

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 valued 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, 4<sup>th</sup> 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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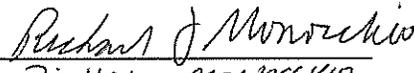
IN WITNESS WHEREOF, the parties have duly executed this Agreement as of the Effective Date.

Witness:

**SELLER:**

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

  
\_\_\_\_\_  
Jesse Silva  
Development Associate

By:   
Name: RICHARD MONROCHIO  
Title: EXECUTIVE DIRECTOR

Witness:

**BUYER:**

SOUTH BOULEVARD SHORES LLC,  
an Illinois limited liability company

Bhannan Guter

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**”).

(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, 4<sup>th</sup> 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:

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

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

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).

**[Remainder of page intentionally left blank]**

**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

Witness:

**BUYER:**

SOUTH BOULEVARD SHORES LLC,  
an Illinois limited liability company

Rhannon 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**

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.

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

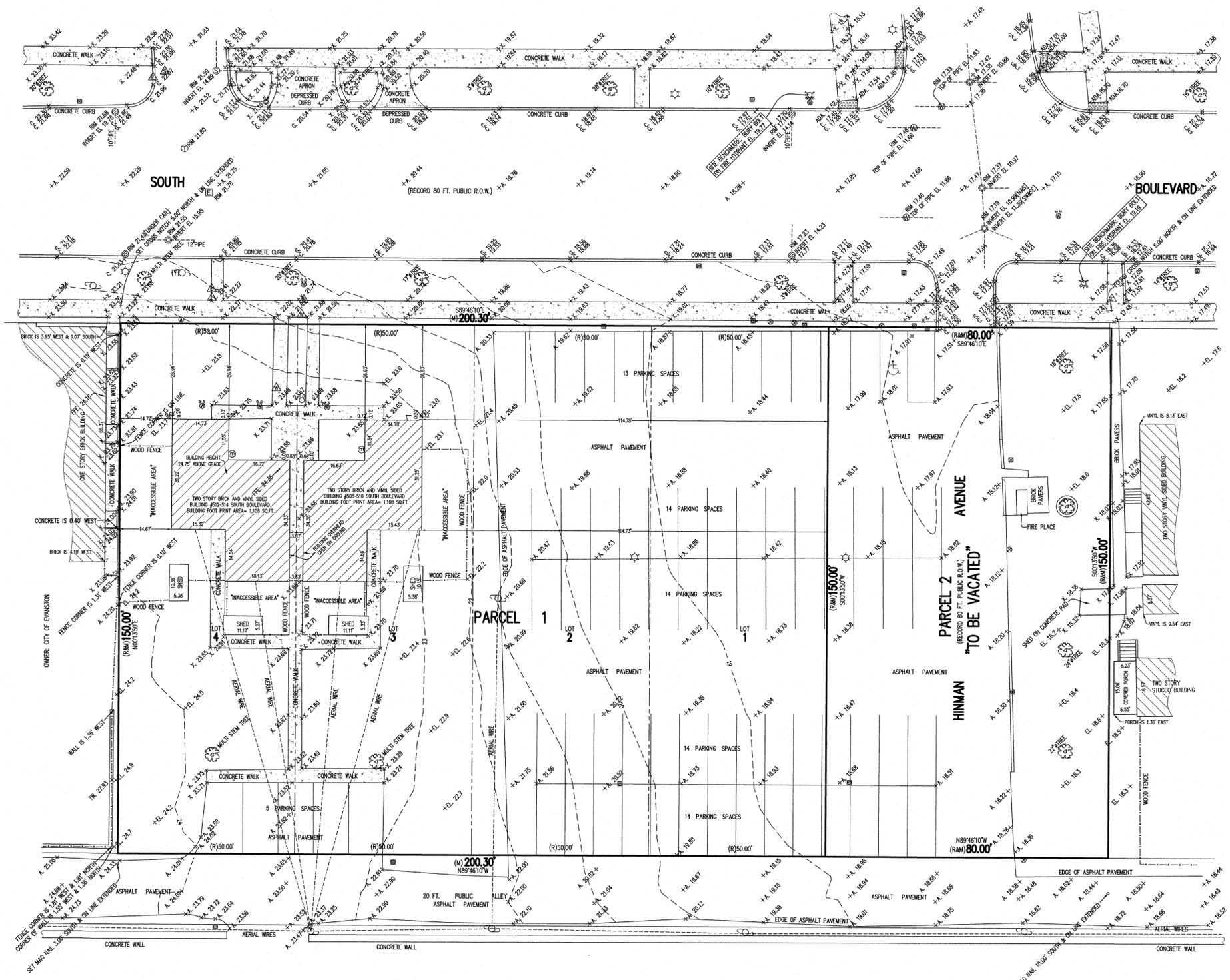
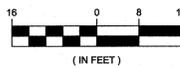
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LEGEND

- ☉ 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

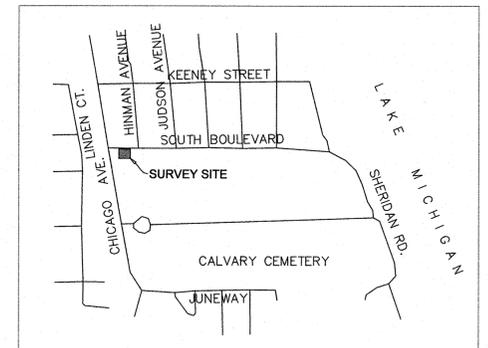


**GREMLEY & BIEDERMANN**  
 A DIVISION OF  
**PLCS Corporation**  
 LICENSE NO. 184-005332  
 PROFESSIONAL LAND SURVEYORS  
 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630  
 TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

**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.



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		
<b>GREMLEY &amp; BIEDERMANN</b>		
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. <b>2022-30173-001</b>	DATE JUNE 7, 2022	PAGE NO. 1 OF 1
SCALE: 1 INCH = 16 FEET		

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.  
 For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.  
 NO dimensions shall be assumed by scale measurement upon this plat.  
 Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.  
 COPYRIGHT GREMLEY & BIEDERMANN, INC. 2023 "All Rights Reserved"

**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.

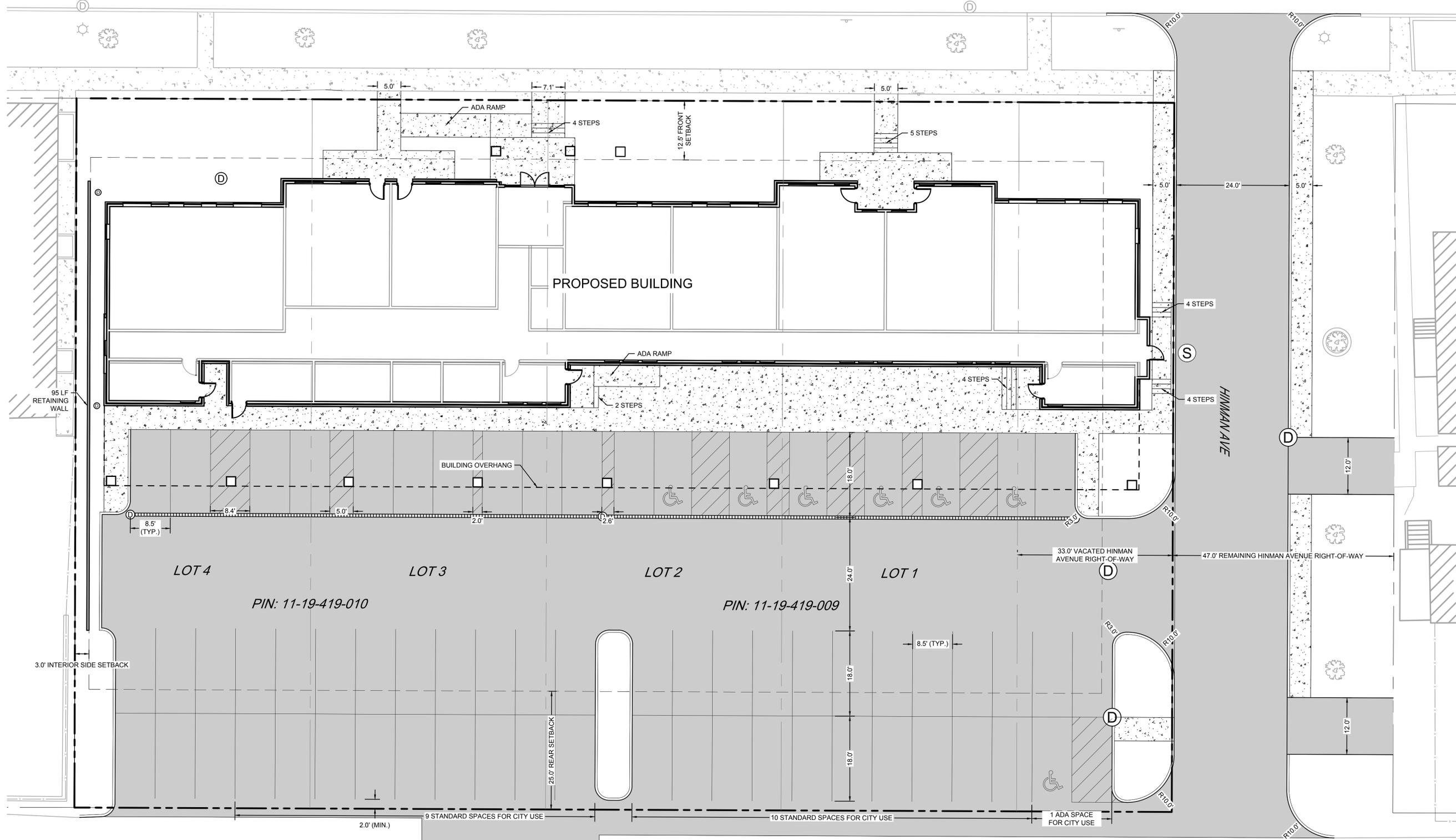
**UTILITY WARNING**  
 The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.  
 Call DIGGER - (312) 744-7000 within the City of Chicago.  
 Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

**SURVEY NOTE:**  
 THIS SURVEY WAS PREPARED BASED ON GREATER ILLINOIS TITLE COMPANY TITLE  
 COMMITMENT FILE NUMBER: 41071516  
 COMMITMENT DATE: MAY 06, 2022 AS TO MATTERS OF RECORD.  
 PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0289K, EFFECTIVE DATE SEPTEMBER 10, 2021.  
 REGARDING TABLE A ITEM 16 THERE IS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.  
 REGARDING TABLE A ITEM 17 WE HAVE NO INFORMATION ABOUT PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.  
 REGARDING TABLE A ITEM 18 THERE ARE NO OFF-SITE EASEMENTS INDICATED IN PROVIDED TITLE COMMITMENT.

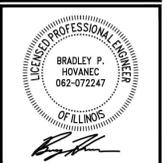
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7(A), 7(B)(1), 7(C), 8, 9, 11(A), 13, 14, 16, 17, 18 AND 19 OF TABLE A THEREOF.  
 THE FIELD WORK WAS COMPLETED ON JUNE 7, 2022.  
 DATE OF PLAT FEBRUARY 13, 2022.  
 BY: *[Signature]*  
 ROBERT G. BIEDERMANN  
 PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802



SOUTH BOULEVARD



2200 CABOT DRIVE  
 SUITE 325  
 LISLE, IL 60532  
 P. 630.598.0007  
 WWW.CAGECIVIL.COM



REVISIONS

NO.	DESCRIPTION

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

**SHEET NOTES**

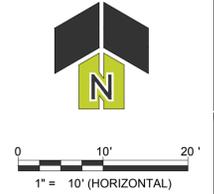
- LOTS 1-4 AND ASSOCIATED PINS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. LOTS ARE PROPOSED TO BE CONSOLIDATED INTO 1 LOT AS PART OF THE SOUTH BOULEVARD SHORES SUBDIVISION, WHICH ALSO PROPOSES TO PARTIALLY VACATE THE HINMAN AVENUE RIGHT-OF-WAY

**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

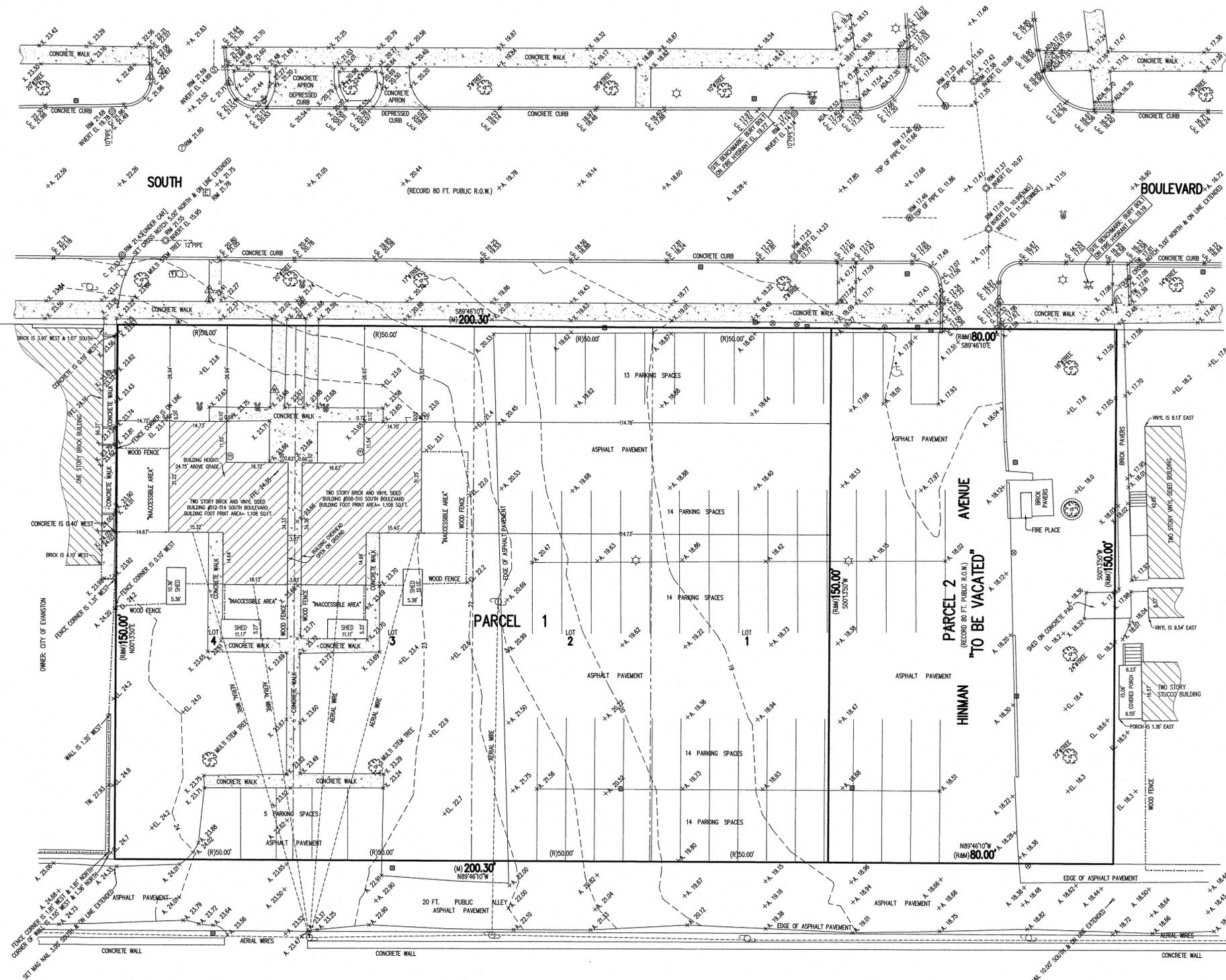


LEGEND

- ☉ 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



**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

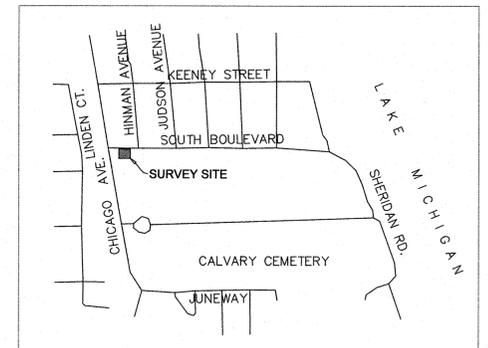
**ALTA / NSPS Land Title Survey**

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.



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		
<b>GREMLEY &amp; BIEDERMANN</b>		
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. <b>2022-30173-001</b>	DATE JUNE 7, 2022	PAGE NO. 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.  
 For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.  
 NO dimensions shall be assumed by scale measurement upon this plat.  
 Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.  
 COPYRIGHT GREMLEY & BIEDERMANN, INC. 2023 "All Rights Reserved"

**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.

**UTILITY WARNING**  
 The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.  
 Call DIGGER - (312) 744-7000 within the City of Chicago.  
 Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

**SURVEY NOTE:**  
 THIS SURVEY WAS PREPARED BASED ON GREATER ILLINOIS TITLE COMPANY TITLE COMMITMENT FILE NUMBER: 41071516  
 COMMITMENT DATE: MAY 06, 2022 AS TO MATTERS OF RECORD.  
 PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0289K, 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*

ROBERT G. BIEDERMANN  
 PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802



**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:**

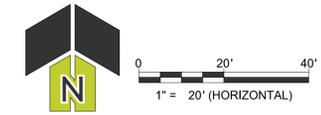
CAGE ENGINEERING  
2200 CABOT DRIVE, STE. 325  
LISLE, IL 60532

**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.



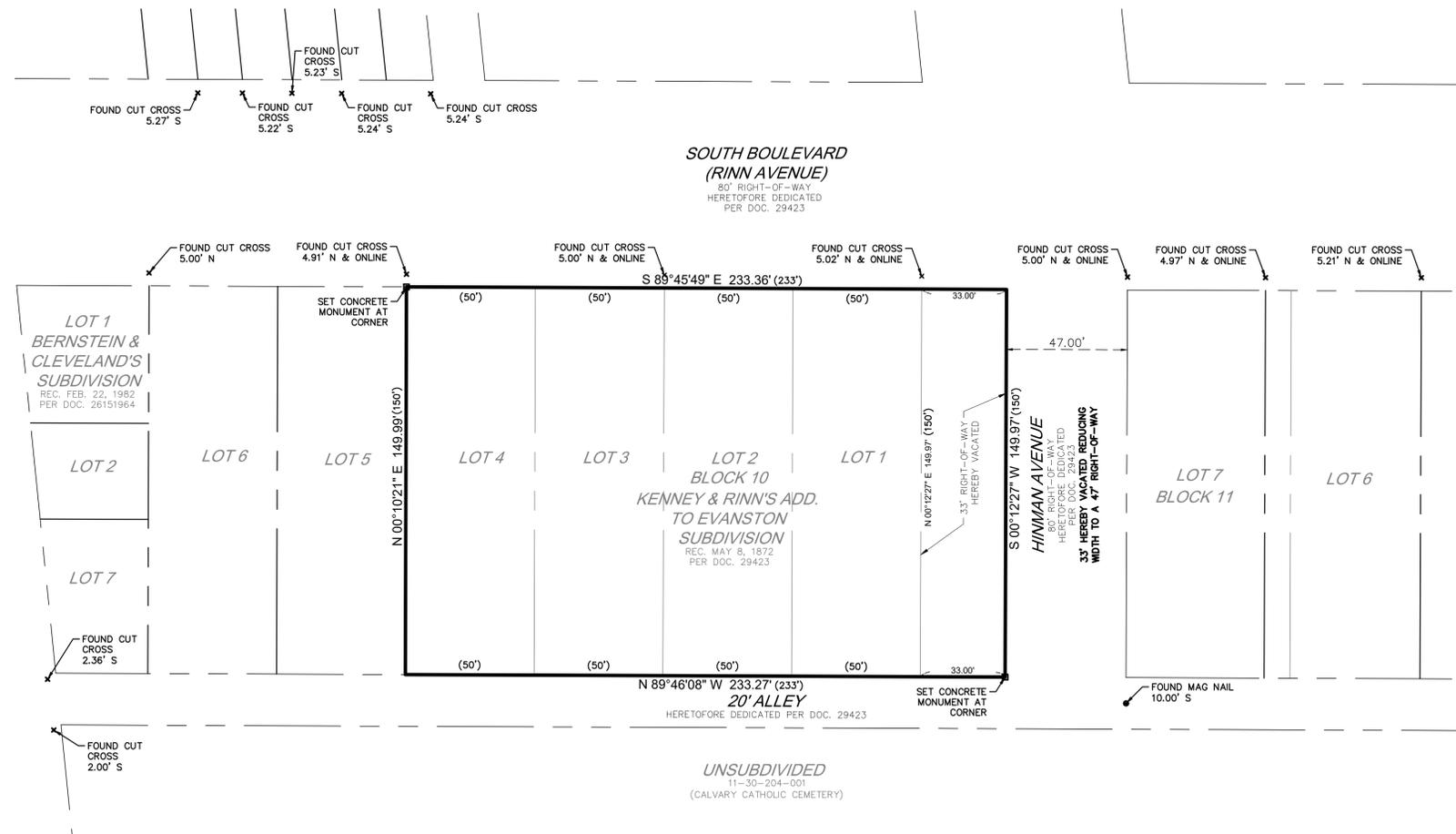
COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS. UNITS ARE IN INTERNATIONAL FEET.

**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
- x = 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  
WWW.CAGECIVIL.COM



**REVISIONS**

NO.	DESCRIPTION

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

SOUTH BOULEVARD SHORES SUBDIVISION  
EVANSTON, ILLINOIS  
FINAL PLAT OF SUBDIVISION

PROJ NO: 220196  
PM: SJP  
DATE: 02/16/23  
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'S CERTIFICATE**

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) SS

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:

<b>LOT NUMBER(S)</b>	<b>SCHOOL DISTRICT</b>
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 \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) SS

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 )  
COUNTY OF COOK ) SS

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 )  
COUNTY OF COOK ) SS

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 )  
COUNTY OF COOK ) SS

APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_ A.D., 20\_\_\_\_

ZONING ADMINISTRATOR \_\_\_\_\_

**DIRECTOR OF PUBLIC WORKS CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS

APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_ A.D., 20\_\_\_\_

DIRECTOR OF PUBLIC WORKS \_\_\_\_\_

**CORPORATE COUNSEL CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS

APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_ A.D., 20\_\_\_\_

CORPORATE COUNSEL \_\_\_\_\_

**SURFACE WATER STATEMENT**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS

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 )  
COUNTY OF DUPAGE ) SS

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



**SURVEYOR'S CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS

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 1703100268K 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, 2023.

DATE OF FIELD SURVEY: JANUARY 17, 2023

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

2200 CABOT DRIVE, STE. 325  
LISLE, IL 60532  
P: 630.598.0007  
WWW.CAGECIVIL.COM



REVISIONS


SOUTH BOULEVARD SHORES SUBDIVISION  
EVANSTON, ILLINOIS  
FINAL PLAT OF SUBDIVISION

PROJ NO 220196  
PM: SJP  
DATE: 02/16/23  
SCALE: N/A

SHEET NUMBER  
**3** OF **3**

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:

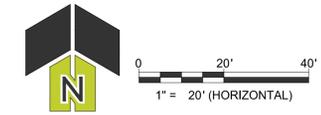
CAGE ENGINEERING  
2200 CABOT DRIVE, STE. 325  
LISLE, IL 60532

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,  
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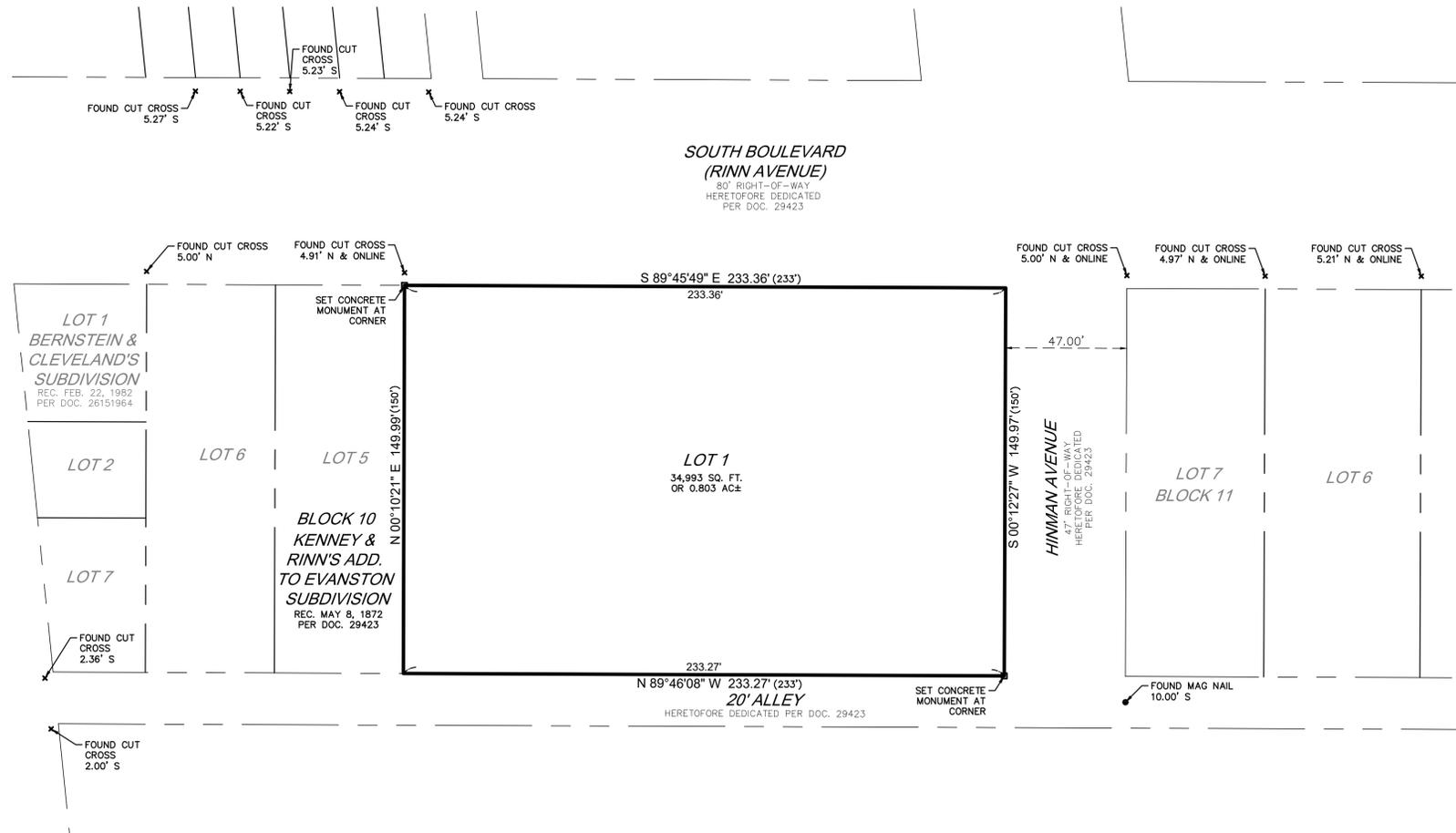
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AREA TABLE

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
- x = 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).
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4. EASEMENTS AND SETBACKS AS SHOWN ON THE PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE CITY OF EVANSTON.
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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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WWW.CAGECIVIL.COM



REVISIONS

NO.	DATE	DESCRIPTION

SOUTH BOULEVARD SHORES SUBDIVISION  
EVANSTON, ILLINOIS  
FINAL PLAT OF SUBDIVISION

PROJ NO: 220196  
PM: SJP  
DATE: 02/16/23  
SCALE: 1"=30'

SHEET NUMBER

2 OF 3

**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:**

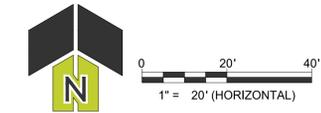
CAGE ENGINEERING  
2200 CABOT DRIVE, STE. 325  
LISLE, IL 60532

**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.



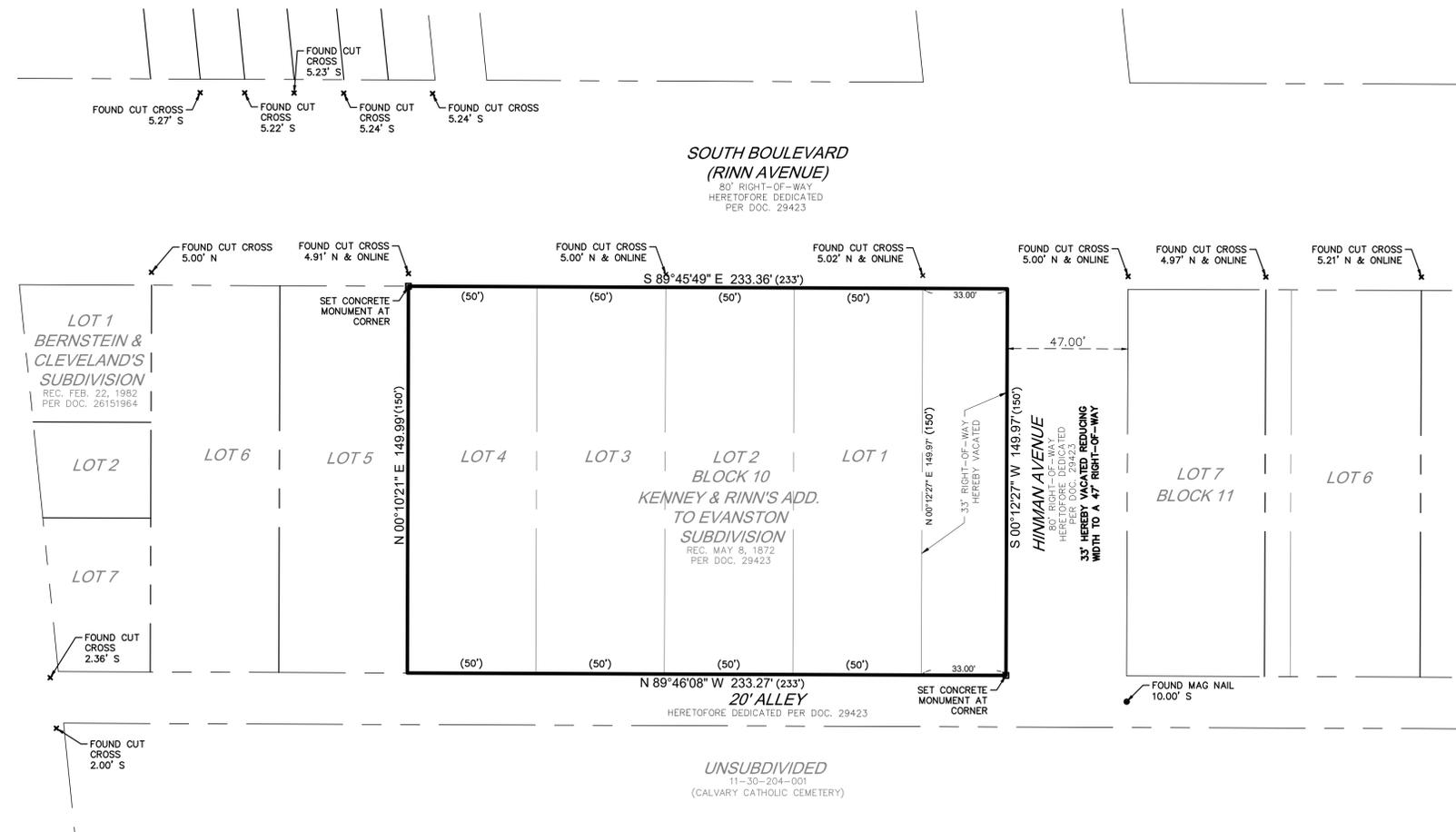
COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS. UNITS ARE IN INTERNATIONAL FEET.

**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
- x = 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).
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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  
WWW.CAGECIVIL.COM



**REVISIONS**


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**SOUTH BOULEVARD SHORES SUBDIVISION**  
**EVANSTON, ILLINOIS**  
**FINAL PLAT OF SUBDIVISION**

PROJ NO: 220196  
PM: SJP  
DATE: 02/16/23  
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'S CERTIFICATE**

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) SS

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:

<b>LOT NUMBER(S)</b>	<b>SCHOOL DISTRICT</b>
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 \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) SS

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 )  
COUNTY OF COOK ) SS

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 )  
COUNTY OF COOK ) SS

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 )  
COUNTY OF COOK ) SS

APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_ A.D., 20\_\_\_\_

ZONING ADMINISTRATOR \_\_\_\_\_

**DIRECTOR OF PUBLIC WORKS CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS

APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_ A.D., 20\_\_\_\_

DIRECTOR OF PUBLIC WORKS \_\_\_\_\_

**CORPORATE COUNSEL CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS

APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_ A.D., 20\_\_\_\_

CORPORATE COUNSEL \_\_\_\_\_

**SURFACE WATER STATEMENT**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS

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 )  
COUNTY OF DUPAGE ) SS

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



**SURVEYOR'S CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS

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 1703100268K 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, 2023.

DATE OF FIELD SURVEY: JANUARY 17, 2023

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

2200 CABOT DRIVE, STE. 325  
LISLE, IL 60532  
P: 630.598.0007  
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REVISIONS


SOUTH BOULEVARD SHORES SUBDIVISION  
EVANSTON, ILLINOIS  
FINAL PLAT OF SUBDIVISION

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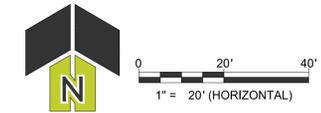
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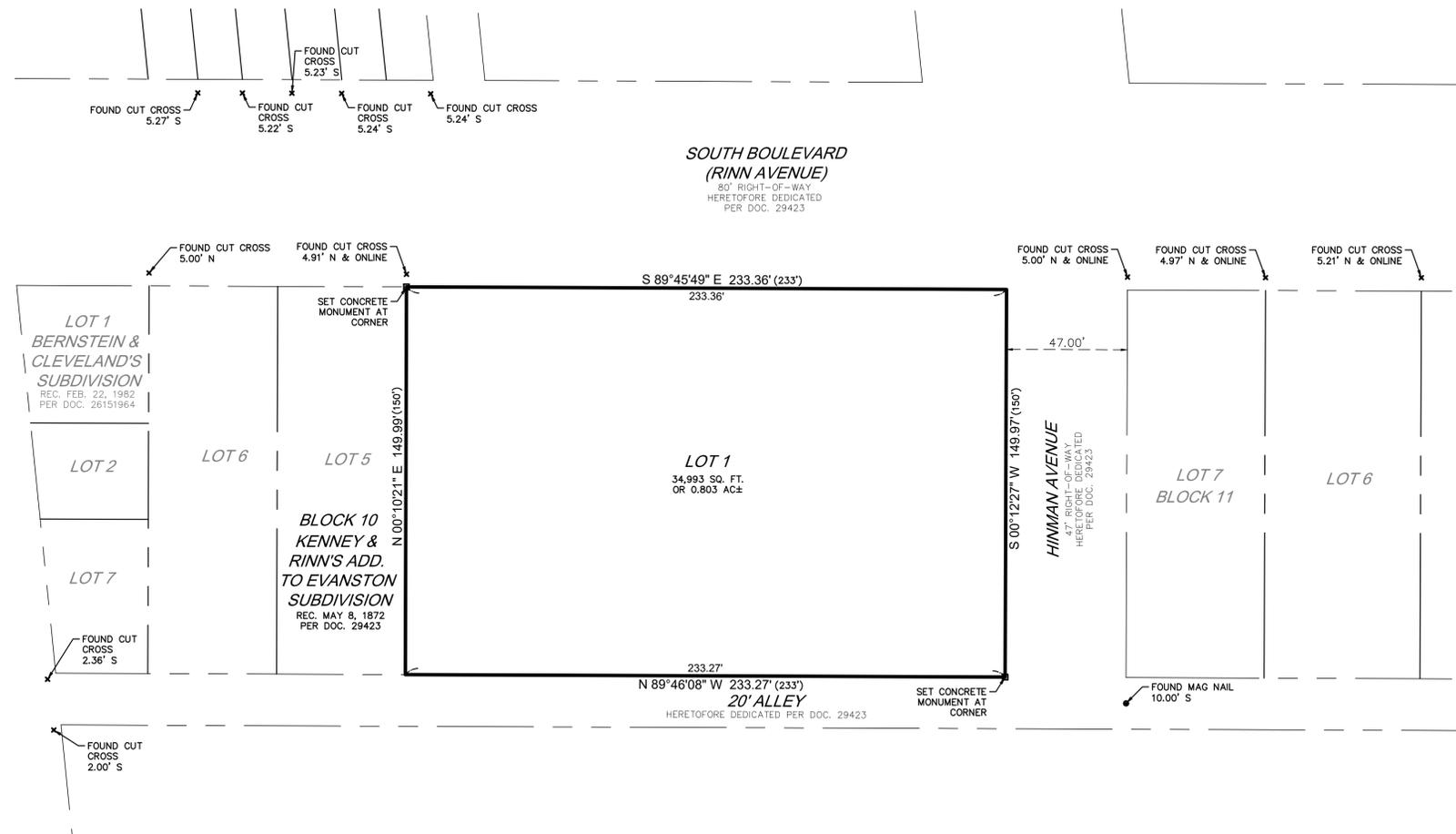
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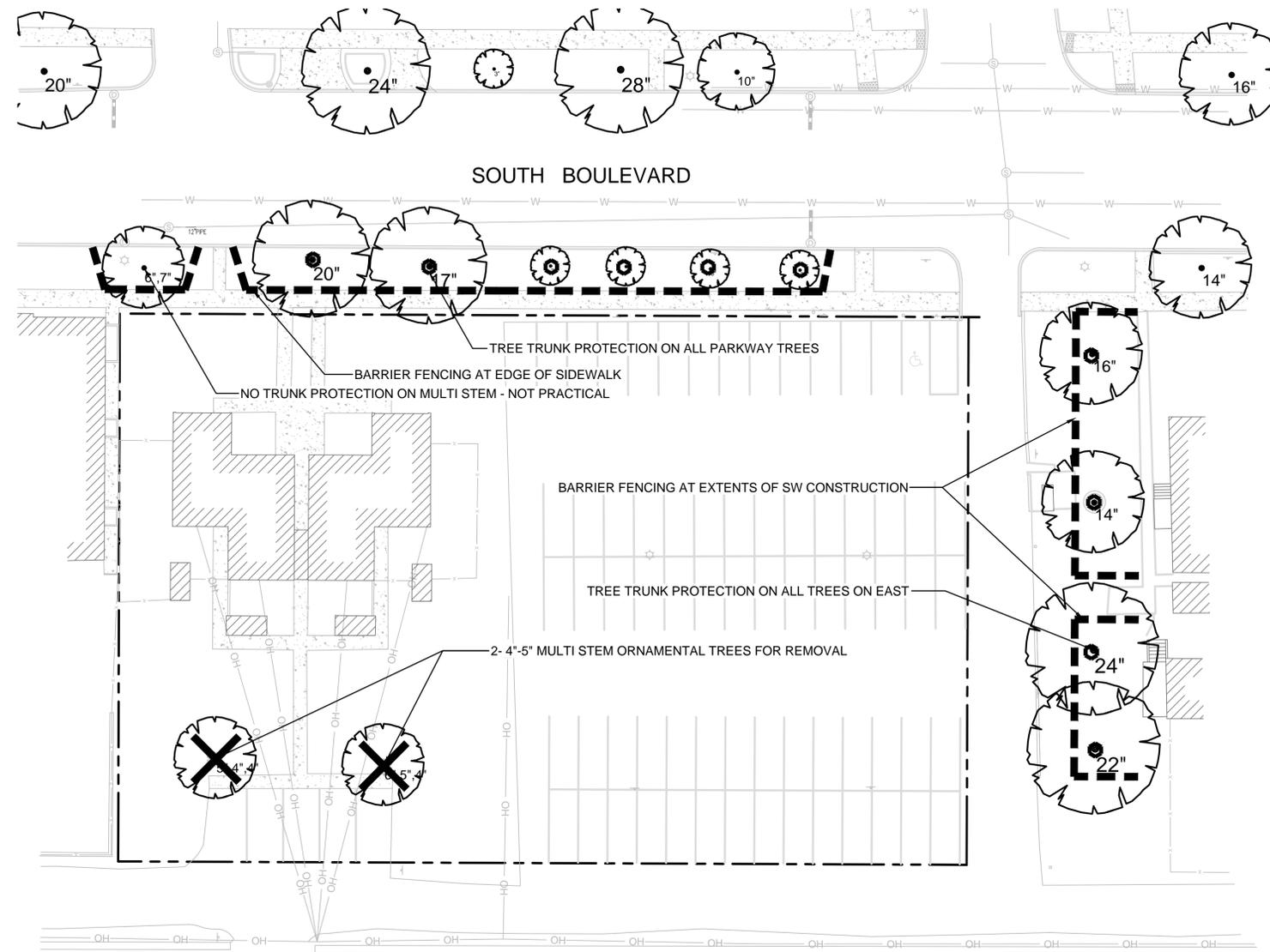
2 OF 3

**EXISTING VEGETATION DESCRIPTION**

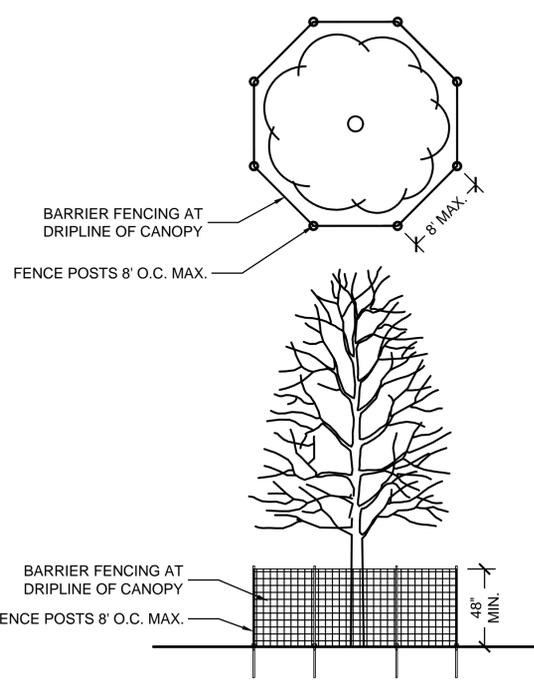
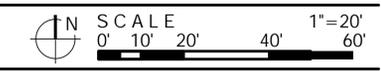
THE PROJECT SITE CONSIST OF AN EXISTING MULTI-FAMILY LOT AND PARKING LOT. THERE ARE SEVERAL LARGE MATURE STREET TREES, AND 4 NEWLY PLANTED 3" CAL. PARKWAY TREES ON-SITE WHICH WILL BE PRESERVED AND PROTECTED. 2 - ORNAMENTAL TREES (CORNUS FLORIDA) - WILL BE REMOVED FOR DEVELOPMENT.

**TREE PROTECTION & REMOVAL NOTES**

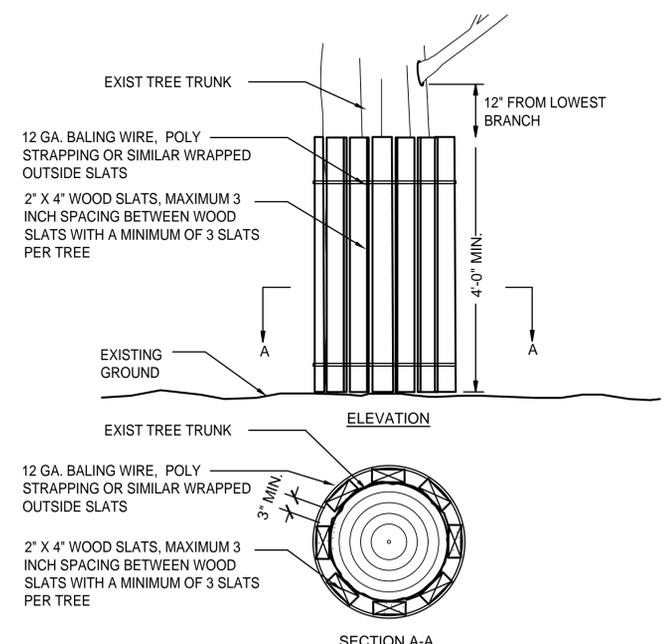
1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT 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 REMOVED. 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**



**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.



**PROJECT TEAM**

CIVIL ENGINEER:  
**CAGE**  
 CIVIL ENGINEERING

**PROJECT NAME**

South Boulevard  
 Shores

South Boulevard,  
 Evanston, Illinois

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

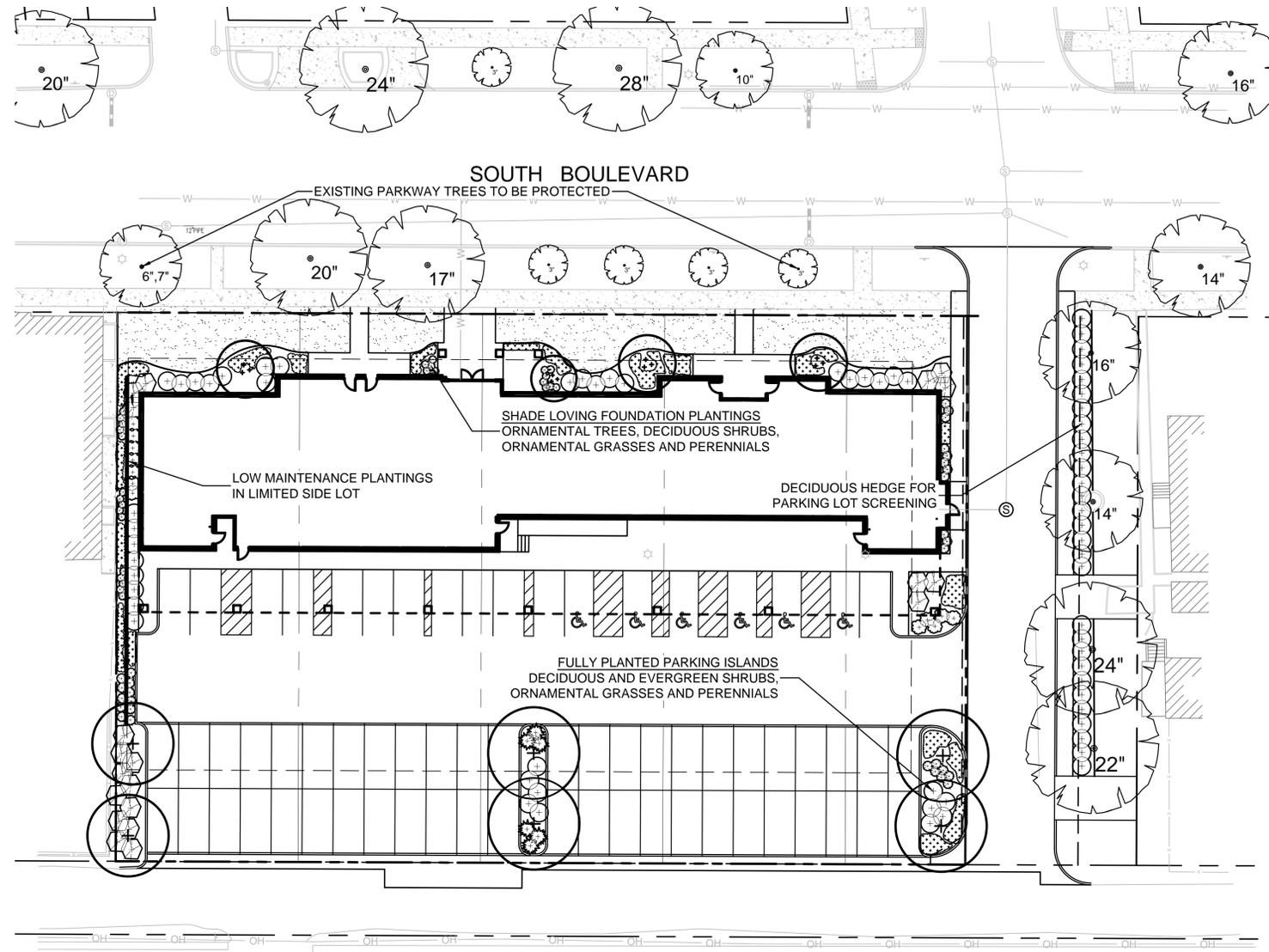
SHEET TITLE  
 TREE PROTECTION & REMOVAL  
 PLAN

SHEET NUMBER

**L.1**

PRELIMINARY PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
<b>DECIDUOUS SHADE TREES</b>					
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 'McSentry'	American Sentry Linden	B&B
<b>ORNAMENTAL TREES</b>					
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	Cornellancherry Dogwood	B&B
VIP	8' multi.		Viburnum prunifolium	Blackhaw Viburnum	B&B
<b>EVERGREEN TREES</b>					
TON	6' ht.		Thuja occidentalis 'Nigra'	Dark Green Arborvitae	B&B
<b>DECIDUOUS SHRUBS</b>					
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 Butterfly Bush	B&B
CAE	36" ht.		Cornus alba 'Elegantissima'	Variiegated 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
IJM	36" ht.		Itea virginica 'Morton'	Scarlet Beauty Virginia Sweetspire	B&B
FVB	18" w.		Forsythia viridissima 'bronzensis'	Bronx Greenstem Forsythia	B&B
HYA	24" ht.		Hydrangea arbor. 'annabelle'	Annabelle Hydrangea	B&B
HYB	24" ht.		Hydrangea macrophylla 'PILHM-II'	Bloomstruck Endless summer Hydrangea	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
<b>EVERGREEN SHRUBS</b>					
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
<b>ORNAMENTAL GRASSES</b>					
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	
<b>GROUND COVER / PERENNIALS</b>					
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

**LANDSCAPE LEGEND**

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

**LG Workshop, LLC**  
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 Chicago, IL 60647  
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SEAL  
  
 EXPIRES 08/2023

PROJECT TEAM  
 CIVIL ENGINEER:

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

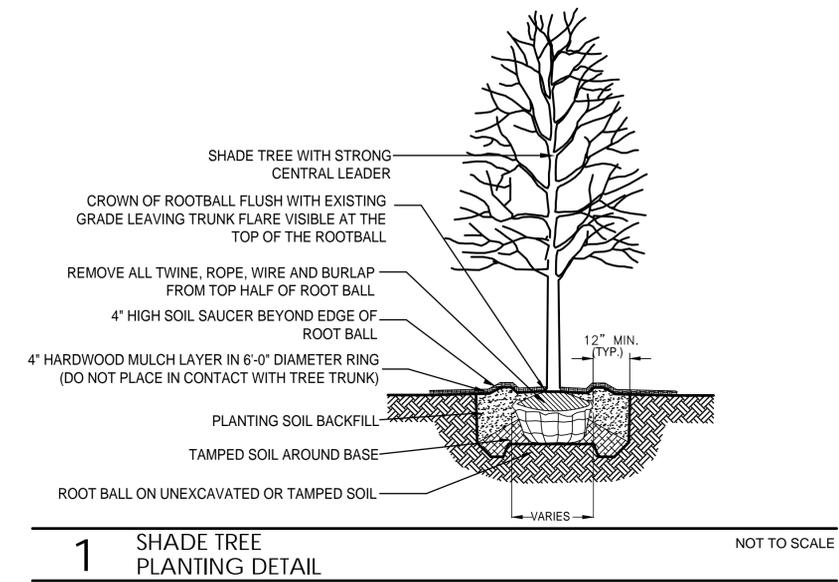
SEAL



EXPIRES 08/2023

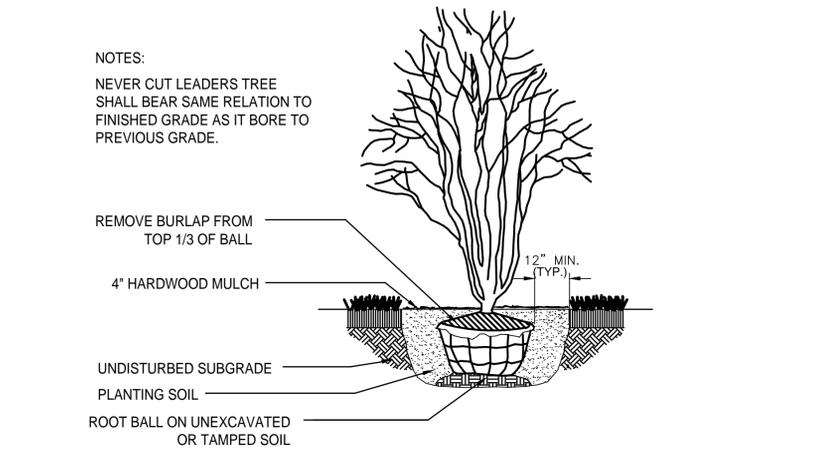
PROJECT TEAM

CIVIL ENGINEER:



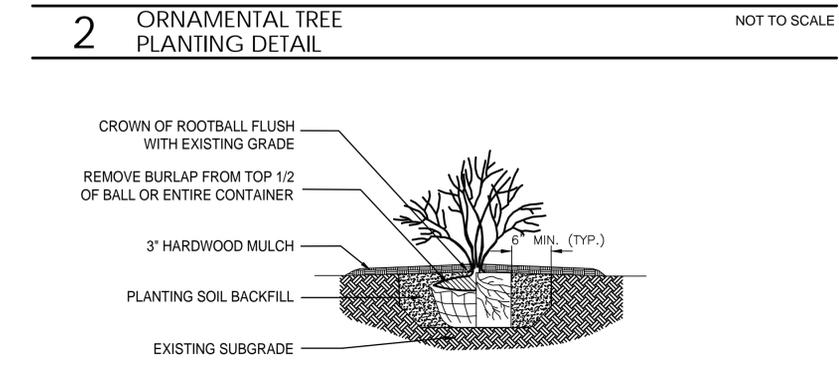
**1** SHADE TREE PLANTING DETAIL

NOT TO SCALE



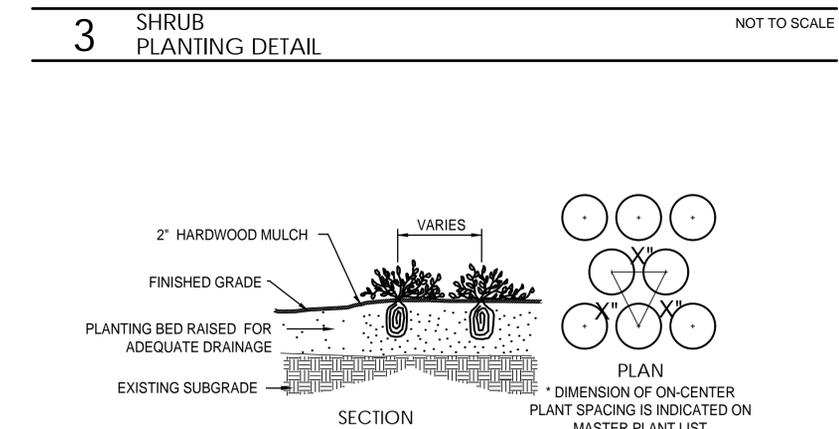
**2** ORNAMENTAL TREE PLANTING DETAIL

NOT TO SCALE



**3** SHRUB PLANTING DETAIL

NOT TO SCALE



**4** PERENNIAL / ANNUAL PLANTING DETAIL

NOT TO SCALE

**LANDSCAPE NOTES**

- CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
- ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF EVANSTON LANDSCAPING CODES AND ZONING ORDINANCES.
- PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
- ALL PLANT MATERIALS (EXCEPT FOR GROUND COVER, 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.
- IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESAL VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
- SOIL IN GROUND COVER BEDS 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 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 FINE GRADED TOPSOIL SHALL BE TILLED AND GRADED.
- TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
- ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 4 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUND COVER, 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.
- NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM MUNICIPALITY.
- 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.
- 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.
- 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.

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  
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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 20<sup>th</sup>, 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 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 beds shall be amended using 2 inches of mushroom compost incorporated into the top 4 inches of soil.

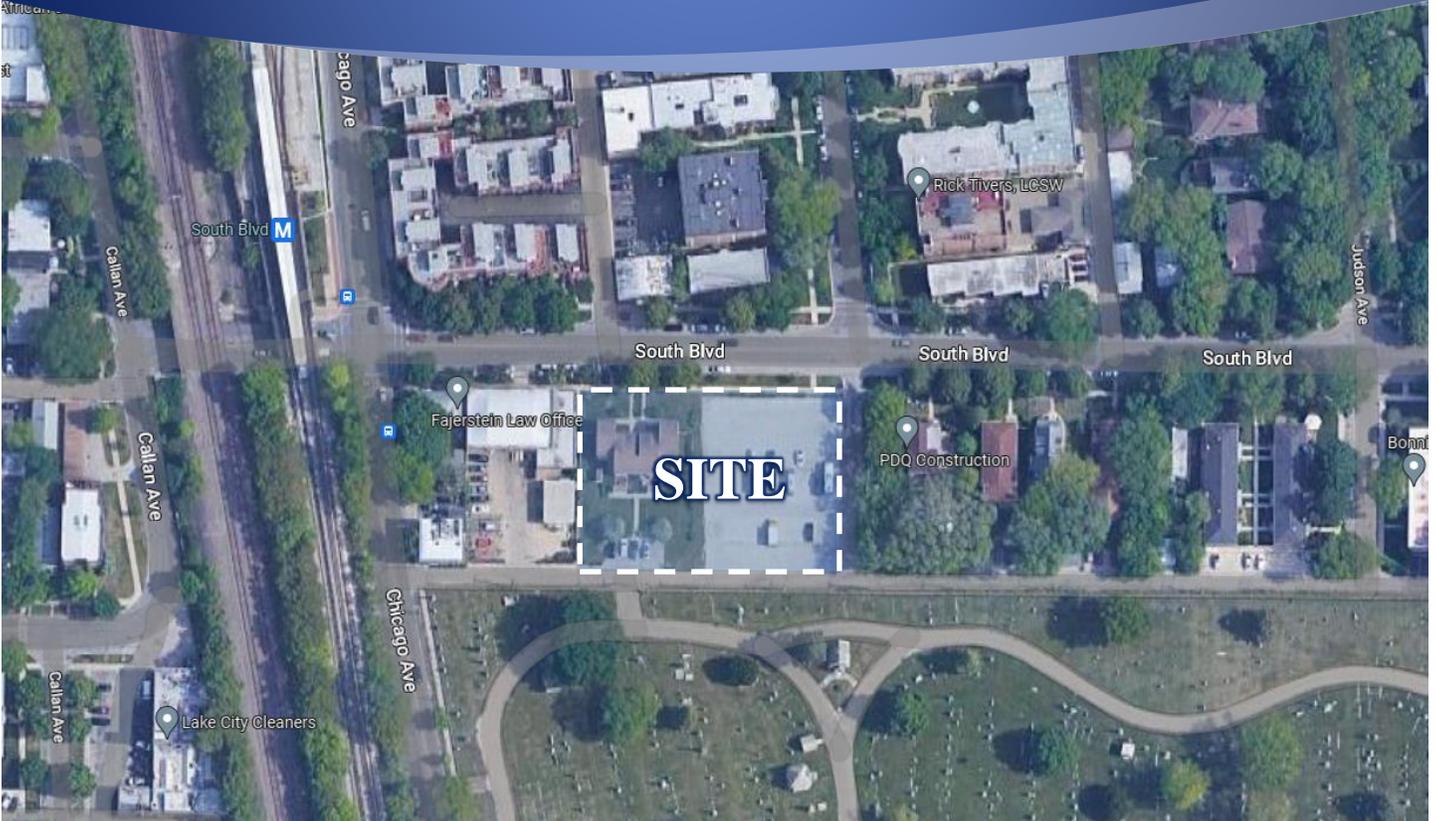
Disturbed areas to receive sod shall be tilled to a 6" of depth and fine graded to provide a smooth base surface. If existing soil is clay or unsuitable, 2" of fine graded topsoil shall be added prior to tilling. Existing sod areas will have turf removed with automated sodcutter or hand space.

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.

# 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

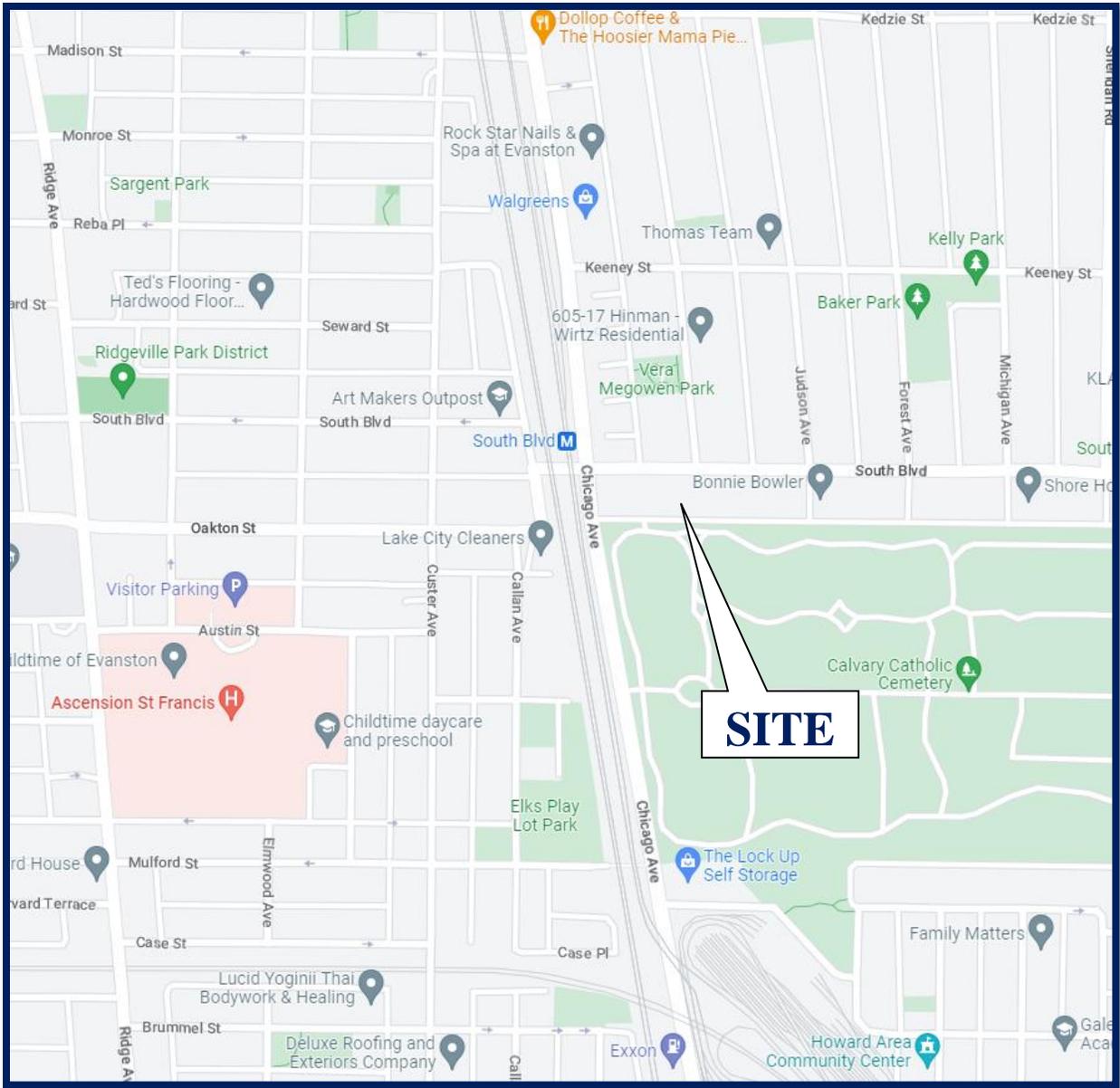
This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for a proposed affordable housing development to be located in Evanston, Illinois. The site of the proposed development, which currently contains a surface parking lot with approximately 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

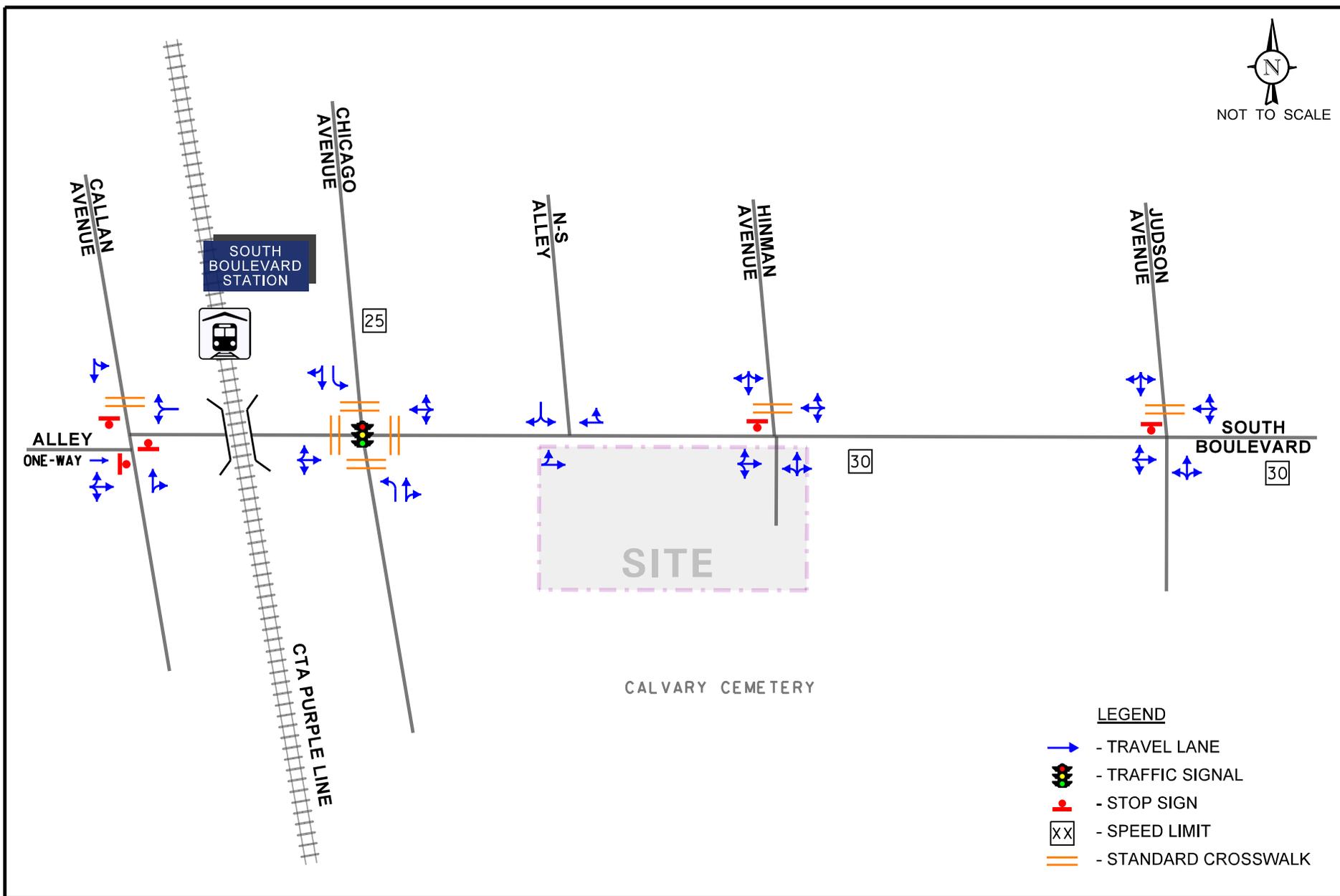
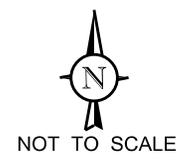
The site is bounded by South Boulevard on the north, an east-west alley located south of South Boulevard on the south, two single-family homes on the east, and an office building on the west. Land uses surrounding the site are primarily residential with the Calvary Cemetery located south of the site. 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.



- LEGEND**
- TRAVEL LANE
  - TRAFFIC SIGNAL
  - STOP SIGN
  - SPEED LIMIT
  - STANDARD CROSSWALK

South Boulevard  
Affordable Housing  
Development  
Evanston, Illinois

Existing Roadway Characteristics

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Job No: 22-184      Figure: 3

*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.



***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.

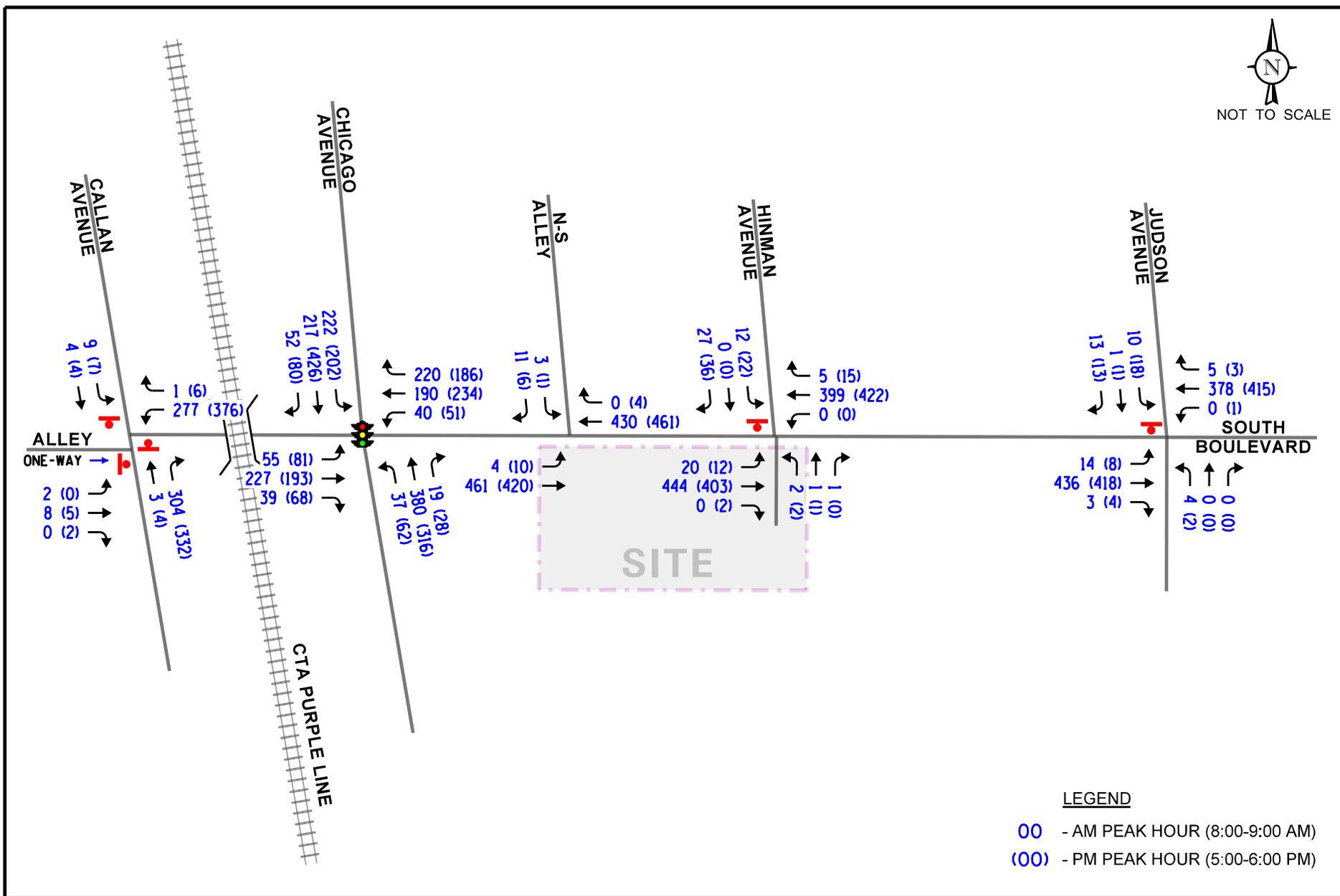
## Existing Traffic Volumes

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.



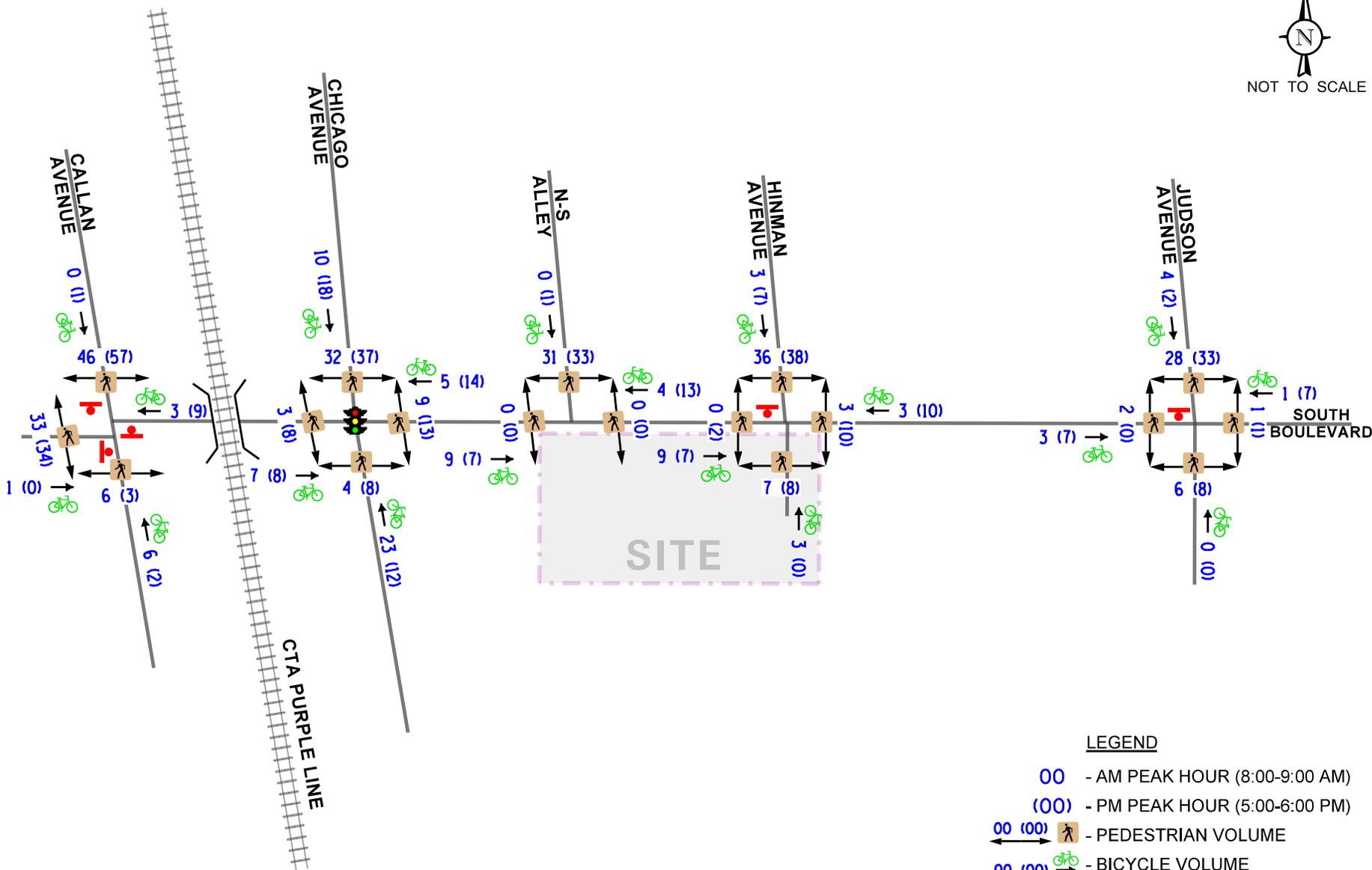
**LEGEND**

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- 00 - PM PEAK HOUR (5:00-6:00 PM)

South Boulevard  
Affordable Housing  
Development  
Evanston, Illinois

**Year 2022 Base Traffic Volumes**

Job No: 22-184      Figure: 5



- LEGEND**
- 00 - AM PEAK HOUR (8:00-9:00 AM)
  - (00) - PM PEAK HOUR (5:00-6:00 PM)
  - 00 (00) [Pedestrian Icon] - PEDESTRIAN VOLUME
  - 00 (00) [Bicycle Icon] - BICYCLE VOLUME

South Boulevard  
Affordable Housing  
Development  
Evanston, Illinois

Existing Pedestrian and Bicycle  
Traffic Volumes

Job No: 22-184      Figure: 6

## Crash Analysis

KLOA, Inc. obtained crash data<sup>1</sup> 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							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
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
<b>Total</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>24</b>
<b>Average</b>	<b>1.2</b>	<b>0.0</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>0.0</b>	<b>1.6</b>	<b>&lt;1.0</b>	<b>4.8</b>

Table 2  
SOUTH BOULEVARD WITH CALLAN AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
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
<b>Total</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>27</b>
<b>Average</b>	<b>1.2</b>	<b>0.0</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>1.6</b>	<b>1.0</b>	<b>5.4</b>

<sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). 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	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Average</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>

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	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Average</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>&lt;1.0</b>	<b>0.0</b>	<b>&lt;1.0</b>

## 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

### Proposed 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.

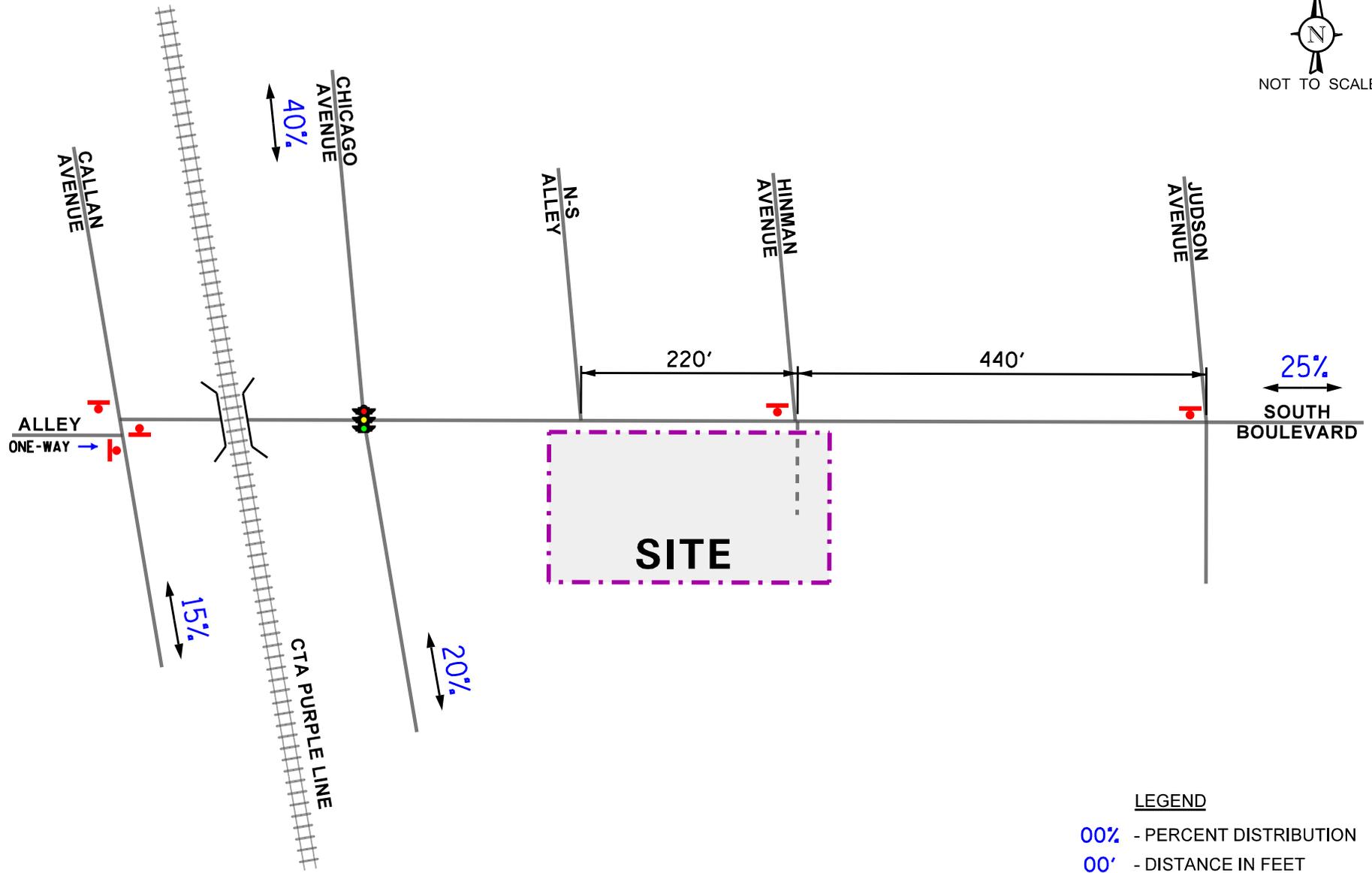
### Directional Distribution

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*, 11<sup>th</sup> 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.



**LEGEND**

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

South Boulevard  
Affordable Housing  
Development  
Evanston, Illinois

**Directional Distribution**

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						
<b>Vehicles (65%)</b>	<b>7</b>	<b>16</b>	<b>23</b>	<b>14</b>	<b>10</b>	<b>24</b>
<i>Public Transportation (28%)</i>	3	8	11	6	4	10
<i>Walk (3%)</i>	0	0	0	1	0	1
<i>Bike (4%)</i>	0	0	0	0	1	1
<i>Other: Ride-share, taxi, etc. (0%)</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>10</b>	<b>24</b>	<b>34</b>	<b>21</b>	<b>15</b>	<b>16</b>

## 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

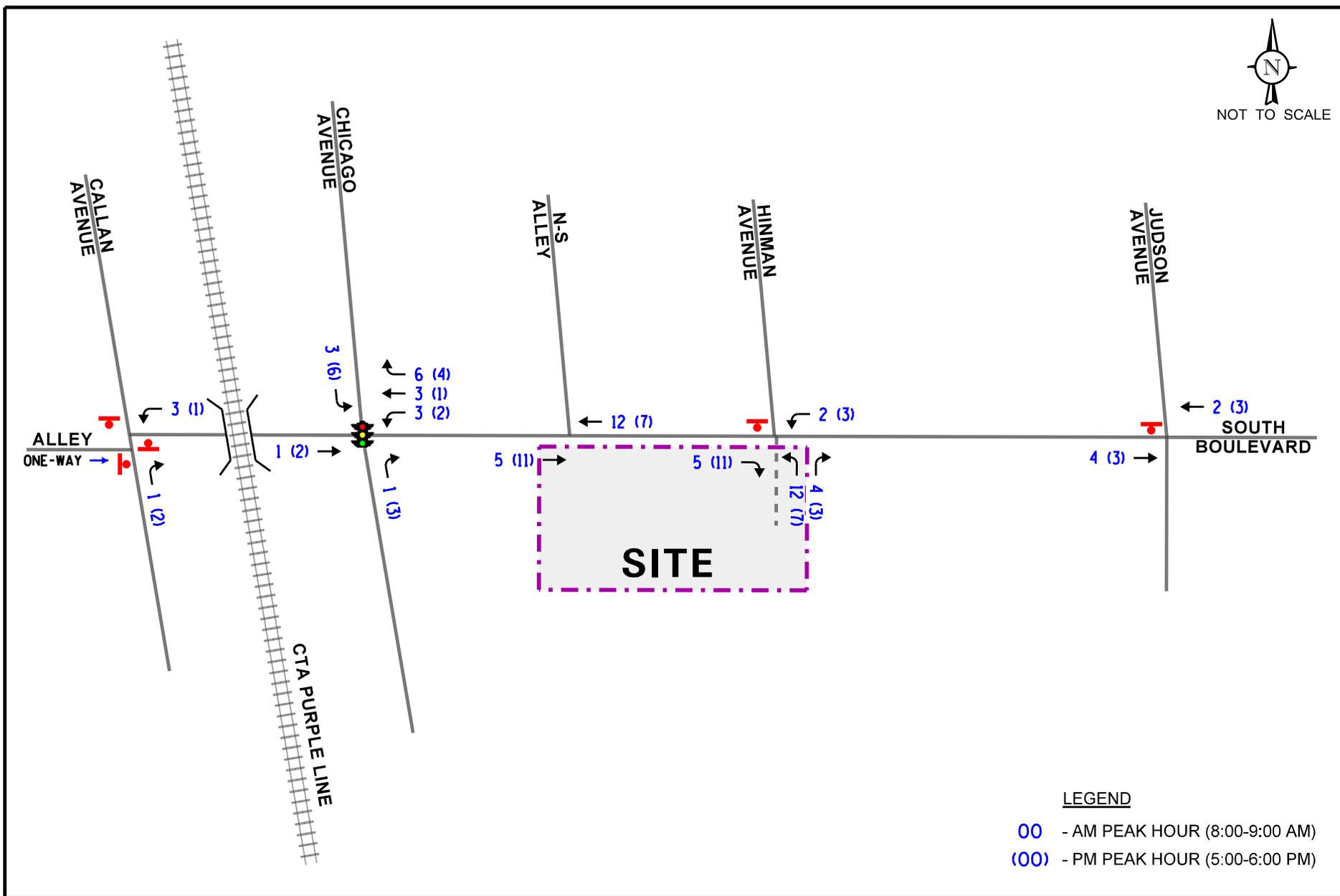
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 7) and are illustrated in **Figure 8**.

### 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**.



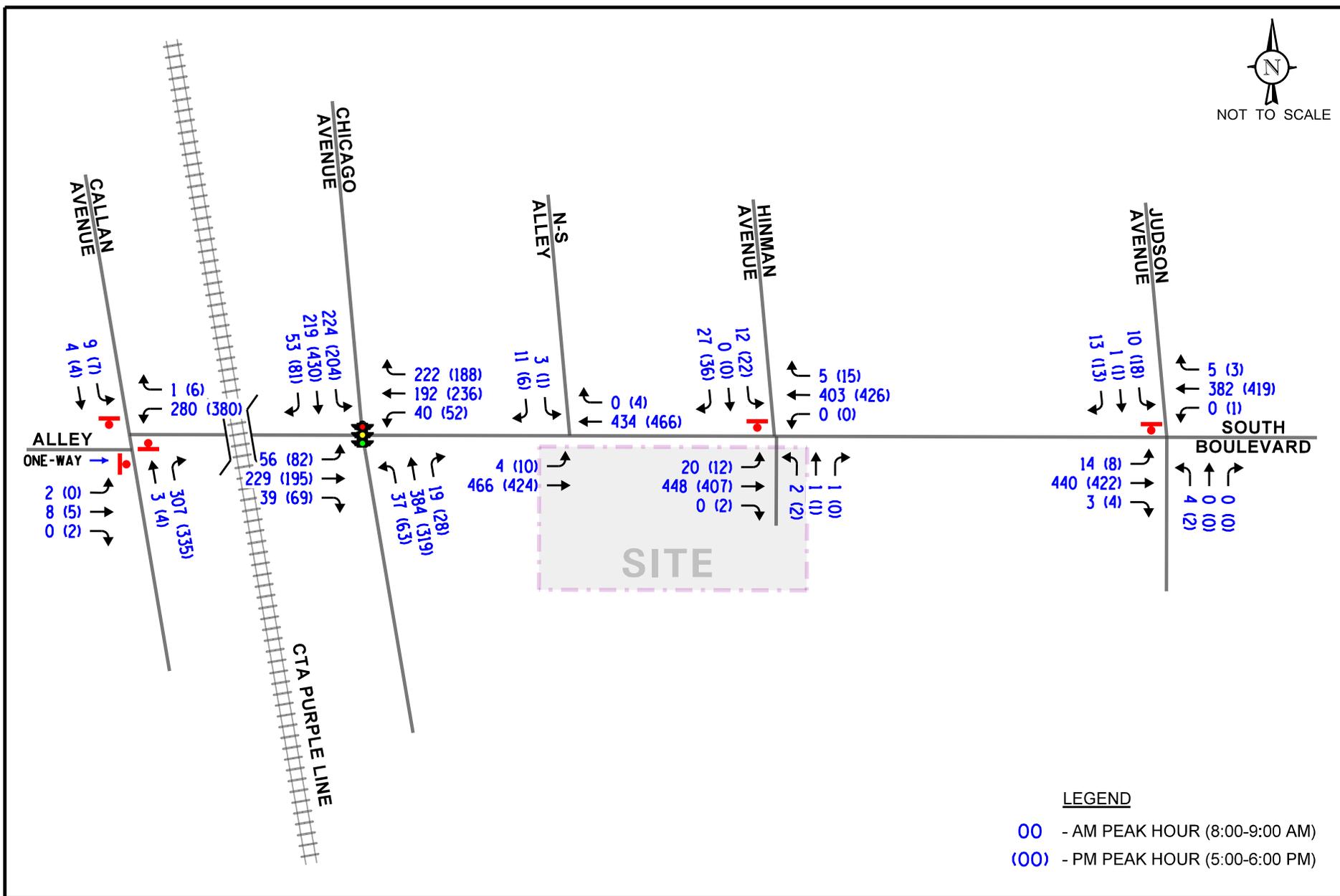
**LEGEND**

- 00** - AM PEAK HOUR (8:00-9:00 AM)
- (00)** - PM PEAK HOUR (5:00-6:00 PM)

South Boulevard  
Affordable Housing  
Development  
Evanston, Illinois

**Site-Generated Traffic Volumes**

Job No: 22-184      Figure: 8



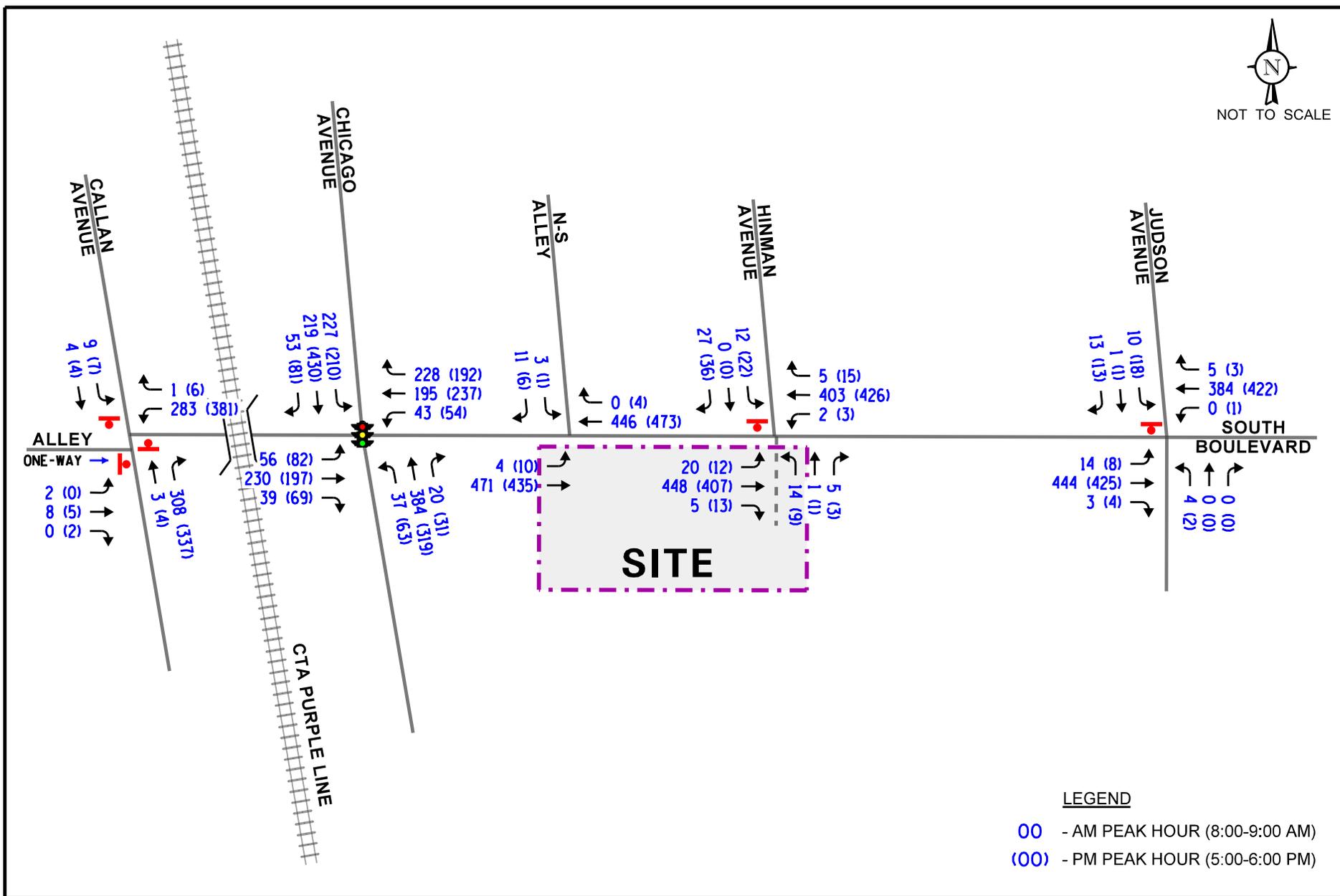
**LEGEND**

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- 00 - PM PEAK HOUR (5:00-6:00 PM)

South Boulevard  
Affordable Housing  
Development  
Evanston, Illinois

Year 2028 No-Build Traffic Volumes

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)*, 6<sup>th</sup> 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		
Year 2022 Base Conditions	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		
Year 2028 No-Build Conditions	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		
Year 2028 Projected Conditions	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
<b>South Boulevard with Callan Avenue</b>				
• Intersection Capacity Utilization	A	47.7%	A	54.9%
<b>South Boulevard with Hinman Avenue<sup>2</sup></b>				
• 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
<b>South Boulevard with Judson Avenue<sup>2</sup></b>				
• 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
<b>South Boulevard with North-South Alley<sup>2</sup></b>				
• 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
<b>South Boulevard with Callan Avenue</b>				
• Intersection Capacity Utilization	A	48.0%	A	55.3%
<b>South Boulevard with Hinman Avenue<sup>2</sup></b>				
• 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
<b>South Boulevard with Judson Avenue<sup>2</sup></b>				
• 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
<b>South Boulevard with North-South Alley<sup>2</sup></b>				
• 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
<b>South Boulevard with Callan Avenue</b>				
• Intersection Capacity Utilization	A	48.2%	A	55.5%
<b>South Boulevard with Hinman Avenue<sup>2</sup></b>				
• 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
<b>South Boulevard with Judson Avenue<sup>2</sup></b>				
• 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
<b>South Boulevard with North-South Alley<sup>2</sup></b>				
• 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*, 5<sup>th</sup> 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*, 5<sup>th</sup> 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

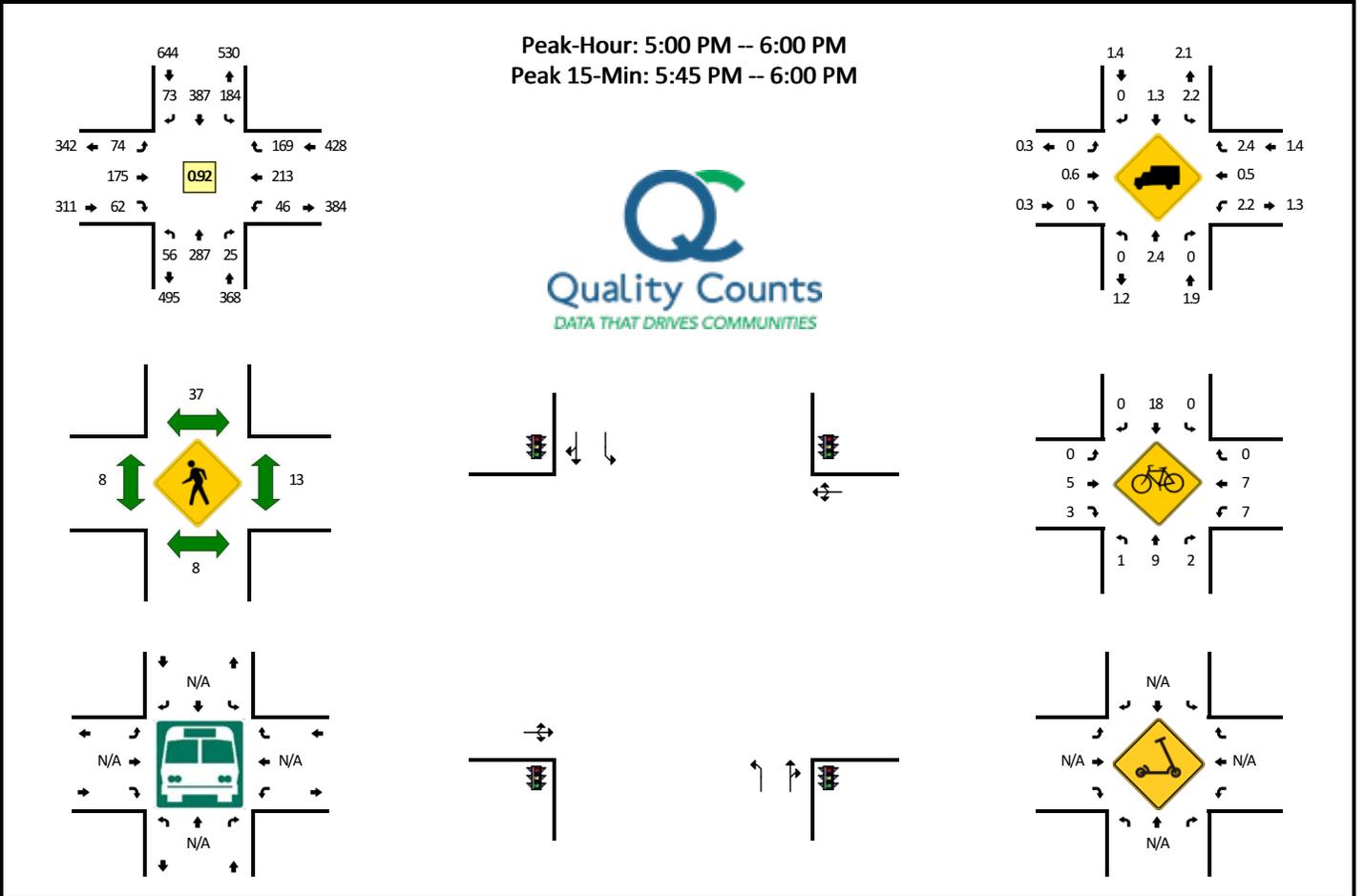
Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets



**LOCATION:** Chicago Ave -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854902  
**DATE:** Tue, Jun 14 2022



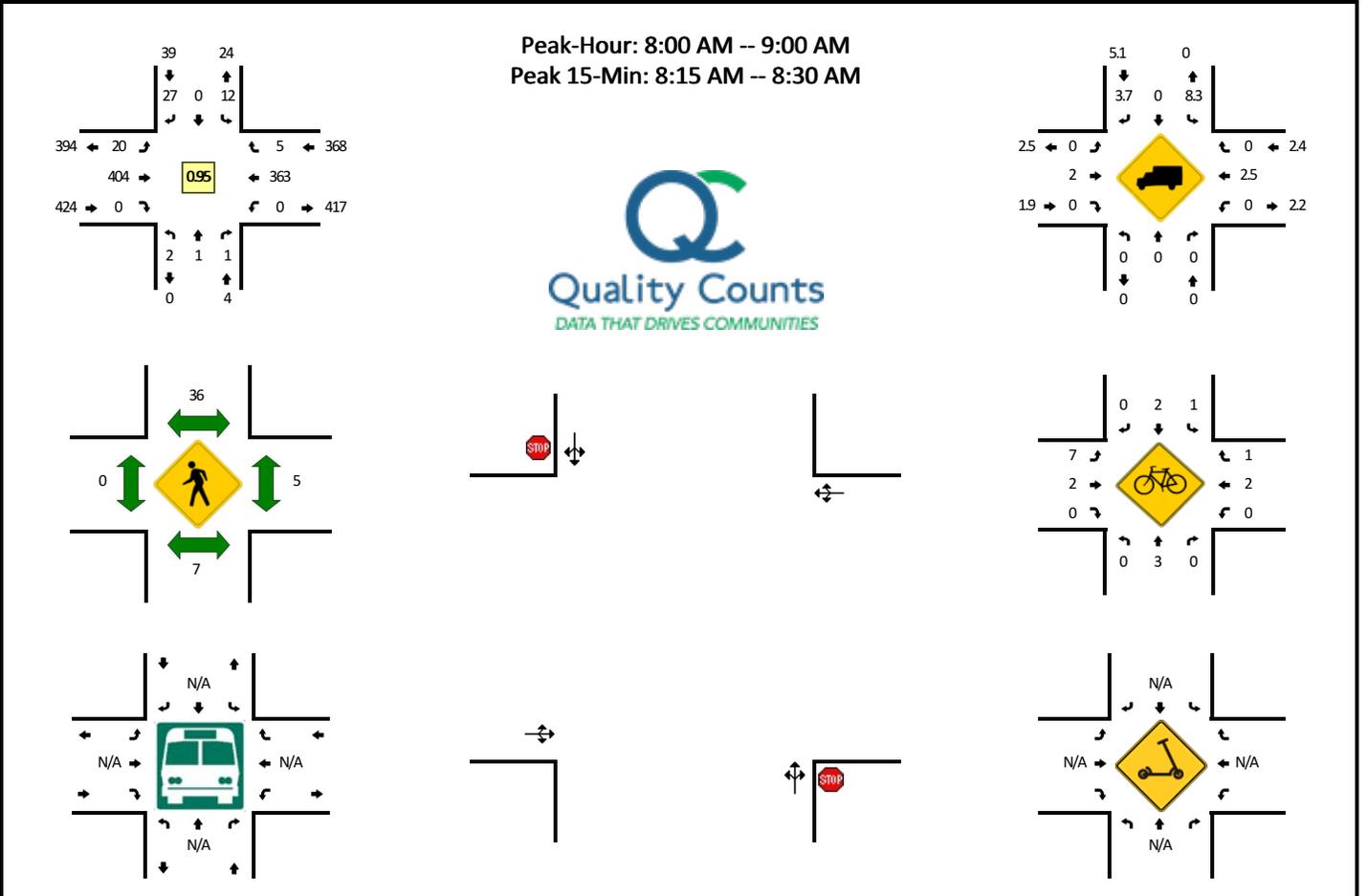
15-Min Count Period Beginning At	Chicago Ave (Northbound)				Chicago Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	67	7	0	47	83	17	0	14	40	18	0	10	59	22	0	395	
4:15 PM	11	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
Bicycles	0	8	0		0	16	0		0	4	0		4	8	0		40
Scooters																	

*Comments:*

**LOCATION:** Hinman Ave -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854903  
**DATE:** Tue, Jun 14 2022

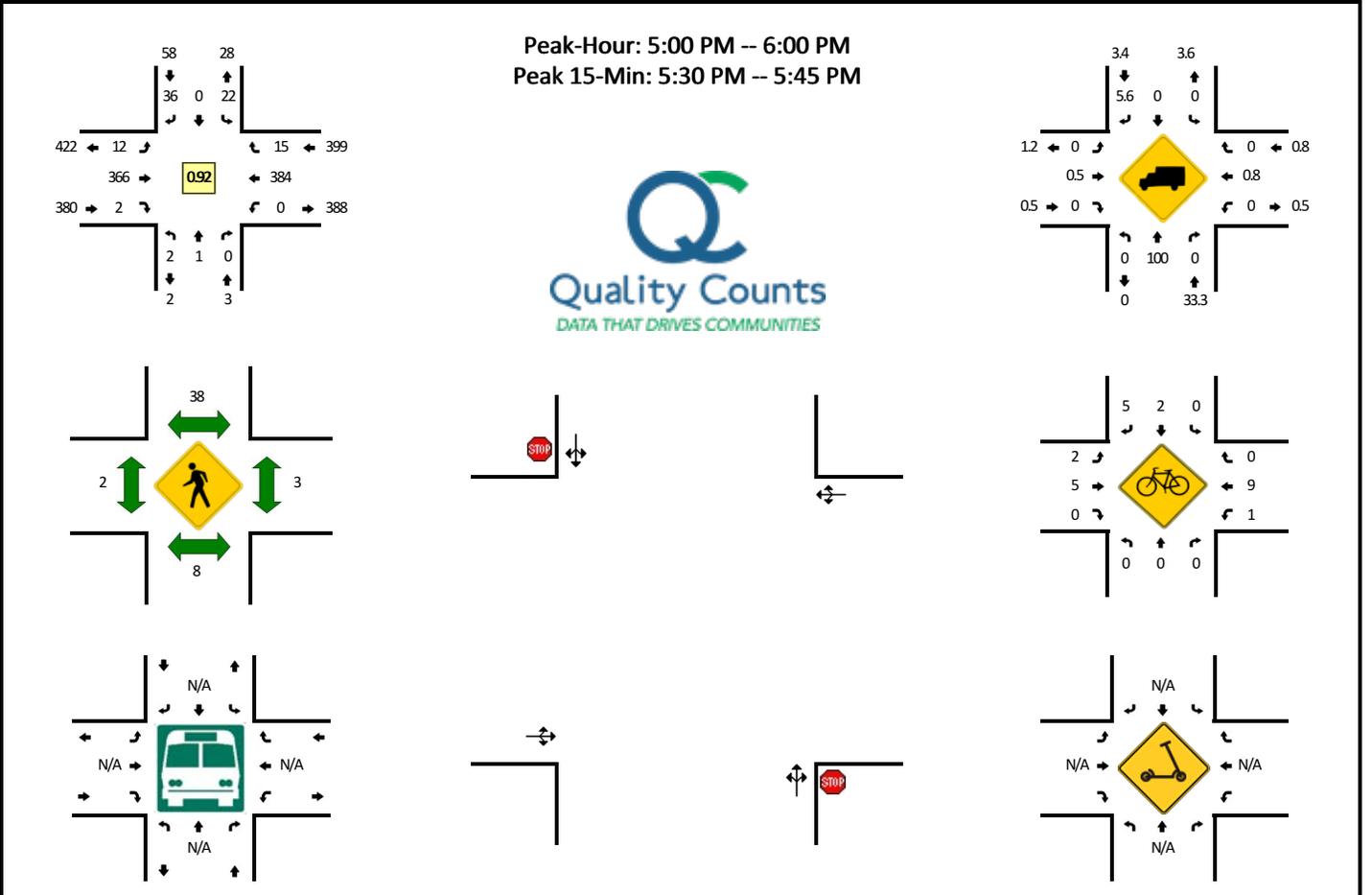


15-Min Count Period Beginning At	Hinman Ave (Northbound)				Hinman Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	0	0	0	0	4	0	1	83	0	0	0	61	0	0	150	
7:15 AM	1	0	1	0	2	0	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	0	4	0	0	0	0	4	0	0	0	12	0	0	20	
Buses																		
Pedestrians		0				24				0				0			24	
Bicycles	0	4	0		0	0	0		20	0	0		0	4	0		28	
Scoters																		

*Comments:*

**LOCATION:** Hinman Ave -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854904  
**DATE:** Tue, Jun 14 2022

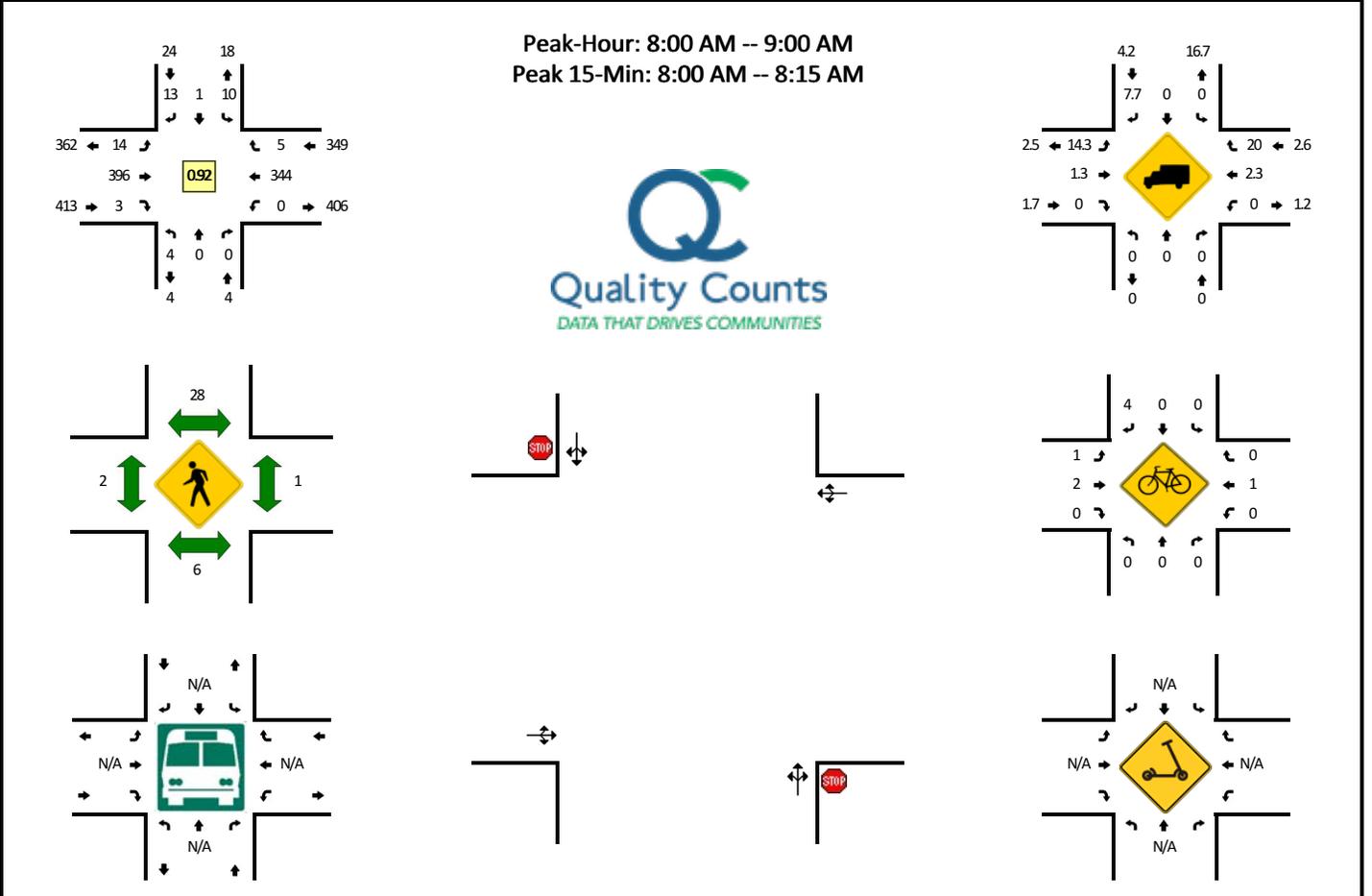


15-Min Count Period Beginning At	Hinman Ave (Northbound)				Hinman Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	3	0	7	1	3	90	2	0	0	82	1	0	189	
4:15 PM	0	0	0	0	2	0	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	0	4	0	0	4	0	0	0	4	0	0	16	
Buses																		
Pedestrians		8				32				0				0			40	
Bicycles	0	0	0		0	8	16		0	4	0		0	16	0		44	
Scoters																		

Comments:

**LOCATION:** Judson Ave -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854905  
**DATE:** Tue, Jun 14 2022



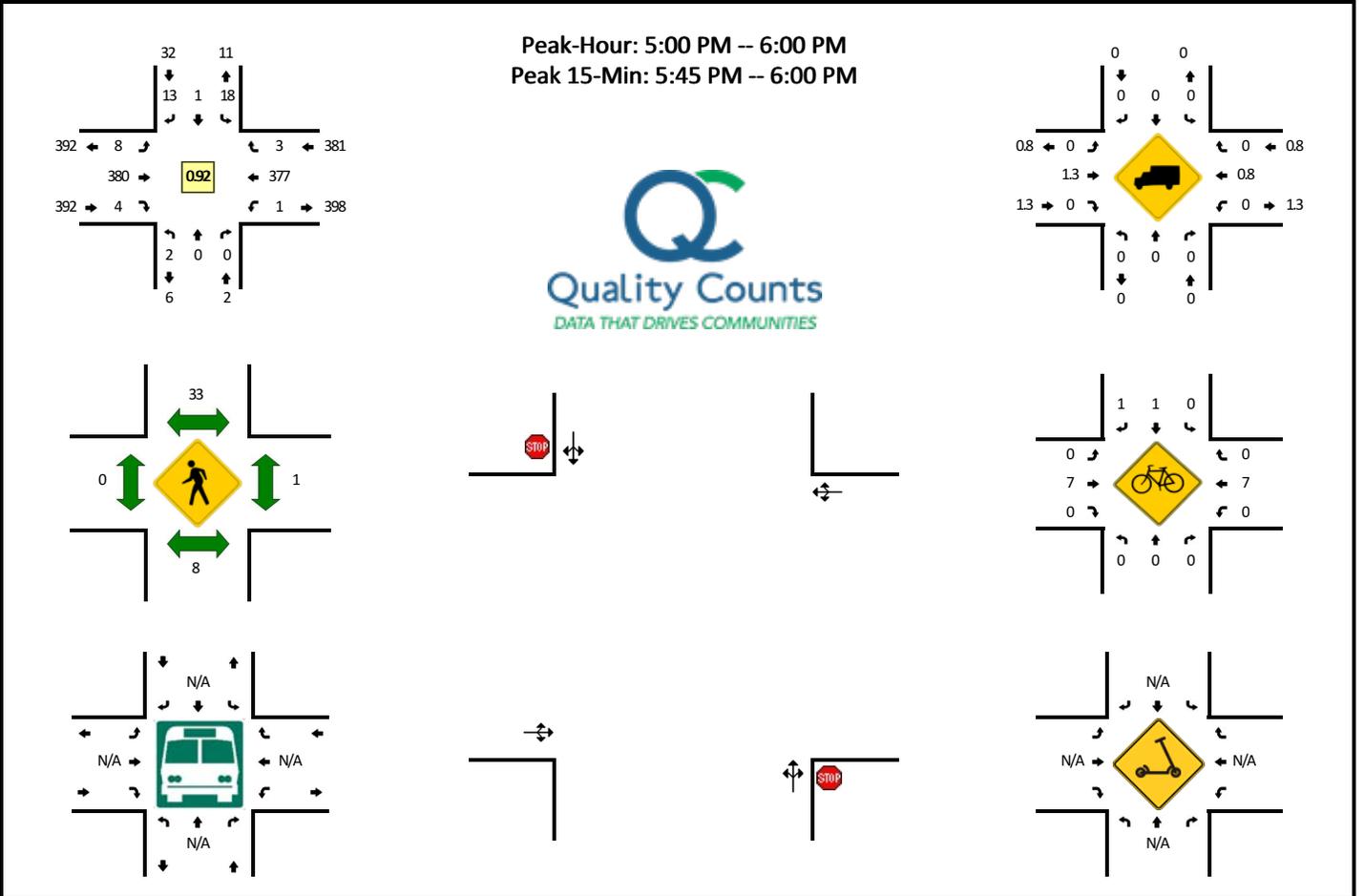
15-Min Count Period Beginning At	Judson Ave (Northbound)				Judson Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	3	0	0	82	0	0	0	58	0	0	143	
7:15 AM	0	0	0	0	1	0	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	0	4	0	4	4	0	0	0	4	0	0	16
Buses																	
Pedestrians		4				28				4				4			40
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8
Scoters																	

*Comments:*

**LOCATION:** Judson Ave -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854906  
**DATE:** Tue, Jun 14 2022



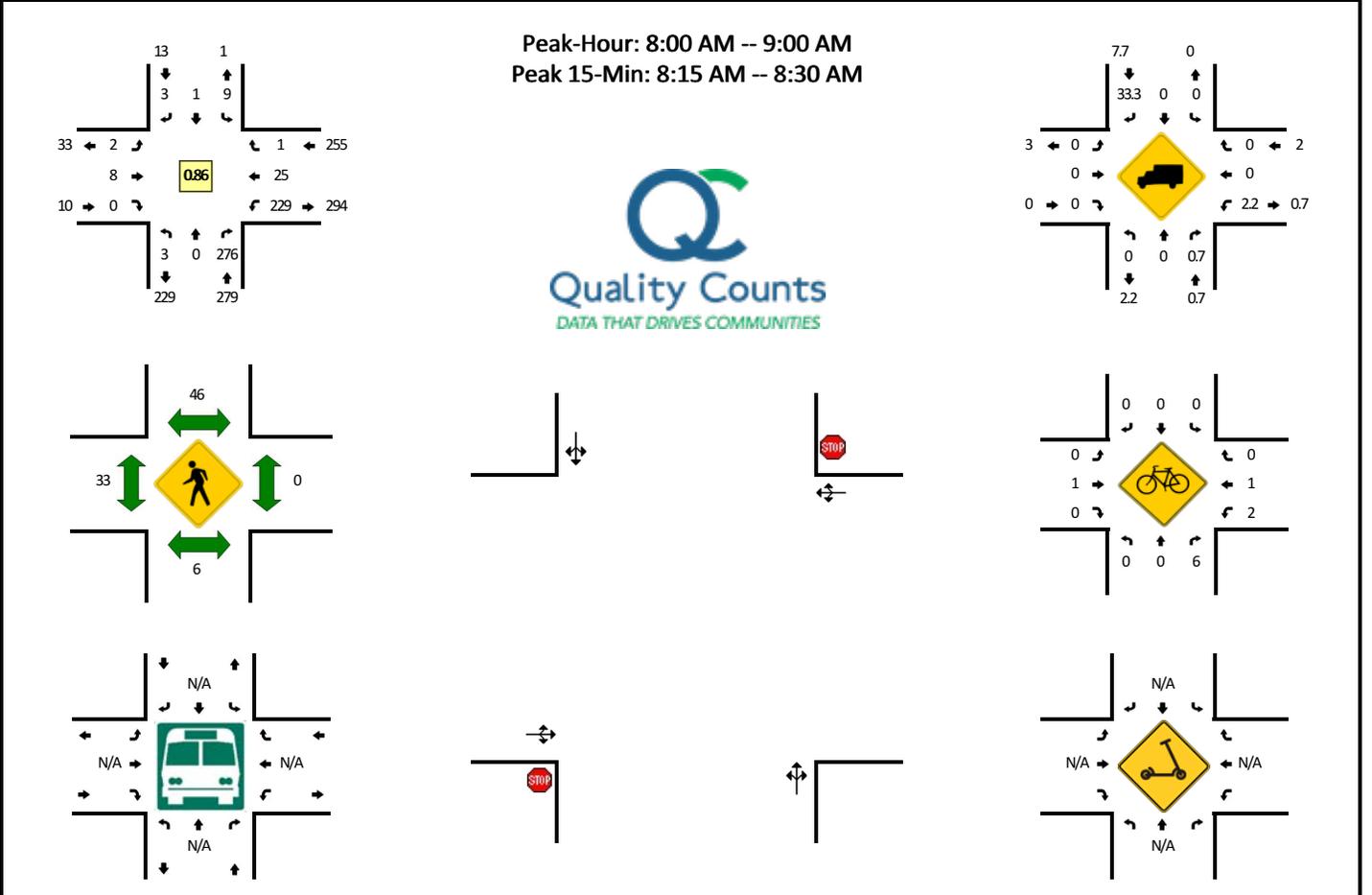
15-Min Count Period Beginning At	Judson Ave (Northbound)				Judson Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	2	0	3	88	0	1	1	81	0	0	177	
4:15 PM	0	0	1	0	3	0	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	0	0	12	0	0	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
Scoters																	

*Comments:*

**LOCATION:** Callan Ave -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854907  
**DATE:** Tue, Jun 14 2022

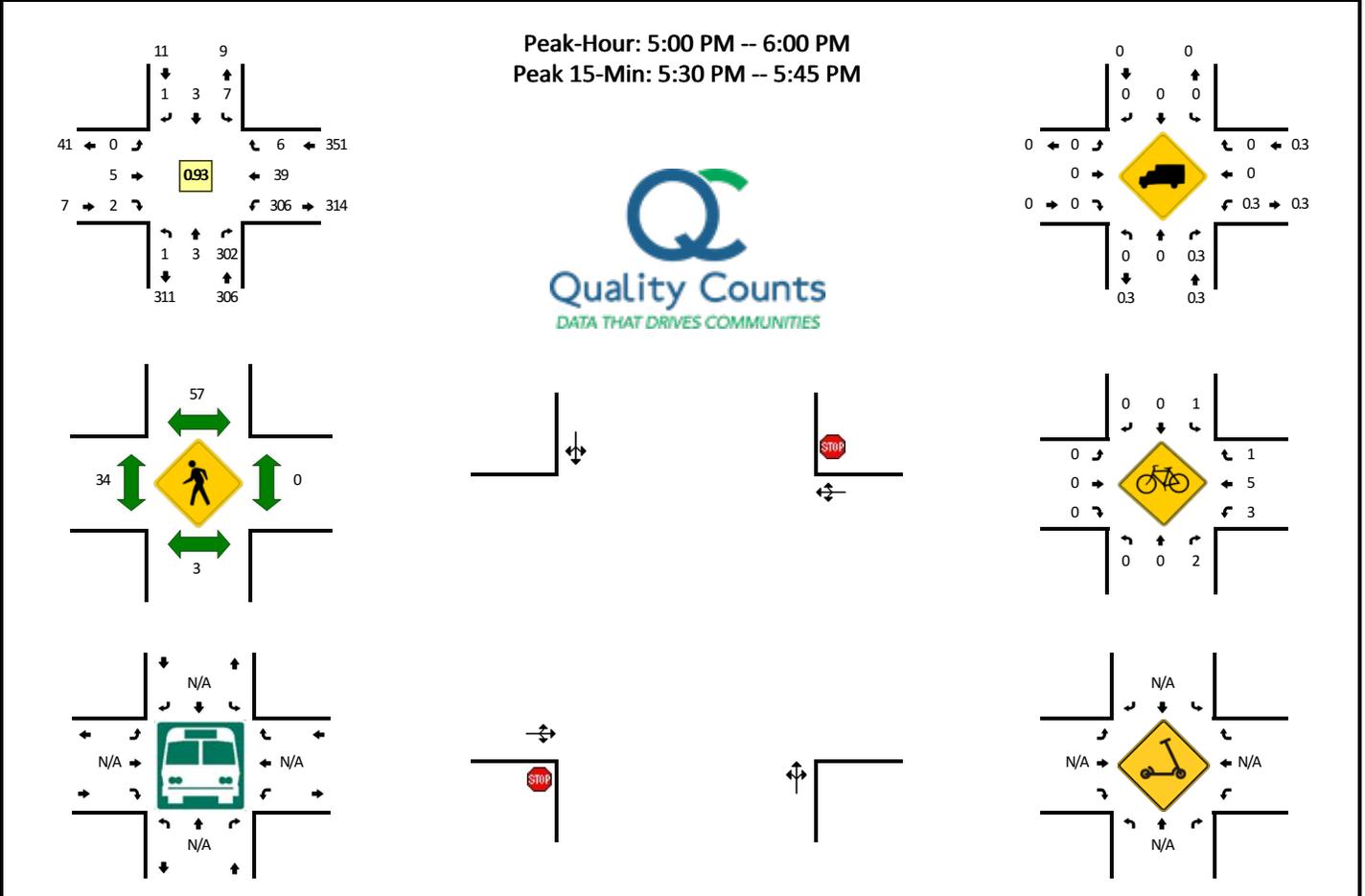


15-Min Count Period Beginning At	Callan Ave (Northbound)				Callan Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	35	0	2	0	0	0	0	2	0	1	40	5	0	0	87	
7:15 AM	1	0	43	0	2	0	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	
Scoters																		

*Comments:*

**LOCATION:** Callan Ave -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854908  
**DATE:** Tue, Jun 14 2022

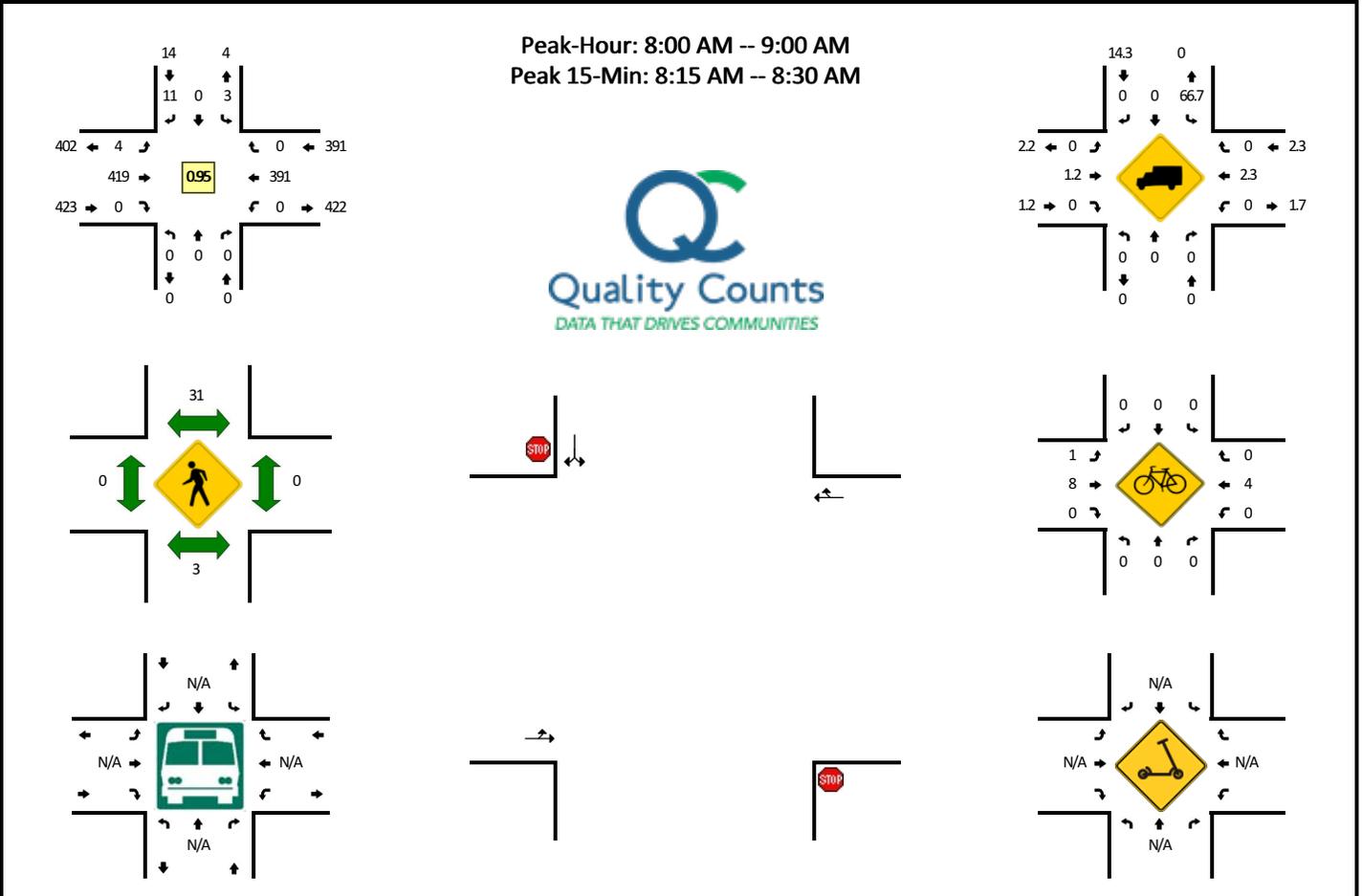


15-Min Count Period Beginning At	Callan Ave (Northbound)				Callan Ave (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	63	0	2	0	2	0	0	1	0	0	76	7	2	0	153	
4:15 PM	0	0	70	0	2	0	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	
Scoters																		

*Comments:*

**LOCATION:** Alley Btwn Hinnman and Chicago -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854909  
**DATE:** Tue, Jun 14 2022

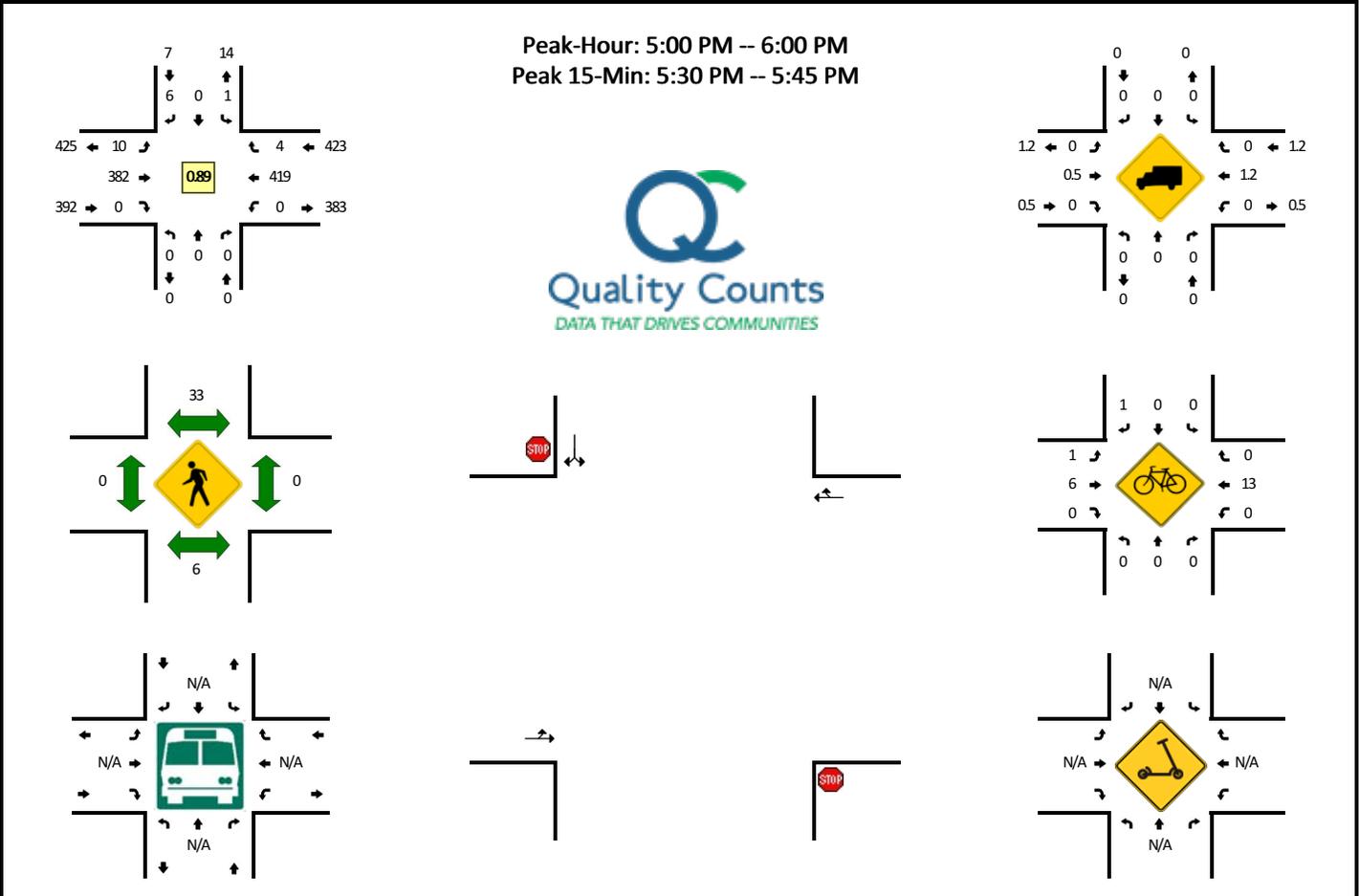


15-Min Count Period Beginning At	Alley Btwn Hinnman and Chicago (Northbound)				Alley Btwn Hinnman and Chicago (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	3	0	0	87	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	0	4	0	0	0	0	4	0	0	0	8	0	0	16	
Buses																		
Pedestrians		0				36				0				0			36	
Bicycles	0	0	0		0	0	0		0	16	0		0	4	0		20	
Scoters																		

Comments:

**LOCATION:** Alley Btwn Hinnman and Chicago -- South Blvd  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 15854910  
**DATE:** Tue, Jun 14 2022

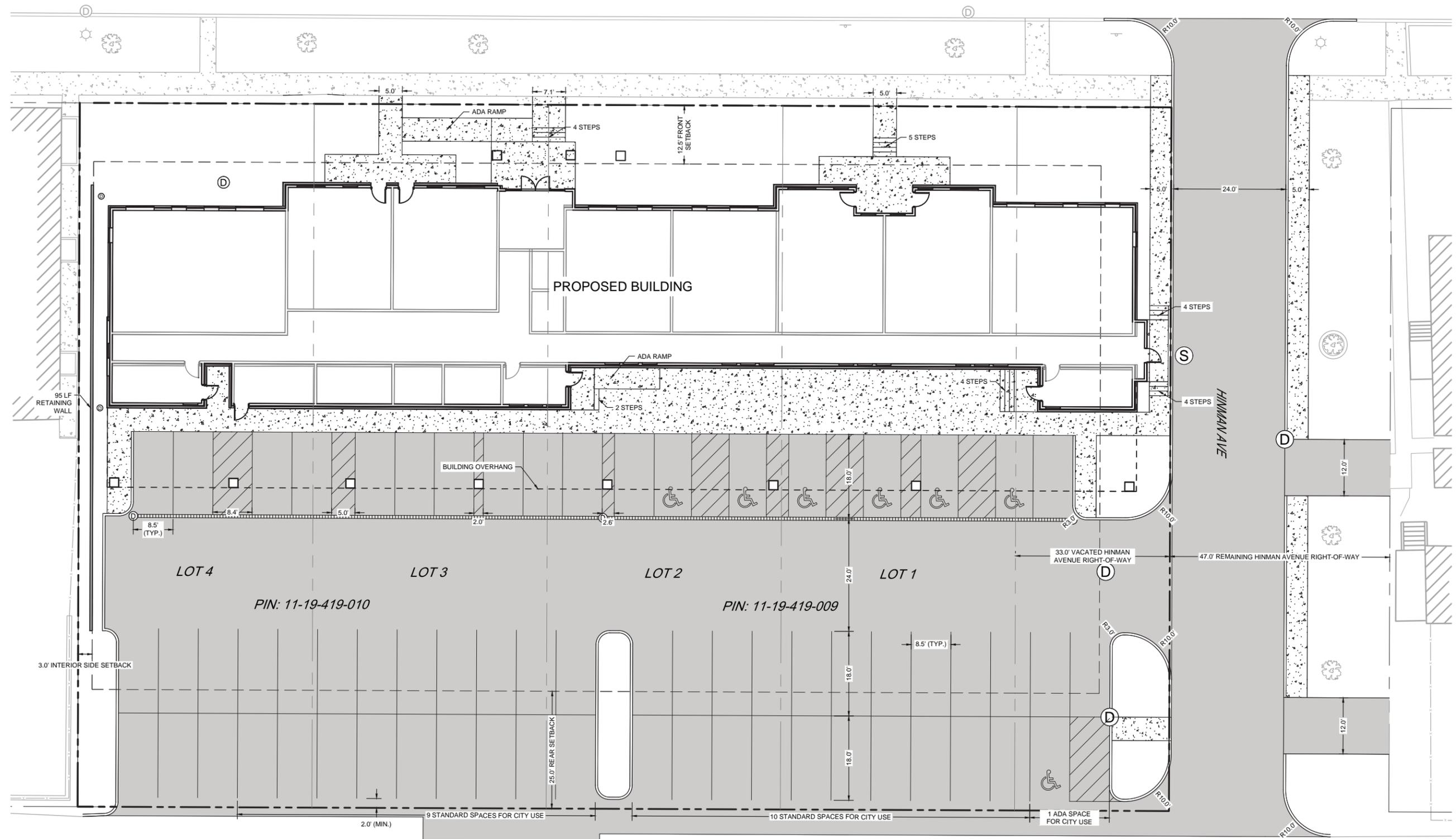


15-Min Count Period Beginning At	Alley Btwn Hinnman and Chicago (Northbound)				Alley Btwn Hinnman and Chicago (Southbound)				South Blvd (Eastbound)				South Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	0	95	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	0	0	4	0	0	0	8	0	0	12	
Buses																		
Pedestrians		12				24				0				0			36	
Bicycles	0	0	0		0	0	0		0	4	0		0	32	0		36	
Scooters																		

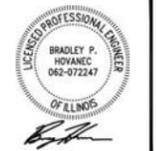
Comments:

# Site Plan

SOUTH BOULEVARD



2200 CABOT DRIVE  
 SUITE 325  
 LISLE, IL 60532  
 P. 630.586.0007  
 WWW.CAGECIVIL.COM



REVISIONS

NO.	DESCRIPTION

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

**SHEET NOTES**

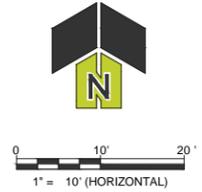
- LOTS 1-4 AND ASSOCIATED PINS SHOWN ON SITE PLAN ARE FOR REFERENCE ONLY. LOTS ARE PROPOSED TO BE CONSOLIDATED INTO 1 LOT AS PART OF THE SOUTH BOULEVARD SHORES SUBDIVISION, WHICH ALSO PROPOSES TO PARTIALLY VACATE THE HINMAN AVENUE RIGHT-OF-WAY

**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



# 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

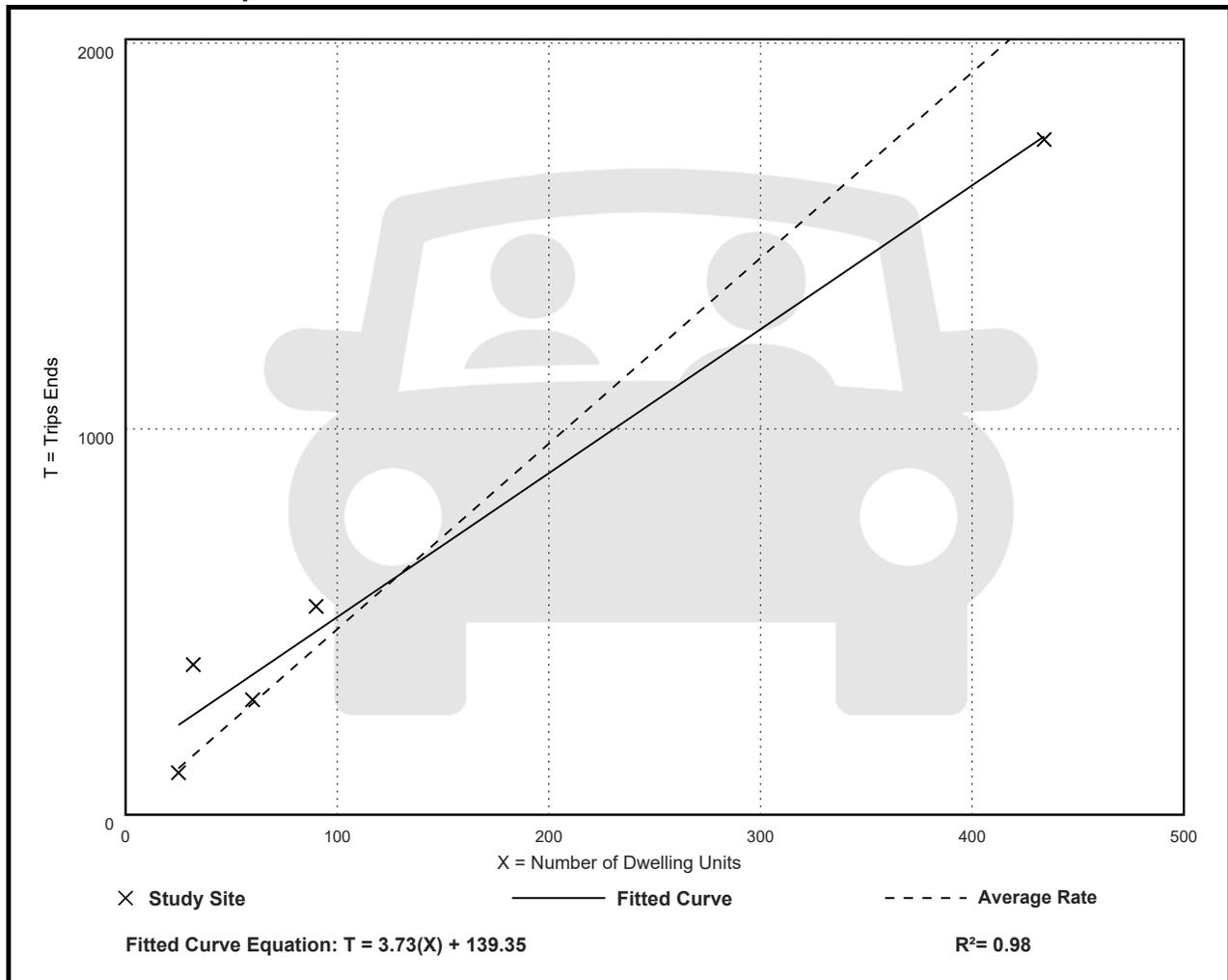
Avg. Num. of Dwelling Units: 128

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



# 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

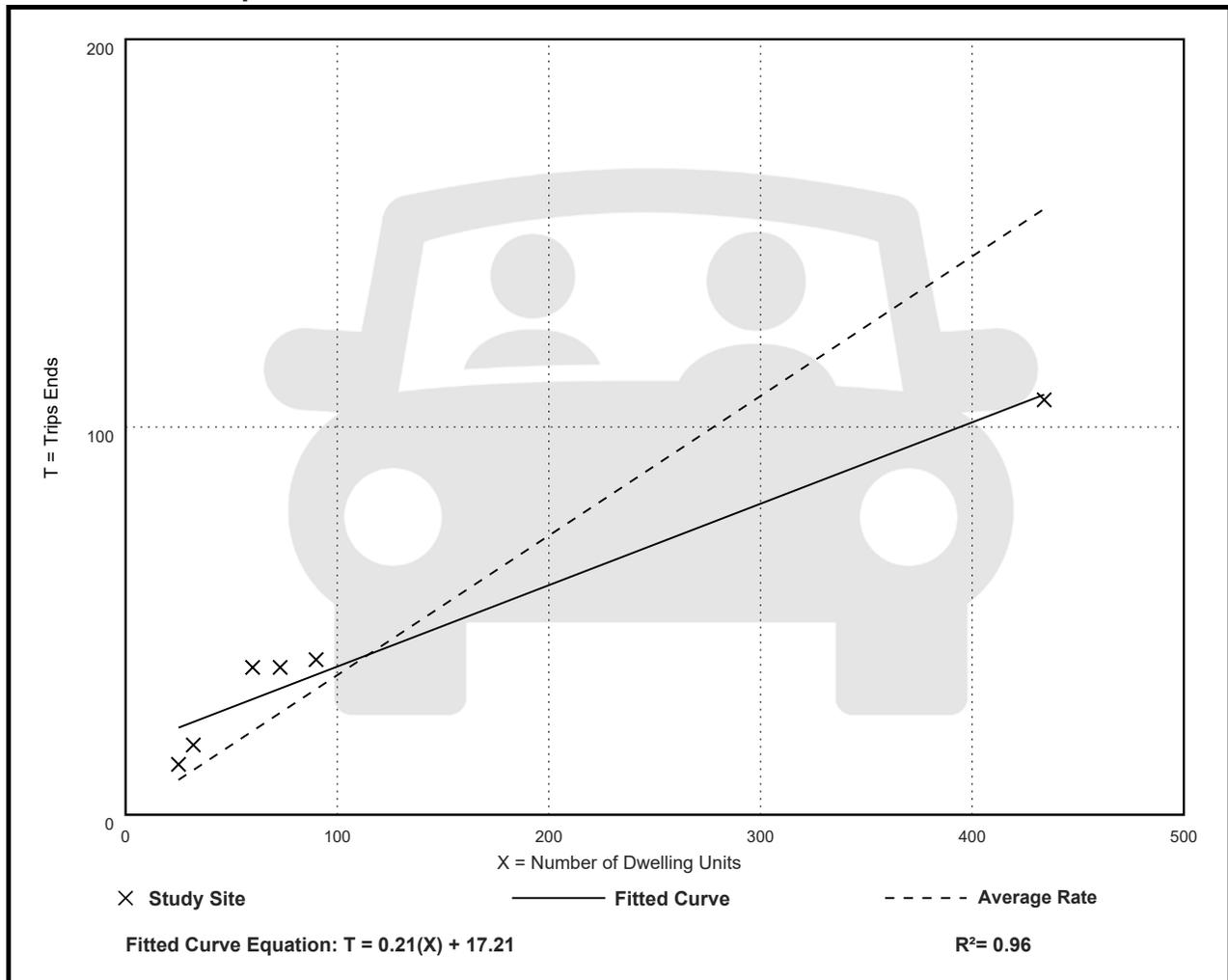
Avg. Num. of Dwelling Units: 119

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

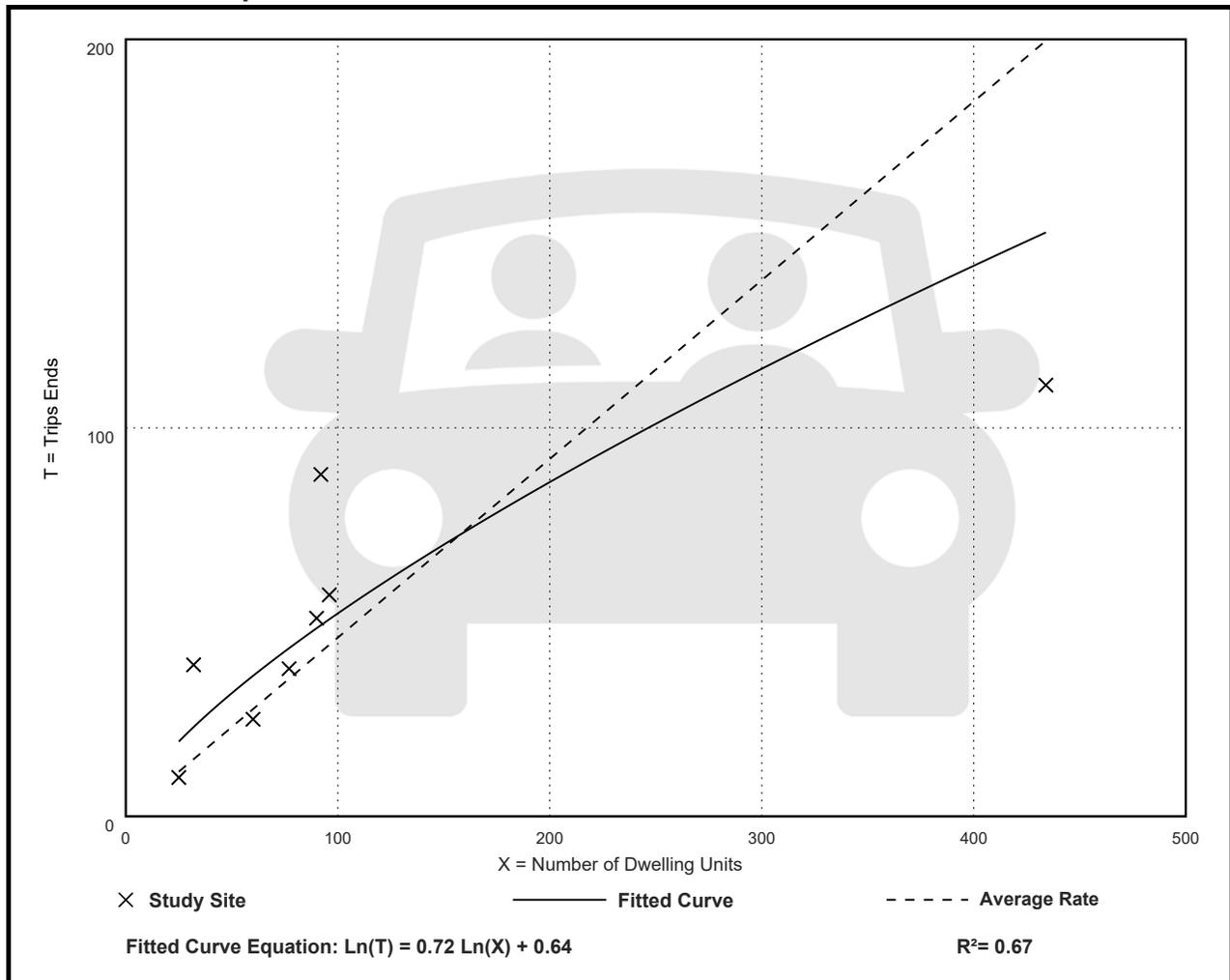
Avg. Num. of Dwelling Units: 113

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

## 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

<b>Signalized Intersections</b>		
<b>Level of Service</b>	<b>Interpretation</b>	<b>Average Control Delay (seconds per vehicle)</b>
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
<b>Unsignalized Intersections</b>		
<b>Level of Service</b>	<b>Average Total Delay (SEC/VEH)</b>	
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

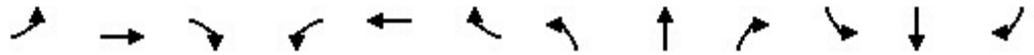
Lanes, Volumes, Timings  
1: Chicago Avenue & South Boulevard

03/08/2023

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	
Fr <sub>t</sub>		0.978				0.850		0.993			0.971	
Fl <sub>t</sub> Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1652	1724	0	0	1729	1463	1805	1812	0	1770	1774	0
Fl <sub>t</sub> 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	

Lanes, Volumes, Timings  
 1: Chicago Avenue & South Boulevard

03/08/2023

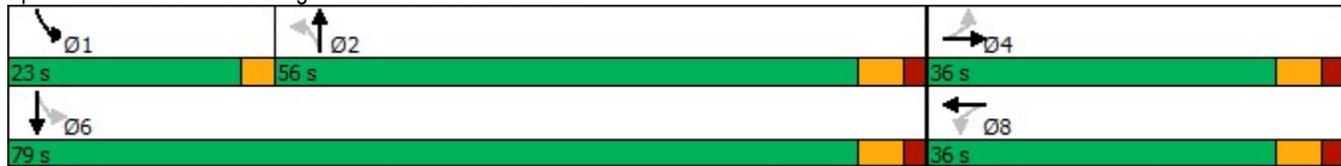


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.29	0.62			0.71	1.00	0.07	0.46		0.40	0.25	
Control Delay	39.0	43.3			51.8	67.1	15.8	20.4		9.8	9.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.0	43.3			51.8	67.1	15.8	20.4		9.8	9.0	
LOS	D	D			D	E	B	C		A	A	
Approach 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

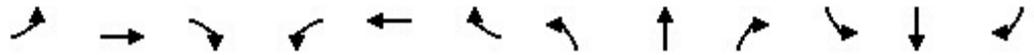
Area Type: Other  
 Cycle Length: 115  
 Actuated Cycle Length: 115  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 31.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.8%  
 ICU Level of Service E  
 Analysis Period (min) 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.												

HCM 6th TWSC  
3: South Boulevard & Himman Avenue

03/08/2023

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									
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

HCM 6th TWSC  
 4: Judson Avenue & South Boulevard

03/08/2023

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									
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

HCM 6th TWSC  
5: South Boulevard & N-S Alley

03/08/2023

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

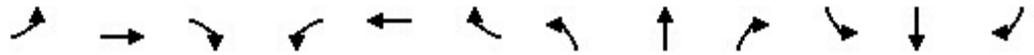
Lanes, Volumes, Timings  
1: Chicago Avenue & South Boulevard

03/08/2023

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	
Fr <sub>t</sub>		0.961				0.850		0.988			0.976	
Fl <sub>t</sub> Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1685	1668	0	0	1751	1478	1805	1834	0	1770	1830	0
Fl <sub>t</sub> 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	

Lanes, Volumes, Timings  
 1: Chicago Avenue & South Boulevard

03/08/2023

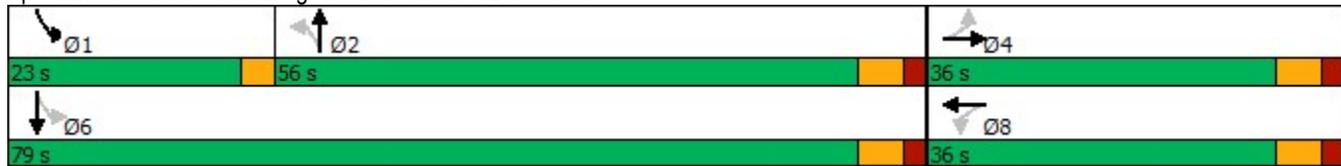


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.64			1.00	1.00	0.15	0.40		0.35	0.47	
Control Delay	53.5	43.1			93.7	71.9	16.8	18.9		9.2	12.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.5	43.1			93.7	71.9	16.8	18.9		9.2	12.2	
LOS	D	D			F	E	B	B		A	B	
Approach 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.

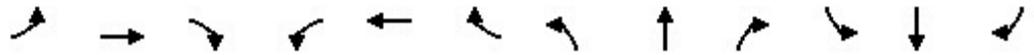
Splits and Phases: 1: Chicago Avenue & South Boulevard



# 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												
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												
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.												

HCM 6th TWSC  
3: South Boulevard & Himman Avenue

03/08/2023

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									
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

HCM 6th TWSC  
 4: Judson Avenue & South Boulevard

03/08/2023

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									
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

HCM 6th TWSC  
5: South Boulevard & N-S Alley

03/08/2023

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

Lanes, Volumes, Timings  
1: Chicago Avenue & South Boulevard

03/08/2023

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	

Lanes, Volumes, Timings  
 1: Chicago Avenue & South Boulevard

03/08/2023

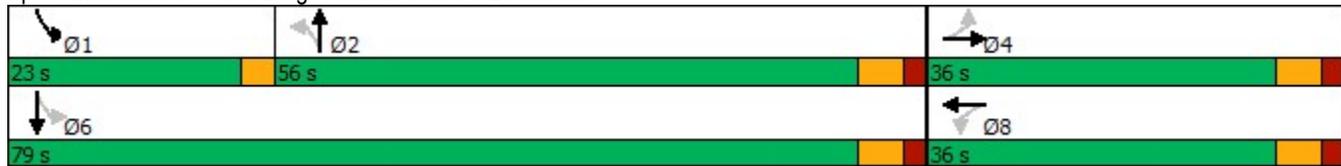


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.62			0.72	1.00	0.07	0.46		0.40	0.25	
Control Delay	39.2	43.5			52.5	66.8	15.8	20.5		9.8	9.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.2	43.5			52.5	66.8	15.8	20.5		9.8	9.1	
LOS	D	D			D	E	B	C		A	A	
Approach 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

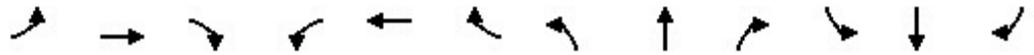
Area Type: Other  
 Cycle Length: 115  
 Actuated Cycle Length: 115  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 31.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 87.1%  
 ICU Level of Service E  
 Analysis Period (min) 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.

HCM 6th TWSC  
3: South Boulevard & Himman Avenue

03/08/2023

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									
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

HCM 6th TWSC  
 4: Judson Avenue & South Boulevard

03/08/2023

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									
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

HCM 6th TWSC  
5: South Boulevard & N-S Alley

03/08/2023

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

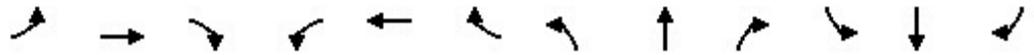
Lanes, Volumes, Timings  
1: Chicago Avenue & South Boulevard

03/08/2023

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	

Lanes, Volumes, Timings  
 1: Chicago Avenue & South Boulevard

03/08/2023

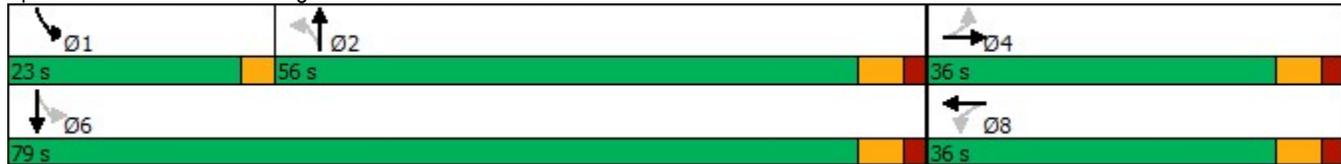


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.59	0.64			1.04	1.00	0.15	0.40		0.36	0.48	
Control Delay	55.1	43.4			103.8	71.5	16.9	19.0		9.3	12.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.1	43.4			103.8	71.5	16.9	19.0		9.3	12.3	
LOS	E	D			F	E	B	B		A	B	
Approach 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.

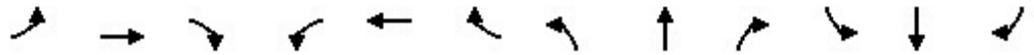
Splits and Phases: 1: Chicago Avenue & South Boulevard



# 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.

HCM 6th TWSC  
 3: South Boulevard & Himman Avenue

03/08/2023

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									
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

HCM 6th TWSC  
 4: Judson Avenue & South Boulevard

03/08/2023

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									
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

HCM 6th TWSC  
5: South Boulevard & N-S Alley

03/08/2023

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

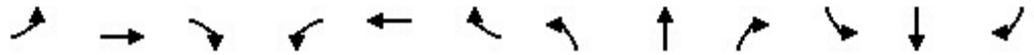
Lanes, Volumes, Timings  
1: Chicago Avenue & South Boulevard

03/08/2023

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	

Lanes, Volumes, Timings  
 1: Chicago Avenue & South Boulevard

03/08/2023

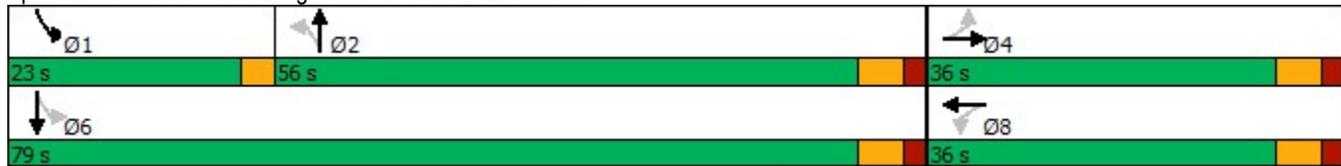


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.62			0.76	1.00	0.07	0.46		0.41	0.25	
Control Delay	39.5	43.6			55.7	65.9	15.9	20.6		9.9	9.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.5	43.6			55.7	65.9	15.9	20.6		9.9	9.1	
LOS	D	D			E	E	B	C		A	A	
Approach 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.

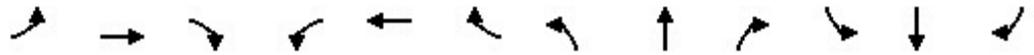
Splits and Phases: 1: Chicago Avenue & South Boulevard



# 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		0.0
Adj Reference Time (s)			0.0			17.5		0.0		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.

HCM 6th TWSC  
 3: South Boulevard & Himman Avenue

03/08/2023

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									
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

HCM 6th TWSC  
 4: Judson Avenue & South Boulevard

03/08/2023

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									
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

HCM 6th TWSC  
5: South Boulevard & N-S Alley

03/08/2023

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

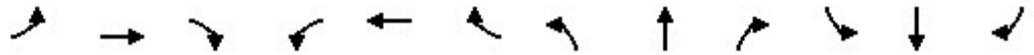
Lanes, Volumes, Timings  
1: Chicago Avenue & South Boulevard

03/08/2023

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	
Fr <sub>t</sub>		0.961				0.850		0.987			0.976	
Fl <sub>t</sub> Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1685	1669	0	0	1751	1478	1805	1831	0	1770	1830	0
Fl <sub>t</sub> 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	

Lanes, Volumes, Timings  
 1: Chicago Avenue & South Boulevard

03/08/2023

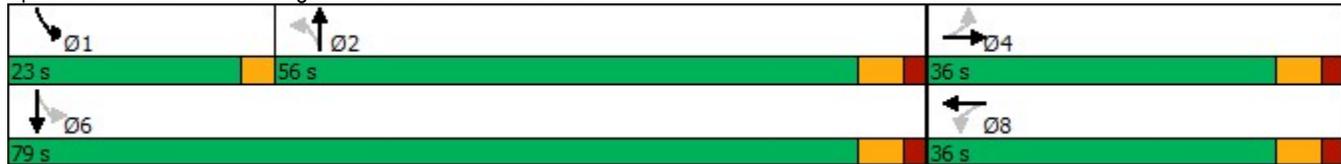


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.65			1.07	1.00	0.15	0.41		0.37	0.48	
Control Delay	55.9	43.6			113.8	70.6	17.0	19.3		9.4	12.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.9	43.6			113.8	70.6	17.0	19.3		9.4	12.3	
LOS	E	D			F	E	B	B		A	B	
Approach 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.

HCM 6th TWSC  
3: South Boulevard & Himman Avenue

03/08/2023

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									
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

HCM 6th TWSC  
 4: Judson Avenue & South Boulevard

03/08/2023

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									
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

HCM 6th TWSC  
5: South Boulevard & N-S Alley

03/08/2023

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
Stage 1	-	-	-	-	566
Stage 2	-	-	-	-	511
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1014	-	-	-	245
Stage 1	-	-	-	-	572
Stage 2	-	-	-	-	606
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	982	-	-	-	227
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