
Land Use Commission Public Comment

1 message

noreply@formstack.com <noreply@formstack.com>
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org

Tue, Jan 13, 2026 at 6:52 PM

**Formstack Submission For: Land Use Commission
Public Comment**

Submitted at 01/13/26 7:52 PM

Name:	Kyle Navins
Address of Residence:	1720 Maple Ave, Apt 2220
Phone:	(847) 370-0971
How would you like to make your public comment?:	In-person
Provide Written Comment Here:	
Agenda Item (or comment on item not on the agenda):	Opposed to Highrise
Position on Agenda Item:	Other: Dogtopia should not be moved.

Kensington School Proposal, 3434 Central Street

----- Forwarded message -----

From: 'MARY KURZ' via Zoning <Zoning@cityofevanston.org>

Date: Mon, Jan 12, 2026 at 8:32 AM

Subject: Kensington School Proposal, 3434 Central Street

To: zoning@cityofevanston.org <zoning@cityofevanston.org>

Cc: Thomas M. Suffredin <tsuffredin@cityofevanston.org>, Leslie Brown <lesliebrown@mac.com>

I am totally **opposed** to this Kensington School proposal for two reasons: 1) Density and 2) Increased traffic and resulting lack of safety.

1) **Density**--This Daycare Center would quite simply put far too many people on a daily basis in a lot that is in the corner of what is essentially a quiet (Hillside) residential neighborhood.

2) **Traffic**--The parents and staff would be using our neighborhood streets for ingress and egress twice a day or more. There is absolutely NO WAY to prevent that short of stationing a police officer outside the school every day. The school claims that they will put up signage and/or configure their driveways so that people can only enter or exit a certain way. Enforceable?? NO! They also say that they will expel from enrollment any parent driver who doesn't obey these regulations--but the parents will be "self-reporting"! Seriously!!? Would that happen?

Many (most?) of the children and staff will probably be coming from communities to the north, west, and south of the location, not necessarily from Evanston. That means that the cars delivering them will be using Gross Point Road and Old Orchard Road, where the traffic is already heavy and often backed up. (And if you don't believe me, try driving those streets between 7 and 9 a.m. and again in late afternoon.) And when traffic gets backed up, drivers start to look for short cuts and alternatives. That means that they will be using the last two blocks of west Central Street, Greeley Avenue, and the 2500 block of Princeton Avenue. That puts them into the heart of our (Hillside) neighborhood. Major Problem: OUR NEIGHBORHOOD DOESN'T HAVE SIDEWALKS! We have many children, playing, riding bikes, and skating. We have more dogwalkers than could be counted and just simply people out walking for exercise. All that is done in the street! Increased vehicular traffic would be accidents waiting to happen, not to mention destroying the tranquility of our neighborhood for people just wanting to enjoy their yards and houses. (My house is on the NW corner of Central and Princeton at the end of Central, Greeley deadends at my side yard, and all blocks of Princeton are in my purview. So I know already existing traffic patterns and usage.)

I am a retired ETHS teacher, have lived in Evanston since 1968 and in my house for 54 years. I care deeply about my community and my neighborhood. Please, I beg of you, do not allow Kensington School to destroy our (Hillside) neighborhood.

Mary S. Kurz

Land Use Commission Public Comment

**Formstack Submission For: Land Use Commission
Public Comment**

Submitted at 01/13/26 12:25 PM

Name: Craig McClure**Address of
Residence:** 2507 Princeton Ave**Phone:** (847) 513-2595**How would you
like to make your
public comment?:** Written (see below)**Provide Written
Comment Here:** As a supplement to the comments that I have already submitted regarding the proposed Kensington School at 3434 Central St, I am submitting two videos that I uploaded to YouTube after sitting outside the Kensington School location in LaGrange late in the afternoon on 9/12/2025.<https://youtu.be/7HcU5MnnS3Y><https://youtu.be/L4KhunTW0IA>

While these do not appear to have hyperlinked, the links can be copied / pasted in a browser for viewing.

As the videos show, many parents picking up their children at LaGrange, did not bother to pull into the parking lot. They simply parked on either side of the street while they ran into the building.

As I mentioned in my earlier comments, this points out that an entrance to the parking lot that can only be accessed from the East will not

address the traffic problem throughout the neighborhood that this proposed business in a residential community would create.

**Agenda Item (or
comment on item
not on the
agenda):**

3434 Central St | 25PLND-0021

**Position on
Agenda Item:**

Opposed



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Intellistack, [50 South Steele Street, Suite 500, Denver, CO 80209](#)

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com>
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org

Wed, Jan 14, 2026 at 11:46 AM

**Formstack Submission For: Land Use Commission
Public Comment**

Submitted at 01/14/26 12:46 PM

Name: Milton Rand**Address of
Residence:** 2538 Wellington Ct**Phone:****How would
you like to
make your
public
comment?:** Written (see below)**Provide
Written
Comment
Here:** Re: 3434 Central St, 60201 :: 25PLND-0021

General Conditions

While Evanston clearly needs more daycare options, as a neighbor adjacent to the development I am very concerned about the impact of this development in terms of traffic, emergency vehicle access and environmental conditions.

Emergency Traffic

This section of Gross Point Road is a critical emergency vehicle route to Skokie Hospital Emergency by ambulances and police for all of Northwest Evanston. Additionally, it is clear from sirens that the Alden Estates of Evanston rehab center is serviced by ambulances frequently. Access by emergency services to both these critical health care facilities could be impaired to the point that no amount of emergency stoplight signal control would help.

Traffic Study

The provided traffic study was from ONE DAY in 2022, during the pandemic. While they claim to have increased the traffic counts to account for the pandemic, a base line of one survey day is inappropriate. Because of the survey during the pandemic, there were no busses recorded, yet there are several bus routes that transit these intersections. The traffic study does not call out emergency vehicles. The survey is not indicative of current conditions. In light of these study limitations I recommend that a revised traffic study should be performed before approval.

I note that the current study does NOT correctly state the conditions for Wellington Ct. It is a private street that supports 91 residences. The reported accident counts were primarily during the COVID Pandemic and as such should not be relied upon as accurate. The traffic analysis should take emergency vehicle traffic into account.

Daycare drop offs and pickups are necessarily clustered in the morning and evening. Even if the daycare staggers classes, families with multiple children must make arrangements for a single drop off. This increases the traffic adjacent to an already VERY complicated six-way intersection mornings and evenings, at a time when traffic levels are already high. Additionally, this exit is planned to be immediately across from the northern exit to North Pointe's Wellington Court egress onto Gross Point Rd which is one of two primary exits for the parking for 91 residences. Approved construction of 11 townhomes farther east on Central will also increase traffic counts.

Any proposed change to the driveway aisle width will not address traffic flow issues and may exacerbate congestion.

The traffic study indicates that there would be no or minimal building use evenings and on weekends. Where/How will parents park for the inevitable holiday or end of year events? It has been said that the existing church will use the building on weekends and perhaps evenings. This ought to be discussed and clarified prior to approval.

Environmental Concerns

I raise environmental concerns about the impervious surface exemption requested. This will force more untreated storm water into the storm sewer system, potentially overloading the system downstream and causing additional water treatment load on the storm system. With potentially increased storm levels forecast due to global warming, it is clear this is not a good decision. The roof surface area of the projected structure is greater than the current one. Also, the covered surface of the entire lot is much larger than current, as they are replacing grassy areas with structures or pavement. A minimum suggestion would be for them to have permeable pavement along with adequately sized storm water retention to capture and slowly release roof and parking runoff.

Zoning Consistency

It feels abusive to the long time adjacent building owners and residents to reduce (or eliminate) the code-mandated transition strip. Eliminating this transition strip is just one of several Site Development Allowances proposed by the applicant. All these requested variances create precedents that the applicable commissions and the City Council would find challenging to reverse in the future. We have a cohesive set of zoning regulations for a reason and, when they are ignored, they might as well not exist.

Summary

At the same time, the existing church congregation has dwindled to the point where their regular maintenance has been difficult. They don't have a building that they can afford to keep as-is. Having a for-profit day-care would transition the property to a taxable entity and that could be good for Evanston, but unfortunately the current proposal is not the right solution.

This is clearly a complicated decision for the commission. I urge them to reject this proposal until the above elements can be analyzed and resolved to the commission's satisfaction.

Milton "Tim" Rand
[2538 Wellington Ct](#)
Evanston, IL 60201

**Agenda Item
(or comment
on item not on
the agenda):**

3434 Central St, 60201 :: 25PLND-0021

**Position on
Agenda Item:**

Opposed



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Land Use Commission Public Comment regarding Kensington day care development proposal

Submitted January 14, 2026 by the First Williamsburg Corporation

First Williamsburg Corporation is a 12-unit 3-building housing co-operative association directly south of the proposed Kensington School development, located at 2538-2548 Gross Point Rd., Evanston, IL.

First Williamsburg Corporation opposes the Kensington day care development proposal. In addition to the objections cited by Amy Hauenstein et al, which First Williamsburg Corporation wholly supports, we object to the proposed development for the following reasons:

- First Williamsburg Corporation faces Gross Point Rd, and already observes frequent traffic backups, near-miss accidents, and accidents. In the event of a large day care center, the amount of automobile traffic will be far higher than Kensington estimates, resulting in daily dangerous conditions for pedestrians, other cars, and overburdening of surrounding streets and parking.
- The site plan does not have adequate space for First Williamsburg vehicles to get in and out of the co-op parking spaces. Additionally, emergency vehicles such as ambulances and fire trucks will have dangerously inadequate space to maneuver to get access to the rear of the three First Williamsburg buildings in the case of emergencies.
- Kensington School has shown little concern for the needs and concerns of First Williamsburg Corporation and other neighbors, which does not inspire confidence in their future conduct as a neighborhood business.
- Kensington day care will not be serving primarily Evanston, instead serving those from wealthy North Shore suburbs, and so will strain the local infrastructure while bringing no actual value to the neighborhood.
- The traffic expert that Kensington hired to make an assessment based his opinions primarily on his experience over his career, rather than making an objective traffic study backed up by detailed counting of vehicles over a period of hours, at appropriate times of day (e.g. during rush hours, etc.) and in all relevant intersections.

Peter Roothaan
President, First Williamsburg Corporation
January 14, 2026

Public Comment Regarding Proposed Kensington School Special Use

January 10, 2026

To the Evanston Land Use Commission,

I submit this comment for inclusion in the public record to formally oppose the proposed Commercial Daycare (aka Kensington School) development at 3434 Central Street. My opposition is based on land use compatibility, scale and intensity, traffic and parking impacts, environmental consequences, and inconsistencies with adopted City plans. These concerns are informed by direct experience as a former parent of a nearby, comparably sized early childhood education center, as well as documented operational realities from facilities of similar enrollment and staffing profiles operating within the same market context (please see Appendix A).

This comment focuses on whether the proposal, as submitted, meets the standards required for a Special Use approval. In my assessment, it does not.

1. Land Use Compatibility and Intensity

The proposal introduces a high-intensity commercial daycare operation into a residential corridor characterized by low-scale development, pedestrian activity, and adjacent multi-family housing. Daycare facilities of the proposed size and enrollment function as regional destinations rather than neighborhood-serving uses. Their operational characteristics—extended daily hours, concentrated peak-period traffic, and frequent special events—are materially different from other uses typically deemed compatible with residential zoning districts.

The proposed building footprint exceeds 19,000 square feet. Comparable facilities serving similar or greater enrollment operate successfully within approximately 13,000–14,000 square feet while fully complying with Illinois DCFS requirements. The additional square footage in this proposal is attributable to oversized classrooms, expanded hallways, and discretionary common areas rather than regulatory necessity. This represents overbuilding, which directly increases land use intensity without a corresponding public benefit.

2. Traffic, Parking, and Operational Misrepresentation

The traffic and parking analysis underlying the proposal is based on incomplete and internally inconsistent assumptions.

Submitted projections reference a 10-classroom facility, while the architectural plans depict 11 classrooms. This discrepancy materially understates projected student enrollment, staffing requirements, daily vehicle trips, parking demand, and utility impacts. An 11-classroom facility would reasonably serve approximately 175–180 students at full enrollment.

Operational reality for a school of this size requires a minimum of approximately 33 on-site staff members to safely operate a 12-hour day, accounting for:

- Staggered opening and closing shifts
- Classroom ratio compliance throughout the day
- Float staff to cover peak enrollment periods
- Mandated staff breaks
- Administrative leadership and front-desk coverage
- Food service staff required under Illinois regulations

Staffing projections limited to DCFS licensing minimums do not reflect actual operational needs and are not a valid basis for traffic or parking analysis.

The proposal combines staff and parent parking into a single, undersized supply and relies on a “one space per 15 children” formula. In practice, this approach does not function at peak periods. Drop-off and pick-up require parents to park, enter the building, and escort children to classrooms. These dwell times are extended in multi-story buildings and during winter months. Insufficient parking capacity results in vehicle queuing, spillback into adjacent streets, and congestion at nearby intersections—conditions that present clear safety risks to pedestrians and cyclists.

3. Environmental and Infrastructure Impacts

The proposed scale increases impervious surface area beyond what is operationally required, exacerbating stormwater runoff and localized flooding risk. Removal of mature trees and green space contributes to urban heat island effects and degrades air quality.

These impacts are not unavoidable. A smaller, code-compliant building footprint would materially reduce impervious surface, preserve existing vegetation, and lessen environmental harm. The proposal reflects a design choice to maximize building size rather than to minimize environmental impact.

In addition, a facility of this scale increases demand on water, sewer, and waste systems. Comparable centers routinely host special events—often monthly—that generate episodic surges in traffic, parking demand, and service usage. These impacts are not meaningfully addressed in the submitted materials.

4. Housing Policy and Comprehensive Planning

The site represents a significant opportunity cost with respect to Evanston’s adopted housing goals. Envision Evanston prioritizes efficient land use and housing opportunities within residential corridors. Converting this parcel to a large, for-profit, preschool-heavy daycare does not advance those objectives.

Market evidence indicates that unmet childcare demand in this area is concentrated primarily among infants and very young toddlers. Preschool and pre-kindergarten capacity is comparatively saturated due to existing providers and public school offerings. The proposed program mix does not meaningfully address documented childcare access gaps and does not justify the displacement of potential housing.

5. Neighborhood Character and Prior Review

The essential character of the surrounding neighborhood is residential, walkable, and low scale. Peak daycare operations are predictable, recurring congestion events that materially alter daily neighborhood functioning. This is not a transient or incidental impact.

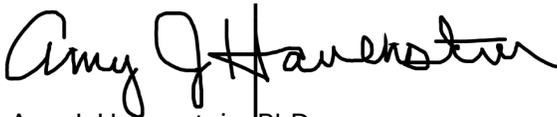
The Land Use Commission has previously declined to recommend approval of this project. The current resubmission reflects only marginal changes and does not address the core deficiencies identified in earlier review. Approval under these circumstances would be inconsistent with prior Commission judgment and with evidence-based planning principles.

Conclusion

Special Use approval requires accurate representations, demonstrated compatibility, and alignment with adopted plans. The proposed Kensington School development falls short on all three counts. The application understates operational impacts, overbuilds the site, and introduces a commercial-scale use incompatible with its residential context.

For these reasons, I respectfully urge the Commission to deny the requested approvals.

Sincerely,

A handwritten signature in black ink that reads "Amy J. Hauenstein". The signature is written in a cursive, flowing style.

Amy J. Hauenstein, PhD
3507 Central St
Evanston, IL 60201

Appendix A

Proposed Kensington School vs. Real-World Daycare Operations

This comparison shows that the proposal's staffing, parking, and traffic assumptions are not conservative, they are incomplete, and real-world daycare operations demonstrate materially higher impacts. *(Based on Comparable School Less Than 1 Mile Away)*

Category	Kensington Proposal (Submitted to City)	Observed Reality from Day Care Center of Comparable Size & Market and Disputed Information from Kensington Proposal	Why This Matters to Land Use Review
Total Classrooms	Reported as 10 classrooms in projections	11 classrooms shown on submitted floorplans	Underreporting classrooms understates students, staff, parking, traffic, and utilities
Student Capacity	Lower capacity implied by 10 classrooms	There will be closer to ~179 students with 11 classrooms	Higher enrollment directly increases traffic, parking demand, and service loads and is not accurately reported in the proposal
Staffing Levels	23 staff members projected	Minimum 33 staff required for safe, licensed operation to be approved by DCFS	Staff counts drive parking demand and daily trip generation. Proposal states staff will not be allowed to park in the parking lot - increased parking in community will result
Staffing Assumptions	Stated that is based on DCFS minimum licensing ratios only	Must include floaters, breaks, staggered shifts, management, kitchen staff	Omitting support staff produces inaccurate traffic and parking projections and it incorrectly projects an image of lessened impact to neighborhood

Category	Kensington Proposal (Submitted to City)	Observed Reality from Day Care Center of Comparable Size & Market and Disputed Information from Kensington Proposal	Why This Matters to Land Use Review
Operating Hours	12-hour day implied	12-hour days require multiple shifts and overlap	Shift overlap increases simultaneous staff presence and is not reported in the proposal
Parking Spaces (Total)	35 spaces total (staff + parents combined)	Other day care facilities require separate parent and staff lots and still experience congestion	Combined parking underestimates peak demand
Parking Formula Used	1 space per 15 children	Discussion with comparable business confirms formula does not work in practice	Parking formulas ignore peak arrival behavior
Parent Parking Demand	Minimal waiting times implied	21 parent-only spaces still insufficient at peak	Drop-off congestion spills into streets and intersections
Staff Parking Demand	23 staff spaces assumed	It is approximated that 44 staff will be employed at Kensington ; off-site parking still required	The significantly understated staff numbers in proposal imply less impact on the neighborhood. Staff parking displaces parent parking and that will spill into neighborhood streets

Category	Kensington Proposal (Submitted to City)	Observed Reality from Day Care Center of Comparable Size & Market and Disputed Information from Kensington Proposal	Why This Matters to Land Use Review
Drop-Off/Pick-Up Peaks	Modeled as manageable	7:15–8:50 AM and 4–6 PM are high-stress congestion periods	Peak congestion aligns with commuter traffic. Parents are required to exit vehicles, enter school, sign-in and biometrically scan child. Cars will be backed up waiting for parking lot, and will, therefore, spill into neighborhood causing heightened safety issues for neighbors and school children walking in the street due to lack of sidewalks
Traffic Controls	No dedicated turn lanes proposed	Comparable daycare requires turn lanes, forced turns, traffic management	Lack of controls increases safety risk

Category	Kensington Proposal (Submitted to City)	Observed Reality from Day Care Center of Comparable Size & Market and Disputed Information from Kensington Proposal	Why This Matters to Land Use Review
Traffic Study	Kensington reports that its independent study using data from 2016-2020 is still valid and reported only 10 accidents over 5-year period. Corner studied included a “private drive” into a condo development, not the critical intersections	Open Access study of traffic from 2025 disputes these numbers (see Appendix B – submitted in opposition of last application). 12-14 crashes in 2025 were reported, with even more suggested that weren’t reported to EPD. Intersection is 4th highest in crashes in Evanston.	Kensington misrepresents traffic numbers to suggest less impact on community.
Building Size	~19,000+ SF	Comparable schools serve <i>more</i> children in ~14,000 SF	Overbuilding increases impervious surface and environmental impact - it’s a design choice and not necessary to operation, therefore increasing land use intensity
Environmental Footprint	Not emphasized	Larger footprint means more runoff, less tree preservation	Environmental impacts are design choices

Category	Kensington Proposal (Submitted to City)	Observed Reality from Day Care Center of Comparable Size & Market and Disputed Information from Kensington Proposal	Why This Matters to Land Use Review
Events & Surges	Not addressed	Comparable day care centers have ~ 20 events/year which overwhelm parking and require off-site arrangements	Events compound traffic and service impacts. The omission of events suggests less impact on the neighborhood. If approved, there will be no recourse for neighbors when traffic increases again during off-peak hours (evenings and weekends)
Childcare Need Claim	Area described as underserved	Demand gap exists mainly for infants under 24 months , not preschool	Proposal does not align with actual community need - 14-day cares are within three miles of this location. Additionally, city of Evanston is closing schools due to under enrollment.
Neighborhood Compatibility	Framed as community-serving	Daycare traffic is commercial in scale , not residential	Impacts daily quality of life. Cost of Kensington childcare is not in line with the average cost of homes in the neighborhood.
Accuracy of Projections	Presented as complete	Kensington proposal has systematic undercounting in its proposal	Planning decisions rely on accurate inputs

Category	Kensington Proposal (Submitted to City)	Observed Reality from Day Care Center of Comparable Size & Market and Disputed Information from Kensington Proposal	Why This Matters to Land Use Review
Zoning Use and Housing	Proposal presents existing land is not suited for housing and states that multi-family housing is not allowed in R2 zoning.	Envision Evanston 2045 is seeking to change zoning in R2 to include allowing duplexes, triplexes, and fourplexes on lots currently zoned for single-family homes	Plot of land in this proposal is adjacent to a Co-op development which includes affordable housing. Neighborhood would be improved with more housing of affordable or reasonably priced homes (single or multi-family) , housing would attract more families to attend city schools and return property tax income to city.

Appendix B

Public Comment for City Land Use Committee

Submitted by Amy J Hauenstein and Jason A Gocek, 3507 Central St Evanston, IL 60201 on June 24, 2025

Subject: Traffic Safety Concerns Related to Proposed Kensington School Development

Summary of Concern:

We submit this statement as residents of Evanston to formally express concern about the traffic and safety implications of the proposed Kensington School development near the intersection of Gross Point Road, Crawford Avenue, Central Street, and Ridge Avenue.

1. Intersection Safety and Existing Risk Profile

The six-way Gross Point–Crawford–Central–Ridge intersection is already one of the most complex and hazardous intersections in Evanston. Its irregular geometry, high vehicle speeds, and lack of adequate pedestrian infrastructure make it unsafe for all users, particularly pedestrians, cyclists, and school-aged children.

Recent traffic data¹ highlights the growing danger at these and surrounding intersections:

Intersection	Reported Crashes (2023)	Reported Crashes (2024)	Reported Crashes (1H 2025)	Notable Incidents / Notes
Ridge & Lake Street	~18	~20	~9	Frequently listed on HSIP radar; ongoing signal upgrades
Ridge & Church Street	~17	~19	~8	Corridor safety project underway
Ridge & Emerson Street	~15	~16	~6	Rollover and angle crashes reported
Gross Point–Crawford–	~10–12	~12–14	~6	April 2025 crash into Subway; notable

¹ These data are drawn from multiple publicly available sources, including:

1. **Evanston’s open data portal**—the “Evanston Traffic Crashes” dataset provides records of all reported traffic crashes from October 2016 to the present, including location, date, and contributing factors <https://data.cityofevanston.org/pages/about-evanston-open-data>
2. **Evanston Police Department Annual Reports** (2023, 2024) and associated HSIP safety updates—these include yearly crash totals for major corridors like Ridge Avenue (e.g., Lake, Church, Emerson) evanstonroundtable.com+2cityofevanston.org+2dailynorthwestern.com+2.
3. **Local government and enforcement documentation**, such as City of Evanston traffic safety presentations and HSIP redesign summaries, which detail intersection-specific crash counts (e.g., Ridge & Lake seeing 26 crashes in 2017 reduced to 11 in 2018 and 7 in 2019 after signal upgrades) evanstonroundtable.com+1dailynorthwestern.com+1.
4. **News reports and official bulletins**, including coverage of specific incidents like the April 2025 crash at Central & Crawford and bicycle collisions at Sheridan & Keeney in June 2025—these provide qualitative context for recent mid-2025 data.

Together, these sources inform the estimated crash counts and incident summaries in the table, reflecting both quantitative trends (data portal, annual reports) and qualitative notes (news, community feedback).

Central-Ridge				rise in community concern
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Note: These numbers represent only reported crashes. Residents routinely observe unreported collisions and near-miss incidents in this area.

2. Inadequate Traffic Impact Assessment by Developer

The Kensington School proposal underestimates key traffic contributors:

- The actual number of staff and enrolled children is likely higher than indicated.
- Each child typically involves at least two vehicular trips per day.
- The resulting traffic surge during drop-off and pick-up times (early morning and late afternoon) would exacerbate congestion and safety hazards at an already overloaded intersection.

3. Lack of Pedestrian Infrastructure

There are no sidewalks along Central Street and many adjacent cross streets. As a result, children, seniors, and pet walkers routinely use the street for foot travel. Increased vehicular volume and anticipated on-street parking from the proposed development would significantly compromise pedestrian safety and reduce access for emergencies, deliveries and services, and through traffic.

4. Children and School Commuting Patterns

This corridor is heavily used by school-aged children commuting to and from local elementary school via school bus, and middle and high schools via city buses. These vulnerable road users would be placed at further risk by a development that increases both traffic volume and turning movement complexity at the intersection.

5. Recommended Actions

Given the current safety concerns and anticipated traffic impact, we respectfully request the City to:

- **Require a full, independent traffic impact analysis**—conducted by a third-party firm not contracted by any developer—focused specifically on morning and afternoon peak travel windows across various weekdays.
 - **Pursuing infrastructure improvements**, including:
 - Dedicated turn lanes and clearer lane markings
 - Updated signal timing and intersection redesign
 - Installation of sidewalks and pedestrian safety features
 - Consideration of traffic calming measures to reduce speed and improve visibility
 - **Pursue residential development, such as affordable housing**, that is more compatible with existing community infrastructure. Unlike commercial daycare, which generates concentrated traffic during daily rush hours, affordable housing typically results in more distributed and nominal traffic increases, placing far less strain on high-risk intersections during peak travel times.
-

Conclusion

The proposed Kensington School development will intensify traffic hazards at one of Evanston's most complex and dangerous intersections. We urge the City of Evanston to place public safety and responsible planning at the forefront of its decision-making and to deny this proposal again.

Name (first and last)	Address of residence or property owned	Meeting date	Agenda Item (Property address or description of agenda item)	Position on Agenda Item (as applicable)	How would you like to make your public comment?	If you are providing a written comment, please leave here:	Are you representing yourself as an individual or speaking on behalf of a group?	Please name the group of people for whom you are the designated speaker.
Kathy Reid	Asbury ave Evan	1/14/2026	Special Use - Ry	Opposed	Written comment	<p>I wanted to express my strong objection for ANY approval of special use to increase the already increased events planned at Ryan field.</p> <p>The impact of the structure itself on the neighborhood is already substantial, and is massively imposing, compared to the original structure. But we are stuck with it now.</p> <p>However, there is no need to increase the burden that is disproportionately placed on residence around the stadium by increasing events. The light, sound and air pollution that is already experienced will be worse with events. Let alone increased traffic and congestion that we experience getting in and out of our homes on game days.</p>		
Larry Raffel	3509 Central Str	1/14/2026	3434 Central Str	Opposed	Written comment	<p>As a resident of Hillside Neighborhood, I am strongly opposed to the development of a Daycare Center/ School on the property designated as R2 Single Family Residential. There are currently 3 private Daycare Center/Schools within 1 mile of this property. And as the Evanston schools are closing because of decreased attendance, the last thing we need is a private school. Particularly on property zoned as residential.</p> <p>Hillside is a unique residential neighborhood of affordable homes in North Evanston where a young family can purchase a first time home and raise a family. The property at 3434 Central Street should be used for this purpose, as the current zoning indicates. Homes in Hillside rarely come on the market and when they do, they are quickly sold. Adding to the neighborhood housing stock should be a priority for the City of Evanston.</p> <p>Kensington School is clearly an inappropriate use for this property. It is way too large and the traffic use it will bring to an already dangerous intersection presents a very real hazard to the families that call this neighborhood home. Simply by asking for a Special Use and 6 Allowances, it is clear that this development is not appropriate for the site. We need more homes in this area, not a for-profit school. I strongly encourage the Commissioners to reject this application.</p>		
Jason Gocek	3507 CENTRAL	1/14/2026	Kensington Schd	Opposed	Written comment	<p>We live at 3507 Central St., directly across from the current Unity Church and proposed Kensington School. We are opposed to this proposal for a number of reasons:</p> <ol style="list-style-type: none"> 1. The proposed new exit/entrance on Central would be almost directly in front of our house. The high volume of additional traffic would be a nuisance to say the least, with vehicles turning in both directions and queuing up on Central. 2. We have two children who have attended daycare facilities in both Wilmette (Goddard) and Evanston (Baker). Pick up and drop off times are a traffic nightmare at both of these, and would likely be the same at a large facility directly adjacent to a busy three-way intersection and condo complex. 3. The sidewalks on the North side of Central are directly adjacent to the street and smaller than normal. These sidewalks become effectively unusable during times of snowfall when they get plowed over, forcing residents including children to walk in the street. A massive influx of traffic would be a danger to every pedestrian on that stretch of Central St. 4. The Gross Point/Central/Crawford intersection is a busy one with tight spaces and complicated traffic light patterns. It's a major thruway for emergency vehicles and ambulances as well. I've personally witnessed three different accidents at this intersection in the last 2 years alone. Adding a high volume of new traffic to this intersection is a bad idea. 		
John H. Morrison	2550 Princeton A	1/14/2026	Kensington Schd	In favor	Written comment	The urgent need for taxpaying property use in Evanston outweighs claimed traffic nuisances.		
Mike Murray	3530 Hillside Rd	1/12/2026	Kensington Schd	Undecided	Written comment	For the Kensington school proposed on Central Street in Evanston, I am not against it as long as traffic comes and goes from Gross Point as opposed to Central. Central Street does not have sidewalks, we walk with our dogs and children right in the street, which will put me in direct conflict (hopefully just figuratively) with the fleet of parents driving giant SUVs that will be heading to this school.		
Sharon Meyers	1123 HULL TER	1/14/2026	Kensington Schd	In favor	Written comment	I am in full support of Kensington School to be built and operational on the current Unity on the North Shore property, as education is so crucial to the future of our community, the owner is committed to our community in a responsible way, and further, because a school suits the legacy of the Unity Church as a place of learning that enhances the neighborhood.		
John Metzger	2551 Princeton A	1/14/2026	Kensington Prop	Opposed	In person		Self	
Gary Auerbach			Ryan field	Opposed	Written comment	I am writing about the soccer teams proposal for a unique use permit for the new Ryan field. As reported the request is for 15 games per year for five years. There is way this can be considered as within the language of the applicable provisions of the city's zoning code and should be turned down. It's not only a commercial enterprise but also stretches the definition and application of the zoning code and jeopardizes Northwestern's tax exemption.		

Geny Khoury	1720 Maple Ave	1/14/2026	1710 Maple Ave	Opposed	Written comment	<p>I am strongly opposed to the relocation of Dogtopia to 1710 Maple Avenue just under our large residential building on 1720 Maple Avenue. Dogtopia is already a complete nightmare at its current location at 900 Clark St, a stretch that I try to completely avoid when possible.</p> <p>There are always numerous illegally parked/double parked cars in front of it as owners drop off/pick up their dogs. Walking on the sidewalk in front of the building one is bound to be assaulted by an out-of-control dog leaping to or from the front entrance of the business as owners fail to control their pets and excessive barking and aggressive behavior from dogs is a daily occurrence.</p> <p>However, the current location is at least not downstairs from one of the largest residential buildings in Evanston, which is what the current proposal aims at.</p> <p>We already have a problem with parking in front of the building and visitors to other nearby businesses using the flashing zone spots designated for our building. Additionally our sidewalk/entrances are quite busy at all times of day with residents and deliveries entering and exiting.</p> <p>Adding dogs bounding into and out of cars and up and down the sidewalk at all times of day will create a safety issue and a significant disturbance for the residents our our building, especially those on the lower floors and facing Maple Avenue. The noise generated from Dogtopia, including incessant barking during the day and even night for dogs who are boarded there overnight, will greatly impact the quality of life and experience for residents in our building. Please find a more appropriate location for this business.</p>		
Jimmy Mak	1720 Maple Ave	1/14/2026	The Land Use Co	Opposed	Written comment	<p>I am concerned that Dogtopia will increase traffic volume and affect pedestrian safety. Residents of the OptimaView community live directly above the proposed dog kennel. If the dogs are left outside at night, away from their homes, they may become anxious and bark incessantly, creating noise pollution. Furthermore, the dogs may carry unknown viruses, posing a health risk to residents.</p>		
Michael Marin MSW,RI	1720 Maple		Dogtopia not app	Opposed	Written comment	<p>I am strongly opposed to the relocation of Dogtopia to 1710 Maple Avenue just under our large residential building on 1720 Maple Avenue.</p> <p>As a Public Health Masters Nurse this is a terrible idea :(it's a very congested area to begin with & there are vulnerable populations that need walkers & assistance with ambulation to get in & out of the 1720 Maple building. Having excitable dogs in transition keeping for the same space will result in dire -outcomes. Furthermore , it's inhumane to the animals as well to place them in real estate that was designated as a bank with poor amenities for our 4 legged animals. (No outdoor walking paths) please reconsider this idea which will result in unintended consequences for all.</p>		
Lori Willer	205 Ridge Rd, W	1/14/2026	3434 Central, Ev	In favor	Written comment	<p>I am writing in support of the Kensington School development. I believe this project will be beneficial to Evanston in several important ways:</p> <p>It will return Unity's property to the city's property tax rolls (as a church, the property is currently tax-exempt).</p> <p>Kensington School designs aesthetically pleasing buildings that fit well within surrounding neighborhoods.</p> <p>Traffic studies show minimal impact to the neighborhood, and the overall benefits outweigh the limited traffic footprint.</p> <p>Quality childcare is a necessary and much-needed service for our community.</p> <p>The project will create new jobs, including both construction and childcare positions.</p> <p>Furthermore, I am a member of and have been attending Unity Church of the North Shore regularly since 2003. We do not currently have enough members to sustain such a large building. It has long been time for us to sell this property and move to a smaller space. Selling this property to the Kensington School development is the right answer for everyone involved.</p>		

						<p>Dear members of the Land Use Commission,</p> <p>My name is Leslie Brown and I have lived directly across the street from the proposed planned development for Kensington Day Care for almost 20 years. I oppose this proposal, full stop.</p> <p>For every planned development proposal there must be compatibility with the city's adopted Comprehensive General Plan. Of the many items that must be considered, I will address a few that are critical to me:</p> <p>-Land use intensity -Traffic impact and parking -Community Engagement</p> <p>Land use intensity and traffic Most of our neighborhood streets have no sidewalks. If they do, the sidewalk, on only one side and 30 inches in width, is a fraction of the size of regular sidewalks. Every day our children walk in the street to get to and from school and public busses, people walk their dogs in the street, and folks with mobility challenges are forced to use the street because the sidewalk, if available, is inadequate to their needs.</p> <p>The proposal suggests there will be 165 kids and 28 employees (those numbers of staff to student ratio would not get approved by DCFS so it's being underreported to suggest less impact). If we add to these numbers service vehicles to handle catering and garbage, we are looking at 300-400 cars and trucks per day from Kensington in a neighborhood that has never seen that number of vehicles.</p> <p>This is so enormously unsafe when you add in the thousands of cars that race around the turn from Gross Point Road, and the fact that Kensington has only been granted a possibility of a right turn in and right turn out parking lot off of Gross Point Rd. In order to turn right into Kensington's parking lot, folks coming from south will use our back streets to access the parking lot from the north. Also, if IDOT doesn't approve the access from Gross Point, what then? Move everything to Central?</p> <p>The traffic study included in Kensington's proposal is from 2016-2020 and states only 10 accidents occurred over five years at the corner of Gross Point and Wellington Court (a street that serves only a condo development across from the proposed project). This traffic study is, quite frankly, a joke, and to suggest that engineers still stand by the numbers in its current state is unsafe and questionable. Their study completely neglects the major roads of the intersection.</p> <p>A traffic study from Northwestern in 2025 (which will be submitted to the commission), shows this intersection as having 12-14 accidents in 2024, and being on track to exceed that in 2025. That's at least 1-2 per month, significantly higher than what Kensington purports. Add to that the congestion from the Kensington proposal, and it's a significant increase which will lead to many more accidents putting community members in unsafe conditions.</p> <p>Community Engagement I want the church to be able to sell and get out from underneath whatever debt they've incurred. I am not a naysayer to just be a naysayer. But this current proposal is problematic on so many levels - many of the "facts" stated in the proposal are inaccurate and under reported.</p> <p>If the church had taken the time to engage stakeholders, another element of the Comprehensive Plan, we could've been helpful in many ways. I reached out several times to Kurt at the church and was told he couldn't speak to me on the advice of his attorney. If asked, we would have encourage a proposal for housing - something Evanston sincerely needs.</p> <p>Kensington lists in their proposal they have also engaged with the community, but in the five years they've tried to submit their proposal, the only example they can state is a letter that was dropped off at houses in 2025. In fact, those were left at homes on Princeton. No one across the street from the church on Central received these letters.</p> <p>As a result of everything above, and so much more not listed in this letter, we now have a proposal that negatively impacts our community.</p> <p>Please don't recommend it for approval.</p> <p>Thank you, Leslie Brown 3517 Central St.</p>		
Leslie Brown	3517 Central Str	1/14/2026	Kensington Schd	Opposed	Written comment			
Constance E. Porteous	3600 Central Str	1/14/2026	3434 Central Str	Opposed	In person		Self	
						<p>I oppose the proposed relocation of Dogtopia to 1710 Maple ave. due to significant concerns about traffic congestion and pedestrian safety.</p> <p>Traffic: The loading zone in front of our building has only two spaces and is already operating beyond capacity. On a typical day, we receive more than 75 package deliveries, along with frequent food and flower deliveries, rideshare and taxi activity, and ongoing drop-offs and pickups for the neighboring Northwestern Medicine facility, which operates until the evening. In addition, nearby theaters, Sky Zone, restaurants, and shops generate heavy evening traffic. As a result, vehicles often stop illegally with hazard lights, creating backups to the garage entrance. Clark Street already experiences similar congestion from dog daycare traffic, and adding another such operation would substantially worsen conditions.</p> <p>Pedestrian Safety: We share sidewalk entrances with 1710 Maple Avenue, and many residents are elderly or children. As a parent of a 5 years old girl, I am extremely concerned that the presence of excited dogs during pickup times would increase safety risks to my daughter and others on already crowded sidewalks.</p>		
Ata Tafaghodijami	1720 Maple Ave.	1/14/2026	1710 Maple Ave.	Opposed	Written comment			

Nick Evans	1720 Maple Ave	1/14/2026	1710 Maple Ave	Undecided	Written comment	<p>I am a resident in Optima Views, which surrounds the 1710 Maple Ave location.</p> <p>I have two issues with the application for a kennel here:</p> <ol style="list-style-type: none"> 1. Noise: we have a residential unit directly above this space, and inadequate understanding of the proposed noiseproofing solution. 2. Parking: the packet suggests converting one parking space to additional temporary/loading parking. This is inadequate. <p>The packet does not explain Dogtopia's soundproofing proposal for the space in detail. This is obviously critical to understand and be adequate.</p> <p>I would have to oppose this special use without further details on this and remediation -- we have a resident who is going to suffer immense harm if the soundproofing is not adequate, "especially" given they offer overnight boarding for dogs.</p> <p>The temporary parking in front of Optima Views is already overburdened. By noon, I usually see it fully-utilized by delivery drivers and service companies. Just last week I was going out for a walk around 12:10 PM and noted a Comcast van double-parked next to another Comcast van.</p> <p>I regularly see delivery drivers double-parking in the early evening to drop off food, or Fedex trucks double-parked for lack of anywhere else to be.</p> <p>Dogtopia will exacerbate this problem. The proposal of converting one paid spot is inadequate. I would suggest converting way more, including some spots on the other side of the road, in front of Blick/Cozy, to increase temporary parking capacity where it's most-needed.</p> <p>I really don't want to see Evanston lose Dogtopia, but the risk of putting a kennel directly below a residential unit with an already-overtaxed temporary parking area is large. These risks can be overcome, but I need to see more detail from both the applicant & city about how these issues would be managed.</p> <p>Thank you.</p>		
Constance E. Porteous	3600 Central Str	1/14/2026	3434 Central Str	Opposed	Written comment	<p>The Kensington Daycare proposal for 3434 Central Street.</p> <ol style="list-style-type: none"> 1. I have lived at 3600 central street for over 50 years. The intersection at Central and Grosse Pointe Rd. has been dangerous for pedestrians for a long time as drivers ignore the street signs. Many neighbors have stated the dangers. The proposed Kensington Daycare would add more heavy traffic to the area. Parents of 179 children, dropping off and picking up will take place at the same time as high traffic times for the Crawford, Central and Grosse Pointe intersections. 2. Then add the traffic of food delivery vans, garbage trucks to pick up the refuse from infant and toddlers diapers as well as from food stuffs and activity remnants. 3. This is an area where families with their children and dogs walk in the street as there is no real side walk. The additional traffic would be hazardous for all. 4. As a former early childhood educator and director, there is a lot that has not been mentioned in staffing i.e. on-site director, nursing staff, kitchen staff, the floaters to relieve staff and for a music teacher(?). Furthermore there are at least 14 early childhood programs in the area, some daycare, some preschools. 5. This may seem like a neighborhood saying not in my backyard (NIMBY), but it is looking to the future for affordable housing to bring families with children to OUR SCHOOLS! <p>As Envision Evanston has emphasized, the need for affordable housing is prominent and this location would be best for attracting developers to construct housing that fits the neighborhood and the needs of the community as a whole.</p>		
Kurt Condra	1516 Hinman Av	1/14/2026	3434 Central St.	In favor	Written comment	<p>As an Evanston resident since 2010, when I moved here to serve as Senior Minister of Unity on the North Shore, I offer this comment both as a neighbor and as a community leader.</p> <p>Unity on the North Shore made the difficult but responsible decision to sell our property after careful discernment. The building no longer serves our ministry needs or reflects a sustainable financial future. In choosing to sell, we committed ourselves to stewarding our resources wisely and to seeking a buyer who could honor and extend our legacy.</p> <p>Unity, as a spiritual movement, was founded as an educational organization devoted to teaching principles drawn from the life and teachings of Jesus—universal spiritual principles that empower people to live abundant, prosperous, and meaningful lives. When Kensington's offer emerged, we recognized a strong alignment with that legacy. Kensington's mission to provide children with a solid educational foundation supports the same values of growth, engagement, well-being, and community connection that have long defined our presence in Evanston.</p> <p>This proposal also offers tangible benefits to the city. The property would return to the tax rolls, contributing to city revenues. Kensington has demonstrated experience integrating thoughtfully into residential neighborhoods, and the project would generate new jobs in both early childhood education and construction.</p> <p>For these reasons, I believe this transition serves both our congregation and the broader Evanston community well.</p>		
Alla Radunsky	1720 Maple Ave.	1/14/2026	Proposal to move	Opposed	Written comment	<p>Moving the dog daycare and kennel to 1720 Maple will create multiple significant issues for the residents of the Optima Views (1720 Maple):</p> <ul style="list-style-type: none"> - increased traffic and overuse of the only 2 Optima's loading zone spaces that are already being illegally used by the businesses located on our block; - barking noise during the day, but especially from dogs left overnight. It would not only be disturbing to the Optima residents whose units are located directly above that space, but will also easily carry throughout much of the building; - safety of the Optima residents (especially the older ones) when they walk or stand near the building's entry and are 'forced' to interact with dogs being dropped off at and picked up from the kennel <p>Please do NOT allow to move Dogtopia to 1720 Maple!</p> <p>Thank you!</p>		

Kathy Leoni	3253 Central St	1/14/2026	Sale of 3434 Central St	In favor	Written comment	<p>Here are my comments regarding the sale of 3434 Central St. to Kensington:</p> <ol style="list-style-type: none"> 1. Back in I think it was 2023, City Council members voted to spend \$3 million dollars to attract and promote business (as part of Evanston Thrives). The City doesn't have to spend any money to attract this business. 2. Puts the property back on as a revenue source. As a church, this property is currently tax exempt. 3. Brings construction and long term jobs to the area. 4. Kensington will have a long term vested interest in the area/neighborhood for years to come. It also has a strong track record of building aesthetically pleasing buildings. 5. Quality childcare is a necessary and much-needed service for our community. 6. My understanding is traffic studies show minimal impact to the neighborhood. <p>Thank you for listening, Kathy Leoni 3253 Central St, Evanston, IL 60201</p>		
John Nolan	1720 Maple Avenue	1/14/2026	1710 Maple Avenue	Opposed	Written comment	<p>As a property owner at 1720 Maple Avenue, I strongly object to allowing the Special Use permit for the property at 1710 Maple Avenue. This location is completely inappropriate for a property beneath a large and active residential property. (#1) The noise will disturb ALL of the residents located above 1710. (#2) Pedestrians (including many children and disabled people going to Northwestern Medicine located next door) on this busy street (across from restaurants, a theatre complex, and an exercise facility) will need to be especially careful as the dogs are not predictably trained for crowds of people. (#3) Parking on this stretch of Maple is already extremely dense/busy; there are no places for dog owners to drop off their dogs. This type of commercial use is only appropriate for a stand-alone or strip mall location (like Emerson & Ridge). PLEASE DENY THIS SPECIAL USE REQUEST.</p>		
Chris Oakley	3115 Thayer Street	1/14/2026	2737 Highland	Opposed	Written comment	<p>This was continued from November so the applicant can be present. In November the applicant's attorney referred to the applicant's children, who are the residents at 2737 not being able to make decisions on the applicant's behalf. The applicant does not appear to reside at the address, or in Evanston (per the application) and the basis for the variation is the applicant's mobility hardship. This is all ridiculous. If this is not dismissed as staff recommends, please require the applicant's driver's license AND a state issued Disabled Parking Placard for an Evanston registered vehicle (with wheel tax paid). It makes no sense to allow the permanent variation without such justification.</p>		
Amy J Hauenstein	3507 Central Street	1/14/2026	3434 Central Street	Opposed	Written comment	<p>I will email my comments. Thank you!</p>		
gary auerbach	412		Chicago Stars Use	Opposed	Written comment	<p>I wrote recently about the Chicago Stars application for Unique Use. I have now had an opportunity to review the application and accompanying documents. This proposal does not meet the requirements for a Unique Use, is a profit making venture, is in violation of the agreements and approvals granted by the City in connection with the Ryan rebuild and should be rejected in whole.</p>		
Brian	2538 Gross Point	1/14/2026	Kensington School	Opposed	In person		Self	
Catherine Lindner	3020 Hartzell Street	1/14/2026	3434 Central Street	In favor	In person		Self	
Lea Rajstein Hellmann	1720 MAPLE AVENUE	1/14/2026	A dog day care area	Opposed	Written comment	<p>A dog day care and kennel on 1710 Maple ave is a disastrous request! The drop off and pick up of over 100 dogs in a short interval will create issues of traffic. Lines of double parked cars and will block delivery vans. There are many elderly residents in the building. Dogs will create safety issues as dogs jump and tangle around. They will be a nuisances on our sidewalks and flowerbeds. There is a great concern of ODORS and NOISE that will affect condos above! Moreover, they intend to put dog refuse in dumpsters in the back. All of this will affect tremendously quality of life and property values in the building. It cannot be ignored the fact that there is a NorthWestern physical therapy center attached to 1710 Maple, where many patients are injured and need a safe and secured area to walk around.</p>		
Vincent Kwasniewski	1720 Maple Ave, Apt 2650		Special Use Permit	Opposed	Written comment	<p>I am vehemently opposed to granting this special use permit for Dogtopia. My opposition is principally due to what I know will be terrible vehicular traffic issues with all the drop-offs and pick-ups. Already, curbside drop-off/pick-up parking is inadequate with Enterprise Rental Car, resident drop-offs/pick-ups, and package delivery for our very large building (of mostly committed owners, not renters). Granting this permit will severely exacerbate this problem and result in Evanston becoming a less desirable place for people to reside, and certainly discourage people who might invest their own money in a condominium purchase at 1720 Maple Ave.</p> <p>There are other issues with dog waste... I'm sorry but not all pet owners have the courtesy to clean-up after their animals and dog urine will be unavoidable even for courteous pet owners. And, even after clean-up, the "residue" remains.</p> <p>I also share other residents concerns about barking right next to places where people live and waste disposal odors in the alley.</p> <p>Frankly, this move by the developer of the high rise across the street is a slap in the face of long-term residents and voters in this area. This developer has done NOTHING to accommodate the concerns of residents. Nothing. All the comments over the past two years have not even been addressed. They are just trying to cram through their development exactly how they want it. No compromise to accommodate legitimate concerns. And now, this. Approving this special use permit is not an act in the best interest of your constituents. Personally, my vote is riding on this decision.</p>		
Peter Roothaan	2544 Gross Point	1/14/2026	Kensington	Opposed	Written comment			