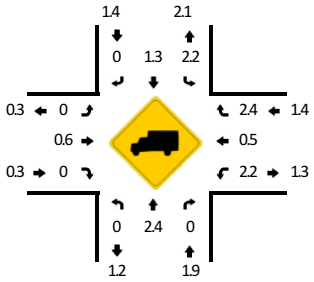
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CITY/STATE: Evanston, IL

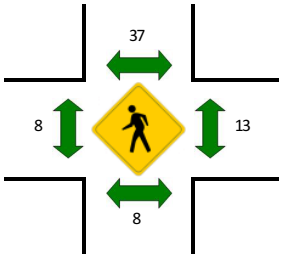
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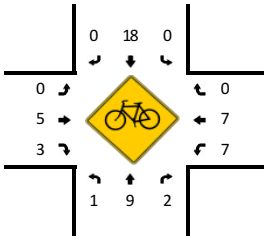


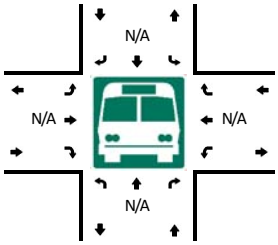


Quality Counts
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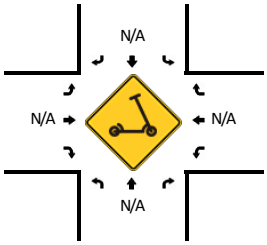












15-Min Count Period Beginning At	Chicago Ave (Northbound)				Chicago Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
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4:00 PM	11	67	7	0	47	83	17	0	14	40	18	0	10	59	22	0	395	
4:15 PM	11	76	9	0	60	96	13	0	13	47	11	0	6	42	27	0	411	
4:30 PM	18	71	6	0	54	91	14	0	16	46	20	0	7	61	31	0	435	
4:45 PM	12	90	4	0	39	124	13	0	13	51	11	0	6	63	36	0	462	1703
5:00 PM	15	67	8	0	39	98	24	0	15	43	15	0	10	64	35	0	433	1741
5:15 PM	20	76	3	0	39	90	17	0	19	35	13	0	10	43	37	0	402	1732
5:30 PM	11	69	9	0	50	88	18	0	15	62	17	0	9	51	43	0	442	1739
5:45 PM	10	75	5	0	56	111	14	0	25	35	17	0	17	55	54	0	474	1751

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	300	20	0	224	444	56	0	100	140	68	0	68	220	216	0	1896
Heavy Trucks	0	4	0		8	8	0		0	4	0		0	0	8		32
Buses																	
Pedestrians		16				44				12				12			84
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Scooters																	

Comments:

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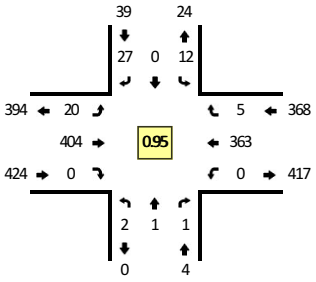
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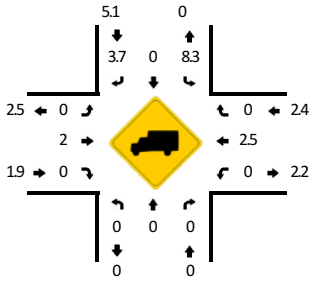
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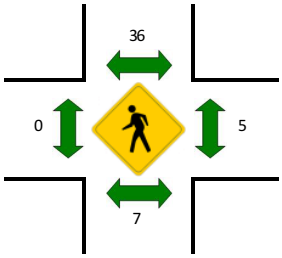
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Peak 15-Min: 8:15 AM -- 8:30 AM

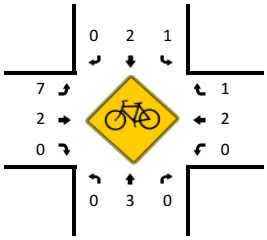


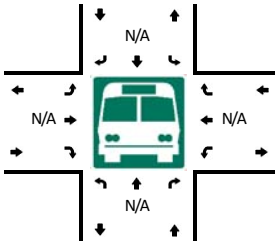


Quality Counts
DATA THAT DRIVES COMMUNITIES

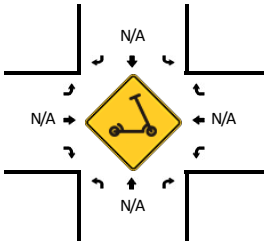












15-Min Count Period Beginning At	Hinman Ave (Northbound)				Hinman Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	0	0	0	0	4	0	1	83	0	0	0	61	0	0	150	
7:15 AM	1	0	1	0	2	0	2	0	2	89	1	0	0	59	3	0	160	
7:30 AM	2	0	0	0	2	0	3	0	5	99	0	0	0	82	1	0	194	
7:45 AM	0	0	0	0	2	0	3	0	2	117	0	1	0	87	1	0	213	717
8:00 AM	1	0	1	0	5	0	3	0	1	120	0	0	0	83	0	0	214	781
8:15 AM	0	0	0	0	3	0	7	0	4	112	0	1	0	93	0	0	220	841
8:30 AM	0	0	0	0	1	0	7	0	9	74	0	0	0	96	0	0	187	834
8:45 AM	1	1	0	0	3	0	10	0	4	98	0	1	0	91	5	0	214	835

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	28	0	16	448	0	4	0	372	0	0	880
Heavy Trucks	0	0	0		4	0	0		0	4	0		0	12	0		20
Buses																	
Pedestrians		0				24				0				0			24
Bicycles	0	4	0		0	0	0		20	0	0		0	4	0		28
Scooters																	

Comments:

Report generated on 3/1/2023 8:56 AM

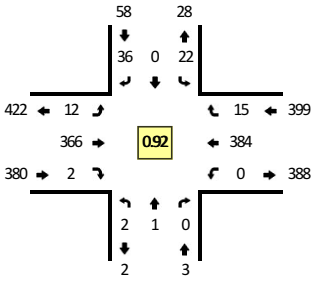
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

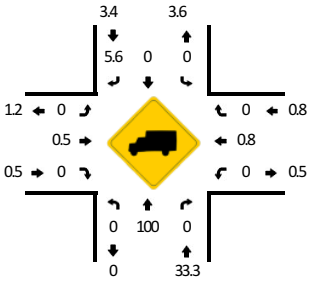
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Hinman Ave -- South Blvd
CITY/STATE: Evanston, IL

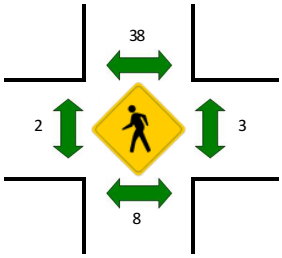
QC JOB #: 15854904
DATE: Tue, Jun 14 2022

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

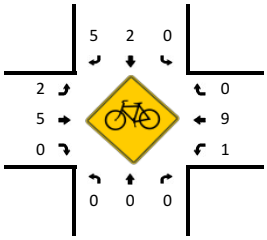


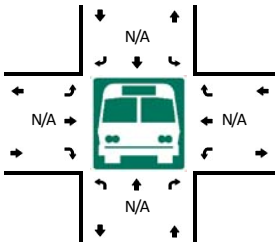


Quality Counts
DATA THAT DRIVES COMMUNITIES

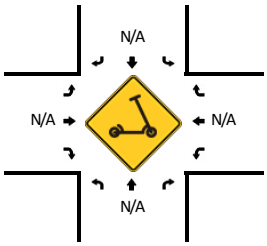












15-Min Count Period Beginning At	Hinman Ave (Northbound)				Hinman Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	3	0	7	1	3	90	2	0	0	82	1	0	189	
4:15 PM	0	0	0	0	2	0	5	0	3	109	1	0	0	75	2	0	197	
4:30 PM	0	0	0	0	4	0	6	0	6	100	2	0	0	92	2	0	212	
4:45 PM	0	0	0	0	3	0	6	0	4	88	0	0	0	97	4	0	202	800
5:00 PM	0	0	0	0	3	0	10	0	3	86	0	0	0	95	2	0	199	810
5:15 PM	1	0	0	0	9	0	10	0	4	74	1	0	0	92	1	0	192	805
5:30 PM	0	1	0	0	6	0	5	0	4	118	1	0	0	87	6	0	228	821
5:45 PM	1	0	0	0	4	0	11	0	1	88	0	0	0	110	6	0	221	840

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	24	0	20	0	16	472	4	0	0	348	24	0	912
Heavy Trucks	0	4	0		0	0	4		0	4	0		0	4	0		16
Buses																	
Pedestrians		8				32				0				0			40
Bicycles	0	0	0		0	8	16		0	4	0		0	16	0		44
Scooters																	

Comments:

Report generated on 3/1/2023 9:03 AM

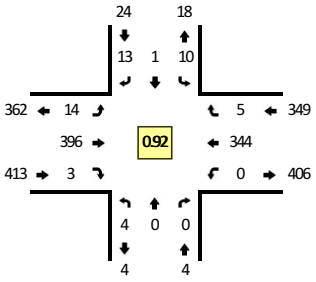
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

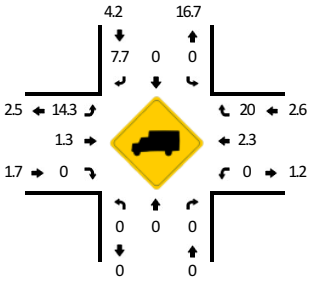
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

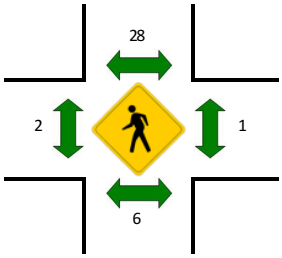
LOCATION: Judson Ave -- South Blvd
CITY/STATE: Evanston, IL

QC JOB #: 15854905
DATE: Tue, Jun 14 2022

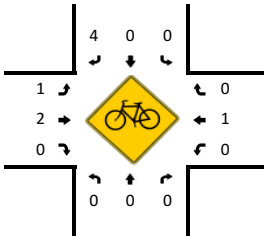
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

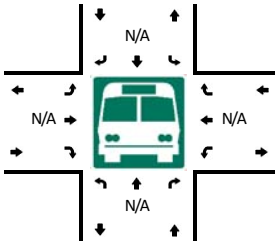




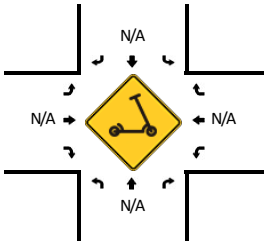












15-Min Count Period Beginning At	Judson Ave (Northbound)				Judson Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	3	0	0	82	0	0	0	58	0	0	143	
7:15 AM	0	0	0	0	1	0	2	0	5	86	0	0	0	60	2	0	156	
7:30 AM	0	0	0	0	0	0	2	0	1	100	0	0	0	76	1	0	180	
7:45 AM	0	0	0	0	1	0	2	0	1	118	0	0	0	88	0	0	210	689
8:00 AM	1	0	0	0	2	1	4	0	3	121	1	0	0	78	3	0	214	760
8:15 AM	2	0	0	0	1	0	2	0	5	109	2	0	0	85	1	0	207	811
8:30 AM	1	0	0	0	4	0	3	0	3	71	0	0	0	94	0	0	176	807
8:45 AM	0	0	0	0	3	0	4	0	2	95	0	1	0	87	1	0	193	790

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	8	4	16	0	12	484	4	0	0	312	12	0	856
Heavy Trucks	0	0	0		0	0	4		4	4	0		0	4	0		16
Buses																	
Pedestrians		4				28				4				4			40
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8
Scooters																	

Comments:

Report generated on 3/1/2023 8:56 AM

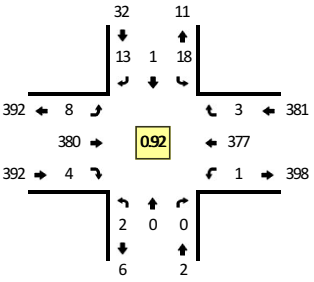
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

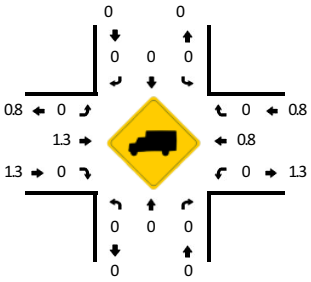
LOCATION: Judson Ave -- South Blvd
CITY/STATE: Evanston, IL

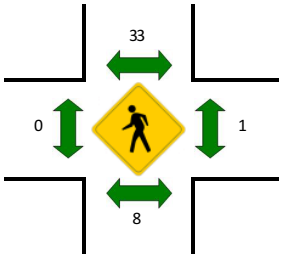
QC JOB #: 15854906
DATE: Tue, Jun 14 2022

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

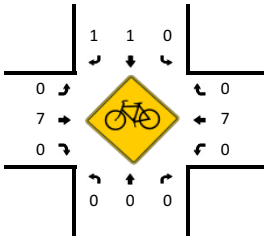


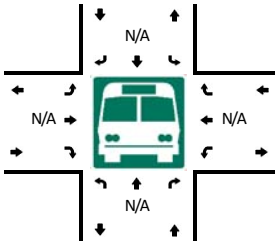




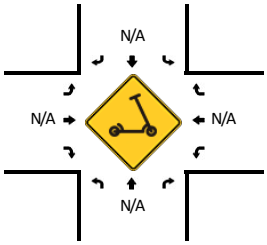












15-Min Count Period Beginning At	Judson Ave (Northbound)				Judson Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	2	0	3	88	0	1	1	81	0	0	177	
4:15 PM	0	0	1	0	3	0	3	0	3	106	2	0	1	75	0	0	194	
4:30 PM	0	0	0	0	4	1	2	0	3	101	0	0	0	92	0	0	203	
4:45 PM	1	1	0	0	5	1	0	0	1	87	1	0	0	99	1	0	197	771
5:00 PM	0	0	0	0	2	0	3	0	3	88	1	0	0	91	0	0	188	782
5:15 PM	2	0	0	0	9	0	3	0	1	76	1	0	0	87	2	0	181	769
5:30 PM	0	0	0	0	3	0	2	0	2	120	1	0	1	89	0	0	218	784
5:45 PM	0	0	0	0	4	1	5	0	2	96	1	0	0	110	1	0	220	807

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	16	4	20	0	8	384	4	0	0	440	4	0	880
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	0	0		12
Buses																	
Pedestrians		8				40				0				0			48
Bicycles	0	0	0		0	0	0		0	8	0		0	4	0		12
Scooters																	

Comments:

Report generated on 3/1/2023 9:03 AM

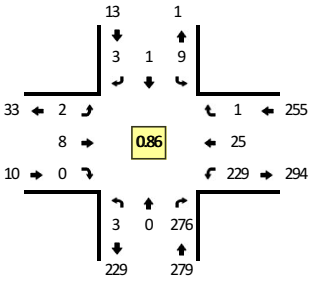
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

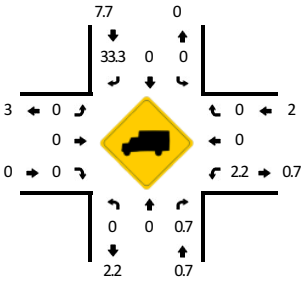
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Callan Ave -- South Blvd
CITY/STATE: Evanston, IL

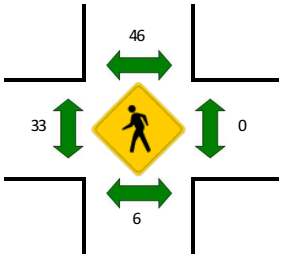
QC JOB #: 15854907
DATE: Tue, Jun 14 2022

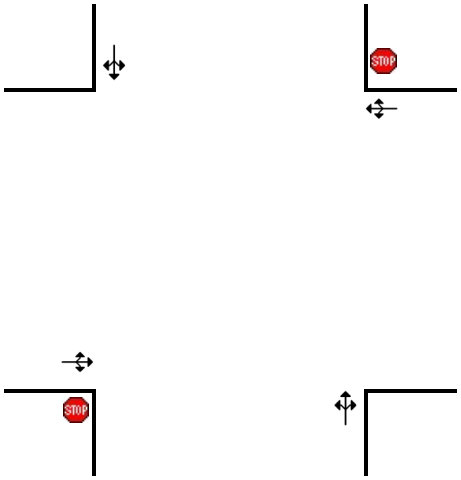
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

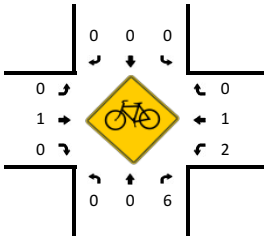


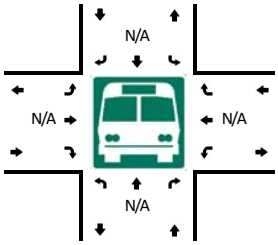


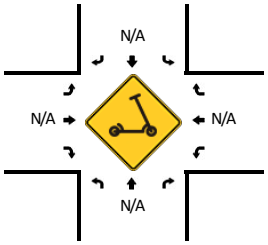
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Callan Ave (Northbound)				Callan Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	35	0	2	0	0	0	0	2	0	1	40	5	0	0	87	
7:15 AM	1	0	43	0	2	0	6	0	0	1	1	0	32	4	1	0	91	
7:30 AM	2	0	60	0	3	0	0	0	0	0	0	0	49	2	0	0	116	
7:45 AM	1	0	81	0	4	0	0	0	0	0	0	0	49	7	0	0	142	436
8:00 AM	0	0	63	0	2	0	0	0	0	2	0	0	53	5	0	0	125	474
8:15 AM	0	0	87	0	1	1	0	0	0	4	0	0	62	6	1	0	162	545
8:30 AM	1	0	61	0	2	0	0	0	0	1	0	2	47	7	0	0	121	550
8:45 AM	2	0	65	0	4	0	3	0	0	1	0	0	66	7	0	1	149	557

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	348	0	4	4	0	0	0	16	0	0	248	24	4	0	648
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		8				44				24				0			76
Bicycles	0	0	8		0	0	0		0	0	0		0	4	0		12
Scooters																	

Comments:

Report generated on 3/1/2023 8:56 AM

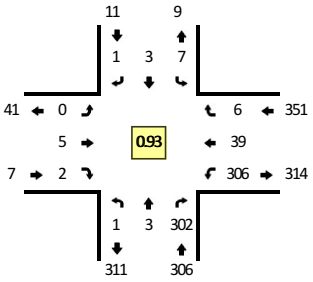
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

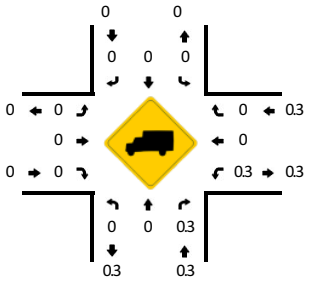
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Callan Ave -- South Blvd
CITY/STATE: Evanston, IL

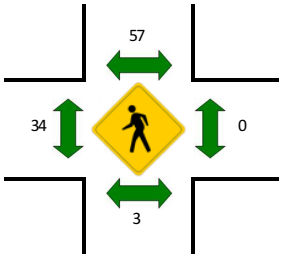
QC JOB #: 15854908
DATE: Tue, Jun 14 2022

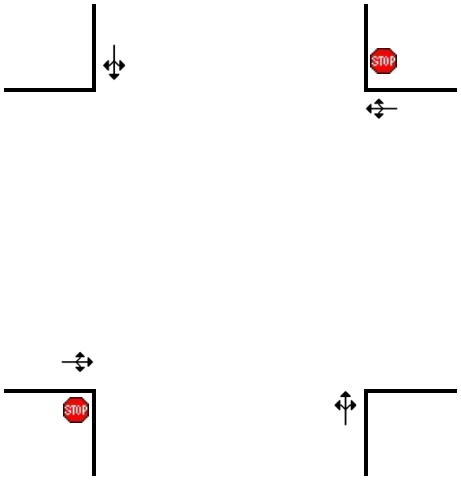
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

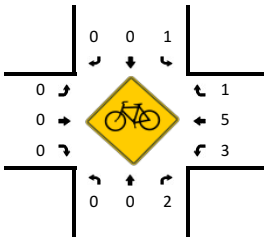


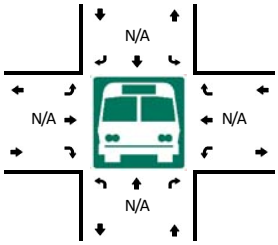


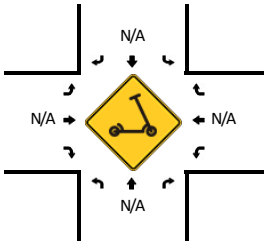
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Callan Ave (Northbound)				Callan Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	63	0	2	0	2	0	0	1	0	0	76	7	2	0	153	
4:15 PM	0	0	70	0	2	0	0	0	0	0	1	0	60	9	0	0	142	
4:30 PM	0	0	79	0	6	0	1	0	0	1	0	0	87	3	0	0	177	
4:45 PM	1	0	70	0	1	1	0	0	0	0	1	0	73	13	2	0	162	634
5:00 PM	0	0	72	0	3	0	0	0	0	1	0	0	98	7	0	0	181	662
5:15 PM	1	1	64	0	0	1	1	0	0	0	0	0	70	9	4	0	151	671
5:30 PM	0	2	90	0	1	2	0	0	0	3	0	0	72	11	1	0	182	676
5:45 PM	0	0	76	0	3	0	0	0	0	1	2	0	66	12	1	0	161	675

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	8	360	0	4	8	0	0	0	12	0	0	288	44	4	0	728
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				60				36				0			96
Bicycles	0	0	4		0	0	0		0	0	0		4	8	0		16
Scooters																	

Comments:

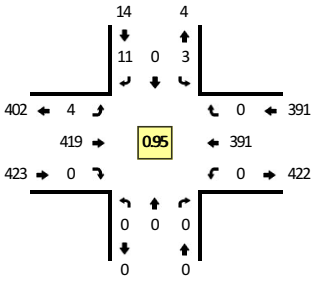
Report generated on 3/1/2023 9:03 AM

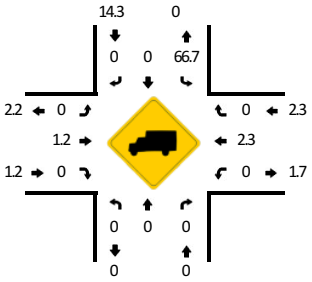
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

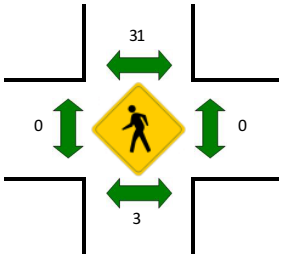
LOCATION: Alley Btwn Hinnman and Chicago -- South Blvd | **QC JOB #:** 15854909
CITY/STATE: Evanston, IL | **DATE:** Tue, Jun 14 2022

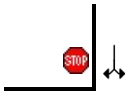
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

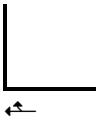


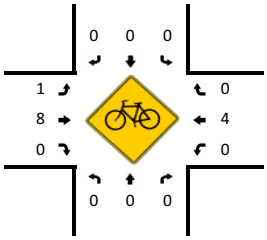


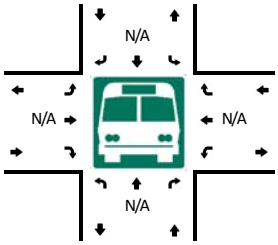
Quality Counts
DATA THAT DRIVES COMMUNITIES

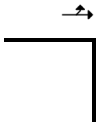




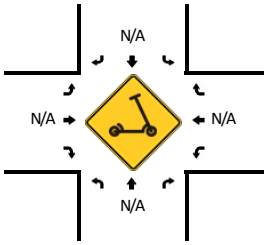












15-Min Count Period Beginning At	Alley Btwn Hinnman and Chicago (Northbound)				Alley Btwn Hinnman and Chicago (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	3	0	0	87	0	0	0	67	0	0	158	
7:15 AM	0	0	0	0	0	0	3	0	1	89	0	0	0	63	0	0	156	
7:30 AM	0	0	0	0	0	0	1	0	1	104	0	0	0	87	0	0	193	
7:45 AM	0	0	0	0	0	0	2	0	0	117	0	0	0	93	0	0	212	719
8:00 AM	0	0	0	0	1	0	3	0	1	119	0	0	0	89	0	0	213	774
8:15 AM	0	0	0	0	1	0	2	0	0	118	0	0	0	98	0	0	219	837
8:30 AM	0	0	0	0	0	0	1	0	2	81	0	0	0	104	0	0	188	832
8:45 AM	0	0	0	0	1	0	5	0	1	101	0	0	0	100	0	0	208	828

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	8	0	0	472	0	0	0	392	0	0	876
Heavy Trucks	0	0	0		4	0	0		0	4	0		0	8	0		16
Buses																	
Pedestrians		0				36				0				0			36
Bicycles	0	0	0		0	0	0		0	16	0		0	4	0		20
Scooters																	

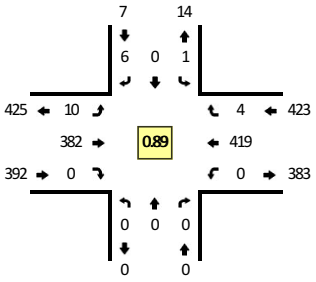
Comments:

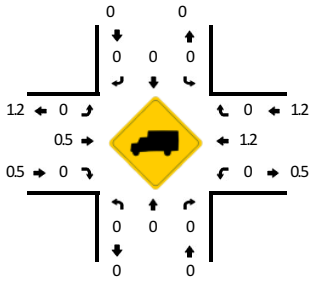
Report generated on 3/1/2023 8:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

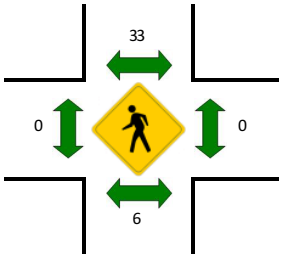
LOCATION: Alley Btwn Hinnman and Chicago -- South Blvd | **QC JOB #:** 15854910
CITY/STATE: Evanston, IL | **DATE:** Tue, Jun 14 2022

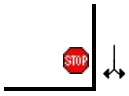
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

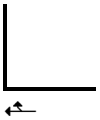


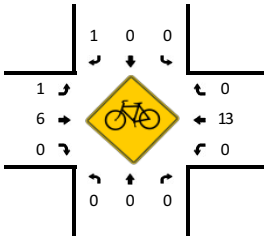


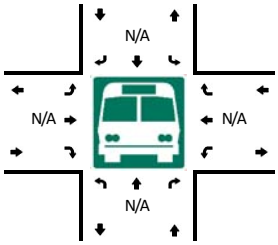
Quality Counts
DATA THAT DRIVES COMMUNITIES

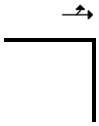




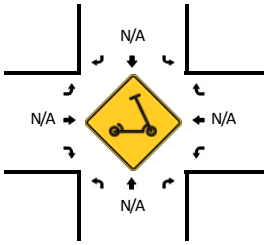












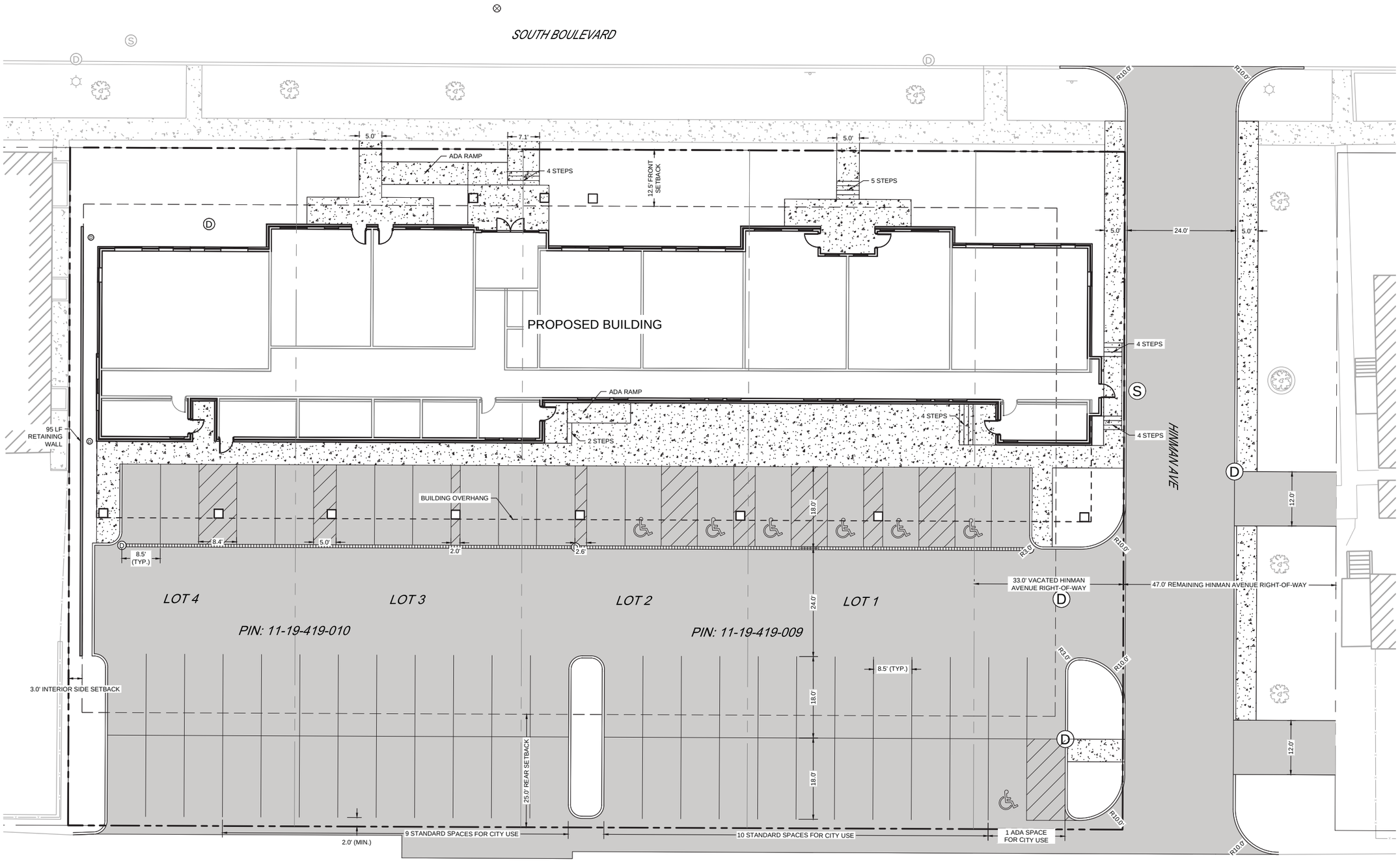
15-Min Count Period Beginning At	Alley Btwn Hinnman and Chicago (Northbound)				Alley Btwn Hinnman and Chicago (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	0	95	0	0	0	89	0	0	185	
4:15 PM	0	0	0	0	0	0	2	0	1	114	0	0	0	79	1	0	197	
4:30 PM	0	0	0	0	1	0	2	0	5	106	0	0	0	94	0	0	208	
4:45 PM	0	0	0	0	0	0	1	0	3	93	0	0	0	106	1	0	204	794
5:00 PM	0	0	0	0	1	0	0	0	1	90	0	0	0	104	0	0	196	805
5:15 PM	0	0	0	0	0	0	1	0	1	78	0	0	0	98	2	0	180	788
5:30 PM	0	0	0	0	0	0	4	0	4	127	0	0	0	95	1	0	231	811
5:45 PM	0	0	0	0	0	0	1	0	4	87	0	0	0	122	1	0	215	822

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	16	0	16	508	0	0	0	380	4	0	924
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	8	0		12
Buses																	
Pedestrians		12				24				0				0			36
Bicycles	0	0	0		0	0	0		0	4	0		0	32	0		36
Scooters																	

Comments:

Report generated on 3/1/2023 9:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Site Plan





SHEET NOTES

1. LOTS 1-4 AND ASSOCIATED PINS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. LOTS ARE PROPOSED TO BE CONSOLIDATED INTO 1 LOT AS PART OF THE SOUTH BOULEVARD SHORES SUBDIVISION, WHICH ALSO PROPOSES TO PARTIALLY VACATE THE HINMAN AVENUE RIGHT-OF-WAY

SITE DATA TABLE

PROPOSED ZONING CLASS	R-5
SITE AREA	0.803 AC
PROPOSED PARKING SPACES	
STANDARD SPACES (FOR PRIVATE USE)	39
STANDARD SPACES (FOR CITY USE)	19
ADA SPACES (FOR PRIVATE USE)	6
ADA SPACES (FOR CITY USE)	1
TOTAL	65
IMPERVIOUS SURFACE COVERAGE	
IMPERVIOUS AREA = 0.683 AC = 85%	

PAVING LEGEND

- STANDARD DUTY ASPHALT
- PCC SIDEWALK

0 10' 20'

1" = 10' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.598.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

LICENSED PROFESSIONAL ENGINEER
BRADLEY P. HOVANEC
062-072247
OF ILLINOIS

REVISIONS

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING AND SHALL NOT BE USED IN WHOLE OR IN PART OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PRELIMINARY ENGINEERING FOR

SOUTH BOULEVARD SHORES

510 SOUTH BLVD
EVANSTON, ILLINOIS

PROJ NO: 220196
ENG: BPH
DATE: 02/15/2023

SHEET TITLE

SITE LAYOUT PLAN

SHEET NUMBER

C1.0

3 OF 6

ITE Trip Generation Sheets

Land Use: 223
Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Land Use Subcategory

Data are presented for three subcategories for this land use: (1) sites with income limitations for its tenants (denoted as income limits in the data plots), (2) sites with both minimum age thresholds and income limitations for its tenants (denoted as senior in the data plots), and (3) sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting.

Additional Data

For most study sites contained in this land use, all dwelling units in the development are classified as affordable units. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s and 2010s in California, Ontario (CAN), and New Jersey.

Source Numbers

237, 918, 1003, 1004, 1046, 1057

Affordable Housing - Income Limits
(223)

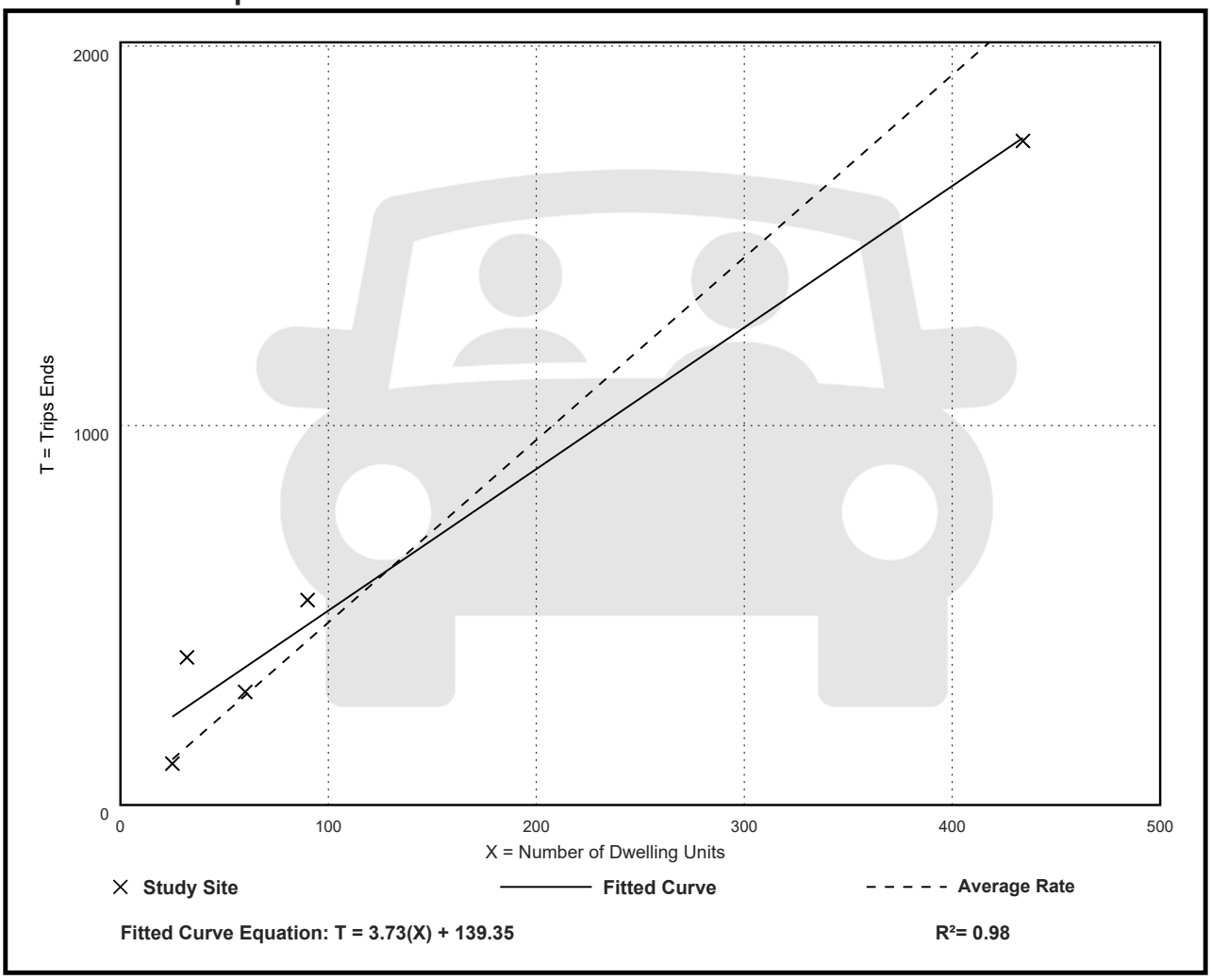
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 128
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.81	4.03 - 12.16	2.03

Data Plot and Equation



Fitted Curve Equation: T = 3.73(X) + 139.35

R^2= 0.98

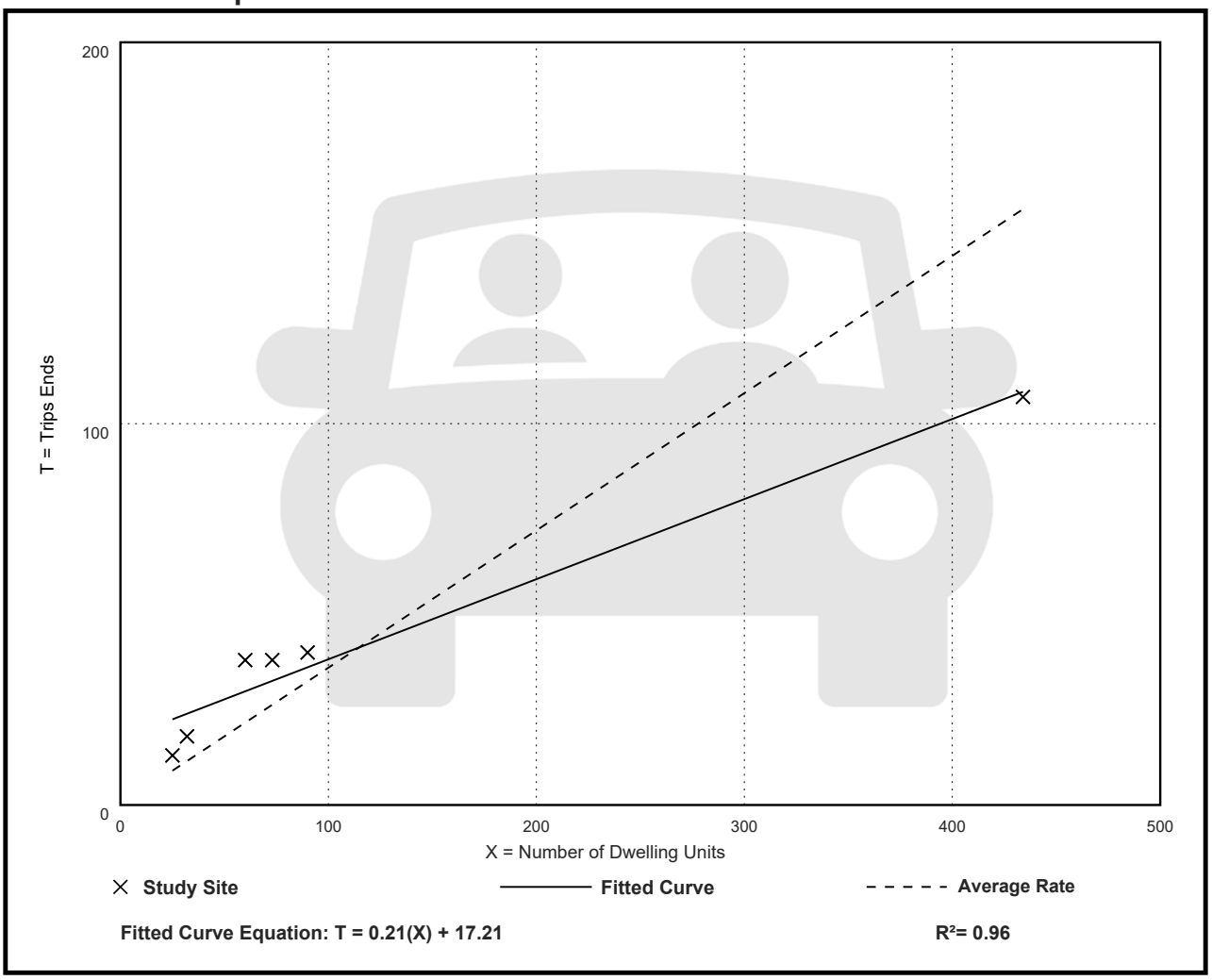
Affordable Housing - Income Limits
(223)

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: 6
Avg. Num. of Dwelling Units: 119
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.25 - 0.63	0.16

Data Plot and Equation



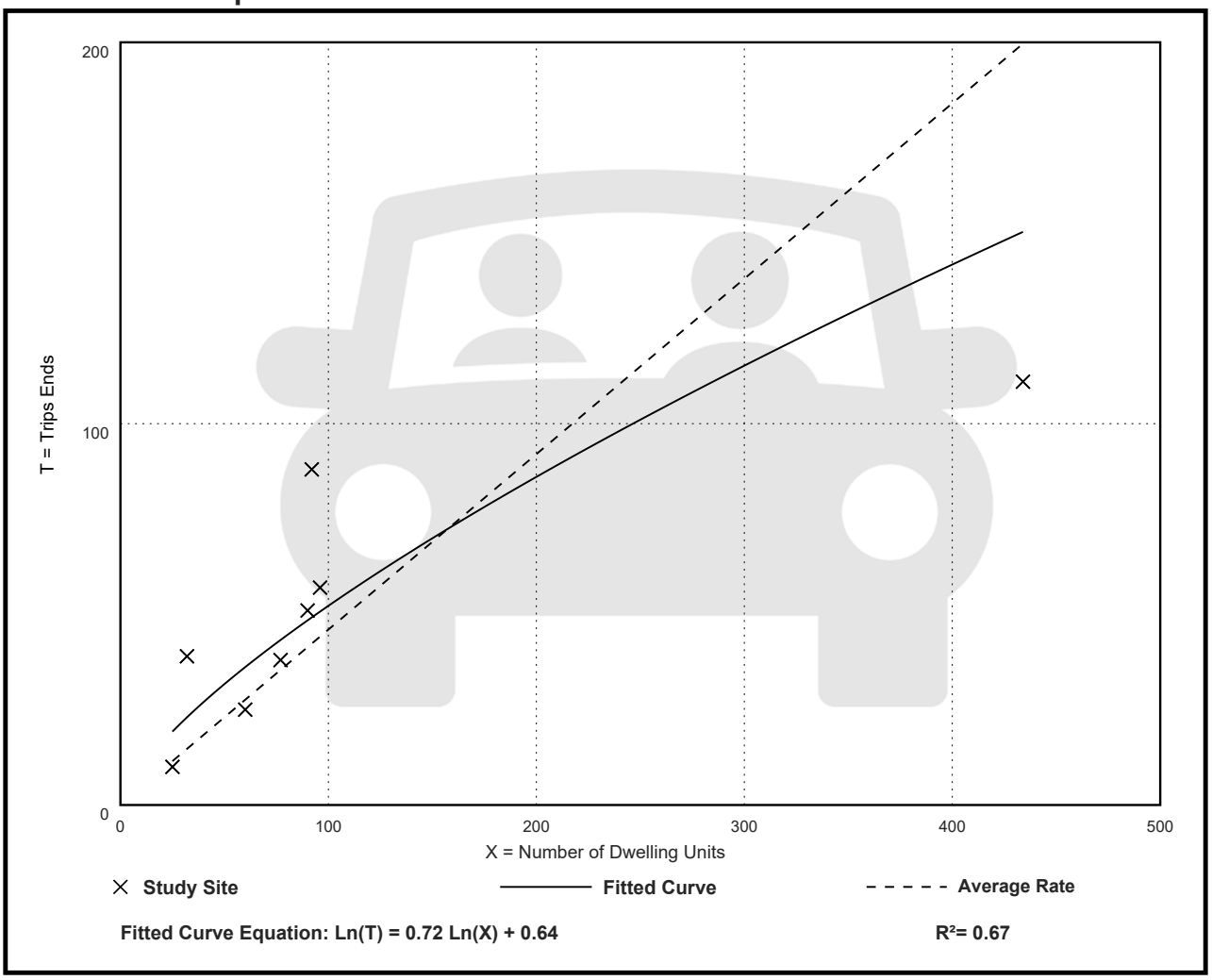
Affordable Housing - Income Limits
(223)

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: 8
Avg. Num. of Dwelling Units: 113
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.26 - 1.22	0.28

Data Plot and Equation



Census Data

American Community Survey

S0801 | COMMUTING CHARACTERISTICS BY SEX

2021: ACS 5-Year Estimates Subject Tables

Notes | Geos | Years | Topics | Surveys | Codes | Hide | Transpose | Margin of Error | Restore | Excel | CSV | ZIP | Share | Print | Map

	Census Tract 8100, Cook County, Illinois	
	Total	
Label	Estimate	Margin of Error
Workers 16 years and over	3,670	±599
MEANS OF TRANSPORTATION TO WORK		
Car, truck, or van	49.1%	±9.6
Public transportation (excluding taxicab)	21.2%	±6.1
Walked	2.1%	±1.4
Bicycle	3.5%	±2.2
Taxicab, motorcycle, or other means	0.0%	±0.9
Worked from home	24.2%	±8.3
PLACE OF WORK		
Workers 16 years and over who did not work from home	2,783	±573
VEHICLES AVAILABLE		
Workers 16 years and over in households	3,666	±600
No vehicle available	7.7%	±3.8
1 vehicle available	54.7%	±9.9
2 vehicles available	31.8%	±11.2
3 or more vehicles available	5.9%	±4.7
PERCENT ALLOCATED		

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

March 1, 2023

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

Subject: ***South Boulevard @ Chicago Avenue***
IDOT

Dear Ms. Pachowicz:

In response to a request made on your behalf and dated March 1, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
South Boulevard, @ Chicago Avenue	8,550	8,850
Chicago Avenue, @ South Boulevard	14,600	16,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 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)
2023_TrafficForecasts\Evanston\ck-36-23\ck-36-23.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 2022 Base Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	227	39	40	190	220	37	380	19	222	217	52
Future Volume (vph)	55	227	39	40	190	220	37	380	19	222	217	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	95		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			70			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.978				0.850		0.993			0.971	
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1652	1724	0	0	1729	1463	1805	1812	0	1770	1774	0
Flt Permitted	0.462				0.747		0.586			0.398		
Satd. Flow (perm)	762	1724	0	0	1302	1463	1110	1812	0	735	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				232		3			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			202			332			389	
Travel Time (s)		4.9			4.6			7.5			8.8	
Confl. Peds. (#/hr)	32		4	4		32	3		9	9		3
Confl. Bikes (#/hr)			7			5			23			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	0%	2%	3%	0%	4%	0%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	280	0	0	242	232	39	420	0	234	283	0
Turn Type	Perm	NA		Perm	NA	NA	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		28.0	28.0		9.5	28.0	
Total Split (s)	36.0	36.0		36.0	36.0		56.0	56.0		23.0	79.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		48.7%	48.7%		20.0%	68.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		3.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	30.0	30.0			30.0	0.0	58.5	58.5		76.0	73.0	
Actuated g/C Ratio	0.26	0.26			0.26	0.00	0.51	0.51		0.66	0.63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.29	0.62			0.71	1.00	0.07	0.46		0.40	0.25	
Control Delay	39.0	43.3			51.8	67.1	15.8	20.4		9.8	9.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.0	43.3			51.8	67.1	15.8	20.4		9.8	9.0	
LOS	D	D			D	E	B	C		A	A	
Approach Delay		42.6			59.3			20.0			9.4	
Approach LOS		D			E			C			A	
Queue Length 50th (ft)	34	178			163	0	14	190		62	77	
Queue Length 95th (ft)	74	272			#273	#159	35	292		96	119	
Internal Link Dist (ft)		136			122			252			309	
Turn Bay Length (ft)							50			95		
Base Capacity (vph)	198	454			339	232	564	923		665	1133	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.29	0.62			0.71	1.00	0.07	0.46		0.35	0.25	

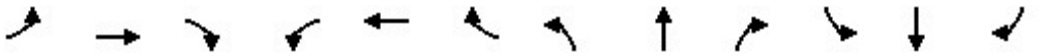
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Chicago Avenue & South Boulevard



Intersection Capacity Utilization
2: Callan Avenue & Alley/South Boulevard

03/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	8	0	277	0	1	0	3	304	9	4	0
Pedestrians	46		6	6		46	33					33
Ped Button		Yes			Yes						Yes	
Pedestrian Timing (s)		16.0			16.0						16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	10	0	277	0	1	0	307	0	0	13	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.85	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1881	0	1805	0	1615	0	1618	0	0	1834	0
Ped Intf Time (s)	0.0	0.0	0.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.5
Pedestrian Frequency (%)		0.18			0.78			0.00			0.67	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			4.6			0.0			0.0
Adj Reference Time (s)			0.0			17.5			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	466		481	0		0	1618		0	160	
Reference Time A (s)	0.0	2.6		69.1	0.0		0.0	22.8		0.0	9.8	
Adj Saturation B (vph	0	0		0	0		0	1618		NA	NA	
Reference Time B (s)	8.1	8.6		26.4	0.0		0.0	22.8		NA	NA	
Reference Time (s)		2.6			26.4			22.8			9.8	
Adj Reference Time (s)		10.2			30.4			26.8			17.9	
Split Option												
Ref Time Combined (s)	0.0	0.6		18.4	0.0		0.0	22.8		0.0	0.9	
Ref Time Seperate (s)	0.1	0.5		18.4	0.0		0.0	0.2		0.6	0.3	
Reference Time (s)	0.6	0.6		18.4	18.4		22.8	22.8		0.9	0.9	
Adj Reference Time (s)	10.2	10.2		22.4	22.4		26.8	26.8		16.0	16.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	30.4	26.8	
Split Option (s)	32.6	42.8	
Minimum (s)	30.4	26.8	57.2

Right Turns	WBR
Adj Reference Time (s)	17.5
Cross Thru Ref Time (s)	26.8
Oncoming Left Ref Time (s)	10.2
Combined (s)	54.5

Intersection Summary			
Intersection Capacity Utilization	47.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	444	0	0	399	5	2	1	1	12	0	27
Future Vol, veh/h	20	444	0	0	399	5	2	1	1	12	0	27
Conflicting Peds, #/hr	36	0	7	7	0	36	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	8	0	4
Mvmt Flow	21	467	0	0	420	5	2	1	1	13	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	461	0	0	474	0	0	953	977	477	972	975	459
Stage 1	-	-	-	-	-	-	516	516	-	459	459	-
Stage 2	-	-	-	-	-	-	437	461	-	513	516	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.572	4	3.336
Pot Cap-1 Maneuver	1111	-	-	1099	-	-	241	253	592	226	253	598
Stage 1	-	-	-	-	-	-	546	538	-	571	570	-
Stage 2	-	-	-	-	-	-	602	569	-	533	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1073	-	-	1092	-	-	223	236	586	212	236	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	223	236	-	212	236	-
Stage 1	-	-	-	-	-	-	529	520	-	537	551	-
Stage 2	-	-	-	-	-	-	572	550	-	516	520	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	18.6	15.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	268	1073	-	-	1092	-	-	377
HCM Lane V/C Ratio	0.016	0.02	-	-	-	-	-	0.109
HCM Control Delay (s)	18.6	8.4	0	-	0	-	-	15.7
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

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	14	436	3	0	378	5	4	0	0	10	1	13
Future Vol, veh/h	14	436	3	0	378	5	4	0	0	10	1	13
Conflicting Peds, #/hr	28	0	6	6	0	28	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	14	1	0	0	2	20	0	0	0	0	0	8
Mvmt Flow	15	474	3	0	411	5	4	0	0	11	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	444	0	0	483	0	0	935	956	483	949	955	444
Stage 1	-	-	-	-	-	-	512	512	-	442	442	-
Stage 2	-	-	-	-	-	-	423	444	-	507	513	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1055	-	-	1090	-	-	248	260	588	242	260	601
Stage 1	-	-	-	-	-	-	548	540	-	598	580	-
Stage 2	-	-	-	-	-	-	613	579	-	552	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1027	-	-	1084	-	-	236	246	584	232	246	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	246	-	232	246	-
Stage 1	-	-	-	-	-	-	534	526	-	570	564	-
Stage 2	-	-	-	-	-	-	596	563	-	540	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	20.5	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	1027	-	-	1084	-	-	346
HCM Lane V/C Ratio	0.018	0.015	-	-	-	-	-	0.075
HCM Control Delay (s)	20.5	8.6	0	-	0	-	-	16.3
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	461	430	0	3	11
Future Vol, veh/h	4	461	430	0	3	11
Conflicting Peds, #/hr	31	0	0	31	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	1	2	0	67	0
Mvmt Flow	4	485	453	0	3	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	484	0	-	0	977	484
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	4.1	-	-	-	7.07	6.2
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.2	-	-	-	4.103	3.3
Pot Cap-1 Maneuver	1089	-	-	-	214	587
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1057	-	-	-	200	570
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1057	-	-	-	408
HCM Lane V/C Ratio	0.004	-	-	-	0.036
HCM Control Delay (s)	8.4	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets

Year 2022 Base Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	193	68	51	234	186	62	316	28	202	426	80
Future Volume (vph)	81	193	68	51	234	186	62	316	28	202	426	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	95		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			70			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	0.99			1.00		0.99	0.99		0.99	1.00	
Frt		0.961				0.850		0.988			0.976	
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1685	1668	0	0	1751	1478	1805	1834	0	1770	1830	0
Flt Permitted	0.351				0.675		0.458			0.438		
Satd. Flow (perm)	593	1668	0	0	1190	1478	865	1834	0	805	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				202		5			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			202			332			389	
Travel Time (s)		4.9			4.6			7.5			8.8	
Confl. Peds. (#/hr)	37		8	8		37	8		13	13		8
Confl. Bikes (#/hr)			8			14			12			18
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	2%	0%	2%	0%	2%	0%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	284	0	0	309	202	67	373	0	220	550	0
Turn Type	Perm	NA		Perm	NA	NA	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		28.0	28.0		9.5	28.0	
Total Split (s)	36.0	36.0		36.0	36.0		56.0	56.0		23.0	79.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		48.7%	48.7%		20.0%	68.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		3.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	30.0	30.0			30.0	0.0	58.9	58.9		76.0	73.0	
Actuated g/C Ratio	0.26	0.26			0.26	0.00	0.51	0.51		0.66	0.63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.64			1.00	1.00	0.15	0.40		0.35	0.47	
Control Delay	53.5	43.1			93.7	71.9	16.8	18.9		9.2	12.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.5	43.1			93.7	71.9	16.8	18.9		9.2	12.2	
LOS	D	D			F	E	B	B		A	B	
Approach Delay		45.6			85.1			18.6			11.4	
Approach LOS		D			F			B			B	
Queue Length 50th (ft)	57	177			229	0	25	160		58	190	
Queue Length 95th (ft)	#120	272			#415	#151	56	249		90	269	
Internal Link Dist (ft)		136			122			252			309	
Turn Bay Length (ft)							50			95		
Base Capacity (vph)	154	446			310	202	442	941		699	1167	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.57	0.64			1.00	1.00	0.15	0.40		0.31	0.47	

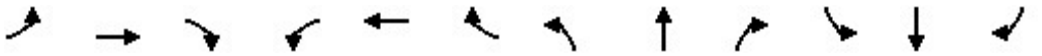
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 37.0		Intersection LOS: D	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Chicago Avenue & South Boulevard



Intersection Capacity Utilization
2: Callan Avenue & Alley/South Boulevard

03/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	5	2	376	0	6	0	4	332	7	4	0
Pedestrians	57		3	3		57	34					34
Ped Button		Yes			Yes						Yes	
Pedestrian Timing (s)		16.0			16.0						16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	7	0	376	0	6	0	336	0	0	11	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.85	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1819	0	1805	0	1615	0	1618	0	0	1840	0
Ped Intf Time (s)	0.0	0.1	0.4	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	3.6
Pedestrian Frequency (%)		0.10			0.85			0.00			0.68	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			5.6			0.0			0.0
Adj Reference Time (s)			0.0			18.5			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1819		120	0		0	1618		0	172	
Reference Time A (s)	0.0	0.6		375.0	0.0		0.0	24.9		0.0	7.7	
Adj Saturation B (vph	0	1819		0	0		0	1618		NA	NA	
Reference Time B (s)	0.0	0.6		33.0	0.0		0.0	24.9		NA	NA	
Reference Time (s)		0.6			33.0			24.9			7.7	
Adj Reference Time (s)		9.1			37.0			28.9			17.3	
Split Option												
Ref Time Combined (s)	0.0	0.6		25.0	0.0		0.0	24.9		0.0	0.7	
Ref Time Seperate (s)	0.0	0.4		25.0	0.0		0.0	0.3		0.5	0.3	
Reference Time (s)	0.6	0.6		25.0	25.0		24.9	24.9		0.7	0.7	
Adj Reference Time (s)	9.1	9.1		29.0	29.0		28.9	28.9		16.1	16.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	37.0	28.9	
Split Option (s)	38.1	45.1	
Minimum (s)	37.0	28.9	65.9

Right Turns	WBR
Adj Reference Time (s)	18.5
Cross Thru Ref Time (s)	28.9
Oncoming Left Ref Time (s)	9.1
Combined (s)	56.5

Intersection Summary			
Intersection Capacity Utilization	54.9%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

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	12	403	2	0	422	15	2	1	1	22	0	36
Future Vol, veh/h	12	403	2	0	422	15	2	1	1	22	0	36
Conflicting Peds, #/hr	38	0	8	8	0	38	2	0	10	10	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	100	0	0	0	6
Mvmt Flow	13	438	2	0	459	16	2	1	1	24	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	513	0	0	448	0	0	962	986	457	981	979	507
Stage 1	-	-	-	-	-	-	473	473	-	505	505	-
Stage 2	-	-	-	-	-	-	489	513	-	476	474	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7.5	6.2	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.9	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1063	-	-	1123	-	-	237	171	608	231	252	558
Stage 1	-	-	-	-	-	-	576	424	-	553	544	-
Stage 2	-	-	-	-	-	-	564	404	-	574	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1025	-	-	1114	-	-	215	161	598	216	237	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	161	-	216	237	-
Stage 1	-	-	-	-	-	-	562	413	-	524	524	-
Stage 2	-	-	-	-	-	-	522	389	-	556	547	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	20.7	17.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	1025	-	-	1114	-	-	343
HCM Lane V/C Ratio	0.019	0.013	-	-	-	-	-	0.184
HCM Control Delay (s)	20.7	8.6	0	-	0	-	-	17.8
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	418	4	1	415	3	2	0	0	18	1	13
Future Vol, veh/h	8	418	4	1	415	3	2	0	0	18	1	13
Conflicting Peds, #/hr	33	0	8	8	0	33	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	454	4	1	451	3	2	0	0	20	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	487	0	0	466	0	0	944	971	465	963	972	486
Stage 1	-	-	-	-	-	-	482	482	-	488	488	-
Stage 2	-	-	-	-	-	-	462	489	-	475	484	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1086	-	-	1106	-	-	244	255	602	237	254	585
Stage 1	-	-	-	-	-	-	569	557	-	565	553	-
Stage 2	-	-	-	-	-	-	584	553	-	574	555	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1098	-	-	233	242	597	227	241	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	242	-	227	241	-
Stage 1	-	-	-	-	-	-	558	546	-	541	535	-
Stage 2	-	-	-	-	-	-	568	535	-	567	544	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	20.6	18.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	1052	-	-	1098	-	-	301
HCM Lane V/C Ratio	0.009	0.008	-	-	0.001	-	-	0.116
HCM Control Delay (s)	20.6	8.5	0	-	8.3	0	-	18.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	420	461	4	1	6
Future Vol, veh/h	10	420	461	4	1	6
Conflicting Peds, #/hr	33	0	0	33	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	472	518	4	1	7

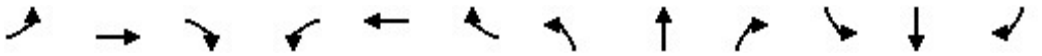
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	555	0	-	0	1047	553
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1026	-	-	-	255	537
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	994	-	-	-	236	520
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	994	-	-	-	444
HCM Lane V/C Ratio	0.011	-	-	-	0.018
HCM Control Delay (s)	8.7	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets

Year 2028 No-Build Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	229	39	40	192	222	37	384	19	224	219	53
Future Volume (vph)	56	229	39	40	192	222	37	384	19	224	219	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	95		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			70			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.978				0.850		0.993			0.971	
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1652	1724	0	0	1729	1463	1805	1812	0	1770	1774	0
Flt Permitted	0.459				0.743		0.584			0.394		
Satd. Flow (perm)	757	1724	0	0	1295	1463	1106	1812	0	728	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				234		3			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			202			332			389	
Travel Time (s)		4.9			4.6			7.5			8.8	
Confl. Peds. (#/hr)	32		4	4		32	3		9	9		3
Confl. Bikes (#/hr)			7			5			23			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	0%	2%	3%	0%	4%	0%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	282	0	0	244	234	39	424	0	236	287	0
Turn Type	Perm	NA		Perm	NA	NA	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		28.0	28.0		9.5	28.0	
Total Split (s)	36.0	36.0		36.0	36.0		56.0	56.0		23.0	79.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		48.7%	48.7%		20.0%	68.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		3.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	30.0	30.0			30.0	0.0	58.4	58.4		76.0	73.0	
Actuated g/C Ratio	0.26	0.26			0.26	0.00	0.51	0.51		0.66	0.63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.62			0.72	1.00	0.07	0.46		0.40	0.25	
Control Delay	39.2	43.5			52.5	66.8	15.8	20.5		9.8	9.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.2	43.5			52.5	66.8	15.8	20.5		9.8	9.1	
LOS	D	D			D	E	B	C		A	A	
Approach Delay		42.7			59.5			20.1			9.4	
Approach LOS		D			E			C			A	
Queue Length 50th (ft)	35	180			165	0	14	193		63	78	
Queue Length 95th (ft)	76	274			#278	#160	35	296		96	121	
Internal Link Dist (ft)		136			122			252			309	
Turn Bay Length (ft)							50			95		
Base Capacity (vph)	197	454			337	234	562	922		662	1133	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.30	0.62			0.72	1.00	0.07	0.46		0.36	0.25	

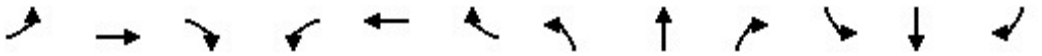
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 31.7		Intersection LOS: C	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Chicago Avenue & South Boulevard



Intersection Capacity Utilization
2: Callan Avenue & Alley/South Boulevard

03/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	8	0	280	0	1	0	3	307	9	4	0
Pedestrians	46		6	6		46	33					33
Ped Button		Yes			Yes						Yes	
Pedestrian Timing (s)		16.0			16.0						16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	10	0	280	0	1	0	310	0	0	13	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.85	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1881	0	1805	0	1615	0	1618	0	0	1834	0
Ped Intf Time (s)	0.0	0.0	0.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.5
Pedestrian Frequency (%)		0.18			0.78			0.00			0.67	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			4.6			0.0			0.0
Adj Reference Time (s)			0.0			17.5			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	466		481	0		0	1618		0	160	
Reference Time A (s)	0.0	2.6		69.8	0.0		0.0	23.0		0.0	9.8	
Adj Saturation B (vph	0	0		0	0		0	1618		NA	NA	
Reference Time B (s)	8.1	8.6		26.6	0.0		0.0	23.0		NA	NA	
Reference Time (s)		2.6			26.6			23.0			9.8	
Adj Reference Time (s)		10.2			30.6			27.0			17.9	
Split Option												
Ref Time Combined (s)	0.0	0.6		18.6	0.0		0.0	23.0		0.0	0.9	
Ref Time Seperate (s)	0.1	0.5		18.6	0.0		0.0	0.2		0.6	0.3	
Reference Time (s)	0.6	0.6		18.6	18.6		23.0	23.0		0.9	0.9	
Adj Reference Time (s)	10.2	10.2		22.6	22.6		27.0	27.0		16.0	16.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	30.6	27.0	
Split Option (s)	32.8	43.0	
Minimum (s)	30.6	27.0	57.6

Right Turns	WBR
Adj Reference Time (s)	17.5
Cross Thru Ref Time (s)	27.0
Oncoming Left Ref Time (s)	10.2
Combined (s)	54.7

Intersection Summary			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	448	0	0	403	5	2	1	1	12	0	27
Future Vol, veh/h	20	448	0	0	403	5	2	1	1	12	0	27
Conflicting Peds, #/hr	36	0	7	7	0	36	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	8	0	4
Mvmt Flow	21	472	0	0	424	5	2	1	1	13	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	465	0	0	479	0	0	962	986	482	981	984	463
Stage 1	-	-	-	-	-	-	521	521	-	463	463	-
Stage 2	-	-	-	-	-	-	441	465	-	518	521	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.572	4	3.336
Pot Cap-1 Maneuver	1107	-	-	1094	-	-	237	250	588	223	250	595
Stage 1	-	-	-	-	-	-	542	535	-	568	568	-
Stage 2	-	-	-	-	-	-	599	566	-	530	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1069	-	-	1087	-	-	219	233	582	209	233	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	233	-	209	233	-
Stage 1	-	-	-	-	-	-	524	517	-	534	549	-
Stage 2	-	-	-	-	-	-	569	547	-	512	517	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	18.9	15.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	264	1069	-	-	1087	-	-	374
HCM Lane V/C Ratio	0.016	0.02	-	-	-	-	-	0.11
HCM Control Delay (s)	18.9	8.4	0	-	0	-	-	15.8
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

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	14	440	3	0	382	5	4	0	0	10	1	13
Future Vol, veh/h	14	440	3	0	382	5	4	0	0	10	1	13
Conflicting Peds, #/hr	28	0	6	6	0	28	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	14	1	0	0	2	20	0	0	0	0	0	8
Mvmt Flow	15	478	3	0	415	5	4	0	0	11	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	448	0	0	487	0	0	943	964	487	957	963	448
Stage 1	-	-	-	-	-	-	516	516	-	446	446	-
Stage 2	-	-	-	-	-	-	427	448	-	511	517	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1052	-	-	1086	-	-	245	257	585	239	258	598
Stage 1	-	-	-	-	-	-	546	538	-	595	577	-
Stage 2	-	-	-	-	-	-	610	576	-	549	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1024	-	-	1080	-	-	233	244	581	229	245	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	244	-	229	245	-
Stage 1	-	-	-	-	-	-	532	524	-	568	561	-
Stage 2	-	-	-	-	-	-	593	560	-	538	523	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	20.7	16.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	1024	-	-	1080	-	-	342
HCM Lane V/C Ratio	0.019	0.015	-	-	-	-	-	0.076
HCM Control Delay (s)	20.7	8.6	0	-	0	-	-	16.4
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	466	434	0	3	11
Future Vol, veh/h	4	466	434	0	3	11
Conflicting Peds, #/hr	31	0	0	31	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	1	2	0	67	0
Mvmt Flow	4	491	457	0	3	12

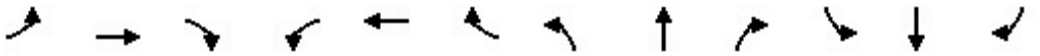
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	488	0	-	0	987	488
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	4.1	-	-	-	7.07	6.2
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.2	-	-	-	4.103	3.3
Pot Cap-1 Maneuver	1086	-	-	-	210	584
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1054	-	-	-	197	567
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1054	-	-	-	404
HCM Lane V/C Ratio	0.004	-	-	-	0.036
HCM Control Delay (s)	8.4	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets

Year 2028 No-Build Weekday Evening Peak Hour



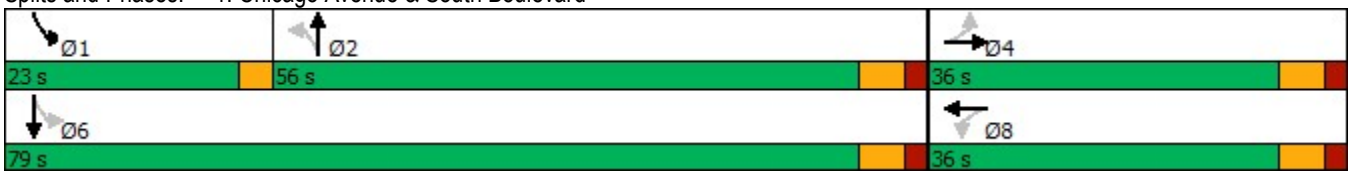
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	195	69	52	236	188	63	319	28	204	430	81
Future Volume (vph)	82	195	69	52	236	188	63	319	28	204	430	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	95		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			70			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	0.99			1.00		0.99	0.99		0.99	1.00	
Frt		0.961				0.850		0.988			0.976	
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1685	1668	0	0	1751	1478	1805	1834	0	1770	1830	0
Flt Permitted	0.343				0.659		0.456			0.435		
Satd. Flow (perm)	580	1668	0	0	1162	1478	861	1834	0	799	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				204		5			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			202			332			389	
Travel Time (s)		4.9			4.6			7.5			8.8	
Confl. Peds. (#/hr)	37		8	8		37	8		13	13		8
Confl. Bikes (#/hr)			8			14			12			18
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	2%	0%	2%	0%	2%	0%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	287	0	0	314	204	68	377	0	222	555	0
Turn Type	Perm	NA		Perm	NA	NA	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		28.0	28.0		9.5	28.0	
Total Split (s)	36.0	36.0		36.0	36.0		56.0	56.0		23.0	79.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		48.7%	48.7%		20.0%	68.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		3.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	30.0	30.0			30.0	0.0	58.9	58.9		76.0	73.0	
Actuated g/C Ratio	0.26	0.26			0.26	0.00	0.51	0.51		0.66	0.63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.59	0.64			1.04	1.00	0.15	0.40		0.36	0.48	
Control Delay	55.1	43.4			103.8	71.5	16.9	19.0		9.3	12.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.1	43.4			103.8	71.5	16.9	19.0		9.3	12.3	
LOS	E	D			F	E	B	B		A	B	
Approach Delay		46.2			91.1			18.7			11.4	
Approach LOS		D			F			B			B	
Queue Length 50th (ft)	58	180			~251	0	26	162		58	193	
Queue Length 95th (ft)	#127	276			#428	#151	57	252		91	273	
Internal Link Dist (ft)		136			122			252			309	
Turn Bay Length (ft)							50			95		
Base Capacity (vph)	151	446			303	204	440	941		696	1167	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.59	0.64			1.04	1.00	0.15	0.40		0.32	0.48	

Intersection Summary

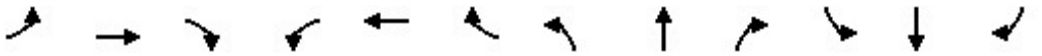
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 38.6 Intersection LOS: D
Intersection Capacity Utilization 86.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & South Boulevard



Intersection Capacity Utilization
2: Callan Avenue & Alley/South Boulevard

03/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	5	2	380	0	6	0	4	335	7	4	0
Pedestrians	57		3	3		57	34					34
Ped Button		Yes			Yes						Yes	
Pedestrian Timing (s)		16.0			16.0						16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	7	0	380	0	6	0	339	0	0	11	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.85	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1819	0	1805	0	1615	0	1618	0	0	1840	0
Ped Intf Time (s)	0.0	0.1	0.4	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	3.6
Pedestrian Frequency (%)		0.10			0.85			0.00			0.68	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			5.6			0.0			0.0
Adj Reference Time (s)			0.0			18.5			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1819		120	0		0	1618		0	172	
Reference Time A (s)	0.0	0.6		378.9	0.0		0.0	25.1		0.0	7.7	
Adj Saturation B (vph	0	1819		0	0		0	1618		NA	NA	
Reference Time B (s)	0.0	0.6		33.3	0.0		0.0	25.1		NA	NA	
Reference Time (s)		0.6			33.3			25.1			7.7	
Adj Reference Time (s)		9.1			37.3			29.1			17.3	
Split Option												
Ref Time Combined (s)	0.0	0.6		25.3	0.0		0.0	25.1		0.0	0.7	
Ref Time Seperate (s)	0.0	0.4		25.3	0.0		0.0	0.3		0.5	0.3	
Reference Time (s)	0.6	0.6		25.3	25.3		25.1	25.1		0.7	0.7	
Adj Reference Time (s)	9.1	9.1		29.3	29.3		29.1	29.1		16.1	16.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	37.3	29.1	
Split Option (s)	38.4	45.3	
Minimum (s)	37.3	29.1	66.4

Right Turns	WBR
Adj Reference Time (s)	18.5
Cross Thru Ref Time (s)	29.1
Oncoming Left Ref Time (s)	9.1
Combined (s)	56.7

Intersection Summary			
Intersection Capacity Utilization	55.3%	ICU Level of Service	B

Reference Times and Phasing Options do not represent an optimized timing plan.

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	12	407	2	0	426	15	2	1	1	22	0	36
Future Vol, veh/h	12	407	2	0	426	15	2	1	1	22	0	36
Conflicting Peds, #/hr	38	0	8	8	0	38	2	0	10	10	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	100	0	0	0	6
Mvmt Flow	13	442	2	0	463	16	2	1	1	24	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	452	0	0	970	994	461	989	987	511
Stage 1	-	-	-	-	-	-	477	477	-	509	509	-
Stage 2	-	-	-	-	-	-	493	517	-	480	478	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7.5	6.2	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.9	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1059	-	-	1119	-	-	235	169	605	228	249	555
Stage 1	-	-	-	-	-	-	573	422	-	550	541	-
Stage 2	-	-	-	-	-	-	562	402	-	571	559	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1021	-	-	1110	-	-	213	159	595	213	234	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	159	-	213	234	-
Stage 1	-	-	-	-	-	-	559	411	-	521	522	-
Stage 2	-	-	-	-	-	-	520	388	-	553	545	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	21	18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	230	1021	-	-	1110	-	-	340
HCM Lane V/C Ratio	0.019	0.013	-	-	-	-	-	0.185
HCM Control Delay (s)	21	8.6	0	-	0	-	-	18
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	422	4	1	419	3	2	0	0	18	1	13
Future Vol, veh/h	8	422	4	1	419	3	2	0	0	18	1	13
Conflicting Peds, #/hr	33	0	8	8	0	33	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	459	4	1	455	3	2	0	0	20	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	491	0	0	471	0	0	953	980	470	972	981	490
Stage 1	-	-	-	-	-	-	487	487	-	492	492	-
Stage 2	-	-	-	-	-	-	466	493	-	480	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1083	-	-	1101	-	-	241	252	598	234	251	582
Stage 1	-	-	-	-	-	-	566	554	-	562	551	-
Stage 2	-	-	-	-	-	-	581	550	-	571	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1049	-	-	1093	-	-	230	239	593	224	238	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	230	239	-	224	238	-
Stage 1	-	-	-	-	-	-	555	543	-	538	533	-
Stage 2	-	-	-	-	-	-	565	532	-	564	542	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	20.8	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	230	1049	-	-	1093	-	-	297
HCM Lane V/C Ratio	0.009	0.008	-	-	0.001	-	-	0.117
HCM Control Delay (s)	20.8	8.5	0	-	8.3	0	-	18.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	424	466	4	1	6
Future Vol, veh/h	10	424	466	4	1	6
Conflicting Peds, #/hr	33	0	0	33	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	476	524	4	1	7

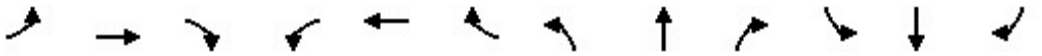
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	561	0	-	0	1057	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	498	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1020	-	-	-	251	532
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	988	-	-	-	232	515
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	988	-	-	-	439
HCM Lane V/C Ratio	0.011	-	-	-	0.018
HCM Control Delay (s)	8.7	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	230	39	43	195	228	37	384	20	227	219	53
Future Volume (vph)	56	230	39	43	195	228	37	384	20	227	219	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	95		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			70			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.978				0.850		0.993			0.971	
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1652	1724	0	0	1729	1463	1805	1812	0	1770	1774	0
Flt Permitted	0.449				0.722		0.584			0.393		
Satd. Flow (perm)	741	1724	0	0	1258	1463	1106	1812	0	726	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				240		3			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			202			332			389	
Travel Time (s)		4.9			4.6			7.5			8.8	
Confl. Peds. (#/hr)	32		4	4		32	3		9	9		3
Confl. Bikes (#/hr)			7			5			23			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	0%	2%	3%	0%	4%	0%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	283	0	0	250	240	39	425	0	239	287	0
Turn Type	Perm	NA		Perm	NA	NA	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		28.0	28.0		9.5	28.0	
Total Split (s)	36.0	36.0		36.0	36.0		56.0	56.0		23.0	79.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		48.7%	48.7%		20.0%	68.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		3.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	30.0	30.0			30.0	0.0	58.3	58.3		76.0	73.0	
Actuated g/C Ratio	0.26	0.26			0.26	0.00	0.51	0.51		0.66	0.63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.62			0.76	1.00	0.07	0.46		0.41	0.25	
Control Delay	39.5	43.6			55.7	65.9	15.9	20.6		9.9	9.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.5	43.6			55.7	65.9	15.9	20.6		9.9	9.1	
LOS	D	D			E	E	B	C		A	A	
Approach Delay		42.9			60.7			20.2			9.5	
Approach LOS		D			E			C			A	
Queue Length 50th (ft)	35	181			171	0	14	193		63	78	
Queue Length 95th (ft)	76	275			#296	#162	35	298		98	121	
Internal Link Dist (ft)		136			122			252			309	
Turn Bay Length (ft)							50			95		
Base Capacity (vph)	193	454			328	240	561	920		661	1133	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.62			0.76	1.00	0.07	0.46		0.36	0.25	

Intersection Summary

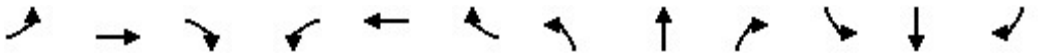
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 32.3 Intersection LOS: C
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & South Boulevard



Intersection Capacity Utilization
2: Callan Avenue & Alley/South Boulevard

03/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	8	0	283	0	1	0	3	308	9	4	0
Pedestrians	46		6	6		46	33					33
Ped Button		Yes			Yes						Yes	
Pedestrian Timing (s)		16.0			16.0						16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	10	0	283	0	1	0	311	0	0	13	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.85	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1881	0	1805	0	1615	0	1618	0	0	1834	0
Ped Intf Time (s)	0.0	0.0	0.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.5
Pedestrian Frequency (%)		0.18			0.78			0.00			0.67	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			4.6			0.0			0.0
Adj Reference Time (s)			0.0			17.5			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	466		481	0		0	1618		0	160	
Reference Time A (s)	0.0	2.6		70.6	0.0		0.0	23.1		0.0	9.8	
Adj Saturation B (vph	0	0		0	0		0	1618		NA	NA	
Reference Time B (s)	8.1	8.6		26.8	0.0		0.0	23.1		NA	NA	
Reference Time (s)		2.6			26.8			23.1			9.8	
Adj Reference Time (s)		10.2			30.8			27.1			17.9	
Split Option												
Ref Time Combined (s)	0.0	0.6		18.8	0.0		0.0	23.1		0.0	0.9	
Ref Time Seperate (s)	0.1	0.5		18.8	0.0		0.0	0.2		0.6	0.3	
Reference Time (s)	0.6	0.6		18.8	18.8		23.1	23.1		0.9	0.9	
Adj Reference Time (s)	10.2	10.2		22.8	22.8		27.1	27.1		16.0	16.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	30.8	27.1	
Split Option (s)	33.0	43.1	
Minimum (s)	30.8	27.1	57.9

Right Turns	WBR
Adj Reference Time (s)	17.5
Cross Thru Ref Time (s)	27.1
Oncoming Left Ref Time (s)	10.2
Combined (s)	54.8

Intersection Summary			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

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	20	448	5	2	403	5	14	1	5	12	0	27
Future Vol, veh/h	20	448	5	2	403	5	14	1	5	12	0	27
Conflicting Peds, #/hr	36	0	7	7	0	36	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	8	0	4
Mvmt Flow	21	472	5	2	424	5	15	1	5	13	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	465	0	0	484	0	0	969	993	485	990	993	463
Stage 1	-	-	-	-	-	-	524	524	-	467	467	-
Stage 2	-	-	-	-	-	-	445	469	-	523	526	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.572	4	3.336
Pot Cap-1 Maneuver	1107	-	-	1089	-	-	235	247	586	220	247	595
Stage 1	-	-	-	-	-	-	540	533	-	565	565	-
Stage 2	-	-	-	-	-	-	596	564	-	526	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1069	-	-	1082	-	-	217	230	580	205	230	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	230	-	205	230	-
Stage 1	-	-	-	-	-	-	522	515	-	531	545	-
Stage 2	-	-	-	-	-	-	565	544	-	505	514	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	20.2	15.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	258	1069	-	-	1082	-	-	370
HCM Lane V/C Ratio	0.082	0.02	-	-	0.002	-	-	0.111
HCM Control Delay (s)	20.2	8.4	0	-	8.3	0	-	15.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.4

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	14	444	3	0	384	5	4	0	0	10	1	13
Future Vol, veh/h	14	444	3	0	384	5	4	0	0	10	1	13
Conflicting Peds, #/hr	28	0	6	6	0	28	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	14	1	0	0	2	20	0	0	0	0	0	8
Mvmt Flow	15	483	3	0	417	5	4	0	0	11	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	450	0	0	492	0	0	950	971	492	964	970	450
Stage 1	-	-	-	-	-	-	521	521	-	448	448	-
Stage 2	-	-	-	-	-	-	429	450	-	516	522	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1050	-	-	1082	-	-	242	255	581	237	255	597
Stage 1	-	-	-	-	-	-	542	535	-	594	576	-
Stage 2	-	-	-	-	-	-	608	575	-	546	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1022	-	-	1076	-	-	230	242	577	227	242	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	230	242	-	227	242	-
Stage 1	-	-	-	-	-	-	528	521	-	567	560	-
Stage 2	-	-	-	-	-	-	591	559	-	535	520	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	21	16.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	230	1022	-	-	1076	-	-	340
HCM Lane V/C Ratio	0.019	0.015	-	-	-	-	-	0.077
HCM Control Delay (s)	21	8.6	0	-	0	-	-	16.5
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	471	446	0	3	11
Future Vol, veh/h	4	471	446	0	3	11
Conflicting Peds, #/hr	31	0	0	31	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	1	2	0	67	0
Mvmt Flow	4	496	469	0	3	12

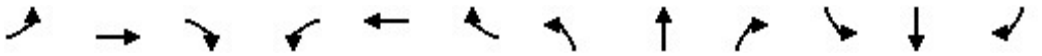
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	500	0	-	0	1004	500
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	4.1	-	-	-	7.07	6.2
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.2	-	-	-	4.103	3.3
Pot Cap-1 Maneuver	1075	-	-	-	205	575
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	493	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1043	-	-	-	192	558
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	478	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1043	-	-	-	396
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	8.5	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Evening Peak Hour



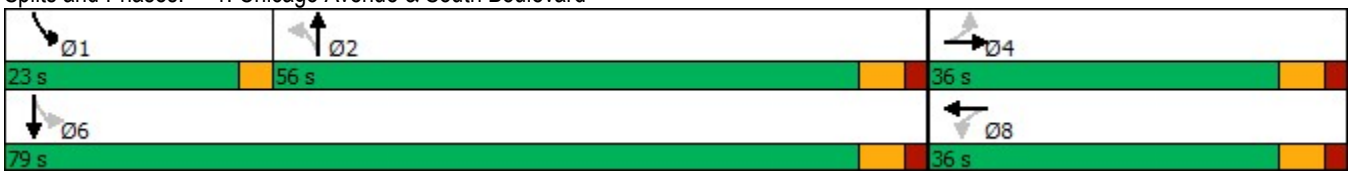
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	197	69	54	237	192	63	319	31	210	430	81
Future Volume (vph)	82	197	69	54	237	192	63	319	31	210	430	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	95		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			70			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	0.99			1.00		0.99	0.99		0.99	1.00	
Frt		0.961				0.850		0.987			0.976	
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1685	1669	0	0	1751	1478	1805	1831	0	1770	1830	0
Flt Permitted	0.338				0.645		0.456			0.431		
Satd. Flow (perm)	572	1669	0	0	1137	1478	861	1831	0	792	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				209		5			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			202			332			389	
Travel Time (s)		4.9			4.6			7.5			8.8	
Confl. Peds. (#/hr)	37		8	8		37	8		13	13		8
Confl. Bikes (#/hr)			8			14			12			18
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	2%	0%	2%	0%	2%	0%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	289	0	0	317	209	68	381	0	228	555	0
Turn Type	Perm	NA		Perm	NA	NA	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		28.0	28.0		9.5	28.0	
Total Split (s)	36.0	36.0		36.0	36.0		56.0	56.0		23.0	79.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		48.7%	48.7%		20.0%	68.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		3.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max		Max	Max		Max	Max		None	Max	
Act Effct Green (s)	30.0	30.0			30.0	0.0	58.7	58.7		76.0	73.0	
Actuated g/C Ratio	0.26	0.26			0.26	0.00	0.51	0.51		0.66	0.63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.65			1.07	1.00	0.15	0.41		0.37	0.48	
Control Delay	55.9	43.6			113.8	70.6	17.0	19.3		9.4	12.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.9	43.6			113.8	70.6	17.0	19.3		9.4	12.3	
LOS	E	D			F	E	B	B		A	B	
Approach Delay		46.5			96.6			18.9			11.4	
Approach LOS		D			F			B			B	
Queue Length 50th (ft)	58	181			~260	0	26	165		60	193	
Queue Length 95th (ft)	#129	278			#439	#153	57	257		93	273	
Internal Link Dist (ft)		136			122			252			309	
Turn Bay Length (ft)							50			95		
Base Capacity (vph)	149	446			296	209	439	936		693	1167	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.65			1.07	1.00	0.15	0.41		0.33	0.48	

Intersection Summary

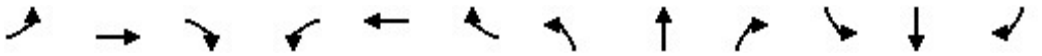
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 40.2 Intersection LOS: D
Intersection Capacity Utilization 86.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & South Boulevard



Intersection Capacity Utilization
2: Callan Avenue & Alley/South Boulevard

03/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	5	2	381	0	6	0	4	337	7	4	0
Pedestrians	57		3	3		57	34					34
Ped Button		Yes			Yes						Yes	
Pedestrian Timing (s)		16.0			16.0						16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	7	0	381	0	6	0	341	0	0	11	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.85	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1819	0	1805	0	1615	0	1618	0	0	1840	0
Ped Intf Time (s)	0.0	0.1	0.4	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	3.6
Pedestrian Frequency (%)		0.10			0.85			0.00			0.68	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			5.6			0.0			0.0
Adj Reference Time (s)			0.0			18.5			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1819		120	0		0	1618		0	172	
Reference Time A (s)	0.0	0.6		379.9	0.0		0.0	25.3		0.0	7.7	
Adj Saturation B (vph	0	1819		0	0		0	1618		NA	NA	
Reference Time B (s)	0.0	0.6		33.3	0.0		0.0	25.3		NA	NA	
Reference Time (s)		0.6			33.3			25.3			7.7	
Adj Reference Time (s)		9.1			37.3			29.3			17.3	
Split Option												
Ref Time Combined (s)	0.0	0.6		25.3	0.0		0.0	25.3		0.0	0.7	
Ref Time Seperate (s)	0.0	0.4		25.3	0.0		0.0	0.3		0.5	0.3	
Reference Time (s)	0.6	0.6		25.3	25.3		25.3	25.3		0.7	0.7	
Adj Reference Time (s)	9.1	9.1		29.3	29.3		29.3	29.3		16.1	16.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	37.3	29.3	
Split Option (s)	38.5	45.4	
Minimum (s)	37.3	29.3	66.6

Right Turns	WBR
Adj Reference Time (s)	18.5
Cross Thru Ref Time (s)	29.3
Oncoming Left Ref Time (s)	9.1
Combined (s)	56.9

Intersection Summary			
Intersection Capacity Utilization	55.5%	ICU Level of Service	B

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	407	13	3	426	15	9	1	3	22	0	36
Future Vol, veh/h	12	407	13	3	426	15	9	1	3	22	0	36
Conflicting Peds, #/hr	38	0	8	8	0	38	2	0	10	10	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	100	0	0	0	6
Mvmt Flow	13	442	14	3	463	16	10	1	3	24	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	464	0	0	982	1006	467	1002	1005	511
Stage 1	-	-	-	-	-	-	483	483	-	515	515	-
Stage 2	-	-	-	-	-	-	499	523	-	487	490	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7.5	6.2	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.9	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1059	-	-	1108	-	-	230	166	600	223	243	555
Stage 1	-	-	-	-	-	-	569	419	-	546	538	-
Stage 2	-	-	-	-	-	-	557	399	-	566	552	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1021	-	-	1100	-	-	208	155	590	207	227	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	155	-	207	227	-
Stage 1	-	-	-	-	-	-	555	409	-	517	516	-
Stage 2	-	-	-	-	-	-	513	383	-	547	538	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	21.2	18.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	1021	-	-	1100	-	-	334
HCM Lane V/C Ratio	0.06	0.013	-	-	0.003	-	-	0.189
HCM Control Delay (s)	21.2	8.6	0	-	8.3	0	-	18.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	425	4	1	422	3	2	0	0	18	1	13
Future Vol, veh/h	8	425	4	1	422	3	2	0	0	18	1	13
Conflicting Peds, #/hr	33	0	8	8	0	33	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	462	4	1	459	3	2	0	0	20	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	495	0	0	474	0	0	960	987	473	979	988	494
Stage 1	-	-	-	-	-	-	490	490	-	496	496	-
Stage 2	-	-	-	-	-	-	470	497	-	483	492	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1079	-	-	1099	-	-	238	249	595	231	249	579
Stage 1	-	-	-	-	-	-	564	552	-	559	549	-
Stage 2	-	-	-	-	-	-	578	548	-	569	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1045	-	-	1091	-	-	227	236	590	221	236	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	236	-	221	236	-
Stage 1	-	-	-	-	-	-	553	541	-	535	531	-
Stage 2	-	-	-	-	-	-	562	530	-	562	540	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	21	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	1045	-	-	1091	-	-	294
HCM Lane V/C Ratio	0.01	0.008	-	-	0.001	-	-	0.118
HCM Control Delay (s)	21	8.5	0	-	8.3	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	435	473	4	1	6
Future Vol, veh/h	10	435	473	4	1	6
Conflicting Peds, #/hr	33	0	0	33	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	489	531	4	1	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	568	0	-	0	1077	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1014	-	-	-	245	528
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	982	-	-	-	227	511
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	982	-	-	-	434
HCM Lane V/C Ratio	0.011	-	-	-	0.018
HCM Control Delay (s)	8.7	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

22. Statement addressing the development allowances for planned developments district regarding the following:

a) Height increases

The proposed development will take advantage of an allowance of 12’ of a site development allowance for a total of 62’; the lesser of 50’ or 5 stories is the maximum permitted. The current design requires 5 stories to meet its requirement of a 60-unit affordable development.

b) Density increases

The development is requesting A site development allowance of +25% to the proposed density for a total of 60 units. 40 units are permitted per the lot size and +8 are provided under the IHO bonus (capped at 10% of units at 60% or below AMI) then the request for a 25% increase as a site development allowance, or +12, for a total of 60.

c) The location and placement of buildings varying from that otherwise permitted in the district

The dwelling will not be less than 15’ from any street or development boundary line. The front-yard setback is 17’3” less than the 27’ requirement.
The dwelling side-yard will be set back 5’ street to the east where 15’ is required,
The dwelling side-yard will be set back 6’-2” on the west interior side-yard where 15’ is required.
The Rear-yard will have a 84’9” setback as opposed to the 25’ minimum.

d) Impervious Surface ratio

85% where 75% is the maximum permitted with use of the IHO incentives.

e) Off-Street Loading

No dedicated loading berth where one short loading berth is required.

f) Floor area ratio increases

The site will not request any Floor Area Ratio increases for this project.

TESTING SERVICE CORPORATION

Corporate Office
360 S. Main Place, Carol Stream, IL 60188-2404
630.462.2600 • Fax 630.653.2988

Local Offices:
457 E. Gundersen Drive, Carol Stream, IL 60188-2492
630.653.3920 • Fax 630.653.2726

650 N. Peace Road, Suite D, DeKalb, IL 60115-8401
815.748.2100 • Fax 815.748.2110

1350 TriState Parkway, Unit 122, Gurnee, IL 60031-9135
847.249.6040 • Fax 844.767.4721

2235 23RD Avenue, Rockford, IL 61104-7334
815.394.2562 • Fax 815.394.2566

203 Earl Road, Suite A, Shorewood, IL 60404-9446
815.744.1510 • Fax 815.744.1728

Report of Soils Exploration

South Boulevard Shores

504-514 South Boulevard

Evanston, Illinois

Geotechnical & Environmental Engineering

Construction Materials Engineering & Testing

Laboratory Testing of Soils, Concrete & Asphalt

Geo-Environmental Drilling & Sampling

CAGE - Civil Engineering

GEOTECHNICAL GROUP

February 7, 2023
L-95,121

REPORT OF SOILS EXPLORATION
SOUTH BOULEVARD SHORES
504-514 SOUTH BOULEVARD
EVANSTON, ILLINOIS

PREPARED FOR:
CAGE - CIVIL ENGINEERING
2200 CABOT DRIVE, SUITE 325
LISLE, ILLINOIS 60532

PREPARED BY:
TESTING SERVICE CORPORATION
457 E. GUNDERSEN DRIVE
CAROL STREAM, ILLINOIS 60188
630-653-3920

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II. APPENDIX

February 7, 2023
L-95,121

REPORT OF SOILS EXPLORATION
SOUTH BOULEVARD SHORES
504-514 SOUTH BOULEVARD
EVANSTON, ILLINOIS

1.0 INTRODUCTION

This report presents results of a soils exploration performed for South Boulevard Shores, a proposed 5-story residential building in Evanston, Illinois. These geotechnical engineering services have been provided in general accordance with TSC Proposal No. 69,482 dated August 15, 2022 and the attached General Conditions, incorporated herein by reference.

The project site is located on the south side of South Boulevard just east of Chicago Avenue, on the southeast side of the City of Evanston. It is bordered along the south side by an alleyway and along the west and east sides by commencial and residential properties, respectively. The site is composed of two (2) contiguous properties, with the eastern one (504 South Boulevard) consisting of an asphalt parking lot. A townhome type building is present in the western portion of the site (514 South Boulevard) with a small parking area present at the southern end, the remainder otherwise consisting of grass areas with a few landscaping plants and trees. The site generally slopes down from west to east with the ground surface elevations at the boring locations varying by about 6 feet.

Present plans call for the construction of a 5-story residential building occupying most of the northern half of the site. It will be a slab-on-grade structure (i.e. no basement) with plan dimensions of ±50' x 220'. A 4+1 podium type building is planned, consisting of a 4-story wood-frame structure over a 1-story concrete base. Although top of finished floor (FF) for the first (ground) level had not been established at the time this report was prepared, it is understood to likely be near existing grade at on the order of approximate Elevation 22 (Evanston City Datum). It is also understood that structural design/analyses had not been performed at the time this report was prepared; however, a very preliminary estimate provided to TSC

indicates column and wall loads on the order of 300 kips and 10 kips/ft, respectively, assuming a 25' x 25' column grid.

A parking lot is proposed for the southern portion of the site. It is understood that a permeable paver parking lot is being considered at this time. Driveway areas also also planned along the east end of the site.

The results of field and laboratory testing and recommendations based upon these data are included in this report. Addressed are building foundations, site-grading/slab-on-grade support/demolition issues, pavement design and construction, lateral earth pressures and groundwater control.

2.0 FIELD INVESTIGATION AND LABORATORY TESTING

Seven (7) soil borings (Nos. 1 - 7) were performed as part of the subsurface exploration for this project. They have been plotted on a drawing labeled "Overall Site Plan/PR-1.1" (dated 12/17/2022) provided to TSC. Reference is made to this Boring Location Plan in the Appendix for the drilling layout, ground surface elevations at the borings also being shown. The elevations were interpolated from an ALTA / NSPS Land Title Survey of the site (dated June 14, 2022) and rounded to the nearest 0.5 foot. Based on this plat, the elevations are in relation to the Evanston City Datum (ECD).

Borings 1 - 5 were drilled in the area of the proposed building. Boring 3, which was planned to be extended to a depth of 80 feet below existing grade, meet auger refusal at 72 feet on apparent bedrock or large boulder. Borings 1, 2, 4 and 5 were otherwise extended to 40 feet below existing grade, with Borings 6 and 7 in the rear parking lot made 10 feet in depth.

Drilling and sampling procedures were in accordance with currently recommended American Society for Testing and Materials specifications. Soil sampling was performed at 2½-foot intervals to a depth of 15 feet and every 5 feet thereafter. The majority of the samples were taken in conjunction with the Standard Penetration Test (SPT), for which driving resistance to a 2" split-spoon sampler (N-value in blows per foot) provides an indication of the relative density of granular materials and consistency of cohesive soils. Thin-walled tube samples were collected of relatively soft native clay soils.

Water level observations were other made while drilling and sampling in the uppermost 20 feet of Boring 3. Rotary wash drilling methods were used below that depth, precluding further groundwater observations of significant value. Water level observations were otherwise made during and following completion of drilling operations in the remaining borings (Nos. 1, 2 and 4 - 7) which were performed using hollow-stem or solid-flight auger methods. The boreholes were backfilled shortly after completion and those in existing pavement areas were also patched at the surface.

All soil samples were examined in the laboratory to verify field descriptions as well as to classify them in accordance with the Unified Soil Classification System. Laboratory testing included water content determinations as well as dry density determinations of the thin-walled tube samples. Measurements of unconfined compressive strength were made by use of a calibrated pocket penetrometer (Qp) as well as through direct methods (Qu). In addition, Torvane shear tests (Tv) were performed on the thin-walled tube samples of relatively soft clays. The latter provide an estimate of undrained shear strength in units of tons per square foot (tsf).

In addition to the above described laboratory testing, one-dimensional consolidation testing was performed on two (2) of the thin-walled tube samples representative of the soft clay soils present at the site, in order to estimate their compressibility characteristics for settlement analyses. Consolidation curves plotting void ratio vs. log pressure are included with this report. Atterberg limit tests were performed on the consolidation specimens as well as another sample of the soft clay soils.

Reference is made to the attached boring logs which show subsurface stratigraphy and soil descriptions, water level observations and results of field and laboratory tests. Definitions of descriptive terminology are also included. While strata changes are shown as a definite line on the boring logs, the actual transition between soil layers will probably be more gradual. Fluctuations in the groundwater table may also occur due to variations in precipitation (short-term and seasonal) as well as rises or drops in a ditch, lake or other nearby surface water features, i.e. water levels at a future date may be higher or lower than those recorded at the time of drilling.

3.0 DISCUSSION OF TEST DATA

Soil Stratigraphy

Borings 1 - 6 were performed in existing pavement areas, encountering 2 to 4 inches bituminous concrete underlain by 3 to 5 inches granular base course materials. The pavement thicknesses were estimated from the disturbed sides of the augered boreholes and should be considered approximate; pavement cores may be taken if more accurate measurements or descriptions of the pavements are required (including possible fabric interlayers in the bituminous pavement). Boring 1 was drilled near the northwest corner of the site in a landscaped area, encountering approximately 10 inches of topsoil respread at the surface underlain by a layer of crushed brick which extended to a depth of about 3 feet below existing grade.

Loose to dense native sand and gravel, fine to medium sand, silty sand and clayey silt deposits were encountered underlying the above described surface materials, extending to depths ranging from about 17 to 23 feet below existing grade in Borings 1 - 5 and to the bottom of Borings 6 and 7 at 10 feet deep. These granular and intermediate soil types exhibited SPT N-values ranging from 4 to 49 blows per foot (bpf), with the N-values typically increasing with depth. They were found to be in a wet (saturated) condition at depths of about 8 to 13 feet below existing grade.

Stiff to very stiff silty clay clay soils were found underlying the sand and gravel, fine to medium sand, silty sand and clayey silt deposits in Borings 1 - 5, typically extending to approximately 22 feet below existing grade (up to 28 feet in B-1). These uppermost native cohesive soils exhibited unconfined compressive strengths/pocket penetrometer readings ranging from 1.0 to 2.6 tsf (typically 1.5+ tsf) at water contents generally between 22 and 25 percent (lower in B-4).

Relatively soft and very moist silty clay soils were encountered underlying the stiff to very stiff silty clay stratum in Borings 1 - 5, extending to the bottom of Borings 1, 2, 4 and 5 and to a depth of about 63 feet below existing grade. They exhibited unconfined compressive strengths/pocket penetrometer readings of 0.25 to 0.5 tsf. Torvane shear tests performed on the thin-walled tube samples yielded undrained shear strength values typically in the range of 0.20 to 0.35 tsf. Water contents were generally in the range of 20 to 26 percent.

The above described relatively soft/very moist silty clay soils were underlain by a very dense silty sand and gravel deposit with cobbles and boulders in Boring 3, extending to a depth of about 68 feet and exhibiting an SPT resistance of 75 blows for 6 inches.

Hard drilling indicative of apparent weathered/fractured bedrock (or boulder zone materials) was then encountered at about 68 feet below the existing grade in Boring 3. The drilling bit was able to be advanced about approximately 4 feet into these materials before virtual auger refusal was met on apparent sound bedrock (or a large boulder). However, a rock core was not taken to confirm these observations.

Boring 6 (drilled to a depth of 10 feet) was "dry" (no free groundwater encountered) both during and upon completion of drilling and sampling operations. Free water was otherwise first encountered while drilling and sampling in the remaining borings at depths of about 8 to 13 feet below existing grade. Upon completion of field operations, Boring 1 was observed in a dry condition, Borings 2, 4 and 5 had caved in at depths of 15 to 20 feet and the water level had dropped to a depth of 9 feet in B-6.

The water levels obtained in the borings correlate to a groundwater table in the range of approximate Elevations 10 to 12 ECD at the time of drilling. Some relatively minor fluctuations in this upper water table, occurring in the native silty sand/medium to fine sand and sand and gravel deposits, may be expected to occur due to variations in rainfall, evaporation, construction operations, surface runoff and other site specific factors.

Consolidation Test Data

One-dimensional consolidation testing was performed on two (2) thin-walled tube samples of the relatively soft clays present at the site. Consolidation curves plotting void ratio vs. log pressure as well as additional summary pages of the test results are included with this report. Following is a summary of the consolidation test parameters.

Boring No.	Sample No./Depth	Unified Soil Classification	Water Content (%)	Liquidity Index	Initial Void Ratio	Preconsolidation Pressure (tsf)	C_c	C_r
4	8/23'-25'	CL	25.1	0.53	0.724	1.1	0.23	0.03
5	9/28'-30'	CL	24.6	0.64	0.715	1.3	0.23	0.03

Based on the existing overburden pressures at the depths of the test samples, the preconsolidation pressures revealed by the consolidation testing correlate to an overconsolidation ratio (OCR) of 1.1 for both samples indicative of a normally to very sightly overconsolidated condition.

4.0 ANALYSIS AND RECOMMENDATIONS

4.1 Building Foundations

Present plans call for the construction of a 4+1 podium type building, consisting of a 4-story wood-frame structure over a 1-story concrete base. It will be a slab-on-grade structure, i.e. no basement. Although proposed FF for the first (ground) level had not been established at this time, it is understood to likely be near existing grade at on the order of approximate Elevation 22. It is also understood that structural design/analyses had not been performed at the time this report was prepared; however, a very preliminary estimate provided to TSC indicates column and wall loads on the order of 300 kips and 10 kips/ft, respectively, assumig a 25' x 25' column grid. Larger structural loads are expected for wider column grid spacings. Based on the soil stratigraphy revealed by the borings and the moderate foundation loads that are anticipated, the proposed building may be supported on footing foundations as discussed below.

Footings are anticipated to bear at a depth of FF- 4'-0" which correlates to approximate Elevation 18 ECD for the assumed FF elevation at on the order of about 22 ECD. Borings 1 - 5 were drilled in the area of the proposed building. Loose to medium dense dense silty sand and fine to medium sand soils were encountered at this elevation at the boring locations. These native soils are considered suitable for a net allowable bearing pressure of 3000 pounds per square foot (psf) in connection with foundation support. Based on published correlations of the SPT N-values (corrected for hammer energy and/or overburden pressure) with soil moduli for the sand soils and compressibility parameters/soil moduli revealed by the

consolidation tests for the very moist clay soils, the following total settlement values were estimated for various foundation loads.

Column Load	Estimated Settlement	Wall Load	Estimated Settlement
300 kips	1.0"	10 kips/ft	0.9"
350 kips	1.2"	12 kips/ft	1.0"
400 kips	1.3"	15 kips/ft	1.3"
450 kips	1.4"	20 kips/ft	2.0"
500 kips	1.5"	>20 kips/ft	>2.0"
700 kips	1.8"		

The sand bearing soils should be compacted with vibratory plate equipment prior to footing construction. This will act to recompact uppermost soils which may be disturbed by the excavation process, as well as to densify any otherwise relative loose pockets of sand. Depending on the size of the compactor, two to four passes should be adequate.

It should be noted that although the silty sand and fine to medium sand soils are capable of supporting the recommended 3000 psf design bearing stress, these intermediate/fine-grained granular soil types are easily disturbed due to excavation operations or construction traffic, the latter including foot traffic in the bottom of foundation trenches. Any disturbed/loose material found at the bottom of the excavations must be removed until undisturbed soils are encountered, to eliminate them as a potential source for foundation settlements. It may be advisable to pour an approximate 3 to 4-inch “mud mat” of lean concrete the same day the footing areas are excavated to minimize soil disturbance and overexcavation. The lean concrete mud mat will provide a stable platform for the placement of footing forms and reinforcing steel.

It is recommended that all continuous wall footings be made at least 24 inches wide and isolated foundations at least 3.0 feet square, regardless of calculated dimensions. For frost considerations, all exterior footings should be constructed at least 3.5 feet below outside finished grade and 4.0 feet for

foundations located outside of heated building limits. Interior footings may be constructed at higher elevations as long as they are protected against frost heave in the event of winter construction.

As shown in the above table, total settlements exceeding the typical tolerable value for buildings of 1.0" are anticipated for column and wall loads heavier than 300 kips and 12 kips/ft, respectively. If column and wall loads are to exceed these values, it is recommended that ground improvement methods be utilized to reduce settlements as well as increase the allowable soil bearing capacity as described below.

Ground Improvement

The native soils may be reinforced with rammed aggregate piers (“geopiers”) or vibro piers (“stone columns”) so that their bearing capacity may be increased and foundation settlements reduced to acceptable levels. The piers are constructed by making 24 to 36-inch diameter holes through the native soils and backfilling them with thin lifts of compacted aggregate. Compaction densifies the aggregate and increases the lateral stress in the soil matrix. This system will serve to reduce settlements and increase bearing capacity by replacing a portion of the native soils with a stiffer composite soil matrix.

It is preliminarily estimated that footing foundations bearing on geopier/stone column-improved ground should be able to be designed for a net allowable bearing pressure of up to 5000 psf while limiting total settlements to 1" or less. Specialty contractors with experience in the design and installation of aggregate piers should be consulted in regard to these matters.

Aggregate pier ground improvement is a specialty, geotechnical design-build system that is prepared by the installer. In this regard, the design soil bearing capacity of the aggregate pier-improved ground and the anticipated settlements of the foundations are to be provided by the selected ground improvement company. Firms that design and install aggregate piers in this area include Geopier Foundation Company, Keller-North America, Menard Group USA and Michels.

It is recommended that the width of all continuous wall footings be made at least equal to (and ideally larger than) the width of the aggregate pier elements and isolated foundations be made at least 3.0 feet square, regardless of calculated dimensions. For frost considerations, all exterior footings should be constructed

at least 3.5 feet below outside finished grade and 4.0 feet for foundations located outside of heated building limits. Interior footings may be constructed at higher elevations as long as they are protected against frost heave in the event of winter construction.

Regarding the site classification for seismic design, Site Class D is recommended. This is based on the soil stratigraphy revealed by the deeper boring as well as shear wave velocity studies performed by TSC at sites with similar subsurface conditions in Evanston using the Refraction Microtremor (ReMi) method.

4.2 Site-Grading/Slab-On-Grade Support/Demolition Issues

As previously discussed, a townhome type building is present in the western portion of the site. This structure will be demolished and removed to make way for the new construction. Building demolition must be taken into account in foundation and site grading plans. In this regard, existing concrete floor slabs and foundation walls as well as asphalt/concrete pavements are normally removed as part of site demolition. This will promote subsurface drainage and minimize obstructions in future foundation and utility excavations. It is otherwise recommended that existing vegetation, topsoil and root zone materials as well as any existing (abandoned) underground utilities be removed in proposed building and pavement areas.

Prior to the placement of any new fill or subbase materials, the exposed subgrade should be recompacted and then proof-rolled in order to detect the presence of unsuitable or unstable soil types. The proof-roll should be performed using a loaded dump truck or other approved piece of heavy rubber-tired construction equipment. All soft or unstable materials determined by proof-rolling should be reworked and recompacted or, if subgrade instability persists, removed and replaced. Solutions to such instability problems would likely consist of undercutting the unstable soils 1 to 2 feet and replacement with coarse granular material such as IDOT gradation CA-1 or CA-7.

New fill should otherwise consist of approved granular materials or inorganic silty clays of low to medium plasticity. It is recommended that compaction be to a minimum of 95 percent of maximum dry density as determined by the Modified Proctor test (ASTM D 1557). The fill should be placed in approximate 9 inch lifts loose measure for cohesive soils and up to 12 inches for granular materials, each lift to be compacted to the specified density prior to the placement of additional fill.

Moisture control is important in the compaction of most soil types, and it is recommended that the water content of new fill be within 1 percentage point on the low side and 3 percentage points on the high side of optimum moisture as established by its laboratory compaction curve. If the soil is compacted too dry, it will have an apparent stability which will be lost if it later becomes saturated. If the soil is too wet, the Contractor will not be able to achieve proper compaction.

4.3 Ground Supported Floor Slabs

A modulus of subgrade reaction of 150 pounds per cubic inch (pci) may be used for concrete slab/rigid pavement design, which assumes that new fill and uppermost soils are compacted to 95 percent Modified Proctor density as part of building pad preparation. In this regard, portions of the building areas are likely to be disturbed by construction activities between the time that the pad is constructed and the concrete floor slabs are poured. It should therefore be anticipated that unstable areas will have to be reworked and recompacted prior to placement of floor slab base course materials.

In connection with slab-on-grade construction, it is also recommended that a minimum 4 to 6-inch thick granular base be utilized for load distribution and as leveling course and capillary break. Base course materials should consist of gravel having a maximum size of about one inch and containing less than about 10 percent fines (passing No. 200 sieve). Typical base course materials include IDOT gradation CA-6 (well-graded sand and gravel mixture with fines) and CA-7 (¼ to ¾ inch chips). The CA-7 material is considered to be free-draining, providing a superior capillary break. The CA-6 material should be compacted to 95 percent Modified Proctor density, CA-7 rolled to a dense and stable state.

Use of a vapor barrier beneath the floor slabs is not considered necessary in areas without floor coverings. In finished areas, the specifications and recommendations of the floor covering manufacturer(s) should be strictly followed.

It is recommended that concrete floors be provided with adequate reinforcement and jointing to minimize the effects of any slab movement and control minor cracking. In this regard, slab-on-grade construction and jointing should be in accordance with ACI 360-10 (Guide to Design Slabs-on-Ground).

4.4 Pavement Design and Construction

Pavement subgrade preparation may be in general accordance with previous recommendations for site-grading. This should include stripping of existing vegetation, surficial topsoil, existing pavements and proof-rolling. The proof-roll should be performed using a loaded dump truck or other approved piece of heavy construction equipment. All soft or unstable materials determined by proof-rolling should be reworked and recompacted or, if that does not improve subgrade stability, removed and replaced. Solutions to such instability problems would likely consist of undercutting the unstable soils 1 to 2 feet and replacing with a coarse granular material such as IDOT gradation CA-1 or CA-7 aggregates.

It is recommended tha a nominal California Bearing Ratio (IBR) value of 3.0 be used for the design of asphalt pavements. A modulus of subgrade reaction of 150 pci may be used for rigid pavement design. Use of these values assume that any soft or unstable areas will be remediated, i.e. subgrade stabilized until passing a proof-roll.

Base course materials should conform to IDOT gradation specification CA-6 and be compacted to 95 percent Modified Proctor density or 100 percent of the Standard Proctor (ASTM D 698) maximum density value. Bituminous materials should conform to an approved current IDOT Superpave mix design (N30 or N50 typical for light-duty pavements and N50 or N70 for heavy-duty), as well as Standard Specifications for Road and Bridge Construction, Sections 406 and 1032. They should be compacted to between 93 and 97 percent of their theoretical maximum density, as determined by the supplier.

Portland Cement Concrete (PCC) or heavy duty asphaltic concrete is recommended for pavements with heavy truck traffic and high traffic load areas such as garbage truck dumpster loading areas and aprons approaching parking areas. Standard Specifications for Road and Bridge Construction, Sections 353 and 420, should be followed.

As previously mentioned, a permeable paver parking lot is being considered for the southern (rear) portion of the site. Permeable pavement is an alternative to asphalt or concrete surfaces that allows stormwater to drain through the porous surface to a stone reservoir underneath. The reservoir temporarily stores

surface runoff before infiltrating it into the subsoil. Underdrains are used below the stone reservoir if soil conditions are not conducive to complete infiltration of runoff.

Silty sand and fine sand (Sand/Loamy Sand by USDA soil classification) predominated in the upper approximate 10 to 13 feet of the borings. Design infiltration rates of 1.63 to 3.60 in/hr are given for these USDA soil classifications as shown in Section 3.0 Volume Control: Managing Stormwater Onsite of the Chicago Stormwater Ordinance Manual (CSOM) per University of Wisconsin, Madison, 2006 recommendations.

If required, infiltration testing should be performed in accordance with CSOM. In this regard, the single-ring infiltrometer method outlined in the CSOM should be utilized, with a 12" diameter pipe driven into the proposed infiltration zone. After being cleaned out the pipe is filled with potable water and the water level drop versus time observed. The tests are typically performed three (3) times at each location, i.e. until steady state infiltration rates were developed.

4.5 Lateral Earth Pressures

In connection with any retaining walls/elevator pits and utility excavations, the Contractor must either brace the sides of the excavation or slope them back in accordance with current OSHA requirements to prevent excavation instability. In this regard, all excavations should comply with the requirements of OSHA 29CFR, Part 1926, Subpart P, “Excavations” and its appendices as well as any other applicable codes. This document states that excavation safety is the responsibility of the Contractor. Reference to this OSHA requirement should be included in the job specifications.

Lateral earth pressures for permanent underground structures/retaining walls will be dependent on the type of backfill used, whether it is in a drained or undrained state, as well as loading conditions. Equivalent fluid pressures (EFP) given below for cohesive and granular backfills assuming active (Ka) and at-rest (Ko) earth pressures. The values shown represent the increase in lateral pressure over a 1.0 foot distance measured in pounds per square foot (psf/ft).

BACKFILL TYPE	EQUIVALENT FLUID PRESSURE (PSF/FT)			
	ACTIVE CONDITION*		AT-REST STATE**	
	DRAINED	UNDRAINED	DRAINED	UNDRAINED
GRANULAR	35	80	55	90
COHESIVE	50	90	70	100

* Based on Ka = 0.27 & 0.39 for granular and cohesive backfill, respectively.

**Based on Based on Ko = 0.43 & 0.56 for granular and cohesive backfill, respectively.

The active condition applies to retaining walls which are free to rotate at their top. At-rest pressures should be used for buried structures which are fixed at their top and bottom (such as basement walls) or otherwise restrained from moving.

The values shown above are nominal, i.e. are based on average soil conditions. They also assume a level backfill height behind the walls; sloping backfill will increase lateral earth pressures and should be analyzed on an individual basis. It should be noted that for the EFP values given for granular soils be valid, the wedge of granular materials should extend a minimum distance at the top of the wall (or ground surface) equal to the height of the wall.

Appropriate surcharge loads should be included in the design of retaining/below-grade walls for any adjacent pavements, sidewalks, floor slabs and foundations lying within a 1.5H:1V zone from the base of the below grade floor slab to the ground surface. Surcharge loads of 100 and 200 psf are normally used for sidewalks and pavements, respectively.

Backfill placed against retaining/elevator pit walls, basement walls and the like should be compacted to between 90 and 95 percent of Modified Proctor density. Compaction in excess of 95 percent is not desirable, since it can result in higher lateral earth pressures than recommended for design. Also, heavy compaction equipment should not be used on the high side of the wall within a horizontal distance equal to the height of backfilling, as this may result in over-stressing of the wall and excessive deflection.

If no appreciable amount of settlement of the backfill soils can be tolerated, it is recommended that granular fill be used. To facilitate compaction and further minimize settlements, the granular fill should ideally consist of a coarse granular material such as IDOT gradation CA-1 or CA-7 crushed stone/crushed gravel. This "structural" fill should be spread in approximate 12-inch layers loose thickness, each lift to be densified using vibratory compaction equipment.

The sliding resistance at the base of foundation elements will be dependent on the normal (dead) load and friction coefficient of underlying soils. For the soil types found in the borings, a nominal ultimate friction coefficient of 0.40 may be utilized.

4.6 Groundwater Control

Based on the results of the borings, serious groundwater problems are not anticipated in connection with the proposed slab-on-grade construction. However, the accumulation of run-off water or seepage at the base of excavations should still be expected to occur during foundation construction and site work. The Contractor should be prepared to remove these accumulations by pumping from strategically placed sumps.

5.0 CLOSURE

It is recommended that full-time inspection be provided by testing Service Corporation personnel during foundation construction, so that the soils at foundation levels can be observed. In addition, adequacy of building materials, stripping and undercutting, fill placement and compaction as well as slab-on-grade and pavement construction should be monitored for compliance with the recommended procedures and specifications.

The analyses and recommendations submitted in this report are based upon the data obtained from the seven (7) soil borings performed at the locations shown on the Boring Location Plan. This report does not reflect and variations which may occur between these borings or elsewhere on the site, the nature and extent of which may not become evident until during the course of construction. If variations are then

identified, recommendations contained in this report should be re-evaluated after performing on-site observations.

We are available to review this report with you at your convenience.

Alfredo J. Bermudez
Senior Geotechnical Engineer
Registered Professional Engineer
Illinois No. 062-046608

ALFREDO J. BERMUDEZ
062-046608
REGISTERED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS

Steven R. Koester, P.E.
Vice President

APPENDIX

GENERAL CONDITIONS

CONSOLIDATION TEST RESULTS (8 SHEETS)

UNIFIED CLASSIFICATION CHART

LEGEND FOR BORING LOGS

BORING LOGS

BORING LOCATION PLAN

GENERAL CONDITIONS

Geotechnical and Construction Services

TESTING SERVICE CORPORATION

1. PARTIES AND SCOPE OF WORK: If Client is ordering the services on behalf of another, Client represents and warrants that Client is the duly authorized agent of said party for the purpose of ordering and directing said services, and in such case the term "Client" shall also include the principal for whom the services are being performed. Prices quoted and charged by TSC for its services are predicated on the conditions and the allocations of risks and obligations expressed in these General Conditions. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services ordered by Client are adequate and sufficient for Client's intended purpose. Unless otherwise expressly assumed in writing, TSC's services are provided exclusively for client. TSC shall have no duty or obligation other than those duties and obligations expressly set forth in this Agreement. TSC shall have no duty to any third party. Client shall communicate these General Conditions to each and every party to whom the Client transmits any report prepared by TSC. Ordering services from TSC shall constitute acceptance of TSC's proposal and these General Conditions.

2. SCHEDULING OF SERVICES: The services set forth in this Agreement will be accomplished in a timely and workmanlike manner. If TSC is required to delay any part of its services to accommodate the requests or requirements of Client, regulatory agencies, or third parties, or due to any cause beyond its reasonable control, Client agrees to pay such additional charges, if any, as may be applicable.

3. ACCESS TO SITE: TSC shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as a result of its services or the use of its equipment; however, TSC has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires TSC to restore the site to its former condition, TSC will, upon written request, perform such additional work as is necessary to do so and Client agrees to pay to TSC the cost thereof plus TSC's normal markup for overhead and profit.

4. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that Client has advised TSC of any known or suspected hazardous materials, utility lines and underground structures at any site at which TSC is to perform services under this Agreement. Unless otherwise agreed in writing, TSC's responsibility with respect to underground utility locations is to contact the Illinois Joint Utility Locating Information for Excavators for the location of public, but not private, utilities.

5. DISCOVERY OF POLLUTANTS: TSC's services shall not include investigation for hazardous materials as defined by the Resource Conservation Recovery Act, 42 U.S.C.§ 6901, et, seq., as amended ("RCRA") or by any state or Federal statute or regulation. In the event that hazardous materials are discovered and identified by TSC, TSC's sole duty shall be to notify Client.

6. MONITORING: If this Agreement includes testing construction materials or observing any aspect of construction of improvements, Client's construction personnel will verify that the pad is properly located and sized to meet Client's projected building loads. Client shall cause all tests and inspections of the site, materials and work to be timely and properly performed in accordance with the plans, specifications, contract documents, and TSC's recommendations. No claims for loss, damage or injury shall be brought against TSC unless all tests and inspections have been so performed and unless TSC's recommendations have been followed.

TSC's services shall not include determining or implementing the means, methods, techniques or procedures of work done by the contractor(s) being monitored or whose work is being tested. TSC's services shall not include the authority to accept or reject work or to in any manner supervise the work of any contractor. TSC's services or failure to perform same shall not in any way operate or excuse any contractor from the performance of its work in accordance with its contract. "Contractor" as used herein shall include subcontractors, suppliers, architects, engineers and construction managers.

Information obtained from borings, observations and analyses of sample materials shall be reported in formats considered appropriate by TSC unless directed otherwise by Client. Such information is considered evidence, but any inference or conclusion based thereon is, necessarily, an opinion also based on engineering judgment and shall not be construed as a representation of fact. Subsurface conditions may not be uniform throughout an entire site and ground water levels may fluctuate due to climatic and other variations. Construction materials may vary from the samples taken. Unless otherwise agreed in writing, the procedures employed by TSC are not designed to detect intentional concealment or misrepresentation of facts by others.

7. DOCUMENTS AND SAMPLES: Client is granted an exclusive license to use findings and reports prepared and issued by TSC and any sub-consultants pursuant to this Agreement for the purpose set forth in TSC's proposal provided that TSC has received payment in full for its services. TSC and, if applicable, its sub-consultant, retain all copyright and ownership interests in the reports, boring logs, maps, field data, field notes, laboratory test data and similar documents, and the ownership and freedom to use all data generated by it for any purpose. Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of TSC's report.

8. TERMINATION: TSC's obligation to provide services may be terminated by either party upon (7) seven days prior written notice. In the event of termination of TSC's services, TSC shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses. The terms and conditions of these General Conditions shall survive the termination of TSC's obligation to provide services.

9. PAYMENT: Client shall be invoiced periodically for services performed. Client agrees to pay each invoice within thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to in writing for valid cause within sixty (60) days at the rate of twelve (12%) per annum (or the maximum interest rate permitted by applicable law, whichever is the lesser) until paid and TSC's costs of collection of such accounts, including court costs and reasonable attorney's fees.

10. WARRANTY: TSC's professional services will be performed, its findings obtained and its reports prepared in accordance with these General Conditions and with generally accepted principles and practices. In performing its professional services, TSC will use that degree of care and skill ordinarily exercised under similar circumstances by members of its profession. In performing physical work in pursuit of its professional services, TSC will use that degree of care and skill ordinarily used under similar circumstances. This warranty is in lieu of all other warranties or representations, either express or implied. Statements made in TSC reports are opinions based upon engineering judgment and are not to be construed as representations of fact.

Should TSC or any of its employees be found to have been negligent in performing professional services or to have made and breached any express or implied warranty, representation or contract, Client, all parties claiming through Client and all parties claiming to have in any way relied upon TSC's services or work agree that the maximum aggregate amount of damages for which TSC, its officers, employees and agents shall be liable is limited to $50,000 or the total amount of the fee paid to TSC for its services performed with respect to the project, whichever amount is greater.

In the event Client is unwilling or unable to limit the damages for which TSC may be liable in accordance with the provisions set forth in the preceding paragraph, upon written request of Client received within five days of Client's acceptance of TSC's proposal together with payment of an additional fee in the amount of 5% of TSC's estimated cost for its services (to be adjusted to 5% of the amount actually billed by TSC for its services on the project at time of completion), the limit on damages shall be increased to $500,000 or the amount of TSC's fee, whichever is the greater. This charge is not to be construed as being a charge for insurance of any type, but is increased consideration for the exposure to an award of greater damages.

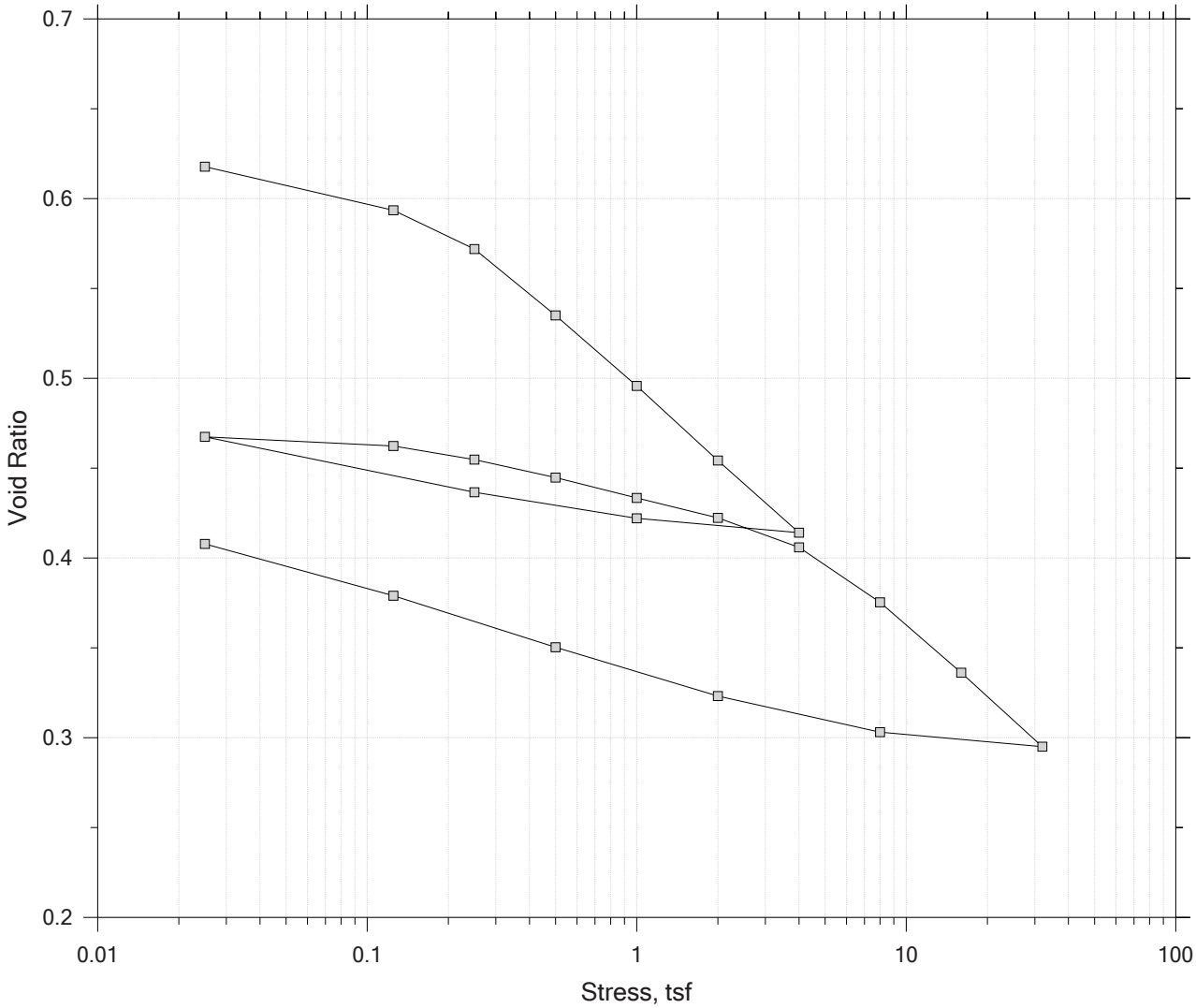
11. INDEMNITY: Subject to the provisions set forth herein, TSC and Client hereby agree to indemnify and hold harmless each other and their respective shareholders, directors, officers, partners, employees, agents, subsidiaries and division (and each of their heirs, successors, and assigns) from any and all claims, demands, liabilities, suits, causes of action, judgments, costs and expenses, including reasonable attorneys' fees, arising, or allegedly arising, from personal injury, including death, property damage, including loss of use thereof, due in any manner to the negligence of either of them or their agents or employees or independent contractors. In the event both TSC and Client are found to be negligent or at fault, then any liability shall be apportioned between them pursuant to their pro rata share of negligence or fault. TSC and Client further agree that their liability to any third party shall, to the extent permitted by law, be several and not joint. The liability of TSC under this provision shall not exceed the policy limits of insurance carried by TSC. Neither TSC nor Client shall be bound under this indemnity agreement to liability determined in a proceeding in which it did not participate represented by its own independent counsel. The indemnities provided hereunder shall not terminate upon the termination or expiration of this Agreement, but may be modified to the extent of any waiver of subrogation agreed to by TSC and paid for by Client.

12. SUBPOENAS: TSC's employees shall not be retained as expert witnesses except by separate, written agreement. Client agrees to pay TSC pursuant to TSC's then current fee schedule for any TSC employee(s) subpoenaed by any party as an occurrence witness as a result of TSC's services.

13. OTHER AGREEMENTS: TSC shall not be bound by any provision or agreement (i) requiring or providing for arbitration of disputes or controversies arising out of this Agreement or its performance, (ii) wherein TSC waives any rights to a mechanics lien or surety bond claim; (iii) that conditions TSC's right to receive payment for its services upon payment to Client by any third party or (iv) that requires TSC to indemnify any party beyond its own negligence These General Conditions are notice, where required, that TSC shall file a lien whenever necessary to collect past due amounts. This Agreement contains the entire understanding between the parties. Unless expressly accepted by TSC in writing prior to delivery of TSC's services, Client shall not add any conditions or impose conditions which are in conflict with those contained herein, and no such additional or conflicting terms shall be binding upon TSC. The unenforceability or invalidity of any provision or provisions shall not render any other provision or provisions unenforceable or invalid. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois. In the event of a dispute arising out of or relating to the performance of this Agreement, the breach thereof or TSC's services, the parties agree to try in good faith to settle the dispute by mediation under the Construction Industry Mediation Rules of the American Arbitration Association as a condition precedent to filing any demand for arbitration, or any petition or complaint with any court. Paragraph headings are for convenience only and shall not be construed as limiting the meaning of the provisions contained in these General Conditions.

One-Dimensional Consolidation by ASTM D2435 - Method B

Summary Report



					Before Test	After Test
Current Vertical Effective Stress, tsf: 1				Water Content, %	25.11	18.05
Preconsolidation Stress, tsf: 1.1				Dry Unit Weight, pcf	99.235	114.46
Compression Ratio: 0.134				Saturation, %	95.07	100.05
Specimen Diameter, in: 2.501		Specimen Height, in: 1.004		Void Ratio	0.72	0.49
LL: 34	PL: 15	PI: 19	GS: 2.74			

TSC	Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
	Boring Number: 4	Tester: PJT	Checker: AJB
	Sample Number: 8	Test Date: 01/24/2023	Depth: 23'-25'
	Test Number: 1	Preparation: PJT	Elevation: -5.0
	Description: Gray silty CLAY, trace to little sand and gravel (CL)		
	Remarks: Pc = 1.1 tsf; Cc = 0.23; Cr = 0.03		
	Displacement at End of Increment		

One-Dimensional Consolidation by ASTM D2435 - Method B

Specimen Diameter, in: 2.50	Specific Gravity: 2.74 (Estimated)	Liquid Limit: 34
Specimen Height, in: 1.00	Initial Void Ratio: 0.724	Plastic Limit: 15
Final Height, in: 0.87	Final Void Ratio: 0.494	Plasticity Index: 19

	Before Test Trimmings	Before Test Specimen	After Test Specimen	After Test Trimmings
Container ID	69	---	SS RING	TFU
Mass Container, gm	22.8	107.87	107.87	12.1
Mass Container + Wet Soil, gm	117.3	268.47	259.41	162.5
Mass Container + Dry Soil, gm	98.7	236.24	236.24	139.5
Mass Dry Soil, gm	75.9	128.37	128.37	127.4
Water Content, %	24.51	25.11	18.05	18.05
Void Ratio	---	0.72	0.49	---
Degree of Saturation, %	---	95.07	100.05	---
Dry Unit Weight, pcf	---	99.235	114.46	---

Preconsolidation Stress, tsf	1.1
Compression Ratio	0.134
Rebound Ratio	0.017
Compression Index	0.231
Rebound Index	0.0293

Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
Boring Number: 4	Tester: PJT	Checker: AJB
Sample Number: 8	Test Date: 01/24/2023	Depth: 23'-25'
Test Number: 1	Preparation: PJT	Elevation: -5.0
Description: Gray silty CLAY, trace to little sand and gravel (CL)		
Remarks: Pc = 1.1 tsf; Cc = 0.23; Cr = 0.03		

One-Dimensional Consolidation by ASTM D2435 - Method B

Log of Time Coefficients

Step	Applied Stress tsf	EOI Displacement in	Void Ratio	Strain at End %	Log T50 min	Cv ft²/day	Mv ft²/ton	k cm/s	Ca %
1	0.0250	0.06167	0.618	6.15	0.000	0.00e+00	2.46e+00	0.00e+00	0.00e+00
2	0.125	0.07579	0.594	7.55	17.163	2.51e-02	1.41e-01	3.89e-08	0.00e+00
3	0.250	0.08834	0.572	8.80	0.000	0.00e+00	1.00e-01	0.00e+00	0.00e+00
4	0.500	0.1098	0.535	10.9	0.000	0.00e+00	8.57e-02	0.00e+00	0.00e+00
5	1.00	0.1327	0.496	13.2	0.000	0.00e+00	4.56e-02	0.00e+00	0.00e+00
6	2.00	0.1569	0.454	15.6	7.650	4.75e-02	2.41e-02	1.26e-08	0.00e+00
7	4.00	0.1803	0.414	18.0	6.615	5.19e-02	1.17e-02	6.66e-09	0.00e+00
8	1.00	0.1756	0.422	17.5	3.567	9.41e-02	1.56e-03	1.61e-09	0.00e+00
9	0.250	0.1671	0.437	16.7	0.000	0.00e+00	1.12e-02	0.00e+00	0.00e+00
10	0.0250	0.1492	0.467	14.9	0.000	0.00e+00	7.94e-02	0.00e+00	0.00e+00
11	0.125	0.1522	0.462	15.2	16.681	2.15e-02	2.93e-02	6.92e-09	0.00e+00
12	0.250	0.1566	0.455	15.6	6.993	5.08e-02	3.54e-02	1.98e-08	0.00e+00
13	0.500	0.1624	0.445	16.2	14.149	2.48e-02	2.32e-02	6.33e-09	0.00e+00
14	1.00	0.1690	0.433	16.8	0.000	0.00e+00	1.32e-02	0.00e+00	0.00e+00
15	2.00	0.1754	0.422	17.5	0.000	0.00e+00	6.39e-03	0.00e+00	0.00e+00
16	4.00	0.1850	0.406	18.4	4.071	8.20e-02	4.78e-03	4.32e-09	0.00e+00
17	8.00	0.2028	0.375	20.2	4.327	7.46e-02	4.43e-03	3.64e-09	0.00e+00
18	16.0	0.2256	0.336	22.5	3.600	8.52e-02	2.84e-03	2.67e-09	0.00e+00
19	32.0	0.2496	0.295	24.9	2.062	1.40e-01	1.49e-03	2.30e-09	0.00e+00
20	8.00	0.2449	0.303	24.4	0.000	0.00e+00	1.95e-04	0.00e+00	0.00e+00
21	2.00	0.2332	0.323	23.2	4.136	6.96e-02	1.94e-03	1.49e-09	0.00e+00
22	0.500	0.2174	0.350	21.7	0.000	0.00e+00	1.05e-02	0.00e+00	0.00e+00
23	0.125	0.2007	0.379	20.0	0.000	0.00e+00	4.43e-02	0.00e+00	0.00e+00
24	0.0250	0.1839	0.408	18.3	0.000	0.00e+00	1.68e-01	0.00e+00	0.00e+00

TSC	Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
	Boring Number: 4	Tester: PJT	Checker: AJB
	Sample Number: 8	Test Date: 01/24/2023	Depth: 23'-25'
	Test Number: 1	Preparation: PJT	Elevation: -5.0
	Description: Gray silty CLAY, trace to little sand and gravel (CL)		
	Remarks: Pc = 1.1 tsf; Cc = 0.23; Cr = 0.03		
	Displacement at End of Increment		

One-Dimensional Consolidation by ASTM D2435 - Method B

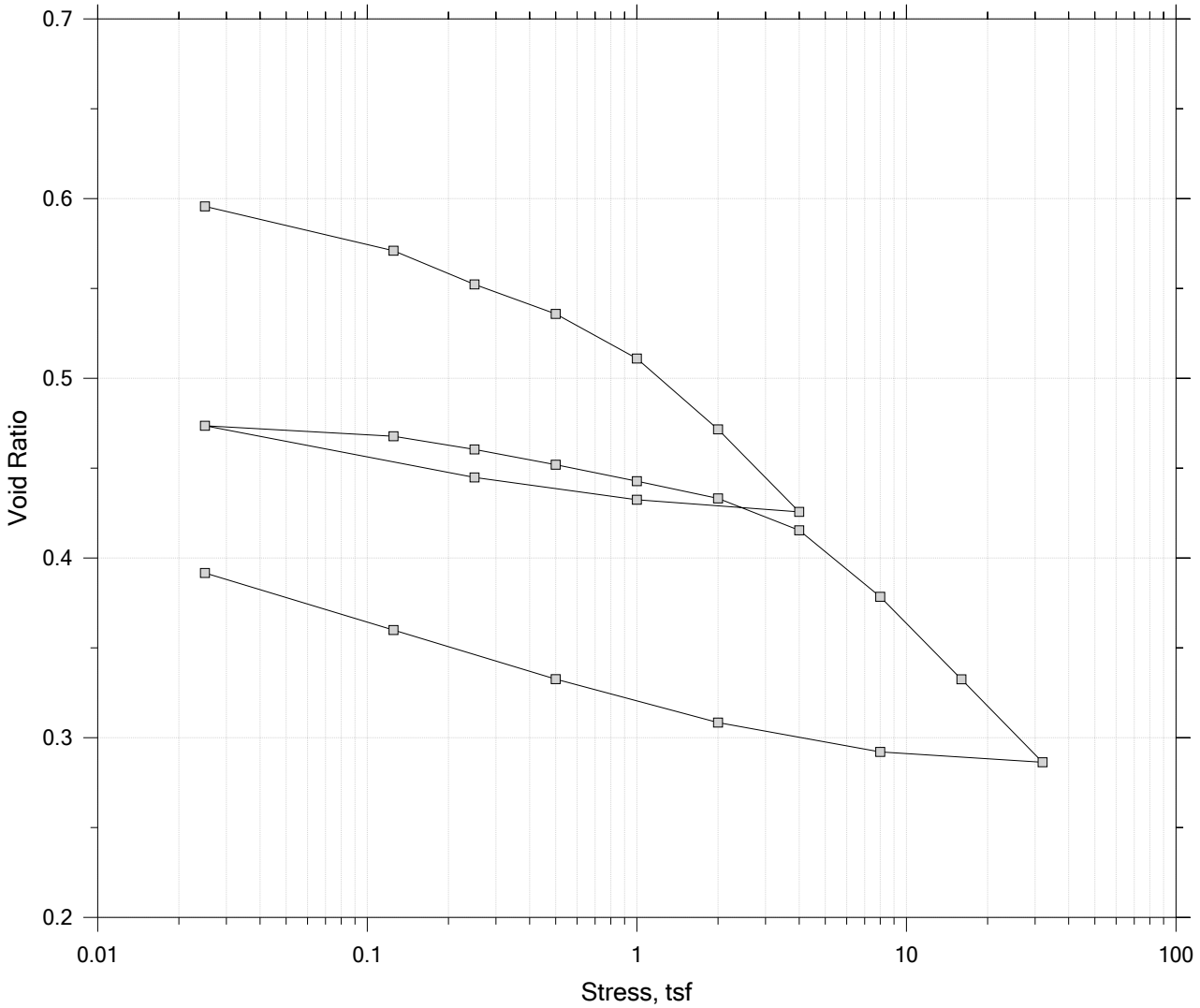
Sqrt of Time Coefficients

Step	Applied Stress tsf	EOI Displacement in	Void Ratio	Strain at End %	Sq.Rt. T90 min	Cv ft²/day	Mv ft²/ton	k cm/s
1	0.0250	0.06167	0.618	6.15	0.000	0.00e+00	2.46e+00	0.00e+00
2	0.125	0.07579	0.594	7.55	184.091	1.01e-02	1.41e-01	1.56e-08
3	0.250	0.08834	0.572	8.80	77.838	2.31e-02	1.00e-01	2.55e-08
4	0.500	0.1098	0.535	10.9	177.203	9.79e-03	8.57e-02	9.23e-09
5	1.00	0.1327	0.496	13.2	60.954	2.71e-02	4.56e-02	1.36e-08
6	2.00	0.1569	0.454	15.6	67.716	2.31e-02	2.41e-02	6.13e-09
7	4.00	0.1803	0.414	18.0	34.209	4.32e-02	1.17e-02	5.55e-09
8	1.00	0.1756	0.422	17.5	15.707	9.20e-02	1.56e-03	1.58e-09
9	0.250	0.1671	0.437	16.7	41.558	3.53e-02	1.12e-02	4.36e-09
10	0.0250	0.1492	0.467	14.9	164.345	9.22e-03	7.94e-02	8.06e-09
11	0.125	0.1522	0.462	15.2	206.445	7.47e-03	2.93e-02	2.41e-09
12	0.250	0.1566	0.455	15.6	28.376	5.39e-02	3.54e-02	2.10e-08
13	0.500	0.1624	0.445	16.2	52.732	2.86e-02	2.32e-02	7.31e-09
14	1.00	0.1690	0.433	16.8	44.964	3.31e-02	1.32e-02	4.80e-09
15	2.00	0.1754	0.422	17.5	22.085	6.63e-02	6.39e-03	4.67e-09
16	4.00	0.1850	0.406	18.4	31.079	4.62e-02	4.78e-03	2.43e-09
17	8.00	0.2028	0.375	20.2	30.945	4.49e-02	4.43e-03	2.19e-09
18	16.0	0.2256	0.336	22.5	13.269	9.95e-02	2.84e-03	3.11e-09
19	32.0	0.2496	0.295	24.9	14.317	8.69e-02	1.49e-03	1.43e-09
20	8.00	0.2449	0.303	24.4	3.628	3.34e-01	1.95e-04	7.18e-10
21	2.00	0.2332	0.323	23.2	46.400	2.67e-02	1.94e-03	5.72e-10
22	0.500	0.2174	0.350	21.7	95.577	1.34e-02	1.05e-02	1.56e-09
23	0.125	0.2007	0.379	20.0	208.404	6.42e-03	4.43e-02	3.13e-09
24	0.0250	0.1839	0.408	18.3	817.654	1.71e-03	1.68e-01	3.15e-09

TSC	Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
	Boring Number: 4	Tester: PJT	Checker: AJB
	Sample Number: 8	Test Date: 01/24/2023	Depth: 23'-25'
	Test Number: 1	Preparation: PJT	Elevation: -5.0
	Description: Gray silty CLAY, trace to little sand and gravel (CL)		
	Remarks: Pc = 1.1 tsf; Cc = 0.23; Cr = 0.03		
	Displacement at End of Increment		

One-Dimensional Consolidation by ASTM D2435 - Method B

Summary Report



				Before Test	After Test
Current Vertical Effective Stress, tsf: 1.2				Water Content, %	24.61	18.08
Preconsolidation Stress, tsf: 1.3				Dry Unit Weight, pcf	99.733	114.4
Compression Ratio: 0.136				Saturation, %	94.28	100.00
Specimen Diameter, in: 2.501		Specimen Height, in: 1.002		Void Ratio	0.72	0.50
LL: 30	PL: 15	PI: 15	GS: 2.74			

TSC	Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
	Boring Number: 5	Tester: PJT	Checker: AJB
	Sample Number: 9	Test Date: 01/30/2023	Depth: 28'-30'
	Test Number: 2	Preparation: PJT	Elevation: -11.0
	Description: Gray silty CLAY, trace to little sand and gravel CL)		
	Remarks: Pc = 1.3 tsf; Cc = 0.23; Cr = 0.03		
	Displacement at End of Increment		

One-Dimensional Consolidation by ASTM D2435 - Method B

Specimen Diameter, in: 2.50	Specific Gravity: 2.74 (Estimated)	Liquid Limit: 30
Specimen Height, in: 1.00	Initial Void Ratio: 0.715	Plastic Limit: 15
Final Height, in: 0.87	Final Void Ratio: 0.495	Plasticity Index: 15

	Before Test Trimmings	Before Test Specimen	After Test Specimen	After Test Trimmings
Container ID	67A	---	SS RING	618
Mass Container, gm	30.3	107.87	107.87	26.2
Mass Container + Wet Soil, gm	167.2	268.32	259.91	177.1
Mass Container + Dry Soil, gm	139.8	236.64	236.64	154
Mass Dry Soil, gm	109.5	128.77	128.77	127.8
Water Content, %	25.02	24.61	18.08	18.08
Void Ratio	---	0.72	0.50	---
Degree of Saturation, %	---	94.28	100.00	---
Dry Unit Weight, pcf	---	99.733	114.4	---

Preconsolidation Stress, tsf	1.3
Compression Ratio	0.136
Rebound Ratio	0.017
Compression Index	0.2333
Rebound Index	0.02916

Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
Boring Number: 5	Tester: PJT	Checker: AJB
Sample Number: 9	Test Date: 01/30/2023	Depth: 28'-30'
Test Number: 2	Preparation: PJT	Elevation: -11.0
Description: Gray silty CLAY, trace to little sand and gravel CL)		
Remarks: Pc = 1.3 tsf; Cc = 0.23; Cr = 0.03		

One-Dimensional Consolidation by ASTM D2435 - Method B

Log of Time Coefficients

Step	Applied Stress tsf	EOI Displacement in	Void Ratio	Strain at End %	Log T50 min	Cv ft²/day	Mv ft²/ton	k cm/s	Ca %
1	0.0250	0.06973	0.596	6.96	0.000	0.00e+00	2.78e+00	0.00e+00	0.00e+00
2	0.125	0.08416	0.571	8.40	0.000	0.00e+00	1.44e-01	0.00e+00	0.00e+00
3	0.250	0.09510	0.552	9.49	6.026	6.80e-02	8.74e-02	6.54e-08	0.00e+00
4	0.500	0.1047	0.536	10.5	6.104	6.56e-02	3.83e-02	2.77e-08	0.00e+00
5	1.00	0.1192	0.511	11.9	5.481	7.11e-02	2.90e-02	2.27e-08	0.00e+00
6	2.00	0.1422	0.472	14.2	0.000	0.00e+00	2.30e-02	0.00e+00	0.00e+00
7	4.00	0.1690	0.426	16.9	4.086	8.63e-02	1.34e-02	1.27e-08	0.00e+00
8	1.00	0.1651	0.432	16.5	1.186	2.89e-01	1.31e-03	4.19e-09	0.00e+00
9	0.250	0.1578	0.445	15.8	0.000	0.00e+00	9.63e-03	0.00e+00	0.00e+00
10	0.0250	0.1410	0.474	14.1	17.102	2.09e-02	7.46e-02	1.72e-08	0.00e+00
11	0.125	0.1444	0.468	14.4	0.000	0.00e+00	3.42e-02	0.00e+00	0.00e+00
12	0.250	0.1487	0.460	14.8	8.798	4.09e-02	3.42e-02	1.54e-08	0.00e+00
13	0.500	0.1537	0.452	15.3	0.000	0.00e+00	1.98e-02	0.00e+00	0.00e+00
14	1.00	0.1590	0.443	15.9	4.854	7.25e-02	1.07e-02	8.52e-09	0.00e+00
15	2.00	0.1646	0.433	16.4	2.525	1.38e-01	5.62e-03	8.51e-09	0.00e+00
16	4.00	0.1750	0.415	17.5	3.436	9.92e-02	5.18e-03	5.66e-09	0.00e+00
17	8.00	0.1966	0.378	19.6	3.759	8.72e-02	5.39e-03	5.18e-09	0.00e+00
18	16.0	0.2234	0.333	22.3	3.420	9.02e-02	3.34e-03	3.32e-09	0.00e+00
19	32.0	0.2504	0.286	25.0	1.958	1.47e-01	1.68e-03	2.73e-09	0.00e+00
20	8.00	0.2470	0.292	24.7	0.000	0.00e+00	1.40e-04	0.00e+00	0.00e+00
21	2.00	0.2375	0.308	23.7	0.000	0.00e+00	1.59e-03	0.00e+00	0.00e+00
22	0.500	0.2234	0.333	22.3	0.000	0.00e+00	9.40e-03	0.00e+00	0.00e+00
23	0.125	0.2074	0.360	20.7	31.036	9.81e-03	4.25e-02	4.59e-09	0.00e+00
24	0.0250	0.1889	0.392	18.9	0.000	0.00e+00	1.85e-01	0.00e+00	0.00e+00

TSC	Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
	Boring Number: 5	Tester: PJT	Checker: AJB
	Sample Number: 9	Test Date: 01/30/2023	Depth: 28'-30'
	Test Number: 2	Preparation: PJT	Elevation: -11.0
	Description: Gray silty CLAY, trace to little sand and gravel CL)		
	Remarks: Pc = 1.3 tsf; Cc = 0.23; Cr = 0.03		
	Displacement at End of Increment		

One-Dimensional Consolidation by ASTM D2435 - Method B

Sqrt of Time Coefficients

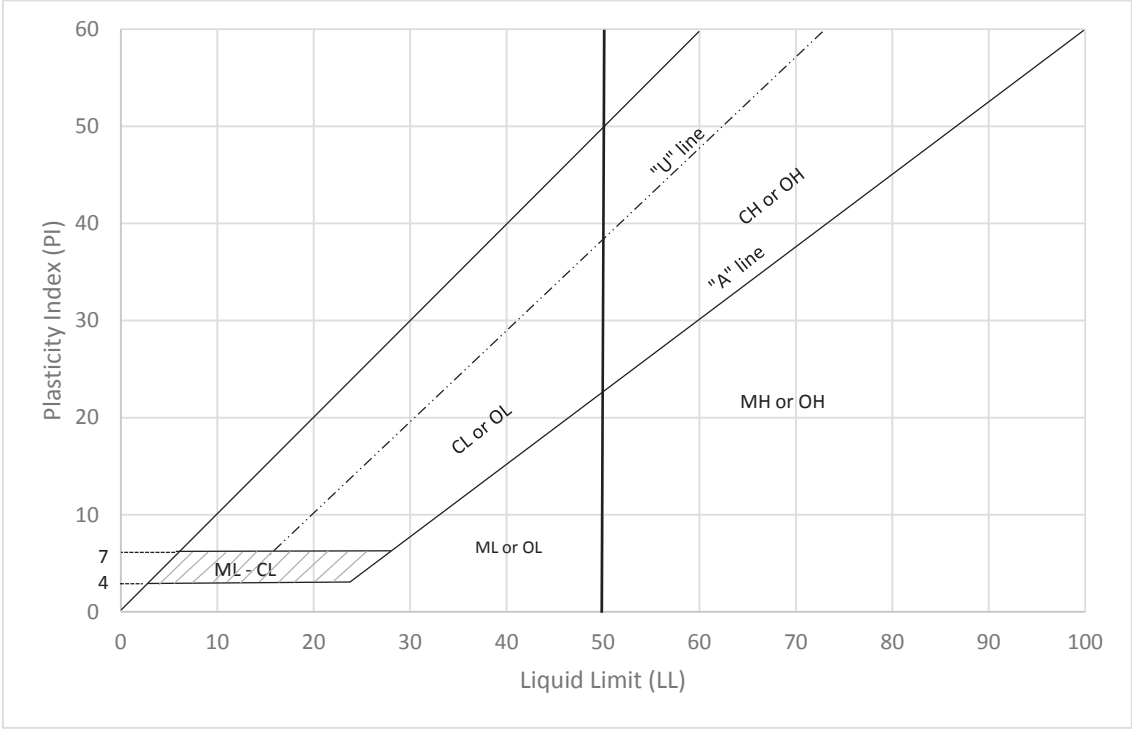
Step	Applied Stress tsf	EOI Displacement in	Void Ratio	Strain at End %	Sq.Rt. T90 min	Cv ft²/day	Mv ft²/ton	k cm/s
1	0.0250	0.06973	0.596	6.96	0.000	0.00e+00	2.78e+00	0.00e+00
2	0.125	0.08416	0.571	8.40	0.000	0.00e+00	1.44e-01	0.00e+00
3	0.250	0.09510	0.552	9.49	21.800	8.09e-02	8.74e-02	7.78e-08
4	0.500	0.1047	0.536	10.5	26.468	6.51e-02	3.83e-02	2.75e-08
5	1.00	0.1192	0.511	11.9	18.523	9.06e-02	2.90e-02	2.89e-08
6	2.00	0.1422	0.472	14.2	41.538	3.87e-02	2.30e-02	9.79e-09
7	4.00	0.1690	0.426	16.9	26.608	5.70e-02	1.34e-02	8.41e-09
8	1.00	0.1651	0.432	16.5	8.006	1.84e-01	1.31e-03	2.67e-09
9	0.250	0.1578	0.445	15.8	30.930	4.84e-02	9.63e-03	5.13e-09
10	0.0250	0.1410	0.474	14.1	143.598	1.07e-02	7.46e-02	8.81e-09
11	0.125	0.1444	0.468	14.4	38.560	4.06e-02	3.42e-02	1.53e-08
12	0.250	0.1487	0.460	14.8	43.243	3.58e-02	3.42e-02	1.35e-08
13	0.500	0.1537	0.452	15.3	54.227	2.83e-02	1.98e-02	6.15e-09
14	1.00	0.1590	0.443	15.9	23.132	6.55e-02	1.07e-02	7.70e-09
15	2.00	0.1646	0.433	16.4	12.629	1.18e-01	5.62e-03	7.32e-09
16	4.00	0.1750	0.415	17.5	15.591	9.41e-02	5.18e-03	5.37e-09
17	8.00	0.1966	0.378	19.6	14.194	9.94e-02	5.39e-03	5.90e-09
18	16.0	0.2234	0.333	22.3	13.947	9.52e-02	3.34e-03	3.51e-09
19	32.0	0.2504	0.286	25.0	7.919	1.57e-01	1.68e-03	2.90e-09
20	8.00	0.2470	0.292	24.7	5.963	2.02e-01	1.40e-04	3.10e-10
21	2.00	0.2375	0.308	23.7	24.141	5.06e-02	1.59e-03	8.85e-10
22	0.500	0.2234	0.333	22.3	117.686	1.07e-02	9.40e-03	1.11e-09
23	0.125	0.2074	0.360	20.7	202.811	6.46e-03	4.25e-02	3.03e-09
24	0.0250	0.1889	0.392	18.9	515.845	2.65e-03	1.85e-01	5.40e-09

TSC	Project Name: South Boulevard Shores	Location: Evanston, Illinois	Project Number: L-95,121
	Boring Number: 5	Tester: PJT	Checker: AJB
	Sample Number: 9	Test Date: 01/30/2023	Depth: 28'-30'
	Test Number: 2	Preparation: PJT	Elevation: -11.0
	Description: Gray silty CLAY, trace to little sand and gravel CL)		
	Remarks: Pc = 1.3 tsf; Cc = 0.23; Cr = 0.03		
	Displacement at End of Increment		

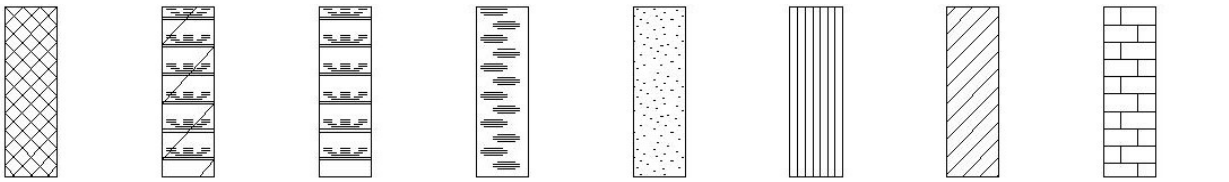
Testing Service Corporation
Unified Classification Chart

CRITERIA FOR ASSIGNING GROUP SYMBOLS AND GROUP NAMES USING LABORATORY TEST [a]				SOIL CLASSIFICATION	
				Group Symbol	GROUP NAME [b]
COARSE - GRAINED SOILS more than 50% retained on No. 200 sieve	GRAVELS More than 50% of coarse fraction retained on No. 4 sieve	CLEAN GRAVELS less than 5% fines [c]	$C_u \geq 4$ and $1 \leq C_C \leq 3$ [e]	GW	Well-graded gravel [f]
			$C_u < 4$ and/or $1 > C_C > 3$ [e]	GP	Poorly-graded gravel [f]
		GRAVELS WITH FINES more than 12% fines [c]	Fines classify as ML or MH	GM	Silty gravel [f, g, h]
			Fines classify as CL or CH	GC	Clayey gravel [f, g, h]
	SANDS 50% or more of coarse fraction passes No. 4 sieve	CLEAN SANDS less than 5% fines [d]	$C_u \geq 6$ and $1 \leq C_C \leq 3$ [e]	SW	Well-graded sand [i]
			$C_u < 6$ and/or $1 > C_C > 3$ [e]	SP	Poorly-graded sand [i]
		SANDS WITH FINES more than 12% fines [d]	Fines classify as ML or MH	SM	Silty sand [g, h, f]
			Fines classify as CL or CH	SC	Clayey sand [g, h, f]
FINE - GRAINED SOILS 50% or more passed the No. 200 sieve	SILTS & CLAYS Liquid limit less than 50%	Inorganic	PI > 7 or plots on or above "A" line j	CL	Lean clay [k, l, m]
			PI < 4 or plots below "A" line j	ML	Silt [k, l, m]
		Organic	$\frac{\text{Liquid limit – oven dried}}{\text{Liquid limit – not dried}} < 0.75$	OL	Organic clay [k, l, m, n] Organic silt [k, l, m, o]
	SILTS & CLAYS Liquid limit 50% or more	Inorganic	PI plots on or above "A" line	CH	Fat clay [k, l, m]
			PI plots below "A" line	MH	Elastic silt [k, l, m]
		Organic	$\frac{\text{Liquid limit – oven dried}}{\text{Liquid limit – not dried}} < 0.75$	OH	Organic clay [k, l, m, p] Organic silt [k, l, m, q]
Highly organic soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

a. Based on the material passing the 3-inch (75-mm) sieve.
b. If field sample contained cobbles and/or boulders, add "with cobbles and/or boulders" to group name
c. Gravels with 5 to 12% fines required dual symbols
GW-GM well graded gravel with silt
GW-GC well graded gravel with clay
GP-GM poorly graded gravel with silt
GP-GC poorly graded gravel with clay
d. Sands with 5 to 12% fines require dual symbols
SW-SM well graded sand with silt
SW-SC well graded sand with clay
SP-SM poorly graded sand with silt
SP-SC poorly graded sand with clay
e. $C_u = D_{60}/D_{10}$ $C_C = \frac{(D_{30})^2}{D_{10} \times D_{60}}$
f. If soils contains ≥ 15% sand, add "with sand" to group name.
g. If fines classify as CL-ML, use dual symbol GC-GM, SC-SM
h. If fines are organic, add "with organic fines" to group name
i. If soils contains ≥ 15% gravel, add "with gravel" to group name
j. If Atterberg Limits plot in hatched area, soil is a CL – ML, silty clay
k. If soils contains 15 to 29% plus No. 200, add "with sand" or "with gravel" whichever is predominant
l. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
m. If soils contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name
n. PI ≥ 4 and plots on or above "A" line
o. PI ≥ 4 and plots below "A" line
p. PI plots on or above "A" line
q. PI plots below "A" line



LEGEND FOR BORING LOGS



FILL | TOPSOIL | PEAT | GRAVEL | SAND | SILT | CLAY | LIMESTONE/ DOLOMITE

SAMPLE TYPE

SS	=	Split-Spoon
ST	=	Thin-Walled Tube
A	=	Auger
MC	=	Macro-Core (Geoprobe)

WATER LEVEL OBSERVATIONS

▼	While Drilling
▽	End of Boring
▼	24 Hours

FIELD AND LABORATORY TEST DATA

N	=	Standard Penetration Resistance in Blows per Foot (bpf)
WC	=	In-Situ Water Content (%)
Qu	=	Unconfined Compressive Strength in Tons per Square Foot (tsf)
	*	Pocket Penetrometer Reading: Maximum Value = 4.5 tsf
γ_{dry}	=	Dry Unit Weight in Pounds per Cubic Foot (pcf)

SOIL DESCRIPTIONS:

MATERIAL	PARTICLE SIZE RANGE
BOULDER	Over 12 inches
COBBLE	12 inches to 3 inches
Large GRAVEL	3 inches to ¾ inch
Small GRAVEL	¾ inch to No. 4 Sieve
Coarse SAND	No. 4 Sieve to No. 10 Sieve
Medium SAND	No. 10 Sieve to No. 40 Sieve
Fine SAND	No. 40 Sieve to No. 200 Sieve
SILT and CLAY	Passing No. 200 Sieve

COHESIVE SOILS

CONSISTENCY	Qu (tsf)
Very Soft	Less than 0.25
Soft	0.25 to 0.5
Medium Stiff	0.5 to 1.0
Stiff	1.0 to 2.0
Very Stiff	2.0 to 4.0
Hard	4.0 and over

COHESIONLESS SOILS

RELATIVE DENSITY	N (bpf)
Very Loose	0 – 3
Loose	4 – 9
Medium Dense	10 – 29
Dense	30 – 49
Very Dense	50 and over

MODIFYING TERM	PERCENT BY WEIGHT
Trace	1 – 10
Little	10 – 20
Some	20 – 35

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **1** DATE STARTED **1-23-23** DATE COMPLETED **1-23-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **23.5 ECD**

END OF BORING **-16.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **13.0 '**

AT END OF BORING **Dry**

24 HOURS

SAMPLE NO.	SAMPLE TYPE	LENGTH RECOVERY	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.8	22.7	FILL - Black clayey TOPSOIL (OL)
1	SS		11	20.7					FILL - Red Crushed Brick, damp
							3.0	20.5	
2	SS		5	5.1					
3	SS		4	5.5					Loose brown fine to medium SAND, trace gravel, trace silt, damp (SP)
4	SS		8	8.0					
5	SS		9	5.6					CME Automatic Hammer used for SPTs
							13.0	10.5	
6	SS		22	18.3					Medium dense brown fine to medium SAND, little gravel, wet (SP)
							18.0	5.5	
7	SS		23	22.3					Medium dense gray silty SAND, trace gravel, wet (SM)
							23.0	0.5	
8	SS		21	22.0	1.49 1.5*				Stiff gray silty CLAY, trace to little sand and gravel, moist (CL)
							28.0	-4.5	
9	SS		4	25.6	0.25*				Soft gray silty CLAY, trace to little sand and gravel, very moist (CL)
10	ST		Push	25.5	0.38 Tv= 0.13	100			Sample 10: LL=34/PL=15/PI=19
11	ST		Push	23.7	0.5*	103			* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DISTANCE BELOW SURFACE IN FEET

0 5 10 15 20 25 30 35 40

DRILL RIG NO. **358**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

End of Boring at 40.0'

TSC 95121.GPJ TSC_ALL.GDT 1/30/23

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **2** DATE STARTED **1-18-23** DATE COMPLETED **1-18-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **21.0 ECD**

END OF BORING **-19.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **10.5 '**

AT END OF BORING **Caved at 20.0'**

24 HOURS

SAMPLE NO.	SAMPLE TYPE	LENGTH RECOVERY	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.3	20.7	4" Bituminous Concrete
							0.8	20.2	5" Sand and Gravel Base
1	SS		6	9.0					Loose brown silty SAND, trace gravel, damp (SM)
2	SS		5	4.7					
							5.5	15.5	
3	SS		13	6.8					Medium dense brown fine SAND, little gravel, little silt, moist (SP-SM)
							8.0	13.0	
4	SS		29						Medium dense brown SAND and GRAVEL, moist (SP/GP)
							10.5	10.5	
5	SS		49						Dense brown SAND and GRAVEL, wet (SP/GP)
							13.0	8.0	
6	SS		26	21.8					Medium dense brownish-gray silty SAND, trace gravel, wet (SM)
							17.0	4.0	
7	SS		7	22.4	1.49 1.75*				Stiff gray silty CLAY, trace to little sand and gravel, moist (CL)
							22.0	-1.0	
8	ST		Push	23.4	0.28 Tv= 0.20	103			
9	ST		Push	23.7	0.18 0.25* Tv= 0.10	102			Soft gray silty CLAY, trace to little sand and gravel, very moist (CL)
10	SS		4	17.8	0.5*				
11	SS		5	20.5	0.25*				

DISTANCE BELOW SURFACE IN FEET

0 5 10 15 20 25 30 35 40

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

Tv = Torvane Shear Test (Su in tsf)

Diedrich Automatic Hammer used for SPTs

DRILL RIG NO. **315**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

End of Boring at 40.0'

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **3** DATE STARTED **1-19-23** DATE COMPLETED **1-20-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **20.0 ECD**

END OF BORING **-52.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0 '**

AT END OF BORING **N/A - Rotary Wash at 20.0'**

24 HOURS

DISTANCE BELOW SURFACE IN FEET

LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.3	19.7	4" Bituminous Concrete
							0.8	19.2	5" Crushed Stone Base
	1	SS	4	9.8					Loose dark brown fine SAND, little silt, trace organic, moist (SP-SM)
							3.0	17.0	
	2	SS	12	5.5					Medium dense brown fine SAND, damp (SP)
							5.5	14.5	
	3	SS	20	6.4					Medium dense brown SAND, little gravel, damp (SP)
							8.0	12.0	
	4	SS	19						Medium dense brown SAND and GRAVEL, wet (SP/GP)
	5	SS	19						
							13.0	7.0	
	6	SS	36						Dense brownish-gray SAND and GRAVEL, wet (SP/GP)
							17.0	3.0	
	7	SS	9	25.4	2.61 2.5*				Very stiff gray silty CLAY, trace sand and gravel, moist (CL)
							22.0	-2.0	
	8	SS	2	23.8	0.43 0.25*				Soft gray silty CLAY, trace to little sand and gravel, very moist (CL)
	9	SS	4	22.4	0.25*				
	10	ST	Push	21.0	0.24 Tv= 0.35	107			
	11	ST	Push	24.9	0.29 Tv= 0.30	101			

DRILL RIG NO. **315**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC2 95121.GPJ TSC_ALL.GDT 1/27/23

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **3** DATE STARTED **1-19-23** DATE COMPLETED **1-20-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **20.0 ECD**

END OF BORING **-52.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0 '**

AT END OF BORING **N/A - Rotary Wash at 20.0'**

24 HOURS

LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
									Soft gray silty CLAY, trace to little sand and gravel, very moist (CL)
							43.0	-23.0	
	12	SS	6	22.5	0.70 0.5*				Soft to medium stiff gray silty CLAY, trace to little sand and gravel, very moist (CL)
	13	SS	6	20.9	0.5*				
	14	SS	6	24.2	0.57 0.5*				
	15	SS	7	22.8	0.5*				
							63.0	-43.0	
	16	SS	75/6"						Very dense gray silty SAND and GRAVEL, occasional Cobbles and Boulders, very moist (GM)
							68.0	-48.0	
	17	SS	100/0"						Hard Drilling on Apparent Bedrock or Large Boulder
									Auger Refusal at 72.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

Tv = Torvane Shear Test (Su in tsf)

Diedrich Automatic Hammer used for SPTs

DISTANCE BELOW SURFACE IN FEET

40 45 50 55 60 65 70 75 80

DRILL RIG NO. **315**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC2 95121.GPJ TSC_ALL.GDT 1/27/23

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **4** DATE STARTED **1-19-23** DATE COMPLETED **1-19-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **19.0 ECD**

END OF BORING **-21.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0 '**

AT END OF BORING **Caved at 15.0'**

24 HOURS

SAMPLE NO.	SAMPLE TYPE	LENGTH RECOVERY	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.3	18.7	3" Bituminous Concrete
							0.7	18.3	5" Sand and Gravel Base
1	SS		9	7.2					Loose dark brown fine SAND, trace organic, moist (SP)
2	SS		4	9.9					
							5.5	13.5	
3	SS		14	9.0					Medium dense brown fine SAND, trace gravel, moist (SP)
							8.0	11.0	
4	SS		34	15.9					Dense brown SAND, trace to little gravel, trace silt, wet (SP)
5	SS		31	11.9					
							13.0	6.0	
6	SS		17	26.8					Medium dense brownish-gray clayey SILT, trace to little sand, very moist (ML)
							17.0	2.0	
7	ST		Push	14.2	2.0*	114			Stiff to very stiff brown silty CLAY, little sand, trace gravel, moist (CL)
							22.0	-3.0	
8	ST		Push	25.8	0.34 Tv= 0.25	99			Sample 8: LL=34/PL/15/PI=19
9	SS		2	23.7	0.25*				Soft gray silty CLAY, trace to little sand and gravel, very moist (CL)
10	SS		1	25.9	0.25*				* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.
11	SS		5	22.6	0.5*				Tv = Torvane Shear Test (Su in tsf)
									Diedrich Automatic Hammer used for SPTs

DISTANCE BELOW SURFACE IN FEET

0 5 10 15 20 25 30 35 40

DRILL RIG NO. **315**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

End of Boring at 40.0'

TSC 95121.GPJ TSC_ALL.GDT 2/6/23

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **5** DATE STARTED **1-18-23** DATE COMPLETED **1-18-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **18.0 ECD**

END OF BORING **-22.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0 '**

AT END OF BORING **Caved at 15.0'**

24 HOURS

LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.3	17.7	4" Bituminous Concrete
							0.7	17.3	4" Sand and Gravel Base
	1	SS	4	17.1					Loose dark brown silty fine SAND, trace organic, moist (SM)
							3.0	15.0	
	2	SS	11	9.8					Medium stiff brown fine SAND, trace gravel, little silt, moist (SP-SM)
	3	SS	15	10.6					
							8.0	10.0	
	4	SS	22	20.2					Medium dense brown fine SAND, trace to little gravel, little silt, wet (SP-SM)
	5	SS	26	19.4					
							13.0	5.0	
	A 6	SS	15	22.5					Medium dense brown silty fine SAND, wet (SM)
							14.5	3.5	
	B			24.1	1.75 1.75*				Stiff gray silty CLAY, trace to little sand and gravel, occasional silt seams, moist (CL)
							17.0	1.0	
	7	SS	7	24.3	1.0*				Medium stiff to stiff gray silty CLAY, little sand, trace gravel, very moist (CL)
							22.0	-4.0	
	8	ST	Push	24.9	0.34 Tv= 0.25	101			
									Sample 9: LL=30/PL=15/PI=15
	9	ST	Push	23.0	0.36 Tv= 0.20	103			
									Soft gray silty CLAY, trace to little sand and gravel, very moist (CL)
	10	SS	5	23.5	0.25*				
	11	SS	6	21.7	0.50 0.25*				

DISTANCE BELOW SURFACE IN FEET

0 5 10 15 20 25 30 35 40

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

Tv = Torvane Shear Test (Su in tsf)

Diedrich Automatic Hammer used for SPTs

DRILL RIG NO. **315**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

End of Boring at 40.0'

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **6** DATE STARTED **1-19-23** DATE COMPLETED **1-19-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **24.0 ECD**

END OF BORING **14.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

24 HOURS

LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.3	23.7	3" Bituminous Concrete
							0.5	23.5	3" Sand and Gravel Base
	1	SS	9	5.1					Loose to medium dense brown fine SAND, moist (SP)
	2	SS	10	5.2					
							5.5	18.5	
	3	SS	16	6.4					Medium dense brown fine to medium SAND, trace to little gravel, moist (SP)
	4	SS	12	7.2					
									End of Boring at 10.0'
									Diedrich Automatic Hammer used for SPTs

DISTANCE BELOW SURFACE IN FEET

0 5 10 15 20 25 30 35 40

DRILL RIG NO. **315**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC 95121.GPJ TSC_ALL.GDT 1/27/23

PROJECT **South Boulevard Shores, 504-514 South Boulevard, Evanston, IL**

CLIENT **CAGE - Civil Engineering, 2200 Cabot Drive, Lisle, IL**

BORING **7** DATE STARTED **1-19-23** DATE COMPLETED **1-19-23** JOB **L-95,121**

ELEVATIONS

GROUND SURFACE **18.5 ECD**

END OF BORING **8.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0 '**

AT END OF BORING **9.0 '**

24 HOURS

LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.2	18.3	2" Bituminous Concrete
							0.4	18.1	3" Sand and Gravel Base
	1	SS	12	6.5					Medium dense brown to brownish-gray fine SAND, trace silt, moist (SP)
	2	SS	10	5.7					
	3	SS	13	5.1					
							8.0	10.5	▽ Medium dense brown fine SAND, trace gravel, wet (SP)
	4	SS	11	19.0					
									End of Boring at 10.0'
									Diedrich Automatic Hammer used for SPTs

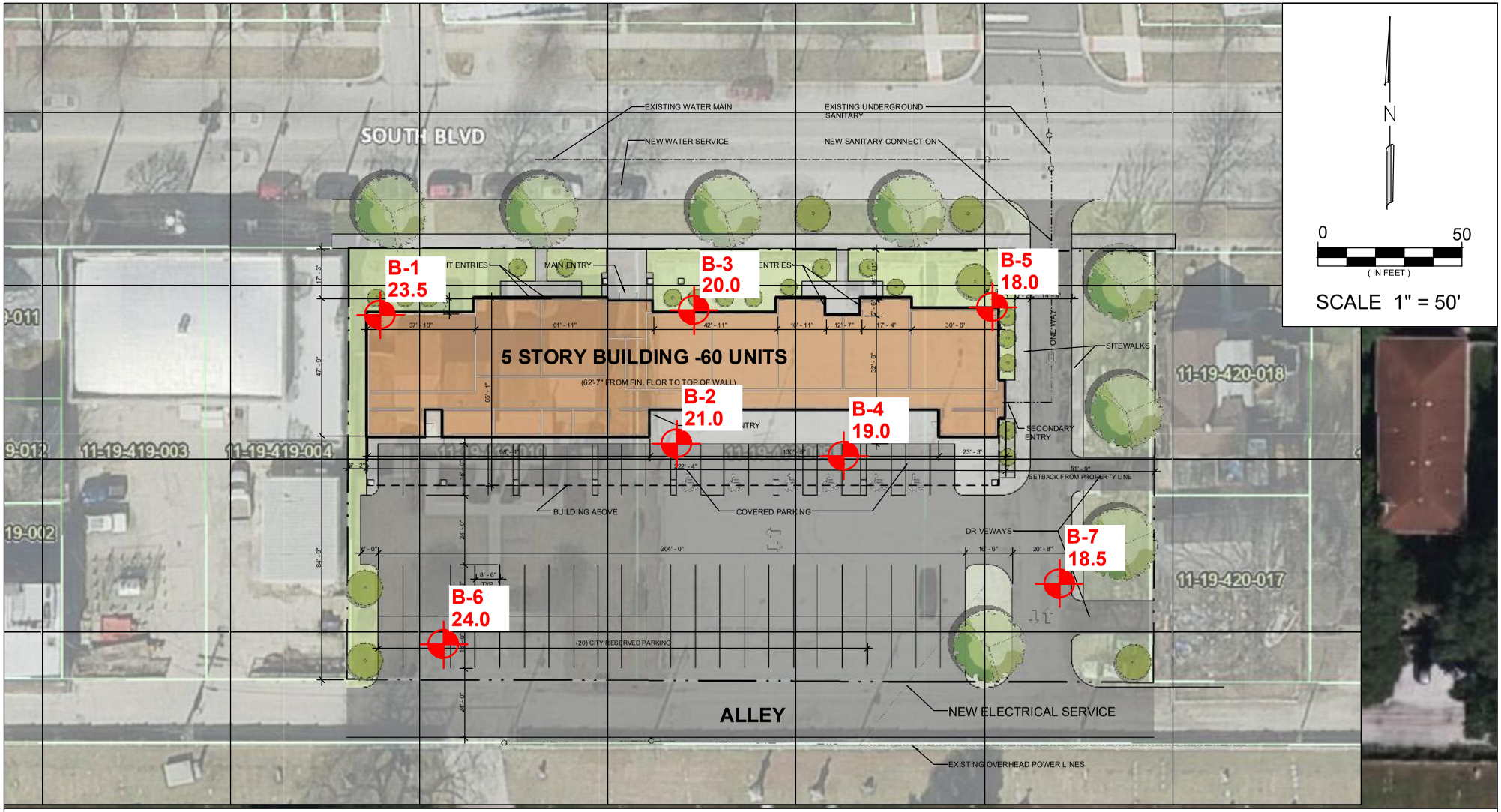
DISTANCE BELOW SURFACE IN FEET

0 5 10 15 20 25 30 35 40

DRILL RIG NO. **315**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC 95121.GPJ TSC_ALL.GDT 1/27/23



NOTE: GROUND SURFACE ELEVATIONS AT THE BORINGS WERE INTERPOLATED FROM TOPOGRAPHIC SURVEY OF THE SITE, BEING ROUNDED TO THE NEAREST 0.5 FOOT.

LEGEND

SOIL BORING LOCATION

BORING LOCATION PLAN
SOUTH BOULEVARD SHORES
504-514 SOUTH BOULEVARD
EVANSTON, ILLINOIS

TESTING SERVICE CORP.
457 EAST GUNDERSEN DRIVE
CAROL STREAM, ILLINOIS 60188

DRAWN BY:	FFE
CHECKED BY:	AJB
JOB NO. :	L-95,121
DATE:	01-26-23

PAGE NO. 1 OF 1

South Boulevard Shores LLC

800 W. St. Clair Ave, 4th Floor, Cleveland, Ohio 44113

July 27, 2023

Mr. Luke Stowe
City Manager
City of Evanston
2100 Ridge Ave.
Evanston, IL 60201 #4500
lstowe@cityofevanston.org

RE: Letter of Intent – Zoning Application

Dear Mr. Stowe,

This letter sets forth the commitment that South Boulevard Shores LLC, an Illinois limited liability company (the "Company") and the City of Evanston (the "City") share regarding the ROW (as hereinafter defined) located on the Company's property and the intention of the parties to enter into an agreement regarding the ROW and the related zoning application for the Company's property. Specifically, the Company and the City agrees to the following matters related to the ROW and related parking on the Company's property:

- **Cross-Access Easement** – the Company shall grant the City a cross-access easement (the "ROW") to access the publicly available parking spaces on the Company's property (the "Parking Lot").
- **Parking** – the Company shall permit the twenty (20) parking spaces located at the southeast corner of the Parking Lot to be made available for public use. The Company shall enter into an agreement with the City to establish terms for how public parking stalls will be managed.
- **Construction Responsibilities** – the Company shall pay for and construct the improvements within the ROW area as indicated on the site plan. Notwithstanding the foregoing, the Company shall only be required to provide the curb cuts for the driveways of the neighboring properties.
- **Maintenance Responsibilities** – the Company will be responsible for maintenance of the parkway on the west side of the ROW and will keep the roadway, sidewalk in the ROW area on the east of the roadway and public parking stalls free of snow. The Company shall not be responsible for maintenance of the parkway in the ROW to the east, which shall be the responsibility of the City and the neighboring properties to the east.

Please confirm the City's acceptance of this letter of intent acknowledging its commitment to enter into an agreement with the Company incorporating the terms expressed above. The parties agree that this letter of intent is non-binding upon the Company and the City, and that it indicates only the intention of the parties regarding the terms of the arrangement.

SOUTH BOULEVARD SHORES LLC,
an Illinois limited liability company

By: David A. Burg
Name: David A. Burg
Title: Vice President

CITY OF EVANSTON

By: _____
Name: Luke Stowe
Title: City Manager

City of Evanston™

Cade Sterling <csterling@cityofevanston.org>

504-514 South Boulevard

Cade Sterling <csterling@cityofevanston.org> Thu, Sep 7, 2023 at 12:18 PM
To: Cade Sterling <csterling@cityofevanston.org>

Hello, Cade.

The overall goals of the project sound wonderful and like something I can get behind. The problem is I don't think they should be allowed the allowances. It seems like the goals can be met without those significant variances from our zoning laws. These allowances should not be made as they will substantially alter the nature of the neighborhood, and impact safety and light in the area, including effects on streets, sidewalks, vehicle traffic, pedestrian traffic, and noise. The zoning regulations exist for a reason and these allowances would be a detriment to our community.

Thank you for any help you can provide.

-Todd Clark