



LAND USE COMMISSION

Wednesday, January 26, 2022

7:00 P.M.

Via Virtual Meeting

AGENDA

As the result of an executive order issued by Governor J.B. Pritzker suspending in-person attendance requirements for public meetings, members of the Land Use Commission and City staff will be participating in this meeting remotely.

Due to public health concerns, residents will not be able to provide public comment in-person at the meeting. Those wishing to make public comments at the Land Use Commission meeting may submit written comments in advance or sign up to provide public comment by phone or video during the meeting by calling/texting 847-448-4311 or completing the Land Use Commission meeting online comment form available by clicking [here](#), or visiting the Land Use Commission webpage, <https://www.cityofevanston.org/government/land-use-commission>, clicking on How You Can Participate, then clicking on Public Comment Form.

Community members may watch the Land Use Commission meeting online through the Zoom platform:

Join Zoom Meeting

<https://us06web.zoom.us/j/89142944948?pwd=NjlFaFMvMzkvL280OTZPVVNzN1FVUT09>

Meeting ID: 891 4294 4948

Passcode: 925892

One tap mobile +13126266799,,89142944948# US (Chicago)

Dial by your location +1 312 626 6799 US (Chicago)

- I. CALL TO ORDER
- II. RECEIPT OF OCTOBER 27, 2021 PLAN COMMISSION DRAFT MEETING MINUTES (No action taken)
- III. RECEIPT OF DECEMBER 21, 2021 ZONING BOARD OF APPEALS DRAFT MEETING MINUTES (No action taken)

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

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

IV. APPROVAL OF MEETING MINUTES: January 12, 2022

V. NEW BUSINESS

A. Public Hearing: 1732-34, -40 Orrington Avenue Planned Development – 21PLND-0090

John Carlson, Trammell Crow Chicago Development, Inc., applicant, submits for a Zoning Map Amendment and a Special Use for a Planned Development to construct a 10-story mixed-use building with approximately 4,120 square feet of ground-floor retail and approximately 122,100 square-feet of office/laboratory space, and 35 enclosed parking stalls. The applicant requests to amend the current zoning district of the subject property, D2 Downtown Retail Core District (Section 6-11-3 of the Evanston Zoning Ordinance), to D3 Downtown Core Development District (Section 6-11-4). The applicant also requests site development allowances in the D3 district for: 1) a FAR of 7.0 where 4.5 is permitted and up to 8.0 can be requested; 2) a ziggurat setback of 6.4 feet to 11 feet where a minimum of 40 feet is required at the building height of 32 feet along Orrington Avenue; 3) a height of 149.5 feet where 85 feet is allowed and up to 170 feet can be requested; and 4) 35 on-site parking stalls where a minimum of 211 is required. The applicant may seek and the Land Use Commission may consider additional Site Development Allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a recommendation to the City Council, the determining body for this case.

VI. COMMUNICATION

VII. PUBLIC COMMENT

VIII. ADJOURNMENT

The next meeting of the Evanston Land Use Commission will be held on **Wednesday, February 9, 2022, at 7:00 pm, via the virtual meeting platform, Zoom**. Login information will be provided on the agenda posted in advance of the meeting.

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

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MEETING MINUTES

PLAN COMMISSION

Wednesday, October 27, 2021

7:00 P.M.

Evanston Civic Center, 2100 Ridge Avenue, James C. Lytle Council Chambers

Members Present: George Halik, John Hewko, Brian Johnson, Matt Rodgers, Kristine Westerberg

Members Absent: Jeanne Lindwall,

Staff Present: Meagan Jones, Neighborhood and Land Use Planner
Brian George, Assistant City Attorney

Presiding Member: Matt Rodgers

1. CALL TO ORDER / DECLARATION OF QUORUM

Commissioners Rodgers called the meeting to order at 7:00 P.M. Ms. Jones called the roll and a quorum was established. Commissioner Rodgers clarified that Chair Lindwall is recusing herself from this evening's agenda item and he will be acting as Chair for this meeting.

2. APPROVAL OF MEETING MINUTES: October 13, 2021.

Commissioner Westerberg made a motion to approve the meeting minutes of October 13, 2021. Seconded by Commissioner Halik. A roll call vote was taken and the minutes were approved, 5-0.

3. OLD BUSINESS

**A. Major Adjustment to a Planned Development –
1900 Sherman Avenue**

21PLND-0076

The Housing Authority of Cook County submits for a Major Adjustment to a Planned Development at 1900 Sherman Ave, previously approved by ordinance 109-O-20, to construct a 16-story residential building in the C1a Commercial Mixed-Use Zoning District. The applicant proposes changes to the following site development allowances: 1) a decrease in the number of dwelling units from 168 to 152, 2) a decrease in the number of below grade parking spaces from 37 to 25, and 3) a decrease in zoning height from 172 ft. 8 in. to 168 ft. 4 in.

Cecile McHugh stated that the proposed parking is not adequate. Staff determined that 88 spaces needed. The City recommends leasing additional spaces. HACC's analysis uses weighted analysis for E2 and The Link. Students at the Link do not need cars. The net new parking spaces are 2% of what is required. She added that The Link and Focus are in talks to develop the parking lot north of the Link. The E2 development is too far away from the site and too much street and alley crossing would be needed.

Clare Waistell stated she lives within 500 ft. of the site and she rebuts that the parking is adequate. The Zoning Analysis and the Applicant show that there is a need for more parking. She added that key fobs are needed to access parking at The Link and questioned access. She then questioned the accessible spaces and where staff will park, adding that there are 25 spaces for 152 new units.

Bruce Enenbach stated he has concerns regarding what is under consideration. He expressed that the developer is deciding what is under consideration and "the tail is wagging the dog" and nothing of something was discussed. He then stated that the changes proposed should lead to the zoning reverting back to R6 and that an independent structural analysis needs to be conducted.

Kiera Kelly explained that additional parking was found to be needed in the parking study. She then stated that the comparable buildings nearby, The Link and E2, are largely student living and questioned how those buildings were used versus the new building on Howard Street and the Avidor. She stated that it is not accurate to use the Perlman building to predict parking and there is a big assumption of bikes being used by seniors. She expressed that residents in the area would have to live with the consequences of approval of the development and urged the Commission to deny the proposal

Bill James of Camiros stated that there are a number of comments being made by people who are not experts. The applicant used a consultant, Gewalt Hamilton Associates, to conduct its study.

Dan Brinkman of Gewalt Hamilton Associates stated that there were preliminary discussions done with E2 and The Link to determine their need for parking. The study stated that 101 spaces would be needed which is greater than the 88 required by the City. He added that the site itself is under-parked.

Mr. James stated that the parking utilization is comparable and useful. Mr. Brinkman stated that the market rate is probably not but is accurate in terms of usage. It is helpful to have spaces nearby.

Mr. James stated that the request for continuance was granted for the purposes of discussing parking. Relevant information is what requested deviations from the Code are. The underground parking needed to be redesigned. Utilization in nearby buildings has been shown. There has been a deletion of 16 units which compensates for the loss in parking spaces. Mr. James added that the original approval provided a letter with a commitment from E2 to lease 50 parking spaces. The Link currently has up to 70 parking

spaces to lease. The applicant is compensating for the loss of on-site parking spaces with leased spaces. He added that there will not be a perfectly comparable building for this project.

Commissioner Westerberg inquired if the applicant had a chance to check the ratio of parking spaces to residents in other nearby senior spaces. Mr. Brinkman responded that The Link and E2 were the only properties consulted.

Commissioner Hewko asked if residents would be prohibited from obtaining on street parking permits as is done for other developments. Staff clarified that this was one of the conditions of the original approval and would carry over with the Major Adjustments.

Sue Loellbach asked that the Commission support the proposed changes. Both staff and other organizations have vetted the changes. She asked the hearing be brought to a close and the project move forward.

Ms. Kelly stated that caregivers are foreseen and it was mentioned that the applicant stated they would pay for the caregivers and asked if the agreement to cover the costs of caregivers to park would be put in writing as it could get expensive. Mr. James stated that HACC made a statement that spaces would be leased at The Link building. Mr. Brinkman added that there was no specific data on caregivers using spaces but that 23 visitor spaces were included as 101 spaces referenced in the parking and traffic study. Richard Monocchio, Executive Director stated that this information is not known but he did make the commitment that caregivers would not pay for parking if their agency did not cover that cost. Mr. James stated that this could be a condition that the Commission makes.

Ms. Kelly asked if undergrad dorm parking needs are similar to what is seen in a typical luxury building. Mr. Brinkman responded that there is not a lot of information on dormitory type parking, nor is there much information on parking demands for affordable units. Generally if a building is more than 5 or 6 stories the parking need is typically about half the number of units. National standards were used and there is not a ton of information on this specific use.

Ms. McHugh stated that there are errors in math and that it is not in question if The Link is a student dorm. There is a different utilization for students that live a few blocks away from their university from a TOD building. E2 matches the City's requirements for parking and the zoning analysis stated 88 parking spaces are required in addition to existing parking spaces.

Mr. James stated that parking demand varies from building to building. The Housing Authority will make sure that Perlman residents will have parking onsite or in the adjacent building. Residents of the new building will purchase parking either in the underground parking garage or nearby building and it is to the developer's advantage to make sure this parking is secured. Ample off-site parking is not a question as there are buildings nearby that have overbuilt parking and have more than they need. He added that the loss of 12

spaces along with the reduction of units by 16 does not change the original premise for consideration of parking or project approval in the applicant's opinion.

The public hearing was closed and the Commission began deliberation.

Commissioner Westerberg stated that parking was a problem at the initial review and percentages can be difficult to ascertain. She then inquired how solid the agreements to lease the parking spaces are and how to ensure residents will not park in the surrounding neighborhood. She added that seniors will not want to walk 3 blocks. Parking is adjacent but is it still accessible.

Commissioner Halik stated that there are 90 spaces available at the Link so there would be no need to go to E2 for parking.

Commissioner Rodgers stated that, per staff, there is possibility of development on the lot adjacent to The Link development so parking is not necessarily firm. He expressed concern of a new development coming in and saying they have no parking.

Commissioner Hewko stated that the developer could lower the building height but that would have economic impacts. With regards to parking, if residents are prohibited from obtaining on-street parking permits, that alleviates some of the concern. Some residents will do this, some will not but that is not a basis to deny the project.

Commissioner Rodgers stated that he is not concerned about the height or number of units which are lower than what was originally approved. The main concern is parking. Without residents being able to get on-street parking permits they risk getting tickets. Parking is also available elsewhere.

The Commission then reviewed the standards.

Standards for Special Use were found to be met with some additional discussion occurring surrounding parking impact being offset by prohibiting on-street parking permits to building residents and requiring 12 additional parking spaces.

Standard for Planned Development was found to be met with a reduction in impact relating to height and number of dwelling units.

Standards for development in the C1a District were found to be maintained noting that an extension is being requested to the amount of time provided to obtain building permits.

Commissioner Halik made a motion to recommend approval of the major adjustments as stated by staff with additional conditions that 1) 12 additional parking spaces are leased to offset those lost in the underground facility and 2) parking for caregivers is paid for, if requested, by the Housing Authority of Cook County. A roll call vote was taken and the motion passed, 4-1.

**Ayes: Halik, Hewko, Johnson, Rodgers
Nays: Westerberg**

5. PUBLIC COMMENT

No public Comment

6. ADJOURNMENT

Commissioner Halik moved to adjourn the meeting. Commissioner Westerberg seconded. A voice vote was taken and the motion was approved. Meeting was adjourned at 8:17 PM.

Respectfully Submitted,
Meagan Jones, Neighborhood and Land Use Planner, Community Development
Department



MEETING MINUTES (DRAFT)
ZONING BOARD OF APPEALS

Tuesday, December 21, 2021

7:00 PM

Via Virtual Meeting

Present: Violetta Cullen, Kiril Mirintchev, Jill Zordan, Lisa Dziekan

Members Absent: Max Puchtel, Myrna Arevalo

Staff Present: Melissa Klotz, Zoning Administrator; Katie Ashbaugh, Planner

Presiding Member: Violetta Cullen

Declaration of Quorum

Chair Cullen opened the meeting at 7:05pm. Chair Cullen asked for the roll call and a quorum was present.

Suspension of Rules

Chair Cullen motioned to suspend the rules. Member Zordan seconded. The motion carried by roll call vote of 4-0 with 2 absent.

Meeting Minutes

Member Zordan motioned to approve June 15, 2021 meeting minutes. Member Mirintchev seconded. The motion carried by roll call vote of 3-0 with 1 abstention and 2 absent.

Member Zordan motioned to approve October 19, 2021 meeting minutes. Member Mirintchev seconded. The motion carried by roll call vote of 3-0 with 1 abstention and 2 absent.

New Business

518 Davis Street

ZBA 21ZMJV-0091

Mohammed Ali, lessee, requests a Special Use Permit for a Convenience Store to sell newspapers, magazines, medicine, food, beverages, and tobacco in the D4 Downtown Transition District (Zoning Code Section 6-11-5-3). The Zoning Board of Appeals makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-5-8 of the Evanston Zoning Code.

Discussion:

Mohammed Ali, lessee and applicant, of 4950 Kentucky Avenue, Chicago, was sworn in. He described the products he planned to sell and said it would be similar to a 7/11. He said he felt there was a need for this type of business in the neighborhood.

Chari Cullen asked what his hours of operation would be.

Mr. Ali said 9:00 am to 9:00 pm.

Chari Cullen asked if he would be selling tobacco products.

Mr. Ali said 20% of his sales would be tobacco.

Member Dziekan asked if he had run any other type of operations similar to this and asked for details with regard to that if so.

Mr. Ali said he started as a manager in Skokie for about four years at a candy shop that sold a variety of candies. He said he works at the Demster and Dodge location (referring to another store).

Member Dziekan noted the condition from DAPR asking that the cashier counter be moved to the front of the building near the entrance and asked if that had been done.

Mr. Ali said yes.

She asked where the deliveries would be made.

Mr. Ali said they would be made from the alley behind the store.

Member Dziekan asked how he would treat the storefront windows regarding signage and display of products.

Mr. Ali said that there would not be any signs other than maybe something at the bottom. He said nothing would be covering the glass at the front.

Member Dziekan acknowledged the two letters of opposition and asked if there were any other letters of opposition received or what their opposition was.

Ms. Ashbaugh said that no additional letters or phone calls were received in opposition. She said she did not speak with anyone over the phone so there was not any additional context to the nature of the opposition beyond what was provided in writing.

Ms. Klotz said there was someone in the audience that may wish to speak during public comment.

Member Zordan asked if the floor plan shown in the packet was the current intended layout with the cashier at the front was correct.

Mr. Ali yes.

Member Zordan asked about the parking availability for him and his staff member/employee.

Mr. Ali said there was a parking garage nearby and said they could park on Davis. He said he did not think parking would be an issue.

Public Comment:

Chair Cullen opened the floor for public comment.

Bonnie Wilson, 500 block of Grove, was sworn in.

Ms. Wilson said she was against the convenience store proposed at 518 Davis Street. She said she was against it because she drives down the alley a lot going to Davis and noted that it was hard to see cars going west because cars are already parked on Davis. She said that it will cause more congestion on the street with delivery trucks and that customers of the store will

likely park in the alley to run in and out, causing more congestion. She also said it will cause more noise on the block as that neighborhood is a quiet neighborhood. She said there are already delivery trucks parking in the alley for the restaurants. She asked the ZBA to vote no. She said she is sure it will be a very popular place to go shopping but she said there is a reason they have to have a special permit to put in a convenience store in this location.

Chair Cullen thanked Ms. Wilson and gave Mr. Ali the opportunity to speak to the concerns.

Mr. Ali said he did not think parking would be an issue because he said a lot of customers would be walking there from the school, other businesses, and in the neighborhood. He said that people driving by the store, if they don't see parking available right in front that they would just keep driving and then stop at the next store.

Chair Cullen asked what he would do to help with parking in the alley.

Mr. Ali said he could help by putting a sign out in the alley making sure there's no parking.

Chair Cullen asked Ms. Ashbaugh if that was possible.

Ms. Ashbaugh said that staff can check if there is already a sign there and he is already aware he can't do stock or pick up in front of the store because there is a fire hydrant in front. She said she would speak with Public Works regarding this. She said they can add that as a condition on their recommendation.

Chair Cullen asked if Mr. Ali planned to keep the front of the store clear to keep people from loitering and also keep it clear of garbage.

Mr. Ali agreed with this and said he was aware and confirmed the front of the store would be maintained.

Deliberation:

Member Mirintchev said he was not concerned about parking. He said was concerned about using the alley specifically for parking. He said there should also be a sign that says no standing because people may just stop with their hazard lights. He noted there is already a sign with no parking for the fire hydrant in front of the store. He said that is his only concern and he does not see a difference between this type of business and any other business that may use this space and agreed that most of the customers will come by foot.

Member Zordan concurred with Member Mirintchev and acknowledged the concerns of Ms. Wilson. She said that the concerns, however, do not outweigh the benefits of occupying the space and building it out to the specifications and to the conditions that were indicated by DAPR. She said she was comfortable moving forward with the plan.

Member Dzeikan agreed with Member Zordan's comments and that there is more benefit than any potential drawback. She asked for some additional direction from staff regarding the alley, Davis Street, and the fire hydrant from traffic engineers so proper signage can be installed in the public way to prevent standing/loading/unloading in the alley.

Ms. Ashbaugh said it can be noted as a condition but that if it requires action by the City, it may be resolved prior to City Council internally and not make it in the final ordinance. She said that is what occurred with regard to the prior convenience store the ZBA reviewed at 1806 Demspster. She said conditions are intended to be something that the City enforces on the applicant.

There was some discussion with how to best communicate this concern to City Council and the applicant and who is responsible for executing the condition.

Member Dziekan said she is supportive of the request as the applicant is experienced in operating this type of business. She noted it is a quiet block because they have several vacant storefronts and it would be a benefit to have this business.

The ZBA members were in general agreement that the project was acceptable and no further concerns were raised.

Standards for Major Variations were addressed:

1. Yes
2. Yes
3. Yes
4. Yes
5. Yes
6. Yes
7. Not applicable.
8. Not applicable.
9. Yes

Member Zordan motioned to recommend approval to the City Council, with the following conditions:

- 1. That the cashier be located at the front of the store;**
- 2. That tobacco sales are not to exceed 50% of total sales;**
- 3. That storefront window obstruction restricted to a height of 3' above floor;**
- 4. That deliveries are to be done at the rear; and**
- 5. That a refuse receptacle is to be placed near the cashier and is to be accessible to customers, litter in front of the store to be cleaned up.**

Member Dzeikan noted that DAPR discussed the hours of operation being 9:00 am to 9:00 pm. She asked the staff when businesses in this particular area are usually open.

Ms. Klotz said that businesses of this type in this area usually open around 6:00 am daily, and close at 11:00 pm or 12:00 am (midnight) during the week and 12:00 am (midnight) or 1:00 am on weekends.

Member Dziekan suggested they change the condition for hours of operation to be 6:00 am to 12:00 am (midnight).

Member Zordan motioned to recommend approval to the City Council, with the following conditions:

- 1. That the cashier be located at the front of the store;**
- 2. That tobacco sales are not to exceed 50% of total sales;**

3. That storefront window obstruction restricted to a height of 3' above floor;
4. That deliveries are to be done at the rear;
5. That a refuse receptacle is to be placed near the cashier and is to be accessible to customers, litter in front of the store to be cleaned up; and
6. That hours of operation be 6:00 am to 12:00 am (midnight) daily.

Ms. Klotz asked if they wanted to add a condition about traffic at the alley.

Member Dziekan stated she thought that it did not need to be a condition as it is something the City will be responsible for not the applicant.

Ms. Klotz said that the City can work to determine which signage is best but that the applicant can be responsible for paying for the sign.

Member Dzeikan asked for that condition to be added.

Member Zordan motioned to recommend approval to the City Council, with the following conditions:

1. That the cashier be located at the front of the store;
2. That tobacco sales are not to exceed 50% of total sales;
3. That storefront window obstruction restricted to a height of 3' above floor;
4. That deliveries are to be done at the rear;
5. That a refuse receptacle is to be placed near the cashier and is to be accessible to customers, litter in front of the store to be cleaned up;
6. That hours of operation be 6:00 am to 12:00 am (midnight) daily; and
7. The applicant work with City staff with regard to necessary signage for traffic control in the alley is addressed and pay for any signage needed.

Member Mirincht seconded. The motion carried by roll call vote of 4-0 with 2 absent.

Chair Cullen said that this is the last public hearing of the Evanston Zoning Board of Appeals. She said that effective January 1, 2022, all matters considered by the Zoning Board of Appeals will be under the jurisdiction of the Evanston Land Use Commission, in accordance with Ordinance 92-O-21. She said that the first meeting of the Evanston Land Use Commission will be held on Wednesday, January 12, 2022 at 7:00 pm, via the virtual meeting platform, Zoom. She said login information will be provided on the agenda posted in advance of the meeting.

Adjournment

Member Zordan motioned to adjourn, Member Mirintchev seconded, and the motion carried by voice vote.

Adjourned 7:39 pm.

Respectfully submitted,

Katie Ashbaugh, AICP, Planner



MEETING MINUTES

LAND USE COMMISSION

Wednesday, January 12, 2022

7:00 PM

Via Virtual Meeting

Members Present: Violetta Cullen, George Halik (8:05), John Hewko, Brian Johnson, Kiril Mirintchev, Jeanne Lindwall, Max Puchtel, Matt Rodgers, Kristine Westerberg, Jill Zordan

Members Absent: Myrna Arevalo

Staff Present: Johanna Nyden, Meagan Jones, Katie Ashbaugh, Brian George

Presiding Member: Matt Rodgers

Call to Order

Ms. Jones opened the meeting at 7:01pm. A roll call was done and a quorum was present.

Suspension of Rules

Commissioner Cullen motioned to suspend the rules. Commissioner Lindwall seconded. All said aye.

Election of Officers and Committee Members

A. Election of Land Use Commission Chair and Vice-Chair

Commissioner Westerberg made a motion to nominate Commissioner Rodgers as Chair of the Land Use Commission. Seconded by Commissioner Cullen. Hearing no other nominations, a roll call vote was taken and the motion passed, 9-0.

Commissioner Cullen made a motion to nominate Commissioner Puchtel as Vice-Chair of the Land Use Commission. Seconded by Commissioner Zordan. Hearing no other nominations, a roll call vote was taken and the motion passed, 9-0.

B. Election of Zoning Committee Members

As a point of reference for Commissioners, Ms. Jones and Ms. Nyden detailed where the RFP process for the Comprehensive Plan stands and provided a brief overview of what the Comprehensive Plan Committee is intended to do as the Comprehensive Plan process moves forward.

Commissioners Cullen, Puchtel, Mirintchev, Zordan and Rodgers were then unanimously voted in as members of the Zoning Committee.

C. Election of Comprehensive Plan Committee Members

Commissioners Westerberg, Lindwall, Cullen, Johnson, Hewko and Halik (later in the meeting) were unanimously voted in as members.

D. Election of Comprehensive Plan Steering Committee Chair

Commissioner Rodgers nominated Commissioner Lindwall as Chair of the Comprehensive Plan. Seconded by Commissioner Westerberg. A roll call vote was taken and the motion passed, 9-0.

Adoption of Land Use Commission Administrative Rules and Procedures

Commissioner Lindwall made a motion to adopt the administrative rules and procedures. Seconded by Commissioner Cullen. A roll call vote was taken and the motion passed, 9-0.

Adoption of 2022 Meeting Calendar

Commissioner Cullen made a motion to adopt the 2022 meeting calendar. Seconded by Commissioner Lindwall. A roll call vote was taken and the motion passed, 9-0.

New Business

Chair Rodgers alerted the public that agenda item B had been withdrawn and would not be heard at this meeting.

A. Public Hearing: 1224 Washington Street

21ZMJV-0100

James Tullio, the property owner, requests two zoning variations from the Evanston Zoning Ordinance to allow for the subdivision of one 9,226 square-foot, 100-foot wide, residential corner lot into two residential lots in the R3 Two-Family Residential District. The applicant requests one Major Variation to allow the proposed interior lot to be 4,226 square feet where a minimum lot size of 5,000 square feet is required (Section 6-8-4-4). The applicant also requests a Minor Variation to allow the proposed corner lot to have an impervious surface lot coverage of approximately 3,485 square feet or 69.7 percent where the maximum permitted is 3,000 square feet or 60 percent (Section 6-8-4-9). The subject property is currently improved with one two-story building, a driveway, and a patio. The applicant is not proposing any site improvements to the subject property in association with these requests. The Land Use Commission is the determining body for this case.

Ms. Ashbaugh read the case into the record.

Jim Tullio provided background on the request, explaining that there are similarly sized lots in the area and subdividing the lots would provide an affordable lot for a family to build a home. He then explained that he runs a non-profit music production school, Butcher Boy Studios, which provides a recording studio service to Evanston students. The non-profit is currently in financial danger due to the Covid pandemic and changes in the interest rate, which quadrupled. He explained that may need to cease operations if the lot is not subdivided and sold. He asked the Commission to provide an exception to support his efforts. Then showed a video from Matt Bufis, the Music Director of ETHS, in support of Mr. Tullio's efforts.

Commissioner Lindwall asked for clarification that the intent is to sell the 2nd lot and if there is a buyer for it. Mr. Tullio responded that there initially was but not currently. He added that there are very few lots in Evanston so he does not believe it will be difficult to sell.

Commissioner Mirintchev mentioned the Zoning Administrator's suggestions listed on page 2 of the staff report and asked if these were items that were previously mentioned and if the corner lot could be noncompliant and the newly created lot could become the compliant lot.

Ms. Ashbaugh responded that the suggestions are speaking to compliance of the interior lot meaning that other than the lot size there are no other nonconformities since it is undeveloped. For the corner lot the only relief needed is the minor variation for the impervious surface coverage. Ms. Ashbaugh then explained that enlarging the interior lot would require more variations for the corner lot, specifically building lot coverage and setbacks. What is proposed has the fewest variations.

Commissioner Puchtel asked Mr. Tullio to explain the addition on the south end of the property and asked for a history of that addition since it affects the impervious surface coverage. Mr. Tullio responded that the back portion of the building is actually a barn that was built in 1858 (the oldest building in Evanston), in the 1890's the brick portion of the building was built and the building became a butcher shop for over 50 years, then became a corner grocery for another 50 years. He purchased the property in 2006.

The hearing was then open to members of the public.

Jobi Cates stated she is the Executive Director for The Restore Justice Organization and has gotten to know Mr. Tullio over the past 2 years through her son but is also advising Mr. Tullio on the development of the non-profit. She explained that there is terrible timing due to Covid. Mr. Tullio uses his work to fund philanthropic efforts to help students get into the music field. Mr. Tullio's model was intended to be that his recording business would fund the non-profit. The lack of funding jeopardizes this phenomenal institution and he has lovingly restored the building.

Chris Gillin who works for Lincoln Hall and Schubas stated that the caliber of Mr. Tullio's work is of the highest that there is and not offered elsewhere. He wants to have this special opportunity for kids and this is something that Evanston wants in its community.

Ryan Tharayil, a former ETHS student and one of the first students in Butcher Boy Studios, stated the organization made him who he is today and is now studying in Boston and does not think he would be doing as well as he is without the program. Any decisions that hinder Mr. Tullio's work will negatively impact Evanston.

Thomas Hart, a senior at ETHS, stated he has been coming to Mr. Tullio for over a year he and Mr. Tullio created a whole song together. It is an incredible program and building and any position that would take the building out of Jim's possession would be the wrong one. He added that Mr. Tullio has given so much time and will help the next generation.

Neil Gambow stated he was Chair of the Mayor's Employment Advisory Council that is dedicated to providing career pathway opportunities to those youth who may not be going to college. The work of Mr. Tullio creates an opportunity for students. The lot is big enough for a home and any way to enable use of the lot is a benefit to Evanston.

Beatrice Andrews, a freshman at ETHS, expressed support of the proposal and stated she has been working with Mr. Tullio since May, has recorded 4 or 5 songs, has worked with musicians her age and others and has learned so much in that time.

Tom Tharayil expressed support for Mr. Tullio then stated he appreciates the opportunities he has provided and how he has guided and helped students. HE encouraged people to visit the website to see what Mr. Tullio has been able to create with the students. His son, Ryan, has benefitted and he hopes the Commission grants the variances.

Steve Johnson stated he grew up playing music and recorded albums. The studio is a great place for students to see. Both of his sons have been involved in music and the STEM learning in music can open students' eyes to the ability to use science within art in that setting.

Luca Piattoni stated that Mr. Tullio has been selfless towards him and his friends. He is only 2 years in and has produced 64 songs at just the start of the program. Mr. Tullio helps kids get into college and obtain other opportunities. It is a dream come true for kids and wants it to continue for many more years.

Pat Hughes expressed that people forget what goes on in the City and thanked the Commissioners. He continued, stating he has known Mr. Tullio for 30 years and he provides a huge service since ETHS does not have the same access to everything Mr. Tullio has. Mr. Hughes stated he fears that the conversation is not the conversation is looking to have since it deals more with zoning; he hopes that it can find a way to look at working with Mr. Tullio.

(Commissioner Halik joined the meeting)

Seth Gates stated that working with Mr. Tullio has been an experience in which he has gotten great advice and guidance. It would be a shame to see it fall since there is a huge music community in Evanston that has brought them all together.

Martin Andrews, who works for Inquire Ed, mentioned that he has interacted with Mr. Tullio and what he does is a great example of inquiry based learning because he created a laboratory space that encourages collaboration. He then encouraged people to visit the Butcher Boy Studios website to see photos of the space and read testimonials.

Soren Orr (sp) stated that he met Mr. Tullio a year ago during a difficult time and was directionless but wanted to pursue music. Mr. Tullio gave him the opportunity to intern and it was the best 6 months of his life. The program is important and special. He mentioned that Mr. Tullio did not want to sell the lot but it has come to a point financially that that is the only solution to save the building.

Seamus Noonan, a senior at ETHS stated that he has benefitted from working with Mr. Tullio. The decisions that the Commission makes are for the future of the community and the City would benefit from this program continuing.

Chair Rodgers mentioned to Mr. Tullio that the fire pit would need to be moved because it would be too close to the property line if the lot split is approved. A 10 ft. setback would be required.

Mr. Tullio responded that he understood and continued, explaining that there is no other high school music production program like his in the Country. He has taught at Columbia College for 17 years, has done this work for 50 years and been highly successful. He stated that many more students would have spoken at this meeting but couldn't make it.

Chair Rodgers closed the record.

Commissioner Hewko asked what does this mean for a practical matter to continue the program if the lot is sold. Mr. Tullio explained that in 2006, he ran into a bit of trouble and he obtained a private mortgage through a private benefactor. He had a bank to bank rate at the time that was locked in for 9 years; a few years ago the interest rate recently quadrupled. The private benefactor explained that if the variance can be granted to sell the lot, that would cover taxes and he would donate the building to the program. The building will always be in the nonprofit arena and the program will stay.

Commissioner Lindwall asked who pays the property taxes and what is the status on that. Mr. Tullio responded that he does and pays for everything.

Ms. Cates stated that if there had been a year runway to raise money they would have. Will replace whatever revenue is needed through selling the lot. Mr. Tullio could not avoid the issue and selling the property will assist in the immediate need.

Chair Rodgers explained that he does not argue the merits of the program but that the Land Use Commission legally must look at the standards associated with the request and adhere to them. He does not want the public to think the Commission is ignoring them.

Commissioner Hewko inquired if there is an ability of the Commission to look beyond the standards. Mr. George responded that the Commission must look at the seven standards. Chair Rodgers added that how the Commission weighs the standards can be discussed but they must be met.

Commissioner Lindwall asked how the sequence for the subdivision will work and if certifications will be needed. Ms. Ashbaugh responded that the Commission makes a recommendation on the relief. City Council then approves the plat of survey as a resolution and certifications will be needed.

Commissioner Lindwall suggested that Mr. Tullio look into requesting ARPA funds to help offset costs to continue the program and encouraged this regardless of the outcome of the subdivision.

Commissioner Zordan stated that she understood needing to base decisions on the standards then inquired about subsection 3(b) regarding using public benefits to offset

the variances. Ms. Ashbaugh stated that this was explained to Mr. Tullio and is a more subjective policy approach for the City. Mr. Tullio has clarified that the lot split is for financial purposes so she would be interested to hear Assistant City Attorney, Brian George's thoughts on this since it seems to be a pushpoint.

Commissioner Zordan clarified that this adds a different dimension and if that can be considered when reviewing the standards. Mr. George replied that he cannot give a definitive answer and that the Commissioners can consider the testimony in making their decision on whether the application meets the standards. This is a general response but he does not want to instruct the Commissioners on how to vote.

Ms. Ashbaugh then explained Zoning Administrator Melissa Klotz's rationale within the staff report was that the availability of a possible affordable lot to build housing on could be considered a community benefit though this was not part of testimony during the meeting.

Commissioner Cullen stated that this program has to be important since students are speaking in favor of the program. The program being a public benefit could be considered as a public benefit.

Chair Rodgers stated that the Zoning Administrator was moving to approve this item but DAPR did not so there is a disagreement of staff. Conditions could be added to meet the standards, deny or approve the proposal.

Commissioner Puchtel stated that he is moved by the testimony but also feels stuck between a rock and a hard place. He is struggling in figuring out how to get to yes in a correct manner. He is not in favor of a zoning noncompliant interior lot and is interested in other options in which the interior lot is compliant and has full access through the corner lot. This would encourage him to view the standards in a positive light along with the suggested conditions the Zoning Administrator proposed.

Chair Rodgers stated he discussed this item with the Zoning Administrator and confirmed that in order to make the new lot compliant and affect the existing building, new noticing would have to occur due to changing the conditions and variance requests being made. He continued, stating he would almost like to see more variances to have a standard interior lot. This would require a continuance on this matter to continue working on options but would prefer to go that route instead of denying outright due to some items not being quite right.

Commissioner Cullen agreed with Chair Rodgers unless there is a time deadline. Ms. Ashbaugh stated that could be done with the consent of Mr. Tullio. She then explained that a similar proposal was reviewed in 2006 but not approved and an appeal of that decision was dismissed.

Commissioner Lindwall stated that she has a problem with intentionally creating substandard lots and other things are needed to make this work, including the lot access. She mentioned the home on the corner is on a smaller lot. She would like to see the program continue but does not think it is a rationale to approve the lot split.

Commissioner Westerberg stated she believes that this is a wonderful program then expressed concern of kicking the can down the road and creating future issues such as stormwater and access. She then asked if staff has come across this in the past

Ms. Ashbaugh stated that there are other lots that are much more close to complaint that still run into challenges. She stated that the suggested that the Zoning Administrators conditions could help mitigate future issue, could be something the City could stand on and that minimum lot sizes are challenging, creating a number of legal nonconforming lots. There are a number of possible stormwater technologies that could address those concerns.

Commissioner Mirintchev stated that he agrees with Commissioner Puchtel. The Zoning Administrator showed a willingness to work with the applicant and this will help the applicant compare solutions with a compliant corner lot and compliant interior lot. He continued posing the question of who would buy a noncompliant lot with possible issues.

Commissioner Hewko asked if the subdivision were approved as presented if a home would be able to be built on the interior lot. Chair Rodgers responded that the approval of the ability to put efficiency homes on lots would make this possible and explained how that may work on the proposed lot.

Commissioner Zordan asked if there is an option to have two proposals for the subdivision. Chair Rodgers responded that he gets the feeling that the current proposal is not preferred; his personal preference would be to split the lot down the middle with both lots being a little more compliant.

Commissioner Zordan asked if there are flooding issues in this area. Ms. Ashbaugh responded that she is not and this was not specified in the DAPR meeting. Ms. Nyden responded that a major concern of Public Works is stormwater management to mitigate possible issues and that is where concerns arise.

Commissioner Halik stated that he would like to see additional options considered and would also like to hear from the applicant on some of the ideas and how possible those options are.

Commissioner Johnson agreed with Commissioner Lindwall. He has concerns with potential flooding with the impervious coverage being above the maximum amount and the City's general efforts to mitigate this.

Chair Rodgers re-opened the record to discuss options with the applicant.

Mr. Tullio stated he is willing to work with staff but does have concerns for getting a new plat of subdivision. He initially wanted to create a 5,000 lot but was advised against it. With regards to drainage, he has never seen flooding in his 16 years in his building; the new lot will not be fully built upon.

Chair Rodgers asked what would be needed to continue with an alternate plan. Ms. Ashbaugh stated that the case would have to be renoticed and that more time would be

needed to figure out the zoning relief. She was not certain how quickly a surveyor could update the plat. The February 23rd meeting would be a better date. Chair Rodgers responded he is ok with that date.

Commissioner Puchtel expressed that he likes the option to have alternatives but wants to include what the Commission would like to see. He preferred a compliant interior lot.

Chair Rodgers stated that would make the existing improved lot more out of compliance. He suggested having an interior lot as close to compliant and as large as possible.

Commissioner Cullen made a motion to continue this item to the February 23, 2022 meeting to create a subdivision with an interior lot as close to compliant as possible. Seconded by Commissioner Puchtel.

Ms. Ashbaugh asked the Commission if they had any additional preferences for the subdivision and a brief discussion followed regarding easements. Commissioner Lindwall added that it would be helpful to have information from staff in terms of traffic and how to alleviate the cross access issue. Additional information on the previous subdivision attempt would also be useful.

Commissioner Puchtel suggested that, instead of an access easement, access is entirely given to the interior lot.

Commissioner Hewko stated he appreciates finding alternatives but expressed concern on how many standards would still be met. Chair Rodgers responded that there are ways to make the standards met and come into compliance. Standards can be interpretations of questions and some interpretations are subjective. The Zoning Administrator stated no variations for the new lot could be granted as a condition which could mitigate issues to get the standards met.

A roll call vote was taken on the Commissioner Cullen's motion and the motion was approved unanimously, 10-0.

Commissioner Rodgers added that he is fine seeing a proposed plat of survey without needed signatures.

B. Public Hearing: 1946 Orrington Avenue 21ZMJV-0060 Richard Dooley, property owner, requests a Special Use Permit for a non-owner occupied rooming house in the R4a General Residential District (Zoning Code Section 6-8-6-3). The Land Use Commission makes a recommendation to the City Council, the determining body for this case. THIS APPLICATION HAS BEEN WITHDRAWN.

Communication

A Comprehensive Plan Update

Ms. Nyden provided an update on the Comprehensive Plan and Strategic Plan. She emphasized the importance of both development of the plan and implementation to ensure the Plan does not stay on a shelf.

Commissioner Halik asked what the due date for proposals is. Ms. Nyden responded that the RFP will be issued at the end of the month so likely the end of next month will be the deadline. Commissioner Halik then asked who will review the proposals. Ms. Nyden replied that staff will review proposals and provide a recommendation which City Council will vote to approve. Commissioner Halik then asked what firms outside of local firms will be pursued. Ms. Nyden responded that the City uses Demandster to ping various firms but there are also vendor lists that have been put together that will include American Planning Association awardees as the goal is to create an award winning plan.

Public Comment

Cecile McHugh stated that the Comprehensive should address housing for Northwestern Students and how they integrate into the community since there is not enough on-campus housing to accommodate them. She also expressed concern with the move towards zero parking requirements.

Adjournment

Commissioner Zordan motioned to adjourn, Commissioner Puchtel seconded, and the motion carried.

Adjourned 9:21pm

Land Use Commission
Recommending Body

1732-34, -40 Orrington Ave.
Zoning Map Amendment |
Special Use Permit for
Planned Development with Site
Development Allowances



Memorandum

To: Chair and Members of the Land Use Commission

From: Johanna Nyden, Director of Community Development
Katie Ashbaugh, Planner

Subject: Planned Development | 21PLND-0090
1732-34, -40 Orrington Avenue

Date: January 21, 2022

Request

John Carlson, Trammell Crow Chicago Development, Inc., applicant, submits for a Zoning Map Amendment and a Special Use for a Planned Development to construct a 10-story mixed-use building with approximately 4,120 square feet of ground-floor retail and approximately 122,100 square feet of office/laboratory space, and 35 enclosed parking stalls. The applicant requests to amend the current zoning district of the subject property, D2 Downtown Retail Core District (Section 6-11-3 of the Evanston Zoning Ordinance), to D3 Downtown Core Development District (Section 6-11-4). The applicant also requests site development allowances in the D3 district for 1) a FAR of 7.0 where 4.5 is permitted and up to 8.0 can be requested; 2) a ziggurat setback of 6.4 feet to 11 feet where a minimum of 40 feet is required at the building height of 32 feet along Orrington Avenue; 3) a height of 149.5 feet where 85 feet is allowed and up to 170 feet can be requested, and 4) 35 on-site parking stalls where a minimum of 211 is required. The applicant may seek and the Land Use Commission may consider additional Site Development Allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a recommendation to the City Council, the determining body for this case.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on January 6, 2022.

General Information

Applicant: John Carlson
Trammell Crow Chicago Development, Inc.
700 Commerce Dr. Suite 455
Oak Brook, IL 60523

Owner(s): Frederick T. Zweifel, Diane Sawyer
1740 Orrington Avenue

Evanston, IL 60201

Anne Martino
1732-34 Orrington Avenue
Evanston, IL 60201

Existing Zoning: D2 Downtown Retail Core District

Existing Land Use: Type 2 restaurant (1740 Orrington Ave.)
Multi-dwelling 3-story building (1732-34 Orrington Ave.)

Property Size: 21,524 sq. ft. (0.49 acres)

PINs: 11-18-127-012-0000, 11-18-127-019-0000

Analysis

Project Summary

The applicant is proposing to demolish the existing 1-story restaurant (former Burger King) building and 3-story apartment building to construct a 10-story mixed-use building. The proposed building will include approximately 4,120 square feet of ground-floor retail and approximately 122,100 square feet of office/laboratory space, 35 enclosed parking stalls, and one loading stall.

Perspective rendering of northeast corner, looking southwest



Existing Conditions

The site consists of two properties, 1740 Orrington Avenue as a former Burger King with a surface parking lot and 1732-34 Orrington Avenue as a 3-story apartment building. The former Burger King is located on the west side of Orrington Avenue and immediately south of the triangular intersection of Clark Street, Elgin Road, and Orrington Avenue. This lot holds the corner of Orrington and Clark, surrounding the apartment building property to the south such that the apartment building only fronts Orrington Avenue. The former Burger King building is located at the corner of the lot with the surface parking lot to the rear (west). A north-south private alley begins on the south side of Clark and cuts through the west half of the Burger King lot, terminating right before the east-west public alley that runs from Sherman to Orrington. The east-west alley borders the south of both lots. Together, the site is surrounded by public rights-of-way on three sides: Clark to the north (+/- 169 feet of frontage), Orrington to the east (+/-159 feet of frontage), and an alley to the south (+/-118 feet). Vehicular access from Clark Street to the Burger King lot is one left-in, left-out curb cut, with Clark being one-way westbound. Vehicular access from Orrington Avenue to both properties is one left-in, left-out curb cut, with Orrington also being one-way northbound.



Aerial photo delineating site boundary

Surrounding Area

The site is surrounded by various multi-story (3 or more stories) buildings to the east, west, and south, with the Northwestern University main campus immediately across Clark and Elgin to the north. Across the public alley to the south, the Hilton Orrington hotel is 9 stories.

Surrounding Zoning and Land Uses	Zoning	Land Use
North (across Clark St/Elgin Rd)	U1 University Housing	College/university institution, Faculty offices
South	D3 Downtown Core Development	Hotel
East (across Orrington)	D2 Downtown Retail Core	Multi-dwelling residential, Student housing
West	D2 Downtown Retail Core	Mixed-use (ground floor commercial, upper floor residential)

Proposed Zoning & Uses

The applicant first requests to amend the zoning district of the site from D2 Downtown Retail Core District to D3 Downtown Core Development District. The proposed development includes approximately 4,120 square feet of retail/restaurant space on the ground floor to contribute to an active streetscape. On floors 2 through 9, approximately 122,100 square feet of office/laboratory space is proposed for an average of 15,260 square feet per floor. Office, type 1 restaurants, and retail establishments are listed as permitted uses in the D3 district.

The proposed development consists of 12 levels overall, with one level being below grade and one being unoccupied space for building mechanical units. Below is a summary of each level's uses:

- Level 0 (below grade): parking
- Level 1 (at grade/ground floor): commercial tenant, office lobby, loading, refuse
- Level 2-9 (upper floors): office/laboratory
- Level 10 (upper floor): lounge, conference room, fitness, locker rooms, rooftop balcony
- Level 11 (upper floor): mechanicals

Site Design & Access

The proposed development is pedestrian-oriented in terms of access at the ground level. In addition to the primary building entrance proposed at the northwest corner of the site, two additional entrances are proposed on the Clark Street elevation as well as three on the Orrington Avenue elevation.

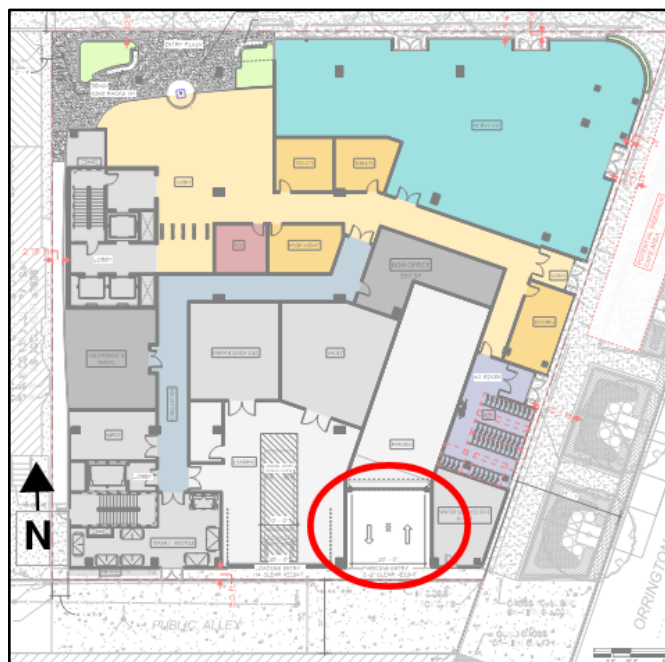


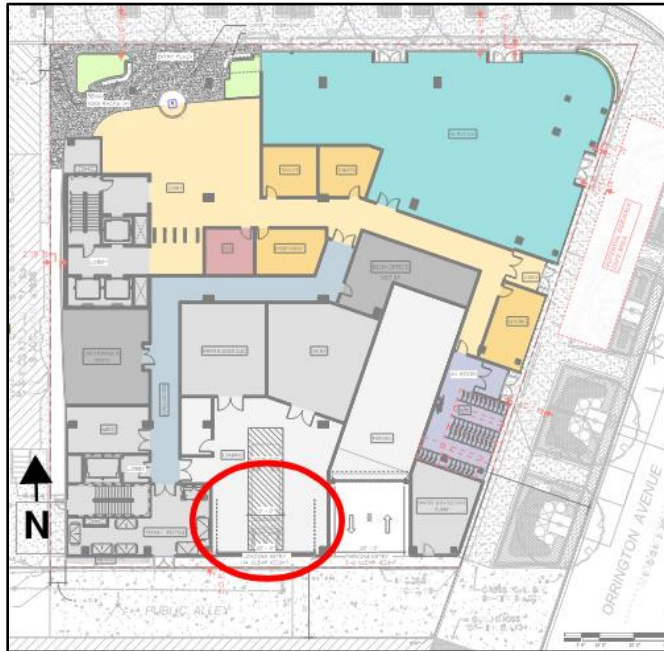
Of the 6 total pedestrian entrances, the retail/restaurant space has two on Clark and one on Orrington. The office/laboratory space is accessed via the pedestrian plaza on Clark as well as two on Orrington. The southernmost entrance to the office/laboratory space on Orrington leads directly to a bike parking room for up to 40 bicycles.

Pink = office entry, Red = retail/restaurant entry

For passenger vehicles, one access point is proposed on the south elevation off of the public alley. Those driving a passenger vehicle may enter the site by traveling northbound on Orrington, turning left (westbound) into the public alley, and then turning right into the below-grade parking garage.

Red = Parking garage entrance





For single-unit commercial vehicles, one access point is also proposed on the south elevation off of the public alley with the same inbound travel path as passenger vehicles. Trucks will need to back into the loading area from the public alley. The loading stall door is 3 feet north of the south property line and is about 35 feet west of the curb cut to the alley from Orrington Avenue.

Red = Loading area

Transportation & Mobility

On-Site Parking

The applicant proposes 35 on-site parking stalls within an underground parking garage of the proposed 10-story building where 211 stalls are required. The total number of required stalls is determined following the application of the parking reduction allowance for nonresidential uses in for the D1, D2, D3, and D4 districts (Section 6-16-3-5) and the exemption of required parking spaces for the first 3,000 square feet of the least generating use (Section 6-16-1-4).

The applicant at this time has not secured a tenant for the ground floor commercial space of approximately 4,120 square feet. The required parking ratio for retail establishments is 1 space per 350 square feet. The required parking ratio for restaurants is 1 space per 250 square feet. Because the space is intended to be an “active” use with customers accessing the space by foot, which may be either a retail or restaurant use, the applicant is requesting relief assuming the space may be occupied by a type 1 restaurant. Please see the calculation below with the aforementioned requirements and assumptions applied:

Office:

1 stall/500 s.f.

Office is the least generating use. The first 3,000 square feet of gross floor area is exempt from the parking calculation in the D3 district.

$122,100 \text{ s.f.} - 3,000 = 119,100 \text{ s.f.}$

$119,100 \text{ s.f.} \times (1/500) = 238 \text{ parking stalls}$

Office is nonresidential so only 80% of the required stalls need to be provided.

$238 \times 80\% = 191 \text{ parking stalls}$

Restaurant:

1 stall/250 s.f.

4,120 s.f. x (1/250) = 16 parking stalls

Total parking required: 191 + 16 = 207*

*Total was originally 211 when the applicant proposed 124,780 s.f. of office space.

Parking proposed, on-site: 35 stalls

Parking proposed, off-site: 100 stalls

Total parking proposed: 135 stalls

The Illinois Accessibility Code, as amended, and Sections 6-16-2-6 and 6-16-3-5, Table 16-C, of the Evanston Zoning Ordinance require two accessible parking stalls. The underground parking garage (see Lower Level floor plan) provides these stalls in the westernmost row of parking.

In addition to the above-required parking stalls, the applicant is also proposing two of the 35 stalls with electric vehicle charging stations and six additional stalls with access to appropriate conduit to be outfitted with charging stations in the future.

Because the building will have on-site professional management staff, the parking stalls will be allocated either by tenants holding leases to a certain number of stalls for provision to their employees, or employees leasing on an individual basis from building management. The stalls are not allocated to any particular use (ground floor commercial vs. office) at this time.

The applicant is also proposing to lease 100 parking stalls from the City-owned parking garage located at 525 Church Street. Staff recommends that this lease be fully executed and in place before the issuance of a final Certificate of Occupancy. The draft lease at this time includes provisions for the applicant to decrease the number of stalls leased dependent upon demand.

Alternative Transportation

As previously described, the ground floor includes a dedicated bike parking room with space for 40 bicycles. On the 10th floor, the proposed amenities for building employees include locker rooms with shower facilities. The applicant also plans to contribute funds for the installation of a Divvy station adjacent to the subject property. Staff recommends a lightweight Divvy station to manage the Divvy electric bike docking near the building, as these bikes may be locked anywhere for an additional fee, but the fee is removed when docked at a lightweight station. The underground parking garage also provides eight motorcycle/moped parking spaces at the northwest corner.

The subject property is up to a 10-minute walk, or less than a half-mile, from the Davis Street station which serves both the CTA Purple Line and the UP-North Metra station. Multiple bus lines also stop within the block area of the Davis Street station, including PACE buses 201, 208, 213, 250, and CTA bus 93. Two blocks east (or a 3-minute walk) is also a Pace 201 stop at Chicago and Clark. The subject property is also near two Divvy stations. The Chicago and Sheridan Divvy Station is a 5-minute walk, located on the west side of Chicago mid-block between Sheridan and Clark. The other, the Church and Benson Divvy station, is a 6-minute walk and located on the south side of Church Street where Benson Avenue terminates. Elgin Road, Clark Street, Church Street,

Chicago Avenue, and Hinman Avenue have designated bike routes.

Given the variety of transit options available to access the subject property, staff finds the proposed number of parking spaces both on and off-site is sufficient to meet likely demand.

Off-Street Loading

The proposed ground-floor commercial space is less than 5,000 square feet and therefore does not require any loading facilities.

The proposed office space requires as follows:

1 short loading stall per 10,000 - 200,000 gross square feet
122,100 square feet: 1 short loading stall

Short loading stall dimensions: 10' wide x 35' depth
Vertical clearance: 14'

The proposed loading stall on the ground floor (see Level 01 sheet) at 10 feet by 35 feet is compliant. The site and floor plans note the loading stall has a vertical clearance of 14 feet. When measured on the South Elevation sheet, this is compliant, although it is not expressly dimensioned. This should be noted at the time of the building permit submittal.

Staff finds one short loading stall should be adequate to serve the needs of the proposed development. Loading stall use will need to be managed by building operations to avoid conflicts between building occupants and refuse pick up. Staff recommends restricting loading stall and delivery hours to be outside rush hour and early morning/late night hours.

On-Street Parking & Loading

In addition to the 100 parking stalls to be leased at the 525 Church Street parking garage, the elimination of both Clark Street and Orrington Avenue curb cuts allows for the creation of new on-street public parking stalls. On the west side of Orrington Avenue, one parallel stall will be added for a total of four parallel parking stalls. On the south side of Clark Street, five 45-degree parking stalls will replace three parallel stalls for a net gain of three public parking stalls. Eliminating the two curb cuts also reduces conflict points and enhances vehicle, pedestrian, and bicycle circulation.

Also along Clark Street, the applicant proposes a striped loading area for ride-share pickup and drop off. This loading area could also be used by third-party delivery services for a restaurant.

Traffic

The applicant submitted a Traffic Impact Study prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), dated January 20, 2022. Traffic counts from the following intersections were completed in October 2021:

- Orrington with Clark

- Orrington with public alley south of the project site
- Clark with Orrington
- Clark with Sherman
- Church with Orrington
- Church with Chicago
- Church with Hinman
- Church with 525 Church Street garage drive

When compared to 2018 traffic counts in the same area, traffic volume was found to have increased due to the COVID-19 pandemic as follows:

- Orrington Avenue northbound: by 60% AM peak hours, by 50% PM peak hours
- Church Street eastbound: by 150% AM and PM peak hours
- Chicago Avenue northbound: by 30% AM peak hours, no increase PM peak hours
- Chicago Avenue southbound: by 10% AM peak hours, by 25% PM peak hours

Given the proximity of the site to a variety of alternative transit modes to the personal vehicle, the traffic generation estimate is reduced by 50 percent to account for the patrons and employees that will use other available transit modes. The daily trip estimate to the project site itself is 298 and to the 525 Church Street garage is 554.

Generally, the intersections listed above all currently operate at a Level of Service B or better, except the Chicago Avenue with Church Street intersection which operates at a Level of Service C. When applying the estimated traffic generation from the proposed development to the above-listed intersections, only the Orrington Avenue with Clark Street/Elgin Road intersection is anticipated to experience an overall Level of Service decrease, from Level of Service B to Level of Service C. This also is only anticipated during evening peak hours.

The proposed development will overall have a limited impact on the current Level of Service at these intersections. As such, roadway improvements and traffic control modifications are not required to accommodate the projected traffic this development will generate.

Building Design

Floor Area Ratio (FAR)

The D3 district allows a FAR of up to 4.5 by right (Section 6-11-4-6). Up to an additional 3.5 for a total of a FAR of 8.0 can be requested as a Site Development Allowance [Section 6-11-1-10(C)(2)(b)]. The applicant requests a Site Development Allowance for a FAR of 7.0. Because the project does not include any residential, zoning bonuses do not apply to this project.

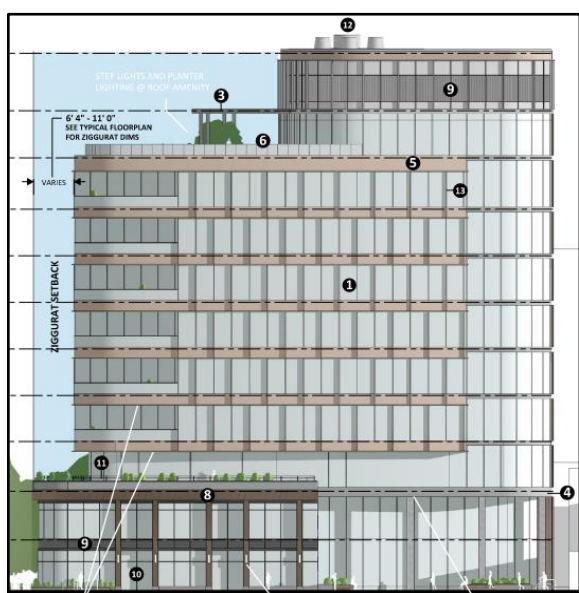
Building Height

The D3 district allows a maximum building height of up to 85 feet (Section 6-11-4-8). Up to an additional 85 feet for a total maximum height of 170 feet can be requested as a Site Development Allowance [Section 6-11-1-10(C)(1)(c)]. The proposed building is 149.5 feet in height with 10 stories. The proposed height requiring the relief requested includes the highest occupied space of the proposed building, which is the 10th floor.

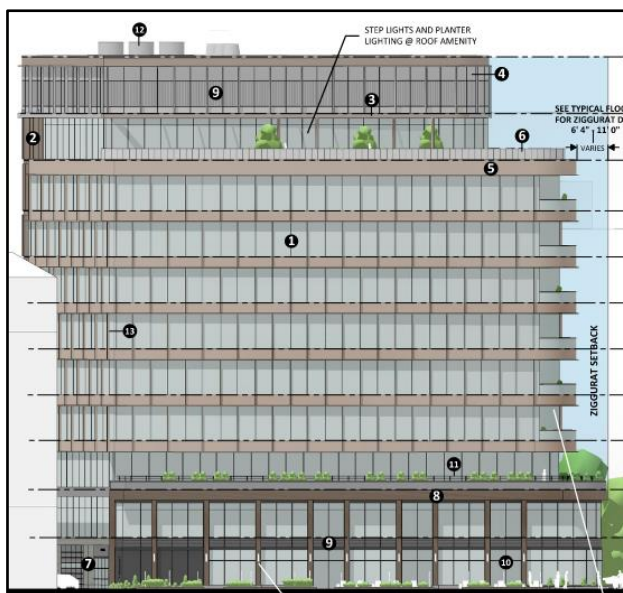
The overall proposed height is approximately 167 feet 10 inches, as measured from grade to the top of the mechanical unit penthouse. The mechanical unit penthouse is anchored to the west half of the building and is approximately 5,540 square feet area, or about one-third the area of the floors below.

Ziggurat

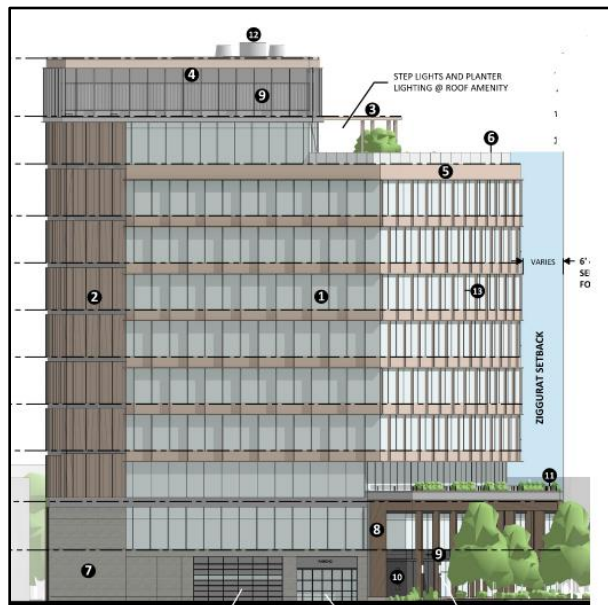
Per Section 6-11-1-4 of the Zoning Ordinance, a ziggurat is required for development fronting Orrington Avenue. The ziggurat shall begin at the building height between 24 and 42 feet above grade and have a depth of 40 feet. On the proposed building, the ziggurat begins at 32 feet above grade and ranges from 6.4 to 11 feet in depth from Orrington Avenue. This requires a Site a Development Allowance for a lesser ziggurat depth than is required.



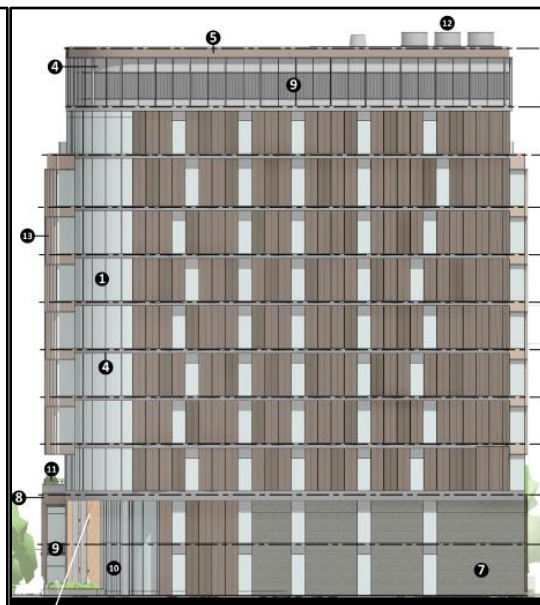
North elevation - looking south from Clark



East elevation - looking west from Orrington



South elevation - looking north from alley



West elevation - looking east from Orrington

Exterior Building Materials

The proposed exterior building materials include:

Primary

- Wood-look metal panels (two tones)
- Composite metal panel or aluminum plates (light gold and silver)
- 3D decorative metal panels (light gold)
- Glass (clear and tinted)

Accent/Secondary

- Masonry block (dark gray)
- Cast stone
- Metal railing (black and dark brown)
- Architectural louvers

Bird Collision Prevention

To mitigate this environmental impact as observed by other multi-story downtown buildings, the applicant has met with Bird-Friendly Evanston to discuss design strategies to minimize bird collisions with the proposed building. The applicant thus far is proposing the following:

- Low reflectivity glazing
- Programmable interior and exterior lights to minimize glare and light spill/pollution
- Recessed glazing and entries with overhangs on levels 1-3, 10
- Low lying plants to reduce reflections and minimize collisions on levels 1-3, 10
- Metal railings and infill panels on balconies of levels 1-3, 10
- Vertical mullion extensions/fins to interrupt long expanded of glass on levels 4-9

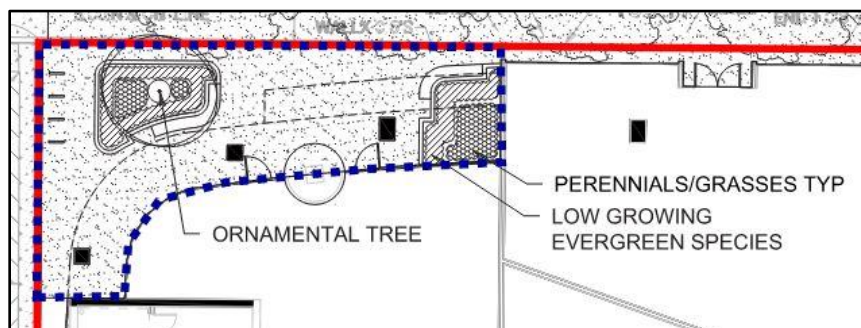
Staff encourages the applicant to continue to work with Bird-Friendly Evanston on design strategies before building permit application submittal. Staff will then review proposed elevations and materials at that time in greater detail to verify all avenues have been explored and concerns of Bird-Friendly Evanston have been addressed to minimize this environmental impact.

Mechanical Equipment Screening

The applicant is proposing to fully screen the mechanical equipment on the 11th floor within a mechanical unit penthouse. The applicant has continued to improve the architecture of the proposed 11th story such that it is more cohesive with the floor immediately below and with the entire building. Four silver mechanical exhaust pipes also protrude from the very top of the penthouse.

On-Site Landscaping

The site is located along the northern periphery of the downtown is urban in context and by nature does not allow for substantial landscaping. However, given the prominence of the site as a transitional gateway corner to the downtown, the applicant is proposing a grand entrance to the building off of Clark Street. In addition to the building cantilevering over part of the entry plaza, an ornamental tree is proposed in a raised planter bed with evergreen and perennial plants and grasses. A second planter is also proposed to the east of this plaza. Four bike racks to park 8 bikes are proposed at the west of the plaza.



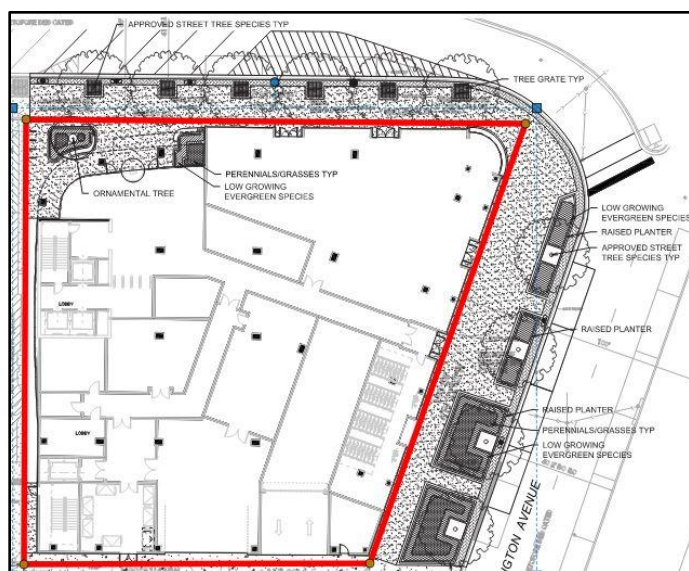
Blue dashed line - private property landscaping

Public Improvements

Pedestrian Environment

The Clark Street walkway to the north of the subject property is approximately 14 feet 9 inches when measured curb to the north property line. As built, it is approximately 12 feet 6 inches with the existing landscape wall north of the Burger King building encroaching about 2.5 feet into the City-owned public right-of-way. The applicant is proposing to remediate this condition and install six City Arborist-approved street trees in at-grade tree grates.

The Orrington Avenue walkway to the east of the subject property is approximately 30 feet when measured curb to the east property line. As built, it is approximately 28 feet 4 inches with the existing landscape wall east of the Burger King building also encroaching about 2 feet into the City-owned public right-of-way. The applicant is proposing to remediate this condition as well, and install four City Arborist-approved street trees in above-grade planters. The two northern planters leave 20 feet of sidewalk open to allow for a future outdoor dining cafe. The applicant is aware that a separate outdoor dining cafe is subject to review by the Design & Project Review Committee should a restaurant tenant occupy the ground floor commercial space. The two southern planters leave just over 9 feet of sidewalk.



The applicant is proposing brick pavers along the carriage walk/curb of both Clark and Orrington to be consistent with the streetscaping in the downtown. The raised planters on Orrington Avenue will consist of low-growing evergreen plants, grasses, and perennials. Staff has requested and the applicant has confirmed that the southernmost planter on Orrington specifically will be landscaped with low growing plants to ensure a clear sight triangle for those exiting the garage to travel northbound on Orrington.

Public Alley

The applicant will be undergrounding the existing utilities located to the south of the subject property in association with this development. The public alley to the south of the subject property will also be completely reconstructed with heavy-duty concrete pavement. The existing stop sign for eastbound traffic to Orrington will remain. Staff asked that the sidewalk carries through the alley driveway at the same grade as a condition of approval.

Compliance with the Zoning Ordinance

The D3 Downtown Core Development District is intended to provide for the highest density of business infill development and large-scale redevelopment within downtown Evanston. The district is also intended to encourage and sustain a mix of office, retail, and residential uses. Planned developments are encouraged as a special use in the D3 district. Where D3 zoned lots or areas are overlaid with the oRD Redevelopment Overlay District designation, a planned development is required in order to ensure that proposed development in these areas is consistent with the objectives and policies of the adopted "plan for downtown Evanston."

The following table identifies how the project does or does not meet bulk requirements of the D3 District and notes planned development site development allowances:

Base zoning, allowable Planned Development site development allowance, and IHO bonuses					
	Height	FAR	Ziggurat	Parking	Loading
D3 District Requirement	85 ft.	4.5	40 ft. at bldg. height of 24-42 ft.	211 (16 restaurant + 195 office)	1 short loading space
Site Development Allowance	+85 ft	+3.5	N/A	N/A	N/A
Proposed Development	170 ft. allowed, 149.5 ft proposed	8.0 allowed, 7.0 proposed	6.4 - 11 ft at bldg. height of 32 ft. proposed	35 proposed	1 short proposed
	Site development allowance requested	Site development allowance requested	Site development allowance requested	Site development allowance requested	

The proposed development is below the maximum allowable FAR and building height. The proposed amount of parking is reasonable given the public transportation services and multi-modes of transportation available within the vicinity of the site. The proposed single loading space should be sufficient to meet the needs of the building.

Public Benefits

Public benefits are intended to address the impacts that development has on the community. The applicant provides the following to address how the proposed development provides public benefits per Section 6-3-6-3.

- Contribution of \$250,000 toward the City's affordable housing fund
- Installation of a lightweight, electronic bike station with Divvy for \$65,000
- Contribution of \$100,00 to the City's public transit improvement fund
- Elimination of 2 curb cuts and a net gain of 3 on-street public parking stalls with an estimated public benefit of \$10,000
- Installation of Transit Tracker Board or similar system in the building (TV and software) with the estimated public benefit of \$25,000
- Burial of above-grade utility lines along the public alley with the estimated public benefit of \$100,000
- Modern building design to replace an existing building and open parking lot
- New retail/dining customers as the prospective employees of the office/laboratory space
- Job creation from the office/laboratory space and retail/restaurant space
- New street trees on Clark Street
- Stormwater detention

Staff notes that many of the public benefits are inherent to new development and do not constitute as public benefits intended to mitigate the impact of the new development to the surrounding community:

- Modern building design to replace an existing building and open parking lot
- Burial of above-grade utility lines along the public alley with the estimated public benefit of \$100,000
- Stormwater detention
- New street trees on Clark Street

Regarding additional public benefits, staff will continue to discuss with the applicant before City Council.

Compliance with the Comprehensive Plan

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

The proposed development is located just within the Central Business District. One of the objectives of the Plan is to enhance the economic vitality of the downtown, with a recommended policy being to promote additional residential/commercial mixed-use to attract more people to the area. By adding Class A office/laboratory research space to the downtown, prospective employers as tenants of the building will bring additional people to frequent existing downtown businesses and restaurants. The ground floor commercial space also will contribute to the retail and restaurant market in the downtown. Another objective is to preserve and enhance both access and ambiance through downtown capital improvements. A recommended policy action of the Plan is to prioritize the private and public reinvestment in and renewal of streets, sidewalks, street lighting, landscaping, and other amenities. The applicant is proposing to continue the streetscape design of the downtown in the public right-of-way adjacent to the property, and add street tree planters on Orrington Avenue. Two of the four street planters

nearest the Clark/Orrington intersection will be narrower to allow for additional space for an outdoor dining cafe, should the ground floor commercial space be leased by a restaurant. The applicant is also proposing street trees along Clark Street, where none exist currently.

The proposed development is also in a Transit-Oriented Development (TOD) area located less than a half-mile from the Davis Street Metra and CTA rail stations as well as Pace and CTA bus routes. The proposed density of the nonresidential use will help support the use of existing public transportation services, the commercial area, provide additional customers for existing businesses, and will help to activate this area. An additional objective of the Plan is to enhance bicycle and pedestrian access and safety through infrastructure improvements and modifications, with two of the specific policy actions being to minimize the number of curb cuts for driveways and to encourage the placement of bike racks in convenient, well-lit areas close to shopping areas and mass transit stops. To achieve these recommendations, the applicant is proposing to coordinate with the City and Divvy to locate a new docking station within the vicinity of the proposed development and also install a Transit Tracker screen or equivalent system to the building lobby. Additionally, the applicant is proposing a bike room with direct access from Orrington Avenue to park up to 40 bikes. The locker rooms available to those working in the building will also include showers. These design features will ensure cycling and transit are viable options for commuters. For public use, four bike racks are proposed at the northwest corner of the site to park up to eight bikes. The proposed development also eliminates the two existing curb cuts by relying on the existing public alley to the south for vehicular access.

Compliance with the Design Guidelines for Planned Developments

The proposed development is consistent with the Design Guidelines for Planned Developments. The site design takes advantage of the public alley, with the parking garage and loading dock entrances being located off of this alley rather than Clark Street or Orrington Avenue. In terms of bulk and massing, the proposed building is contextual in height, continuing the defined street wall along Clark Street and Orrington Avenue. The building's mass and bulk along Clark Street and Orrington Avenue are minimized by the curvature of the east elevation into the northeast corner and the modern application of a curved ziggurat beginning at 32 feet above grade. The building curvature at the northeast corner also reflects the curvature of Orrington Avenue, as it turns northwest into Clark Street.

The building materials are modern in type and style, being predominantly metal and glass with varying textures and colors. The decorative metal panels that alternate with glazing proposed on the west elevation help break up the wall which contains the building's elevator and mechanical core. "Wood-look" metal panels accent the lower, pedestrian-oriented levels of the building and add warmth to contrast the modern look of the upper floors. Cast stone as knee walls along the north and east elevations also invite pedestrian interaction with the building. The applicant has indicated they will continue to work with staff to further enhance the pedestrian entrances.

The proposed lighting of the building serves to highlight certain architectural features while being mindful of environmental impacts such as glare and light spillover. The applicant plans to continue to work with Bird-Friendly Evanston specifically to ensure

the lighting prevents bird collisions with the building. The proposed lighting at the ground level also invites pedestrian interaction with the building and enhances walkability, particularly at the pedestrian plaza at the northwest corner of the building and also along Orrington Avenue.

DAPR Committee Review

The Design and Project Review Committee reviewed the proposed Planned Development on January 5, 2022. The Committee recommended approval of the proposed development subject to the following conditions:

1. That bike parking follows APBP Guidelines;
2. That sidewalk carries through the alley without a change in slope;
3. That the pedestrian walkway is maintained along the building and between the building and any patio area; and
4. That the showers in the locker rooms be reflected on the plan.

Standards

The proposed development must satisfy the standards for Special Use in Section 6-3-5-10, the Standards for Planned Development in Section 6-3-6-9, and standards and guidelines established for Planned Developments in the C1a District, Section 6-10-1-9.

Staff finds that the proposed development meets all standards for approval.

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

- A Planned Development is listed as an allowed special use in the D3 district.
- Office, Type 1 Restaurants, and Retail Establishments are listed as permitted uses in the D3 district.
- As noted above, the proposal is in keeping with the purposes and policies of the adopted Comprehensive Plan and the Zoning Ordinance.
- The proposed development will not cause a negative cumulative effect when considered in conjunction with other special uses on the immediate area and the City as a whole.
- The proposed development will not interfere with or diminish the value of property in the neighborhood.
- The proposed development will be adequately served by public infrastructure already available. The street and sidewalk network, as well as water, sewer, electricity, and gas infrastructure already exist. The plan provides for improvements to the public sidewalk.
- The proposed development will not cause undue traffic congestion. The applicant has submitted a traffic study indicating there will be minimal effect on the level of service on existing surrounding roadways. The plan reduces the number of curb cuts to the site from 2 to 1 reducing conflict points between pedestrians, bicyclists, and vehicles, and staff is recommending restricted hours for deliveries to the loading stall to avoid peak traffic periods.
- Historical and architectural resources and environmental features are not present on the site.

Standards and Guidelines for Planned Developments in the D3 District (Sections 6-3-6-9 and 6-11-1-10)

- Land use and Land use intensity: The proposed mixed-use development is consistent with existing land uses and intensities within the area. The proposed density will strengthen the demand for nearby public transportation and other non-residential uses.
- Preservation and Environmental: The proposed development is not located within a local or nationally listed Historic District and it does not have Local Landmark designation. The proposed development provides stormwater management on a site where existing stormwater management control does not exist.
- Traffic impact and parking: The proposed development provides a reasonable number of off-street parking spaces given the site is well served by rail and bus public transportation services. The applicant provided a traffic study indicating the proposed development will have a limited impact on traffic in the area. The plan reduces the number of curb cuts to the site from 2 to 0 reducing conflict points between pedestrians, bicyclists, and vehicles, and staff is recommending restricted hours for deliveries to the loading stall to avoid peak traffic periods.
- Impact on schools, public services, and facilities: The proposed development will increase the tax base and will not result in enrollment increases as a nonresidential development. Staff finds the site is adequately serviced by public facilities and services and this condition will be continued.
- Essential character of the downtown district, the surrounding residential neighborhoods, and abutting residential lots: The proposed development supports the character of the downtown district by replacing a property dominated by a vacant 1-story commercial building with a mixed-use building similar in scale and intensity to properties to the south. The proposed development will serve as a transition to downtown Evanston from Northwestern's campus and create activity on a vacant and blighted but prominent corner. The abutting residential lots are Northwestern-owned properties and located to the east across Orrington, serving as student housing.
- Neighborhood planning: Section 6 of the 2009 Downtown Plan identifies the properties as being within the University Link "edge zone" and recommends the southwest block be "redeveloped with mixed-use 'focal' buildings that include shops, restaurants, and outdoor cafes on the ground floor and residential or office above". Section 6 also recommends a base height of 66 feet with a maximum of 88 feet for the subject properties as a "transition between the large, predominantly older university structures and Orrington Hotel located south of Clark Street along Orrington Avenue." Although the height of the proposed building exceeds this recommendation, the proposed use as office/laboratory space immediately across the street from Northwestern University provides a unique transition to downtown while also anchoring this northeast corner.
- Commercial district planning and economic development goals and policies: There is not a business district plan for this area. However, the proposed development supports economic development goals to increase demand for existing businesses, encourage new business development, and added density in mixed-use areas.
- Conservation of the taxable value of land and buildings throughout the City, and retention of taxable land on tax rolls: The proposed development replaces a vacant 1-story commercial building and open parking lot and a multi-dwelling apartment building with a mixed-use 10 story building that includes nonresidential

uses, retaining and enhancing the tax rolls. A condition of approval requires a covenant be recorded against the property that requires the applicant and any successors to pay taxes to the City, School District 65, and Evanston Township High School District 20.

Recommendation

The proposed development meets the intent of the D3 District and the Comprehensive Plan. Based on the analysis above and the DAPR Committee recommendation, staff recommends the Plan Commission make a positive recommendation for approval of the Special Use for the proposed Planned Development at 1732-34, -40 Avenue to the City Council subject to the following conditions:

1. That bike parking follows APBP Guidelines;
2. That the adjacent sidewalk along Orrington Avenue carry through the alley without a change in slope;
3. That the pedestrian walkway is maintained along the building and between the building and any patio area;
4. That the showers in the locker rooms be reflected on the plan;
5. That before the issuance of a building permit, the applicant shall execute a long term parking lease agreement with the City of Evanston to lease a minimum of 100 additional parking spaces from the City of Evanston based on the standard current monthly parking fee from the 525 Church Street parking garage, with the terms based upon prior long term lease agreements for similar planned developments and subject to negotiation with the Parking Division Manager and the Corporation Counsel;
6. That a waste management plan is provided to include recycling and composting;
7. That the applicant reconstruct the entirety of the public alley located to the south of the subject properties;
8. That delivery hours to be restricted outside of the rush hour and early morning/late night hours;
9. That any material changes in the use of the building on the subject property must be approved as an amendment to this Planned Development by Subsection 6-3-6-12 of the Zoning Ordinance;
10. That LEED 55 Bird-Friendly standards be incorporated into the proposed building and Bird-Friendly Evanston continues to be involved in design finalization; and
11. That the applicant record a covenant against the subject properties reflecting the following terms in a form acceptable to and enforceable by the City: a) upon the completion of the proposed development, the applicant and any successors, owners, or operators, shall not petition Cook County or the State of Illinois for exemption from obligation in whole or in part real estate taxes; b) in the event a change in law exempts the applicant from payment of real estate taxes on the basis of not-for-profit status, the applicant shall make annual payments in lieu of real estate taxes only to the City of Evanston, School District 65 and Evanston Township High School District 202 in an amount equal to the real estate taxes that the applicant would pay only to such taxing district if the applicant were not then so treated as an exempt not-

for-profit; and c) release from any and all provisions of said covenant shall require written approval by $\frac{2}{3}$ of Councilmembers elected to the City Council.

Attachments

1. Zoning Map
2. Aerial Photo
3. Street View
4. 1732-34, -40 Orrington Avenue development plans, dated December 22, 2021
5. [Planned Development and Zoning Map Amendment Applications with Supporting Materials](#) (Development Plans; Traffic Impact Study, dated January 20, 2022; US Life Sciences Trends by CBRE, Inc, dated November 2021;) *(link only)*
6. [Approved minutes from January 5, 2022, DAPR meeting](#) *(link only)*
7. [Public comments received](#) *(link only)*

Project Narrative

Project Overview

Trammell Crow proposes to develop a 10-story core & shell mixed-use office building (11th story mechanical penthouse) including approximately 35 auto parking stalls, 8 motorcycle stalls and one off-street loading spaces. The proposed development will consist of a lower level parking area; level 1 lobby, active use and back-of-house spaces; 8 levels (2-9) of business use space; Level 10 indoor and rooftop amenity; and Level 11 mechanical penthouse spaces. The project aims to attract a broad range of science and technology users seeking research & development space in Evanston and the North Shore community.

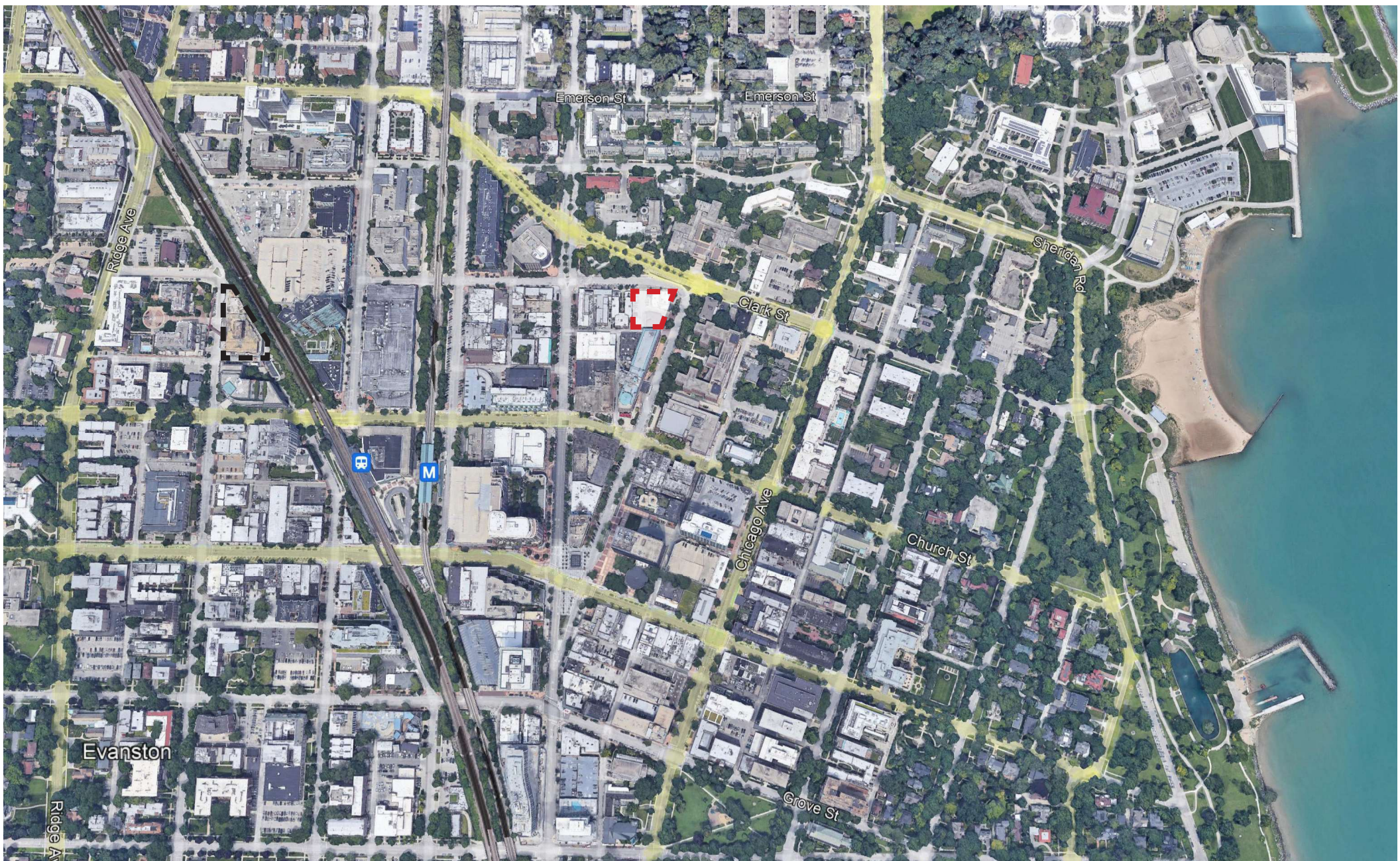
Building Design

The building's contemporary design aims to reinforce the innovative research that will occur within. Expansive glazing on the North and East elevations allows natural light to penetrate deep into the floor plate and provides spectacular views onto Lake Michigan and the surrounding neighborhood. Warm-toned materials are incorporated to reflect the surrounding natural beauty of the North Shore and to integrate the building into the existing urban fabric. To reduce bulk and provide relief along Orrington the upper floors are setback from the property line. Furthermore, the roof terrace is oriented on the Orrington elevation to reduce height and better align with the historic hotel to the South. On the North elevation a cornice line and setback above the second floor relates to the lower lying commercial & retail buildings to the West.

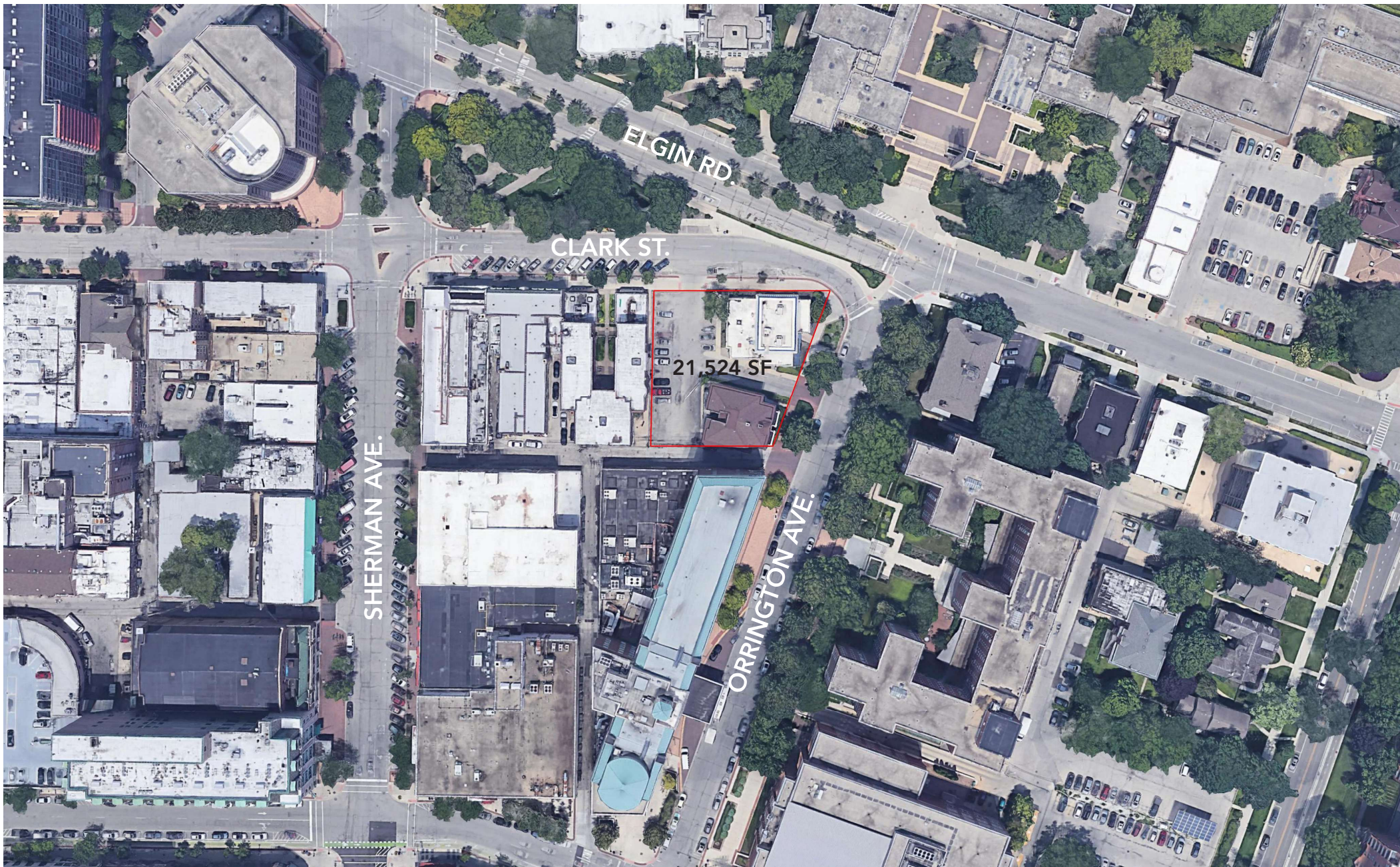
Streetscape and Public Realm

This development will enhance the public realm by reducing the number of vehicular curb cuts along both Orrington Ave. & Clark St., creating a safer and more pedestrian friendly experience. Increased and improved landscaped areas at the sidewalk will beautify the existing streetscape and active uses on the first floor will energize this important intersection.

Context Map



Site Context



Site Context



LOOKING EAST DOWN CLARK ST.



LOOKING WEST FROM ORRINGTON



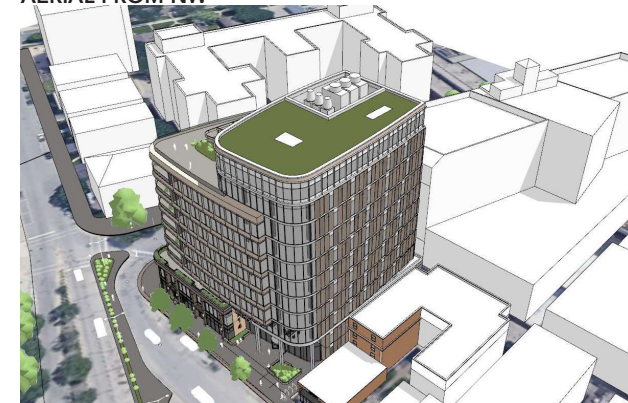
LOOKING EAST DOWN ALLEY



Aerial Perspectives



AERIAL FROM NW



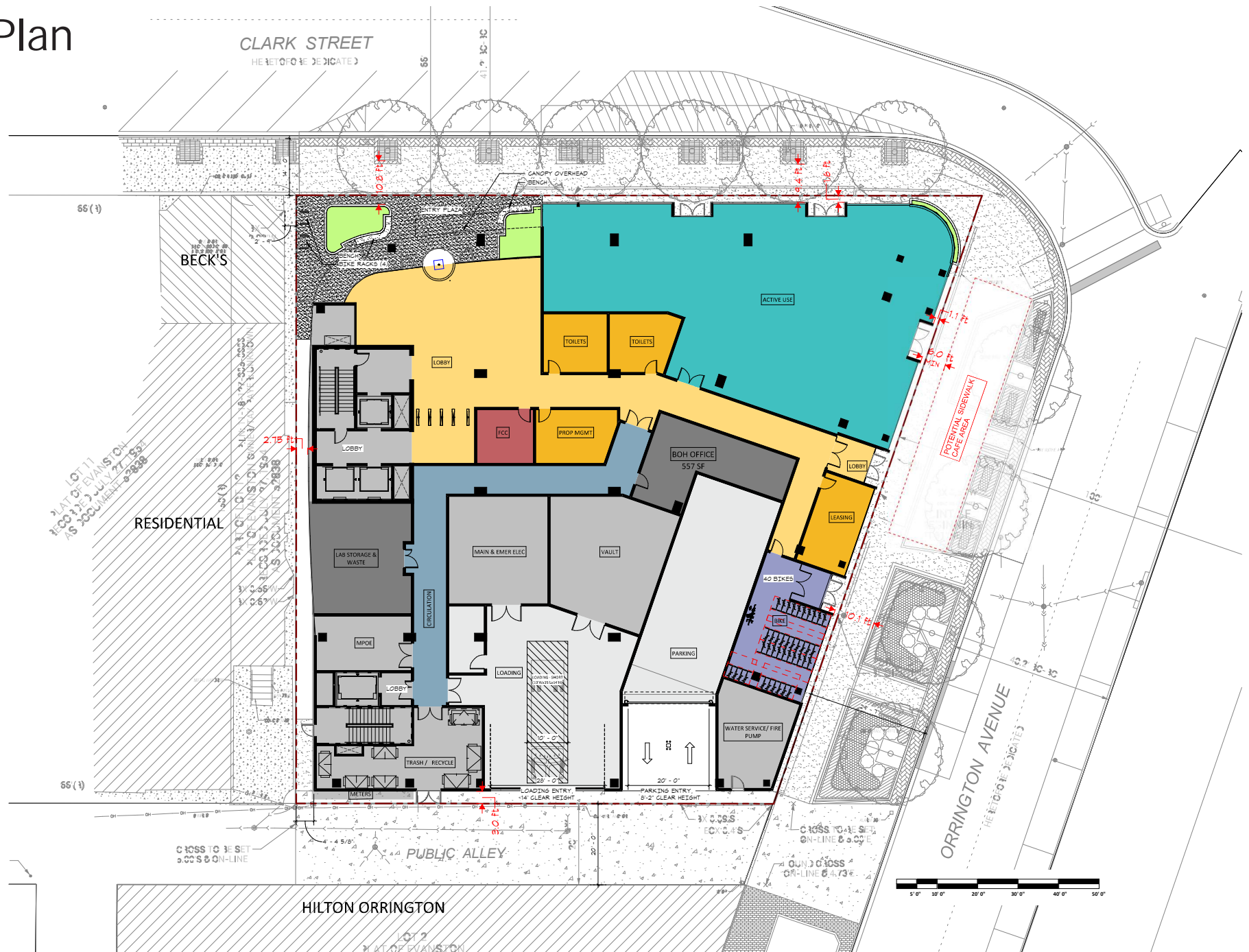
AERIAL FROM SW



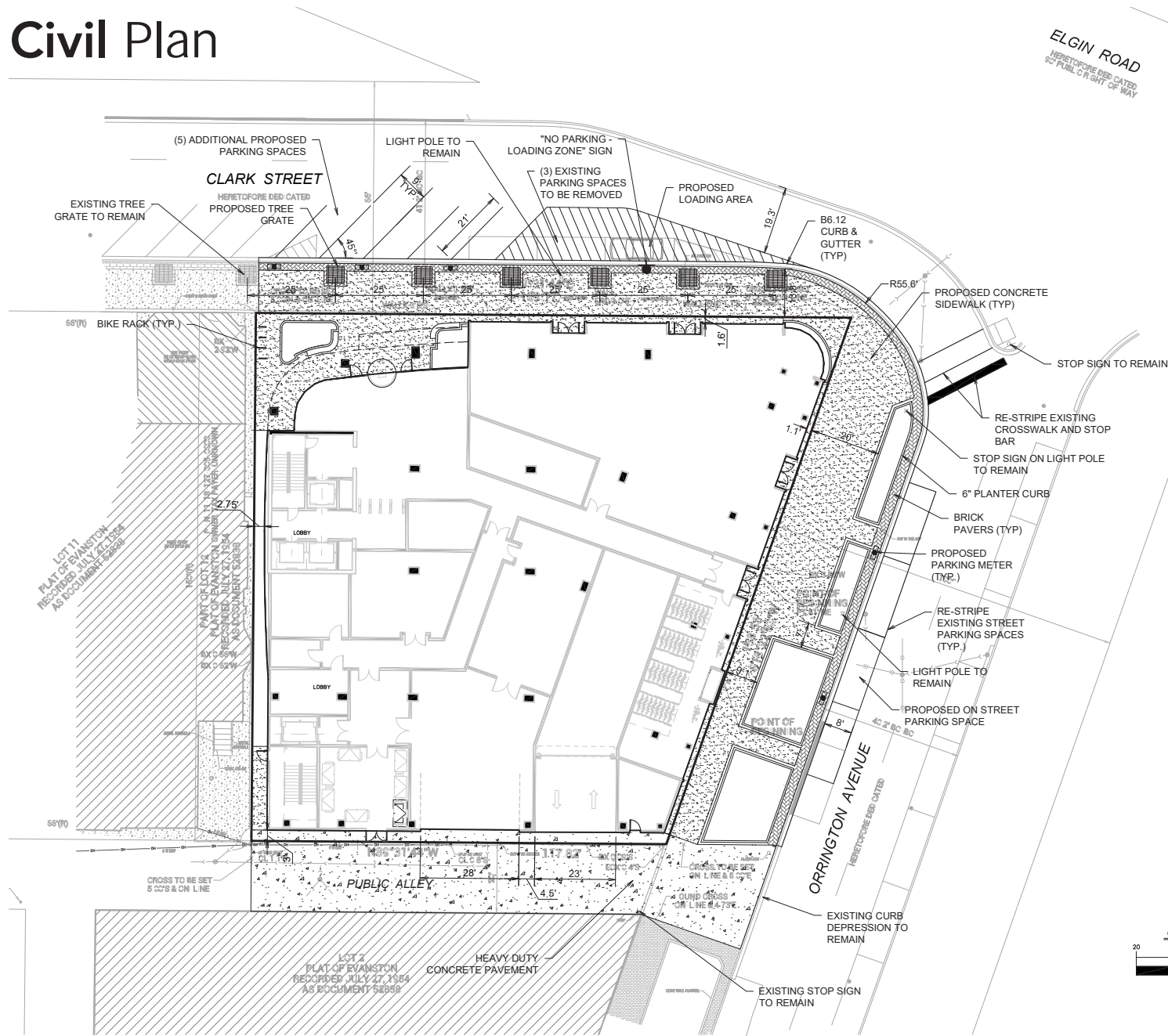
AERIAL FROM SE



Site Plan



Civil Plan



NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED STRIPING SHALL BE PAINTED WHITE UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

SITE DATA

SITE AREA = 0.49 AC.

LOT COVERAGE

EXISTING

PERVIOUS AREA = 0.05 AC.

IMPERVIOUS AREA = 0.44 AC.

PROPOSED

PERVIOUS AREA = 0.01 AC.

GREEN ROOF = 0.16 AC.

IMPERVIOUS AREA = 0.32 AC.

PARKING SUMMARY

PARKING REQUIRED BY CITY

211 SPACES

PARKING PROVIDED

INTERIOR STANDARD SPACES = 33

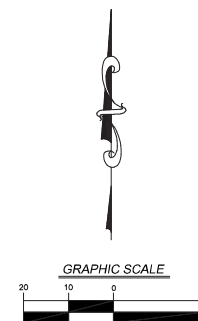
INTERIOR MOTORCYCLE SPACES = 8

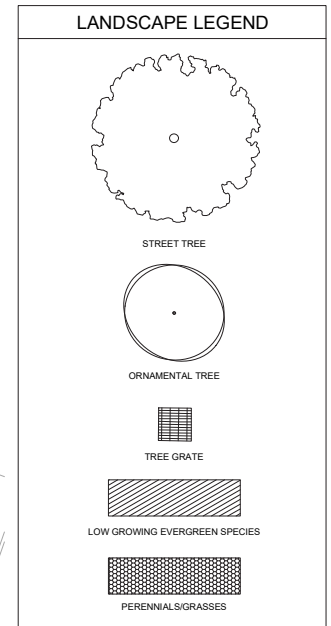
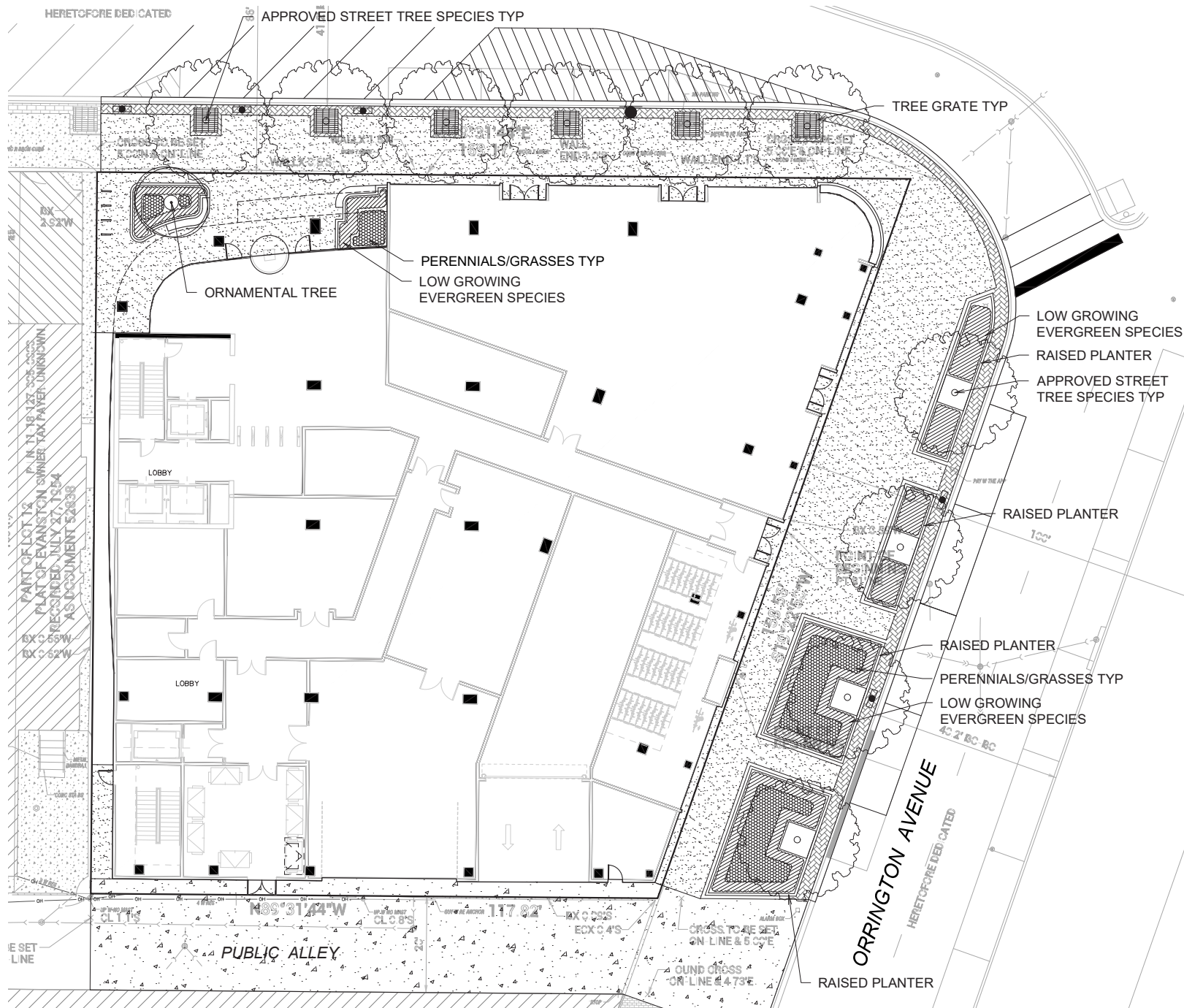
INTERIOR ADA SPACES = 2

ON-STREET PARKING = 9

OFF-SITE PARKING = 100

TOTAL PARKING = 152





Landscape Plan





Taxus x media 'Everlow'

Everglow Yew

Planting Size: 8"-12" Tall

Mature Height: 1.0'-1.5'

Mature Spread: 4.0'-5.0'



Buxus 'Green Gem'

Green Gem Boxwood

Planting Size: 12"-18" Tall

Mature Height: 3.0'-4.0'

Mature Spread: 3.0'-4.0'



Buxus sinica var. insularis

Korean Boxwood

Planting Size: 12"-18" Tall

Mature Height: 2.0'-4.0'

Mature Spread: 3.0'-5.0'



Dryopteris marginalis

Marginal Wood Fern

Planting Size: 1-Gallon Container

Mature Height: 1.5'-2.0'

Mature Spread: 1.5'-2.0'



Liriope spicata

Creeping Lilyturf

Planting Size: 1-Gallon Container

Mature Height: 0.75'-1.5'

Mature Spread: 1.0'-2.0'

1740 ORRINGTON AVENUE

Conceptual Planting Palette: Low Growing Evergreens





Echinacea 'Magnus'
Magnus Coneflower

Planting Size: 1-Gallon Container
Mature Height: 2.5'-3.0'
Mature Spread: 1.0'-1.5'



Monarda didyma 'Coral Reef'
Coral Reef Beebalm

Planting Size: 1-Gallon Container
Mature Height: 3.0'-4.0'
Mature Spread: 2.0'-3.0'



Penstemon digitalis 'Husker Red'
Husker Red Beardtongue

Planting Size: 1-Gallon Container
Mature Height: 2.0'-3.0'
Mature Spread: 1.0'-2.0'



Veronica 'Wizard of Ahhs'
Wizard of Ahhs Speedwell

Planting Size: 1-Gallon Container
Mature Height: 1.0'-2.0'
Mature Spread: 1.0'-2.0'

1740 ORRINGTON AVENUE

Conceptual Planting Palette: Perennials





Chasmanthium latifolium

Northern Sea Oats

Planting Size: 1-Gallon Container

Mature Height: 2.0'-5.0'

Mature Spread: 1.0'-2.5'



Deschampsia cespitosa

Tufted Hair Grass

Planting Size: 1-Gallon Container

Mature Height: 2.0'-3.0'

Mature Spread: 1.0'-2.0'



Panicum virgatum 'Shenandoah'

Shenandoah Switch Grass

Planting Size: 1-Gallon Container

Mature Height: 3.0'-4.0'

Mature Spread: 3.0'-4.0'

1740 ORRINGTON AVENUE

Conceptual Planting Palette: Grasses





Cercis canadensis 'Little Woody'

Little Woody Redbud

Planting Size: 1 1/2" Caliper

Mature Height: 10'-12'

Mature Spread: 8.0'-10'



Chionanthus virginicus

Fringe Tree

Planting Size: 1 1/2" Caliper

Mature Height: 12'-20'

Mature Spread: 12'-20'

1740 ORRINGTON AVENUE

Conceptual Planting Palette: Ornamental Trees





Acer saccharum 'Green Mountain'

Green Mountain Sugar Maple

Planting Size: 2 1/2" Caliper

Mature Height: 40'-60'

Mature Spread: 25'-45'



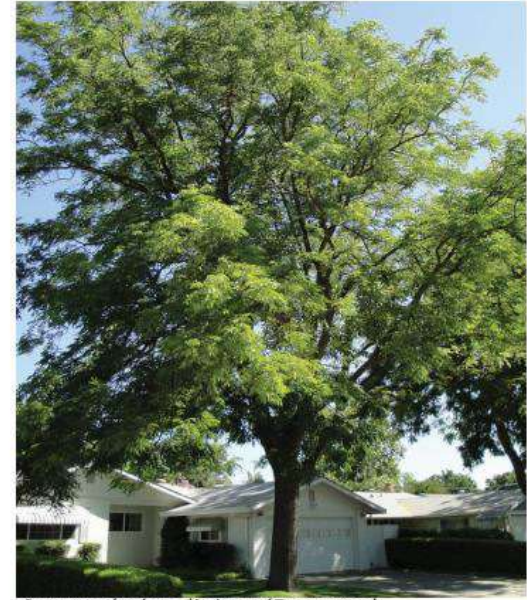
Ulmus 'Urban'

Urban Hybrid Elm

Planting Size: 2 1/2" Caliper

Mature Height: 40'-50'

Mature Spread: 30'-35'



Gymnocladus dioica 'Espresso'

Espresso Kentucky Coffee Tree (Fruitless)

Planting Size: 2 1/2" Caliper

Mature Height: 40'-50'

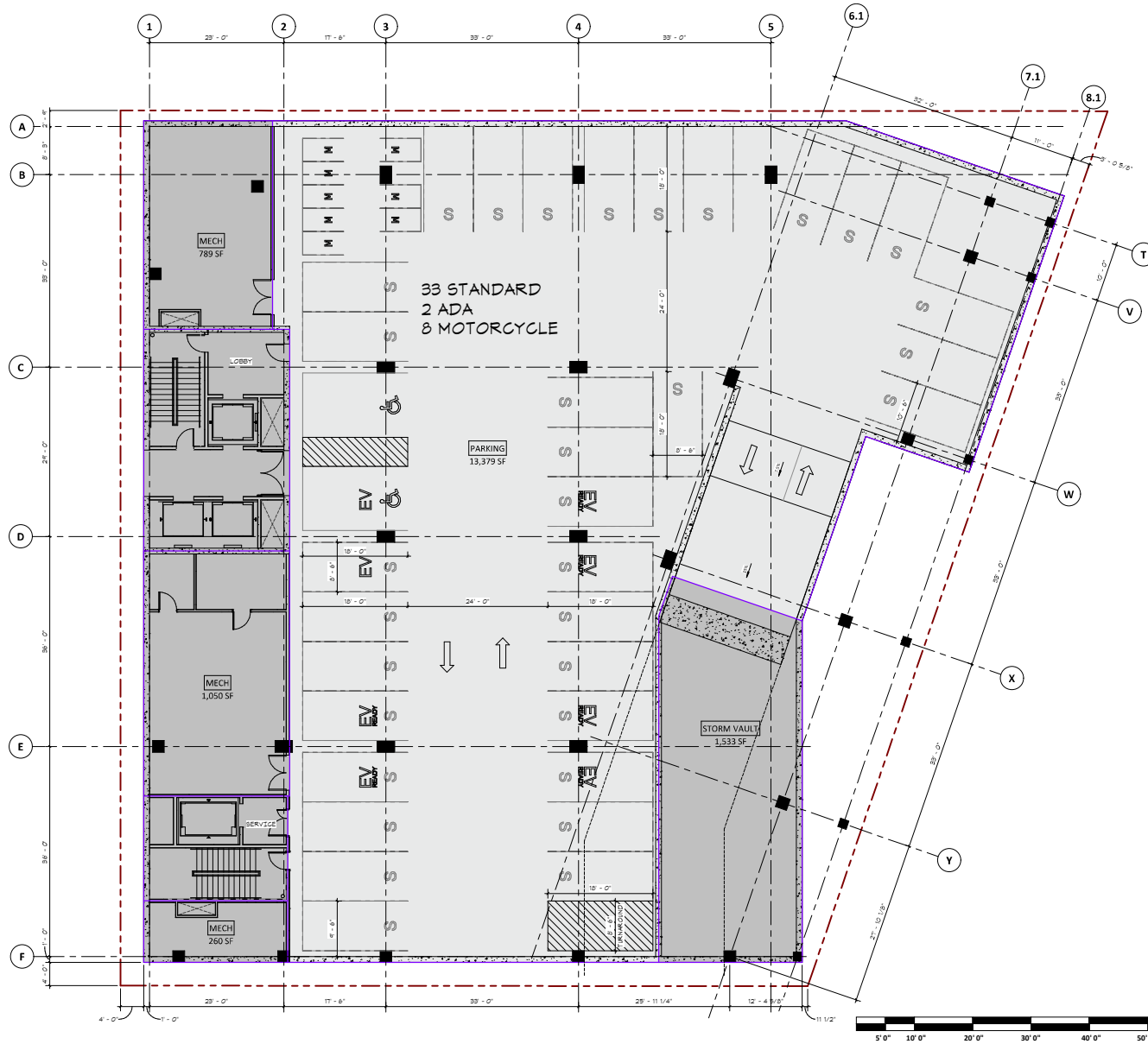
Mature Spread: 30'-35'

1740 ORRINGTON AVENUE

Conceptual Planting Palette: Street Trees



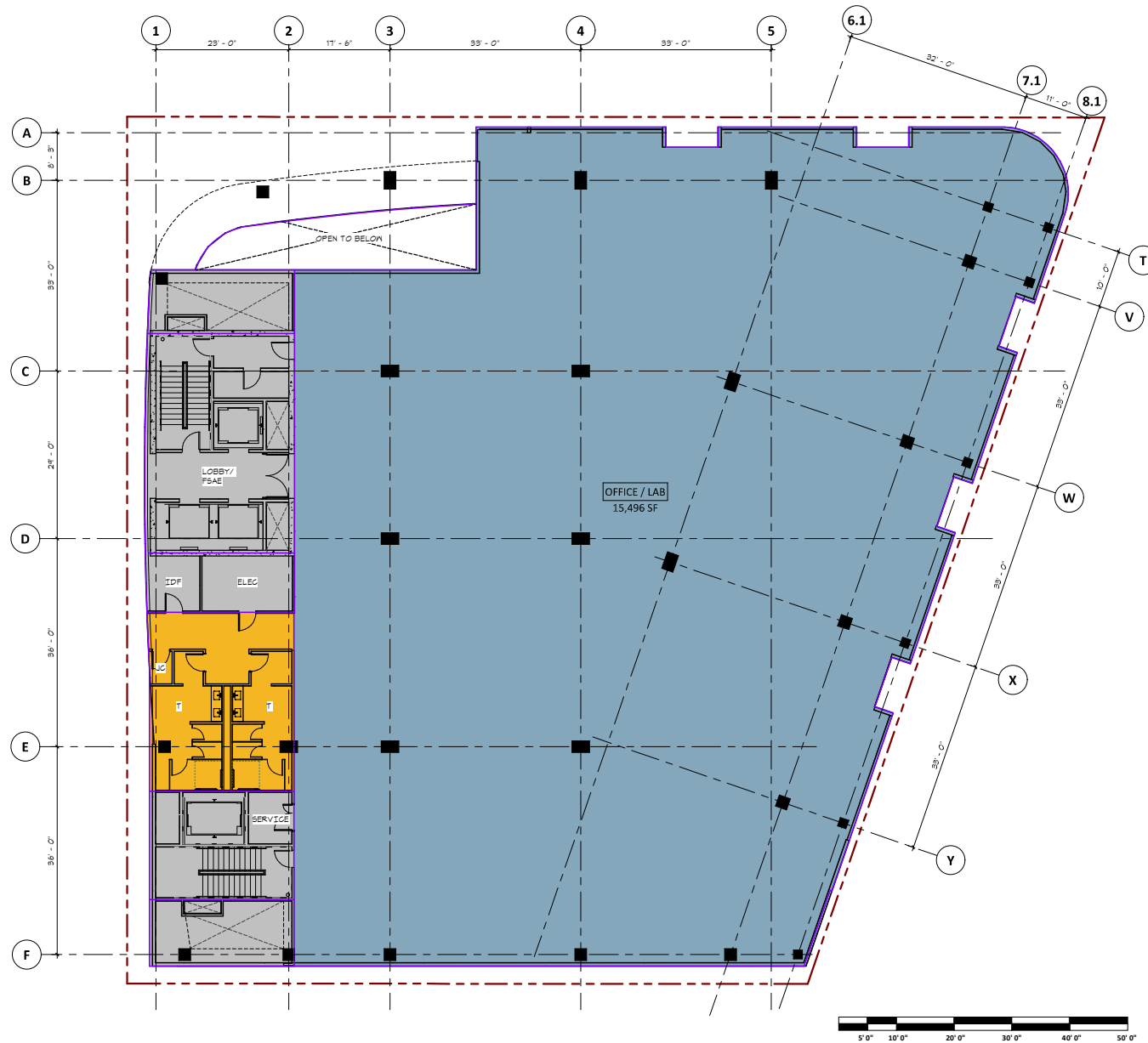
Lower Level



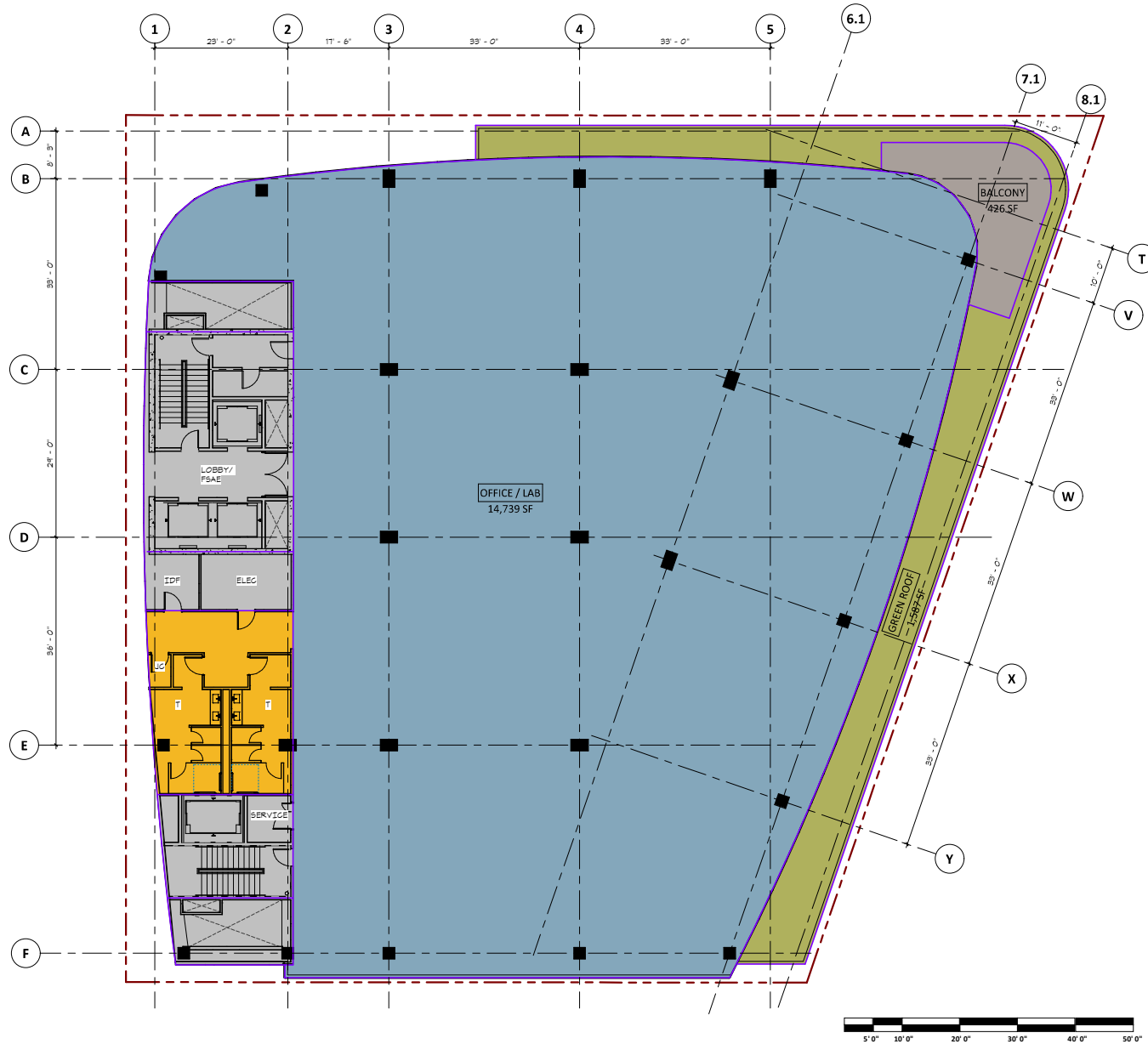
Level 01



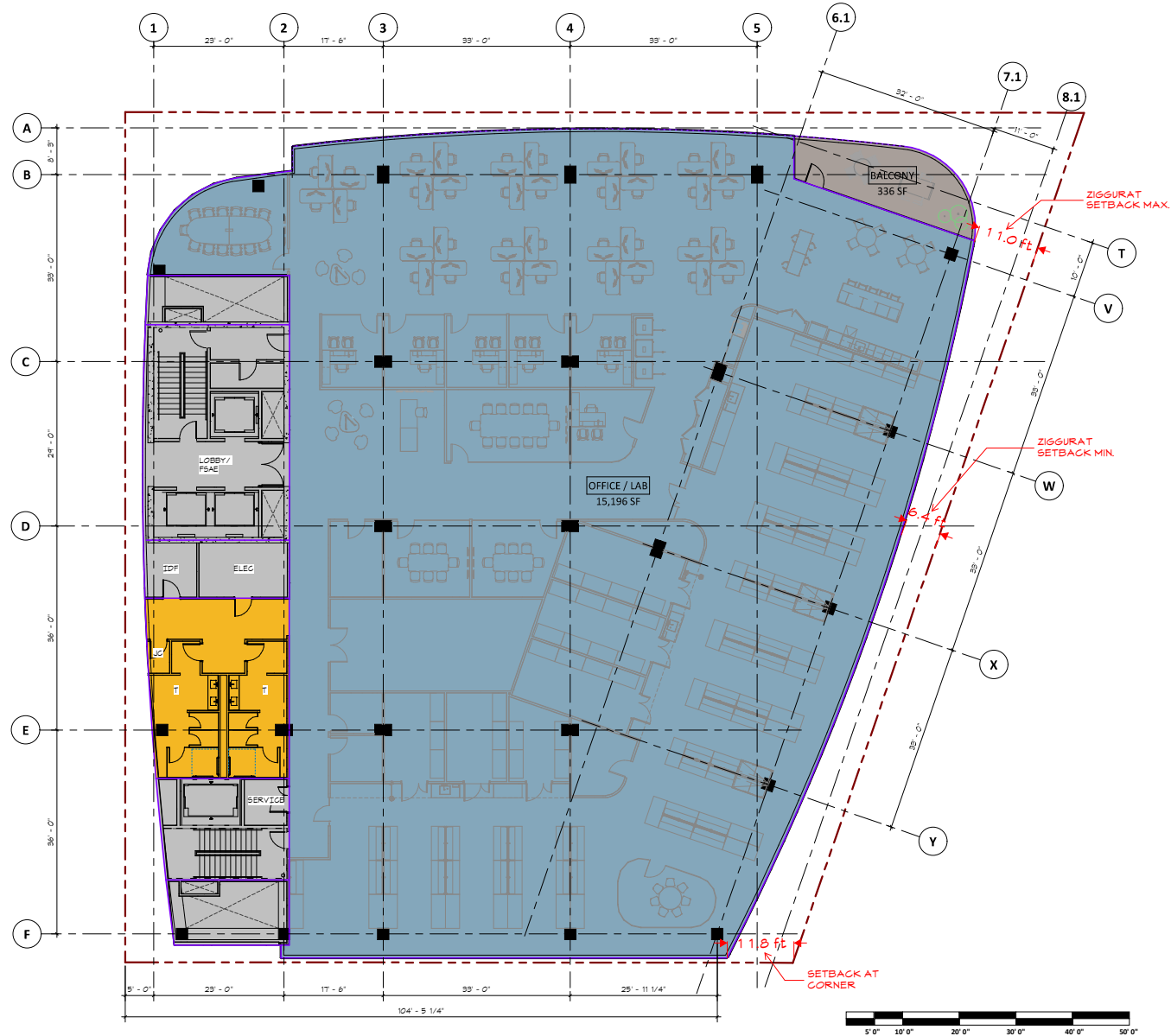
Level 02



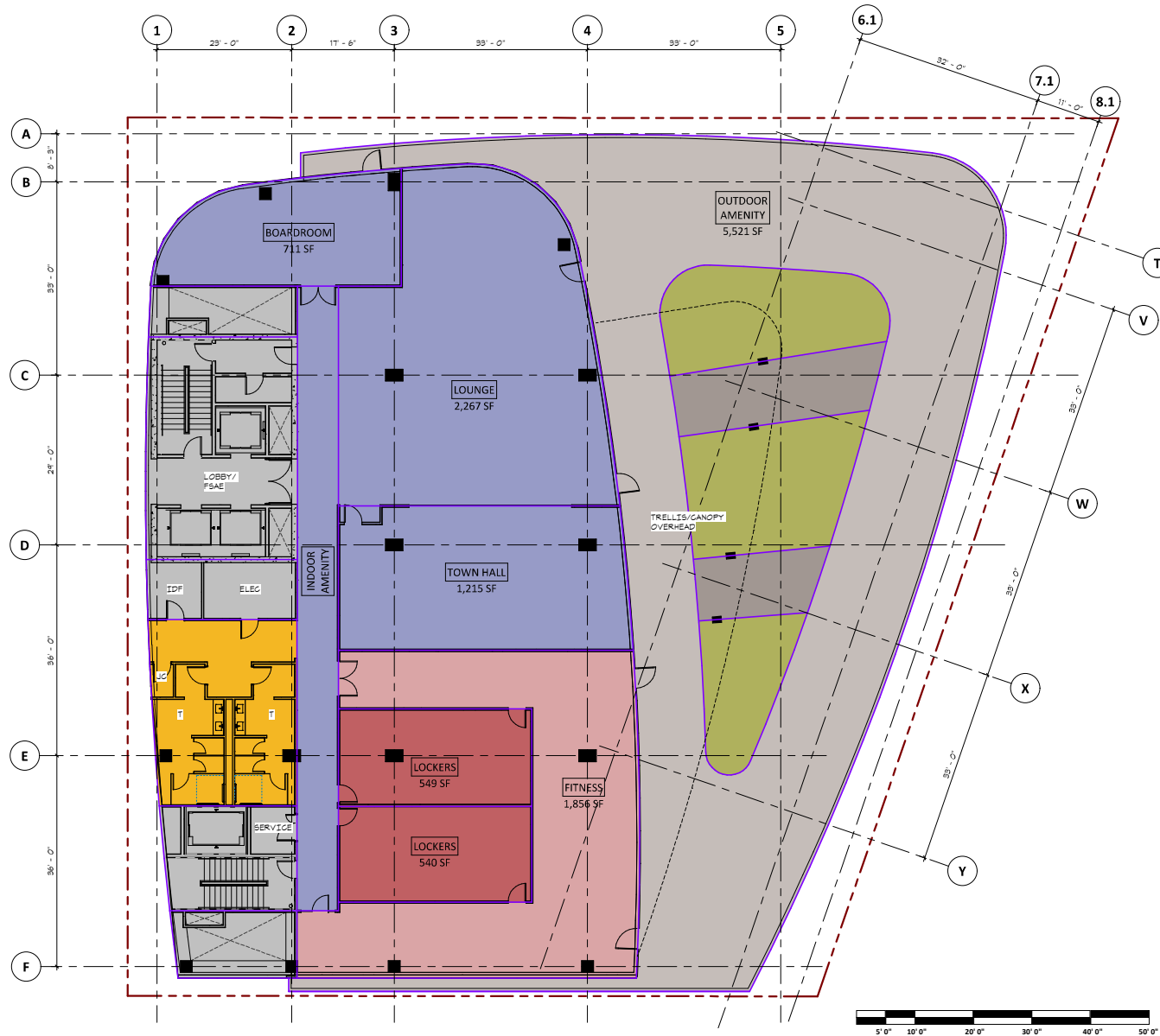
Level 03



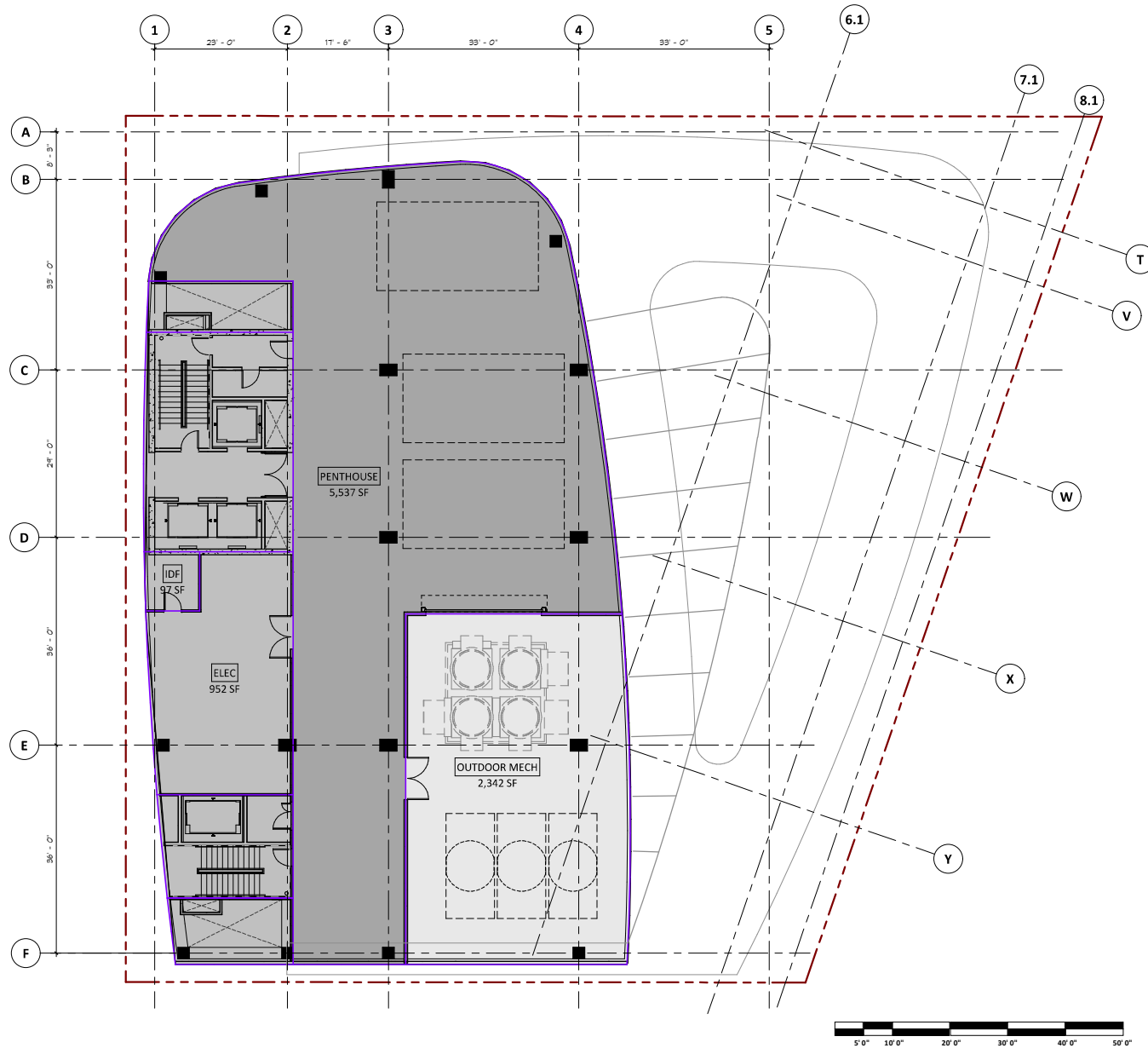
Levels 04-09



Level 10



Level 11



NORTHEAST PERSPECTIVE





NORTH ELEVATION



NORTHWEST PERSPECTIVE



WEST ELEVATION - MP DETAIL







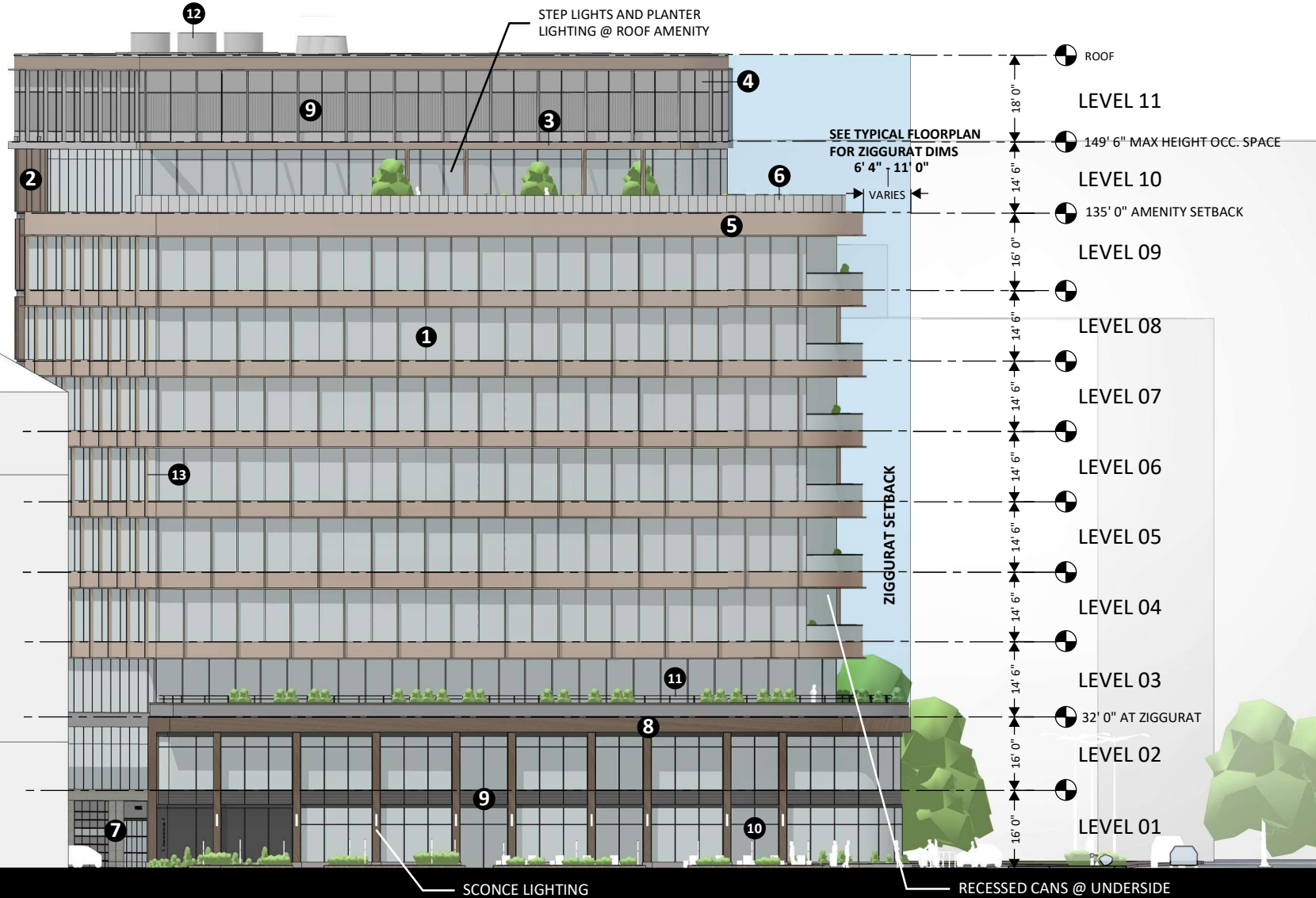
NORTHEAST PEDESTRIAN EXPERIENCE AT CORNER



EAST ELEVATION | VEHICULAR EXPERIENCE

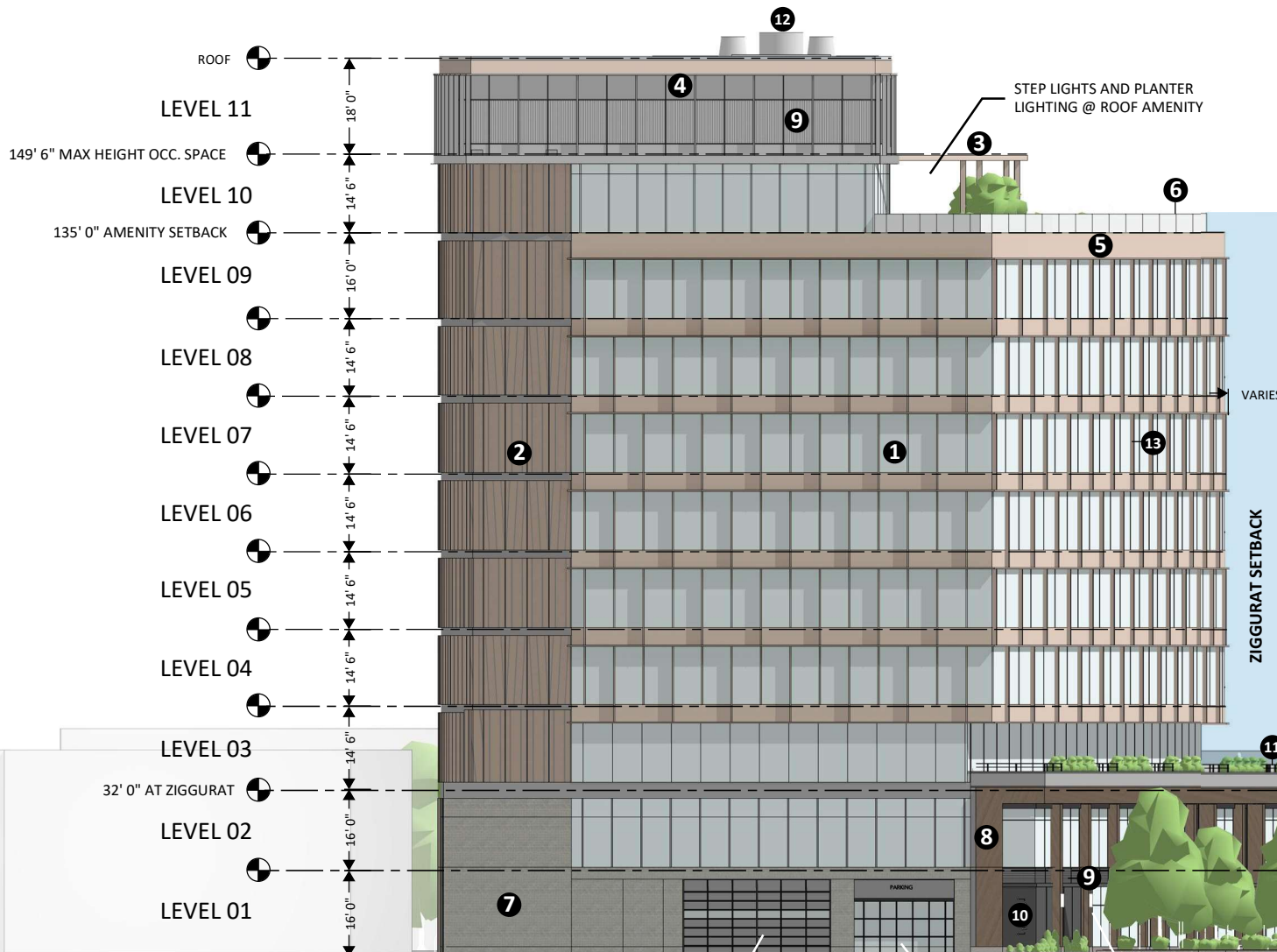


- 01 - GLAZING TYPE 1 - LOW REFLECTANCE
- 02 - FORMED DECORATIVE PANEL
- 03 - MP 2 @ SHADING
(COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 04 - METAL PANEL 1
(COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 05 - METAL PANEL 2
(COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 06 - METAL RAILING (TRICORN BLACK)
- 07 - SEALED MASONRY BLOCK
- 08 - METAL PANEL 3 (WOOD LOOK MCM OR ALUM)
- 09 - MECHANICAL LOUVER MATCH MP1
- 10 - L1 STOREFRONT (DARK BRONZE ANOD)
- 11 - L3 METAL RAILING (TRICORN BLACK)
- 12 - MECH EXHAUST
- 13 - VERTICAL FORMED ALUM FIN (MP-2)



East Elevation



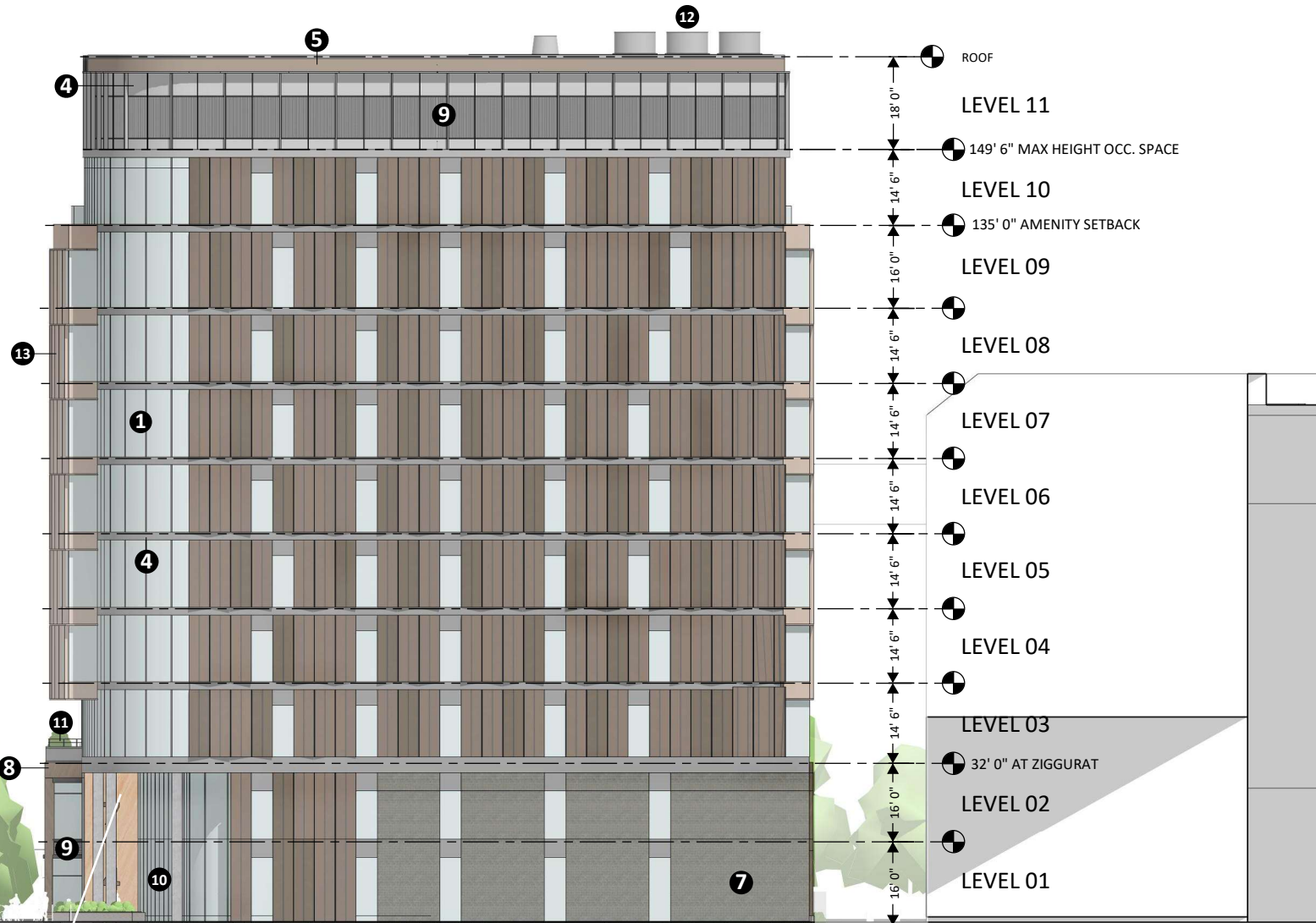


- 01 - GLAZING TYPE 1 - LOW REFLECTANCE
- 02 - FORMED DECORATIVE PANEL - COLOR TO MATCH MP 2
- 03 - MP 2 @ SHADING (COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 04 - METAL PANEL 1 (COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 05 - METAL PANEL 2 (COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 06 - METAL RAILING (TRICORN BLACK)
- 07 - SEALED MASONRY BLOCK
- 08 - METAL PANEL 3 (WOOD LOOK MCM OR ALUM)
- 09 - MECHANICAL LOUVER TO MATCH MP1
- 10 - L1 STOREFRONT (DARK BRONZE ANOD)
- 11 - L3 METAL RAILING (TRICORN BLACK)
- 12 - MECH EXHAUST
- 13 - VERTICAL FORMED ALUM FIN (MP-2)

South Elevation

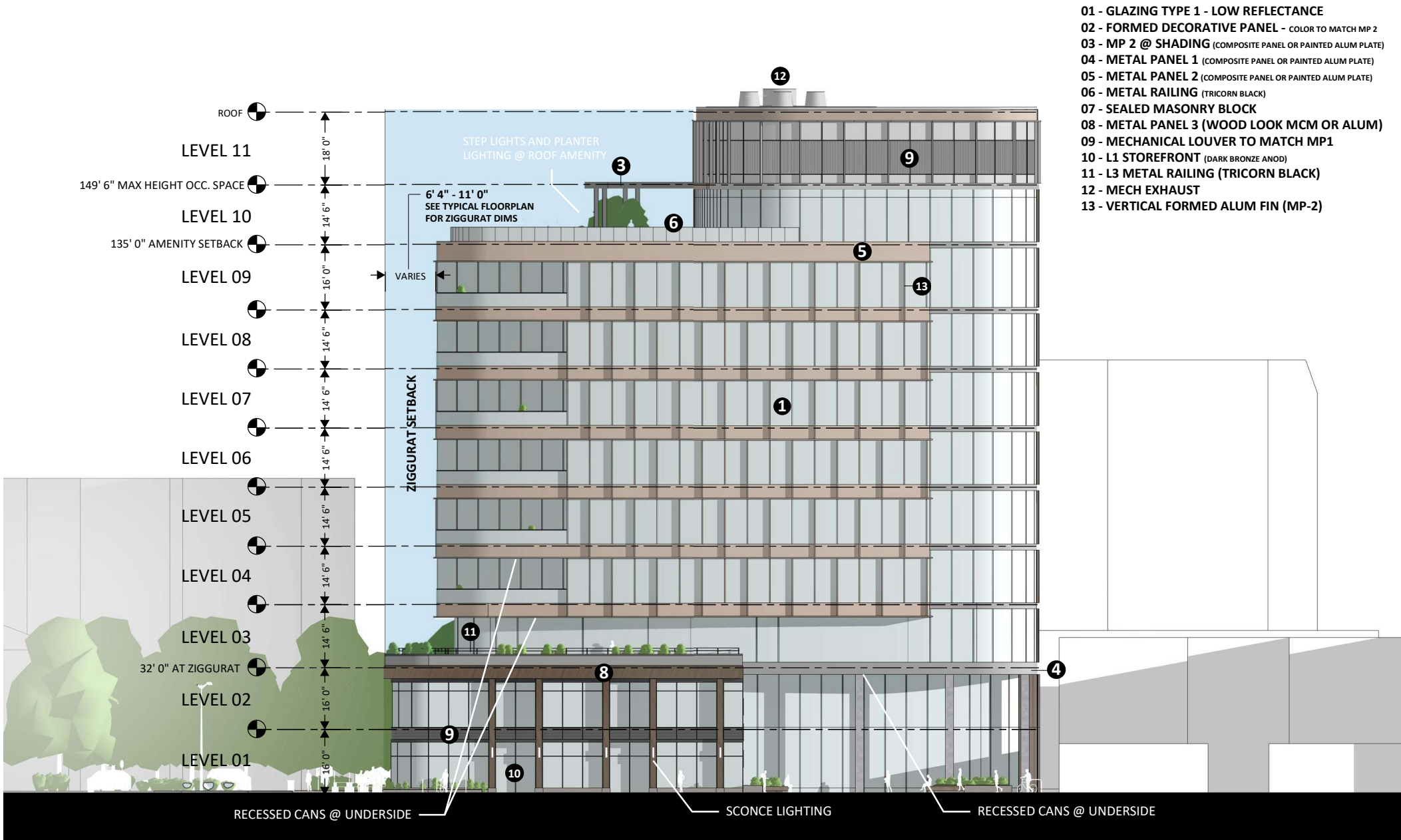


- 01 - GLAZING TYPE 1 - LOW REFLECTANCE
- 02 - FORMED DECORATIVE PANEL - COLOR TO MATCH MP 2
- 03 - MP 2 @ SHADING (COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 04 - METAL PANEL 1 (COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 05 - METAL PANEL 2 (COMPOSITE PANEL OR PAINTED ALUM PLATE)
- 06 - METAL RAILING (TRICORN BLACK)
- 07 - SEALED MASONRY BLOCK
- 08 - METAL PANEL 3 (WOOD LOOK MCM OR ALUM)
- 09 - MECHANICAL LOUVER TO MATCH MP1
- 10 - L1 STOREFRONT (DARK BRONZE ANOD)
- 11 - L3 METAL RAILING (TRICORN BLACK)
- 12 - MECH EXHAUST
- 13 - VERTICAL FORMED ALUM FIN (MP-2)



West Elevation





North Elevation



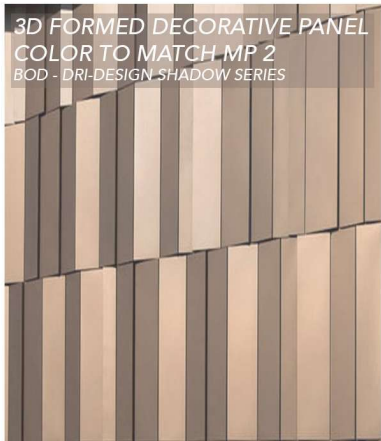


GLAZING - GLASS TYPE 2
 BOD - SOLARBAN 60 (2) ACUITY + ACUITY
 VLR - 11% VLT- 73 (LEVEL 1 STOREFRONT)

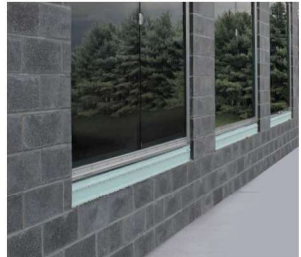
GLAZING - GLASS TYPE 1
 BOD - SOLARBAN 60 (2) OPTIGRAY + CLEAR
 VLR - 8% VLT- 50



ARCHITECTURAL LOUVER
 (4" DRAINABLE BLADE - COLOR MATCH MP)



MASONRY BLOCK (ECHELON)
 INSULTECH - SHADOW GRAY



Exterior Materials



Cafe Seating -----

Extruded Metal Trim -----
Dark Bronze Finish

Louver Banding -----

----- Exterior Sconce Lighting

----- Tenant Signage
Per Evanston Sign Code

----- Overhead Awning
Dark Bronze Finish

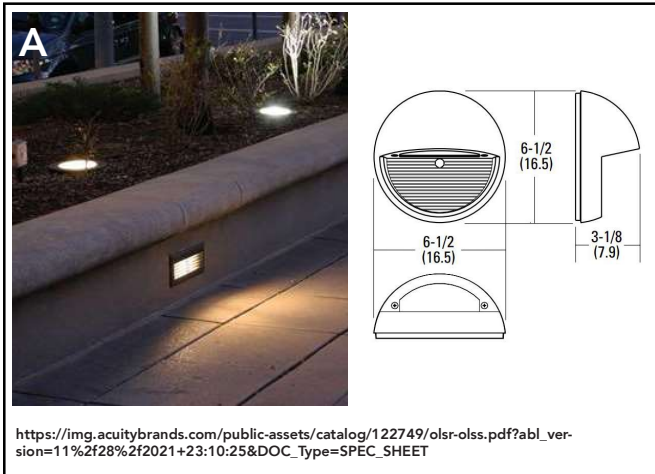
Wood Metal Panel

----- Cast Stone Kneewall

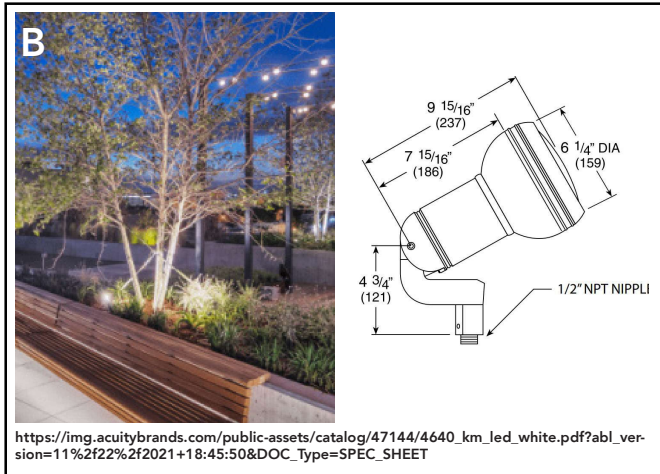
----- Active Use Space



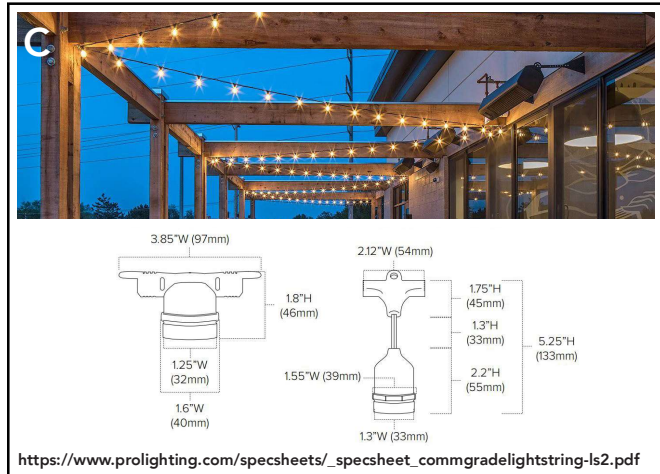
- 6" Recessed Downlights
- Double Height Lobby
- Cast Stone Kneewall
- Plaza Plantings
- Evanston approved site trees
- Plaza Seating



Level 10 (Amenity Deck) Code required step lighting for illuminated pathways - Located at raised planters



Level 10 and Level 1- Accent uplighting at planting beds, time sensitive fixtures will shut off during overnight hours.

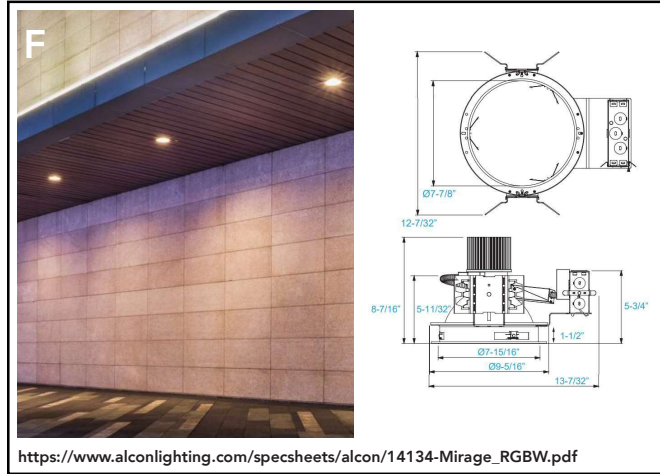
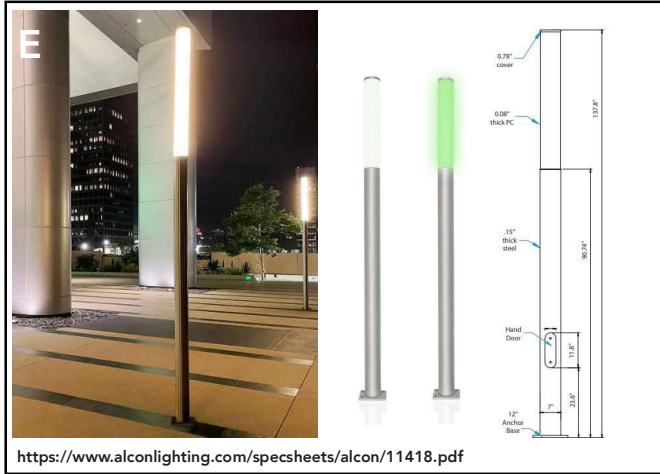
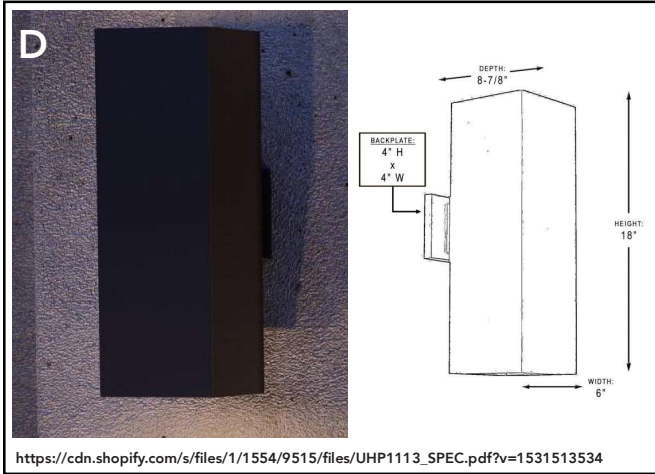


Level 10 (Amenity Deck) Decorative string lights within overhead shading structure. Time sensitive fixtures will shut off during overnight hours

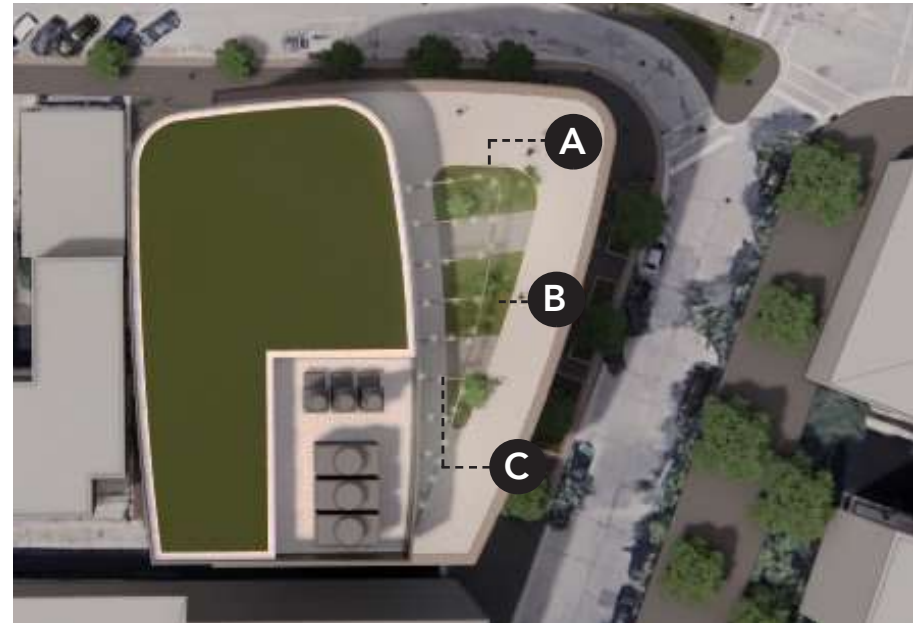
Level 1 (Building Accent) Sconce fixtures located at vertical column expressions to create safe/vibrant pedestrian pathways along buildings edge

Level 1- Bollard fixtures located within level 1 planting beds along Orrington for outdoor bistro/restaurant.

L1-L9- Recessed downlights within soffits/canopies of private balconies and building entrance.



Exterior Lighting Refer to next page and building elevation for light locations





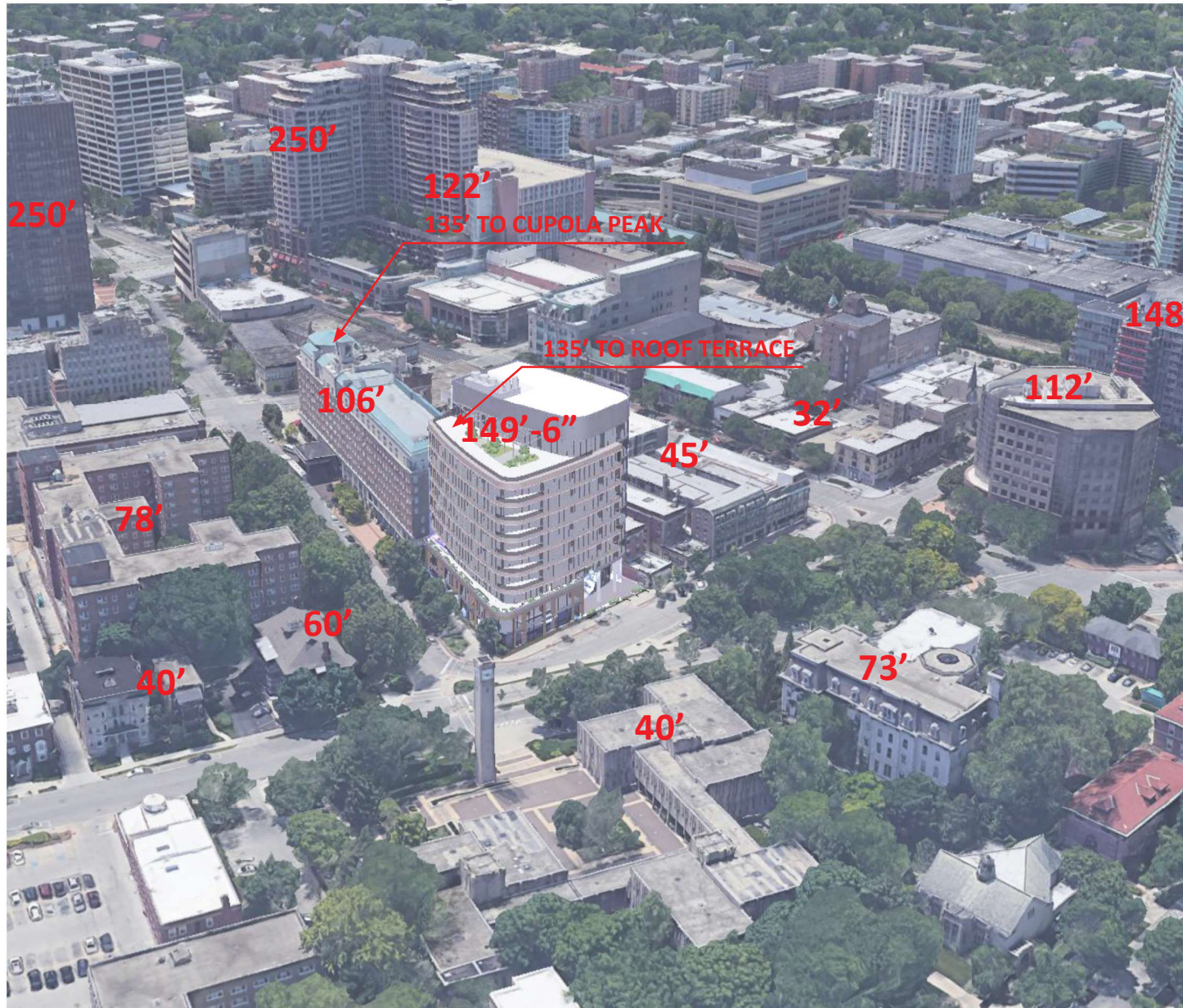
Address monument signage at entry with eyebrow anchor tenant - primary pedestrian entry point.



Parking indicator from one-way along Orrington. Loading and Parking Entry's marked with indicators above. auditory warning light and sounds for pedestrian safety

Wayfinding/Signage

Height Comparison



NOTE: BUILDING HEIGHTS MEASURED FROM GOOGLE EARTH PRO

Area Summary

AREA SUMMARY															
		Use	Total GSF	Parking/ Loading	Vertical Circulation	MEP/ Acc	Retail	Office/Lab	Balcony	Other (BOH, Toilets, etc.)	Green Roof/ Terrace*	Floor Area	Parking		
													Standard	ADA	Motorcyle
Level -1	Parking		18406	13379	1394	3633		0	0	0	0	0	33	2	8
Level 1	Multiple		18439	3047	1410	3140	4,119	688	0	6035	0	10,842			
Level 2	Office/Lab		18553	0	1450	829		15496	0	778	0	16274			
Level 3	Office/Lab		19648	0	1387	726		14739	426	783	1587	15948			
Level 4	Office/Lab		18428	0	1387	726		15196	336	783	0	16315			
Level 5	Office/Lab		18428	0	1387	726		15196	336	783	0	16315			
Level 6	Office/Lab		18428	0	1387	726		15196	336	783	0	16315			
Level 7	Office/Lab		18428	0	1387	726		15196	336	783	0	16315			
Level 8	Office/Lab		18428	0	1387	726		15196	336	783	0	16315			
Level 9	Office/Lab		18428	0	1387	726		15196	336	783	0	16315			
Level 10	Amenity		18428	0	1387	726		0	0	8674	7641	8674			
Level 11	Mechanical		10786	0	1389	7055		0	0	0	2342	0			
TOTALS			214,828	16,426	16,739	20,465	4,119	122,099	2,442	20,968	11,570	149,628	33	2	8

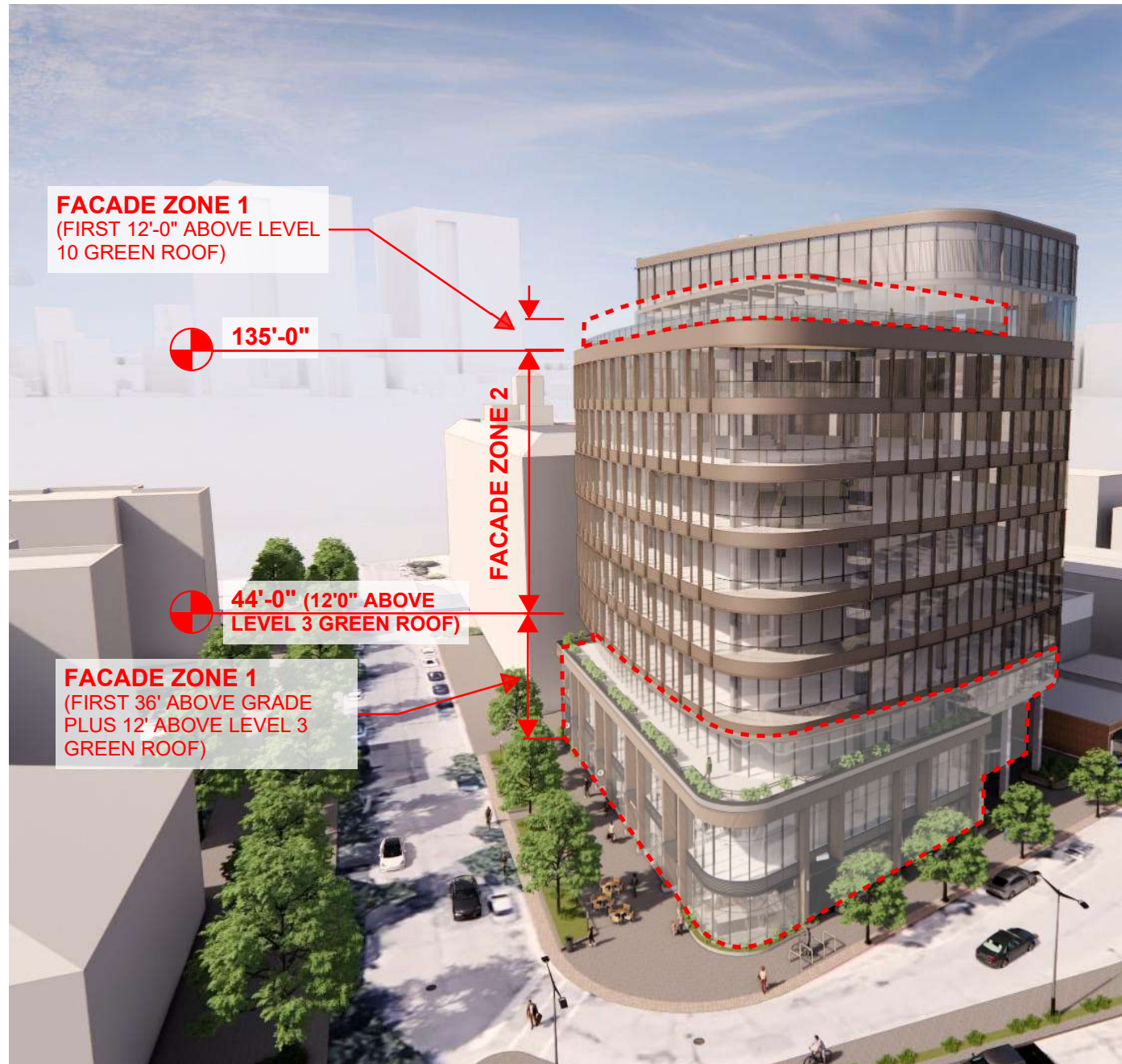
GSF applicable to FAR	149,628
Parcel Area	21,524
FAR (Total GSF excluding Parking/Loading, Vert. Circulation, Mech/Acc/Trash)	6.95
Bike Parking	40 Indoor 10 Outdoor
Employee Count	425 FTEs

Trammell Crow Company
esg | ARCHITECTURE & DESIGN

1740 Orrington Avenue
Staff Comment Review | DAPR



Bird Collision Deterrence



BIRD FRIENDLY STRATEGIES:

LEVEL 10 (FACADE ZONE 1)

10.1 - EXTERIOR LIGHTING FIXTURES SELECTED TO REDUCE GLARE AND LIGHT SPILL/POLLUTION. NON CODE REQUIRED LIGHTS PROGRAMMABLE, TO BE DIMMED OR TURNED OFF WHEN NOT IN USE.

10.2 - PROGRAMMABLE INTERIOR LIGHTING WITH OCCUPANCY SENSORS

10.3 - ALL METAL RAILINGS AND INFILL PANELS

10.4 - LOW-LYING PLANTINGS TO REDUCE REFLECTIONS AND MINIMIZE COLLISIONS

10.5 LOW REFLECTIVITY GLAZING

LEVELS 4-9 (FACADE ZONE 2)

4.1 - VERTICAL MULLION EXTENSIONS/FINS INTERRUPT LONG EXPANSES OF GLASS

4.2 - PROGRAMMABLE INTERIOR LIGHTING WITH OCCUPANCY SENSORS

4.3 - TOP RAILS AND BALUSTERS AT BALCONY RAILINGS, GLASS INFILL PANELS.

4.4 - LOW REFLECTIVITY GLAZING

LEVELS 1-3 (FACADE ZONE 1)

1.1 - EXTERIOR LIGHTING FIXTURES SELECTED TO REDUCE GLARE AND LIGHT SPILL/POLLUTION. LIGHTS NOT REQUIRED BY CODE OR FOR SAFETY TO BE PROGRAMMABLE, DIMMED OR TURNED OFF WHEN NOT IN USE.

1.2 - PROGRAMMABLE INTERIOR LIGHTING WITH OCCUPANCY SENSORS

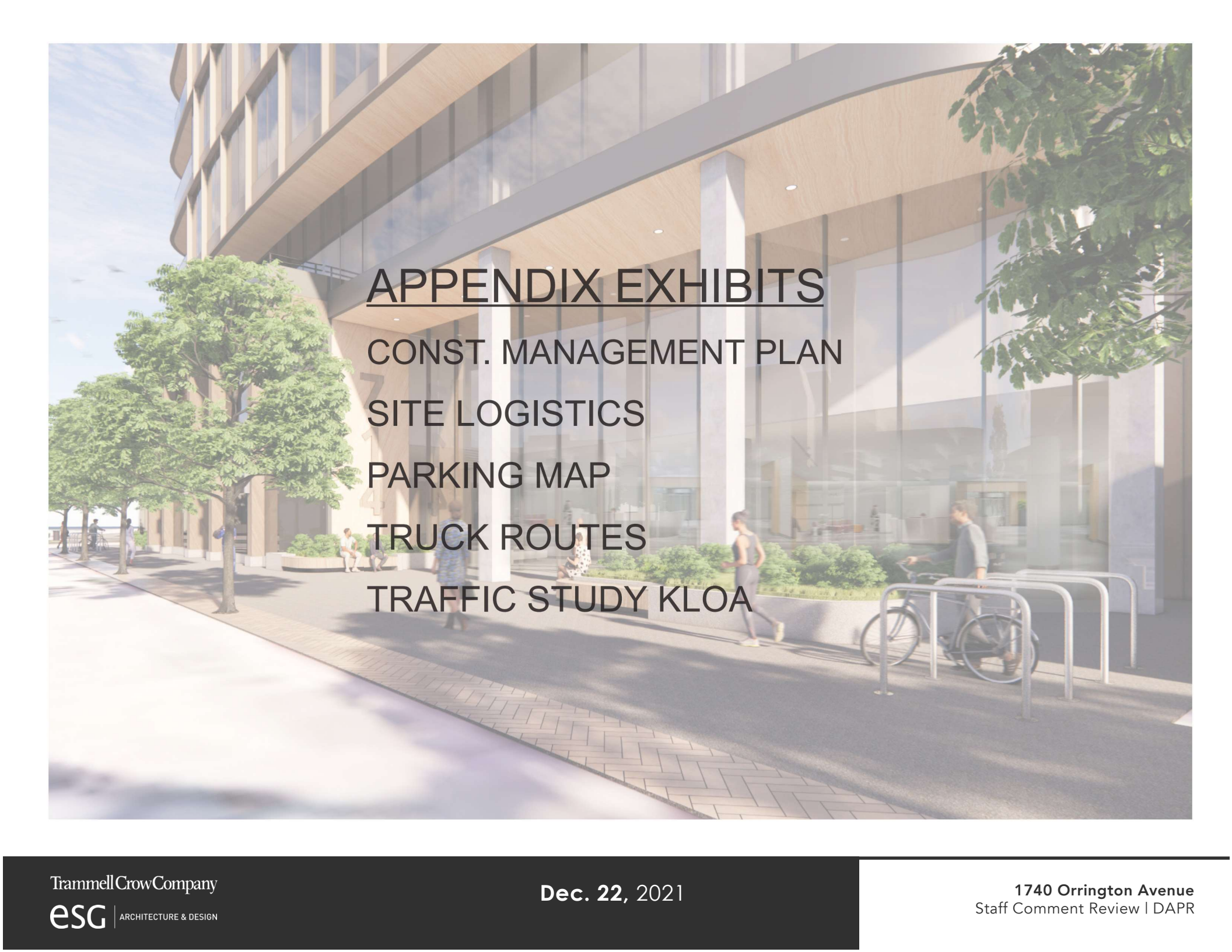
1.3 - ALL METAL RAILINGS AND INFILL PANELS

1.4 - LOW-LYING PLANTINGS TO REDUCE REFLECTIONS AND MINIMIZE COLLISIONS

1.5 - LOW REFLECTIVITY GLAZING

1.6 - RECESSED GLAZING AND ENTRIES WITH OVERHANGS ON LEVELS 1 & 2 TO MINIMIZE FLY-THROUGH CONDITIONS*

*SITUATIONS IN WHICH GLASS ELEMENTS PROVIDE ANY CLEAR LINE OF SIGHT TO BIRDS CREATING THE ILLUSION OF A VOID LEADING TO THE OTHER SIDE.



APPENDIX EXHIBITS

CONST. MANAGEMENT PLAN

SITE LOGISTICS

PARKING MAP

TRUCK ROUTES

TRAFFIC STUDY KLOA

1740 Orrington Avenue – Construction Site Management Plan

1740 ORRINGTON AVENUE – SHELL + CORE BUILDING

1740 Orrington Avenue

Evanston, IL 60201



General Contractor

Trammell Crow Company

Owner



Architect

Construction Management Plan | Phase 1 – 4

November 4, 2021

1740 Orrington Avenue – Construction Site Management Plan

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Exhibit B – Phase 1 Mobilization, Site Demolition, Potholing and Underpinning	11
Exhibit C – Phase 2 Earth Retention, Excavation and Foundation	12
Exhibit D – Phase 3 Superstructure, Enclosure and Interior Finishes	13
Exhibit E – Phase 4 Streetscape Improvements, Landscaping and Interior Finishes	14
Exhibit F – Parking Map	13
Exhibit G – Truck Route	14
Exhibit H – Erosion Control Plan	15

1740 Orrington Avenue – Construction Site Management Plan

CONSTRUCTION SITE MANAGEMENT PLAN

The Construction Site Management Plan, prepared by Power Construction, outlines the construction process and procedures that will take place during the construction of the 1740 Orrington Avenue Shell and Core Building located at 1740 Orrington Avenue in Evanston, Illinois.

Site Logistics Plans

The attached and following exhibits are the logistic plans that will be utilized during the project. The project will be completed in (4) phases.

Phase 1 – Mobilization / Site Demolition / Potholing / Underpinning

Approximate Duration = 1 Month, *Exhibit B*

Phase 2 –Earth Retention / Excavation / Foundation

Approximate Duration = 3 Months, *Exhibit C*

Phase 3 – Superstructure / Enclosure / Interior Finishes

Approximate Duration = 10 Months, *Exhibit D*

Phase 4 – Streetscape Improvements / Landscaping / Interior Finishes

Approximate Duration = 5 Months, *Exhibit E*

Project Site Office Location = TBD

Phase 1 – Mobilization to the project site for site demolition, potholing and underpinning will occur following the receipt of a caisson permit. The project's site, for Phase 1, will be configured per Exhibit's B's site logistics plan. During Phase 1, the extent of encroachment into the public way will be inclusive of only the sidewalk along Orrington Avenue from approximately the north side of the existing Hilton Hotel, continuing north and stopping where the current sidewalk ends, at Clark Street. Also during Phase 1, the extent of encroachment into the public way will be inclusive of park lane and sidewalk along Clark Street from approximately the intersection of Orrington Avenue and Clark Street, continuing west and stopping approximately just south of the Beck's Book Store. Pedestrian traffic will be directed to walk on the east side of Orrington Avenue and / or the north side of Clark Street by the use of "Sidewalk Closed, Please Use Other Side" being posted at the nearest intersections, in advance of the beginning and end of the aforementioned sidewalk closure. These closure signs will remain for the duration of the sidewalk closure. The nearest intersections that pedestrians will be notified of the Orrington Avenue and / or Clark Street sidewalk closure are inclusive of ADA accessible ramps. A knox box lock with a key will be attached to the fence for the Fire Department to have access to the existing fire hydrant. A clear zone with a 4' minimum path to and around the fire hydrant shall remain at all times and the hydrant will be marked with a flag. Materials or laydowns will not be allowed to take place in this clear zone. During Phase 1, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. Please note that the (2) street lights currently located in the sidewalk along the south side of Clark Street and (1) street light along Clark Street will be removed

1740 Orrington Avenue – Construction Site Management Plan

during Phase 1 and replaced during Phase 4. The overall extent of the site will be secured with an 8' high fence with screening. The fence will be maintained throughout the duration of the project and will be pole driven as required for proper performance. (3) Gates will service the site to allow for trucks to enter and exit the project. Detailed flagmen for trucks entering and exiting the site will be present to manage traffic at the gate traffic is occurring at. Required signage on the construction fence along Orrington Avenue and Clark Street shall include a project rendering and emergency contact information. All other fence openings/gates shall include the required emergency contact information. During Phase 1, twelve (12) parking stalls along the south side of Clark Street will be rented from the City of Evanston for proper / safety access in and out of the most northwest and northeast gate/s, as shown on the Exhibit B, Phase 1 logistics plan. Also, during Phase 1, it is requested of the City of Evanston that the 'island' type feature at the intersection of Orrington Avenue, Clark Street and Elgin Avenue be demolished to the extent shown in the Exhibit B so that the construction project can have necessary truck / logistical / material access to the project. During Phase 1, no concrete truck wash station will be available onsite as Power Construction will direct concrete trucks to, if necessary, do this at their yard after servicing the 1740 Orrington Avenue Shell and Core project. Street sweeping will be completed as necessary to maintain proper City of Evanston public way cleanliness. Inlet protection will be installed, maintained and/or cleaned regularly throughout Phase 1. No staging of trucks will be allowed on Orrington Avenue, Clark Street or any streets within the Evanston city limits.

Phase 2 – Subgrade Construction. Beginning approximately in the middle to tail end of the underpinning and associated excavation will be the installation of concrete caissons. Following concrete caissons will be the installation of the earth retention system followed by concrete grade beam and foundation wall construction. The excavation will be executed by the way of a professionally engineer earth retention system consisting of cantilevered sheeting, whaler support and corner / cross lot bracing inclusive of underpinning scope along the entire west side of the project, along the Beck's Book Store and adjoining (3) story property. For the protection of pedestrians and vehicular traffic, the site fence will move from the Phase 1 location of southern side of Clark Street's park lane, to align with the northern side of Clark Street's park lane at/near the Beck's Book Store. This alignment of the site fence along the park lane along Clark Street allows for trucks entering and exiting the project site to deliver and/or remove materials, to happen within the boundary of the site fence. Pedestrian traffic will continue to be directed to walk on the east side of Orrington Avenue During Phase 2 by the way of "Sidewalk Closed, Please Use Other Side" remaining posted at the nearest intersections in advance of the beginning and end of the aforementioned sidewalk closure, on the west side of Orrington Avenue. These closure signs will remain for the duration of the park lane and sidewalk closure. The nearest intersections that pedestrians will be notified of the Orrington Avenue and / or Clark Street sidewalk closure are inclusive of ADA accessible ramps. A Knox box lock with a key will be attached to the fence for the Fire Department to have access to the existing fire hydrant. A clear zone with a 4' minimum path to and around the fire hydrant shall remain at all times and the hydrant will be marked with a flag. Materials or laydowns will not be allowed to take place in this clear zone. During Phase 2, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. Continued through Phase 2, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. (4) Gates will service the site to allow for trucks to enter and exit the project. Detailed flagmen for trucks entering and

1740 Orrington Avenue – Construction Site Management Plan

exiting the site will be present to manage traffic at the gate traffic is occurring at. During Phase 2, no concrete truck wash station will be available onsite as Power Construction will direct concrete trucks to, if necessary, do this at their yard after servicing the 1740 Orrington Avenue Shell and Core project. Street sweeping will be completed as necessary to maintain proper City of Evanston public way cleanliness. Inlet protection will be installed, maintained and/or cleaned regularly throughout Phase 2. No staging of trucks will be allowed on Orrington Avenue, Clark Street or any streets within the Evanston city limits. Before but near the end of Phase 2, the tower crane and man and material hoist will be removed from the project.

The 1740 Orrington Avenue Shell and Core project main logistical arteries to the site are planned to be (these all allow trucks);

1. Church St
2. Emerson St. / Elgin Road
3. Sherman Avenue

Truck traffic will be directed in the following way for all deliveries;

1. (Go east) on Church Street.
2. (Go north) on Orrington Avenue.
3. Enter the project at Gate 1.
 - a. Deliver to the project.
4. Exit the project back onto Orrington Avenue from Gate 3 or 4 and go north.
5. (Go west) onto Clark Street.

As an alternate route and / or for truck traffic that is too large, i.e., a 53' semi-trailer, the following alternate route will be directed as follows;

1. (Go east) on Elgin Road.
2. (Southwest) over Orrington and / or (Go west onto Clark Street).
3. Enter the project at Gate 3 or 4.
 - a. Deliver to the project.
4. Exit Option A = the project, going northwest from Gate 3 or 4 and (Go west onto Elgin Road
5. Exit Option B = (Go west) onto Clark Street.

Phase 3 – Superstructure. Beginning approximately in the middle to tail end of the foundation construction up to 0'-0" (or street level elevation) will be the vertical expansion of the concrete superstructure. During this time, a tower crane, with an approximate jib length of (165'-10" feet) will be erected for podium and tower cast-in-place vertical construction operations. For the protection of pedestrians and vehicular traffic, the site fence will remain in the Phase 2 location. Pedestrian traffic will continue to be directed to walk on the east side of Orrington Avenue During Phase 3 by the way of "Sidewalk Closed, Please Use Other Side" remaining posted at the nearest intersections in advance of the beginning and end of the aforementioned sidewalk closure, on the west side of Orrington Avenue. These closure signs will remain for the duration of the park lane and sidewalk closure. The nearest intersections that pedestrians will be notified of the Orrington Avenue and / or Clark Street sidewalk closure are inclusive of ADA accessible ramps. A Knox box lock with a key will be attached to the fence for the Fire Department to have access to the existing fire hydrant. A clear zone with a 4' minimum path

1740 Orrington Avenue – Construction Site Management Plan

to and around the fire hydrant shall remain at all times and the hydrant will be marked with a flag. Materials or laydowns will not be allowed to take place in this clear zone. During Phase 3, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. Continued through Phase 3, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. (4) Gates will service the site to allow for trucks to enter and exit the project. Detailed flagmen for trucks entering and exiting the site will be present to manage traffic at the gate traffic is occurring at. North bound traffic along Orrington Avenue shall remain unaffected except for a duration of Phase 3 where utility connections are made. During the process of making the utility connections shown in Exhibit C, during work hours, north bound traffic along Orrington Avenue will be affected but maintained by flaggers on both sides of the opening in the street for the utility connection to be made. At the end of each day's working hours that the utility connection process is being completed, steel plates will be installed to allow for unaffected north bound traffic along Orrington Avenue. During Phase 3, no concrete truck wash station will be available onsite as Power Construction will direct concrete trucks to, if necessary, do this at their yard after servicing the 1740 Orrington Avenue Shell and Core project. Street sweeping will be completed as necessary to maintain proper City of Evanston public way cleanliness. Inlet protection will be installed, maintained and/or cleaned regularly throughout Phase 3. No staging of trucks will be allowed on Orrington Avenue, Clark Street or any streets within the Evanston city limits. Before but near the end of Phase 3, the tower crane and man and material hoist will be removed from the project.

Phase 4 – Streetscape Improvements and Landscaping. During the last (2) months of the project improvements to the streetscape and ground level building landscape work will commence and be completed. For the protection of pedestrians and vehicular traffic, the site fence will remain in its' Phase 2 location and include the eastern side of Orrington Avenue's sidewalk and the southern side of Clark Street's sidewalk and park lane as well. However, because Phase 4 will be the phase that we restore the street and sidewalks, the fence will be installed with bracing/weights so that it can be efficiently moved around during the day to allow for asphalt paving and/or concrete road and/or sidewalk construction to properly be installed. At the end of each day, any portion of the fence that was moved east, away from the line of the park lane, will be moved back to the line of the park lane to secure the site. Also, during Phase 4, gate locations established in Phase 3 will remain, to allow for trucks to enter and exit the site. Detailed flagmen for trucks entering and exiting the site will be present to manage traffic at the gate traffic is occurring at. During this process, the removal of any temporary signage/measures for the proper routing of vehicular and/or pedestrian traffic will be removed and disposed of. North bound traffic along Orrington Avenue shall remain unaffected. Pedestrian traffic will continue to be directed to walk on the east side of Orrington Avenue During Phase 4 by the way of "Sidewalk Closed, Please Use Other Side" remaining posted at the nearest intersections in advance of the beginning and end of the aforementioned sidewalk closure, on the west side of Orrington Avenue. These closure signs will remain for the duration of the park lane and sidewalk closure. The nearest intersections that pedestrians will be notified of the Orrington Avenue and / or Clark Street sidewalk closure are inclusive of ADA accessible ramps. A knox box lock with a key will be attached to the fence for the Fire Department to have access to the existing fire hydrant. A clear zone with a 4' minimum path to and around the fire hydrant shall remain at all times and the hydrant will be marked with a flag. Materials or laydowns will not be allowed

1740 Orrington Avenue – Construction Site Management Plan

to take place in this clear zone. During Phase 1, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. Continued through Phase 4, a white board with red letter signage will be provided on the street side of the fence to denote any and all fire protection systems, i.e. (fire hydrant, Fire Department/Standpipe Connection, etc.) located on the construction side of the fence. (6) Gates will service the site to allow for trucks to enter and exit the project. Detailed flagmen for trucks entering and exiting the site will be present to manage traffic at the gate traffic is occurring at. During Phase 4, no concrete truck wash station will be available onsite as Power Construction will direct concrete trucks to, if necessary, do this at their yard after servicing the 1740 Orrington Avenue Shell and Core project. Street sweeping will be completed as necessary to maintain proper City of Evanston public way cleanliness. Inlet protection will be installed, maintained and/or cleaned regularly throughout Phase 4. No staging of trucks will be allowed on Orrington Avenue, Clark Street or any streets within the Evanston city limits.

General – Periodic temporary closures during truck access and exiting, critical heavy lifts of large equipment, tower crane set up and removal, etc. will occur during any of the previously listed and described phases and will be submitted separately for specific ROW permitting. Certified flagmen will be present to ensure the safety of public and vehicular traffic. Signage directing pedestrians to the relocated walkway will be in place and maintained throughout construction.

Street light removal and storage will be coordinated with the Traffic Supervisor. In replace of the street lights being removed, temporary lighting along Orrington Avenue and Clark Street, within the project fence line, will be utilized. Installation of temporary lighting will be per Traffic Supervisor's instruction. Any sign removal will be coordinated with the Traffic Supervisor. Scheduled work day ROW closures for portions of Orrington Avenue and /or Clark Street will be required for the connection of underground wet and dry utilities. This work will be scheduled with the City at the time needed and at least one drive lane at Orrington Avenue and /or Clark Street will be maintained during the work.

Fire department will have access to the site and proper arrangements will be made with the fire department for necessary safety orientation.

All temporary facilities such as fencing, barricades, and trailers will be removed from the site upon completion of the project. Required signage with contact information shall be present during all stages of construction.

Health & Human Services

Prior to construction, the following will be provided to the City of Evanston and align / be inclusive of the final Construction Management Plan.

1. A lead dust control plan for the pre-1978 building.
2. A rodent (rat) control plan for the demolition.
3. A waste management plan.

1740 Orrington Avenue – Construction Site Management Plan

Project Schedule

Mobilization / Site Demo / Underpinning	July 2022
ERS / Excavation / Foundation	August 2022 - November 2022
Building Structure	November 2022 – March 2023
Façade/Windows/Roof	February 2023 – August 2023
Interiors	April 2023 – November 2023
Streetscape / Hardscape / Landscape	September 2023 – February 2024

Construction Work Hours

Work hours for the project will be per the City of Evanston requirements:

Monday - Friday:	7:00 AM - 7:00 PM
Saturday	8:00 AM - 5:00 PM
Sunday	Work not allowed unless permission is granted from the City

Construction hours are also noise limitation hours. There will be no deliveries, daily construction preparation/s, etc. outside of these hours. Temp lighting near the perimeter to be installed and maintained for safety and security purposes.

Contractor Parking

No onsite parking will be allowed for contractors with the exception of contractor loading and/or unloading of tools or equipment.

All construction personnel will be required to park at locations nearest to the site owned / operated by the City of Evanston. A map of public parking off-street facilities and lots is included as – Exhibit F.

No residential street parking will be allowed for contractors and/or subcontractors. Subcontractors will be reminded, weekly, of this rule during the project at weekly held jobsite meetings.

The previous mentioned parking rules will be incorporated into all 1740 N Orrington – Shell + Core project specific contractual agreements.

Delivery Routes and Staging

We have reviewed publicly available City of Evanston website documentation regarding truck routes, bridge heights and general access to various parts of the City of Evanston and prepared a site access plan that is in compliance with the "City of Evanston Truck Routes" as published at the following web address (<https://www.cityofevanston.org/home/showdocument?id=4204>) and available as a part of this plan, attached as – Exhibit G. Noted in Phase 2 are the most efficient options for the flow of traffic as it relates to the project and available City of Evanston truck routes. Trucks will all be directed to follow the City of Evanston established routes.

The staging of trucks on local residential streets will not be allowed.

1740 Orrington Avenue – Construction Site Management Plan

Contractors and/or subcontractors who fail to abide by the previous listed rules within the Delivery Routes and Staging portion of this plan will be required to utilize alternative delivery drivers for their deliveries.

Vibration Monitoring

Vibration monitoring will be installed, maintained and read at (6) points at the Beck's Book Store and (3) Story Adjoining Property, 716 Clark St, Evanston, IL 60201 and (6) points at the Hilton Orrington / Evanston Hotel, 1710 Orrington Ave, Evanston, IL 60201. Vibration monitoring will be maintained and read for the duration of all subgrade activities.

Settlement Monitoring

Survey points will be placed on site for monitoring and documentation as follows:

1. Settlement/Lateral survey points on 20 foot intervals along western property line (where the property line meets the Beck's Book Store and (3) Story Adjoining Property)
2. Settlement/Lateral survey points on 20 foot intervals at the property line of the Hilton Orrington / Evanston Hotel, 1710 Orrington Ave, Evanston, IL 60201 property along the south side of the project site.

Settlement monitoring will be maintained and read for the duration of all subgrade activities.

Settlement monitoring will be forwarded to the City of Evanston shortly after the project reaches the street level with foundation concrete.

Erosion and Settlement Control

Erosion and Sediment control measures will be conducted per V3 Companies' Civil drawings.

Environmental Remediation

Soil sampling/analysis for the 1740 Orrington Avenue Shell and Core project, has not yet been completed but will be prior to groundbreaking. Based on this sampling and analysis, soil to be removed from the 1740 Orrington Avenue Shell and Core project will be confirmed as acceptable by Chicagoland area Subtitle D and CCDD dumping locations. The confirmation of acceptance by each dump allows spoils from the 1740 Orrington Avenue Shell and Core project site to be removed and dumped at either a Subtitle D or CCDD dump. Spoils removed from the project are determined to be Subtitle D or CCDD by the elevation they are taken from the subgrade.

Building / Foundation Survey

Before mobilizing to the project site, a building survey (with photos) of building's facades that are closest to the project site will be completed in an effort to document the existing exterior conditions of the following properties:

- Beck's Book Store and (3) Story Adjoining Property, 716 Clark St, Evanston, IL 60201
 - (Will also include interior survey and surface level surrounding area existing conditions)
- Hilton Orrington / Evanston Hotel, 1710 Orrington Ave, Evanston, IL 60201
 - (Will also include interior survey and surface level surrounding area existing conditions)
- Residential Building, 1745 Orrington Ave, Evanston, IL 60201

1740 Orrington Avenue – Construction Site Management Plan

- (Will also include interior survey and surface level surrounding area existing conditions)
- McManus Living-Learning Center, 1725 Orrington Ave, Evanston, IL 60201
 - (Will also include interior survey and surface level surrounding area existing conditions)

Work Site Communication with Neighborhood and Residences

The project team will make sure to update surrounding property owners or management companies of scheduled activities and/or milestones.

A community meeting, in the City of Evanston, will be held before construction begins.

Subsequently, a project website will be created and once completed, be shared with the City of Evanston for them to add, as they please, to the approved planned development website. This website will provide updates throughout the duration of the project.

The current project main contacts for construction are;

Jim Miller, Senior Superintendent, Power Construction Company, (312)-617-5908;
jmiller@powerconstruction.net, 8750 W. Bryn Mawr Ave., Suite 500, Chicago, IL 60631

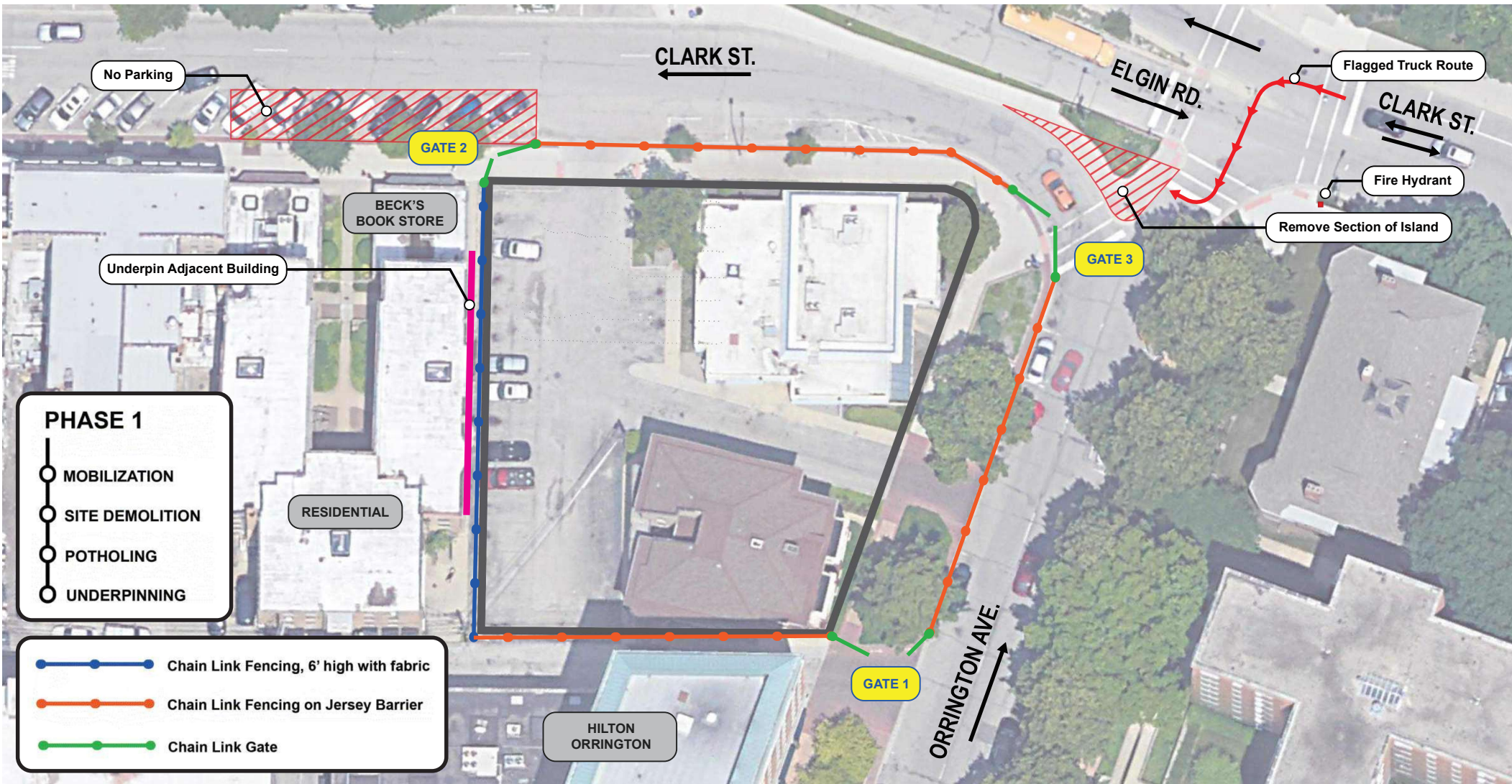
Matt Price, Senior Project Manager, Power Construction Company, (224)-601-4805;
mprice@powerconstruction.net, 8750 W. Bryn Mawr Ave., Suite 500, Chicago, IL 60631

Additional contacts, as needed, will be added/shared with the City of Evanston. Also, as aforementioned, the emergency contact information, to be posted at the fence line of the project, will include all pertinent construction staff names and phone numbers.

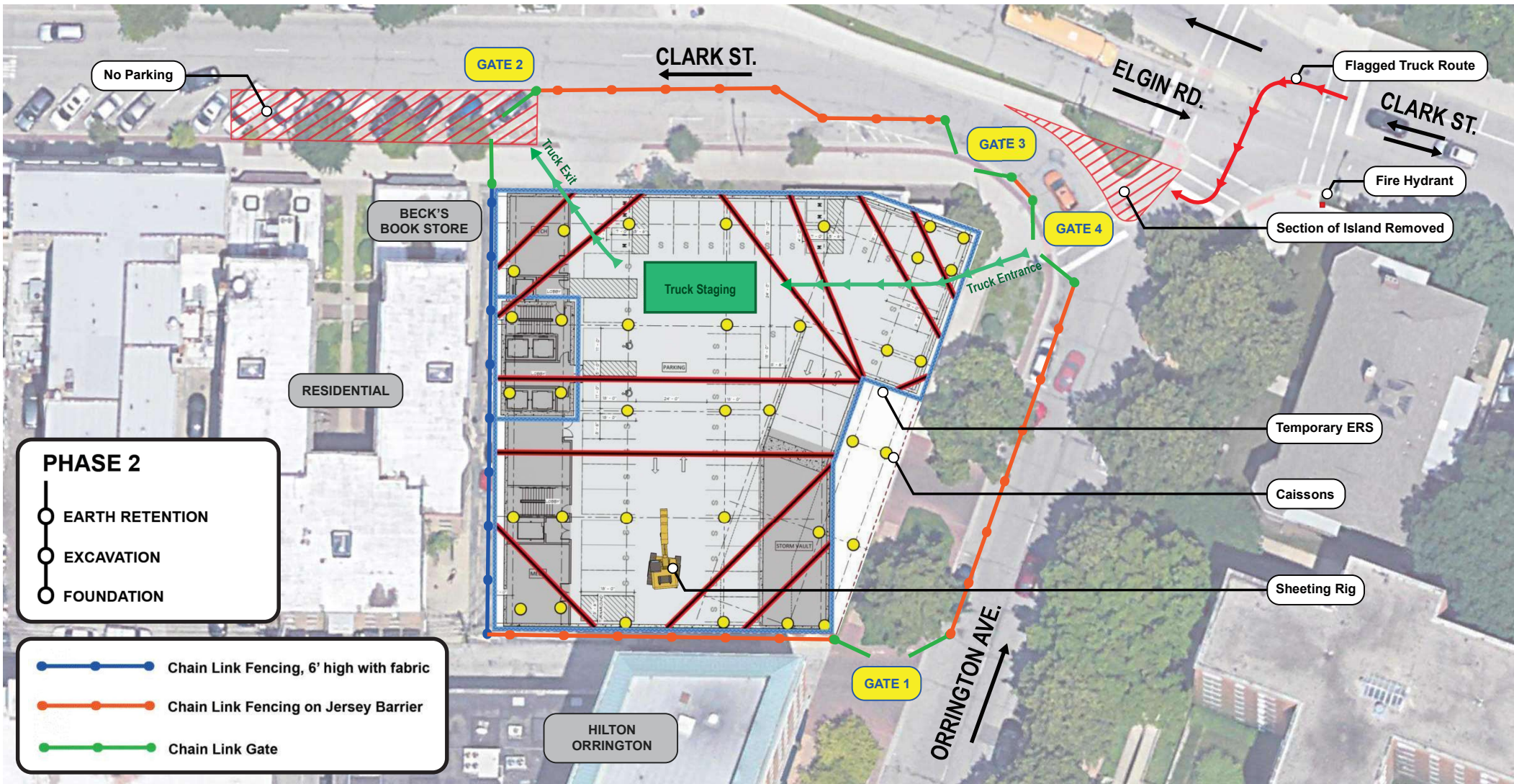
All public way closure notifications will be provided (1) week prior to commencement. Emergency phone numbers of contractor's key employees will be posted on the construction gates.

1740 N ORRINGTON - SCHEDULING INFORMATION

	2022						2023												2024	
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb
Mobilization & Demolition																				
Caissons, ERS, Excavation, & Foundations																				
Building Structure																				
Façade, Windows & Roof																				
Interiors																				
Streetscape, Hardscape, and Landscape																				

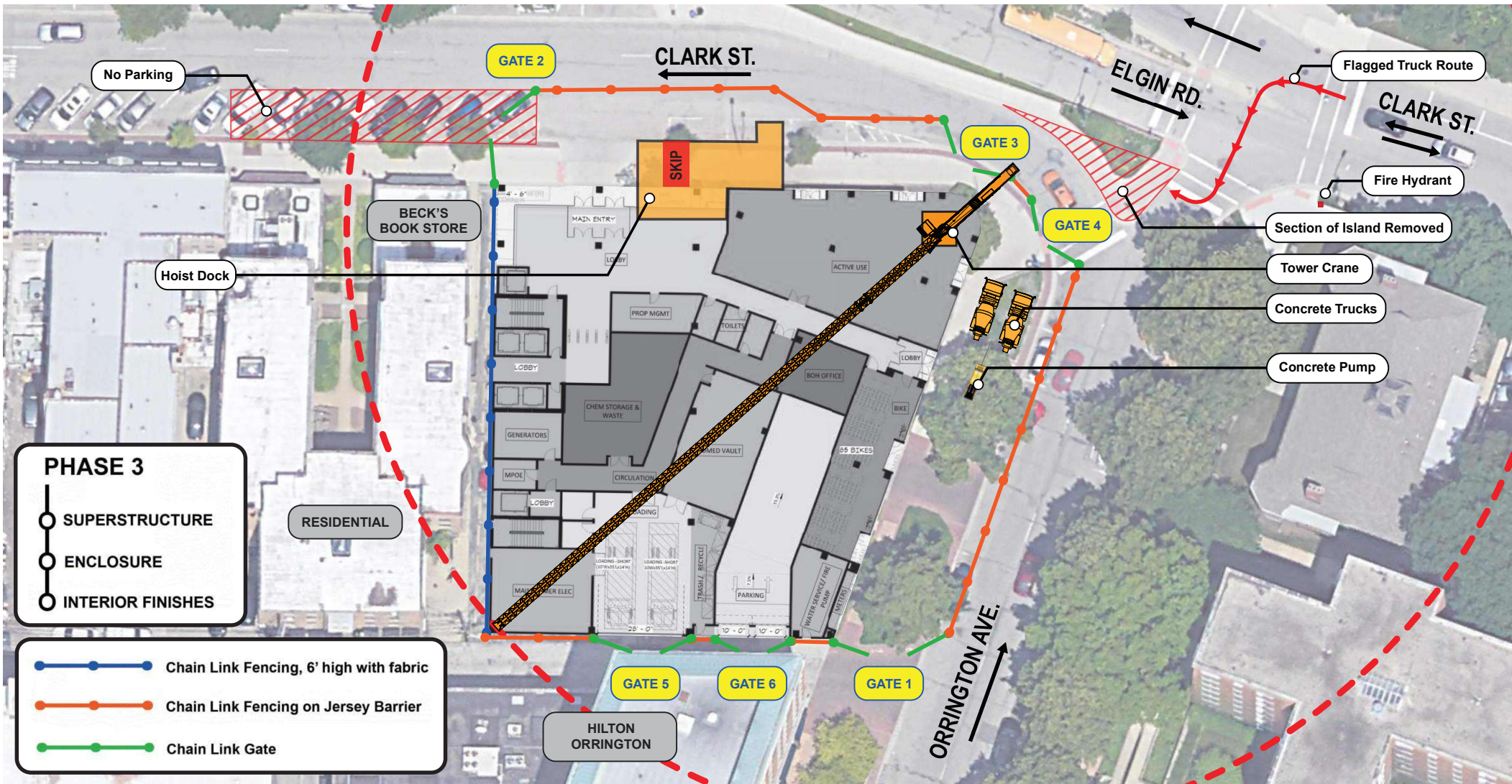


1740. Orrington Ave. Phase 1 (07/2022 ~ 08/2022)



1740. Orrington Ave. Phase 2 (08/2022 ~ 11/2022)

Construction Logistics Plan



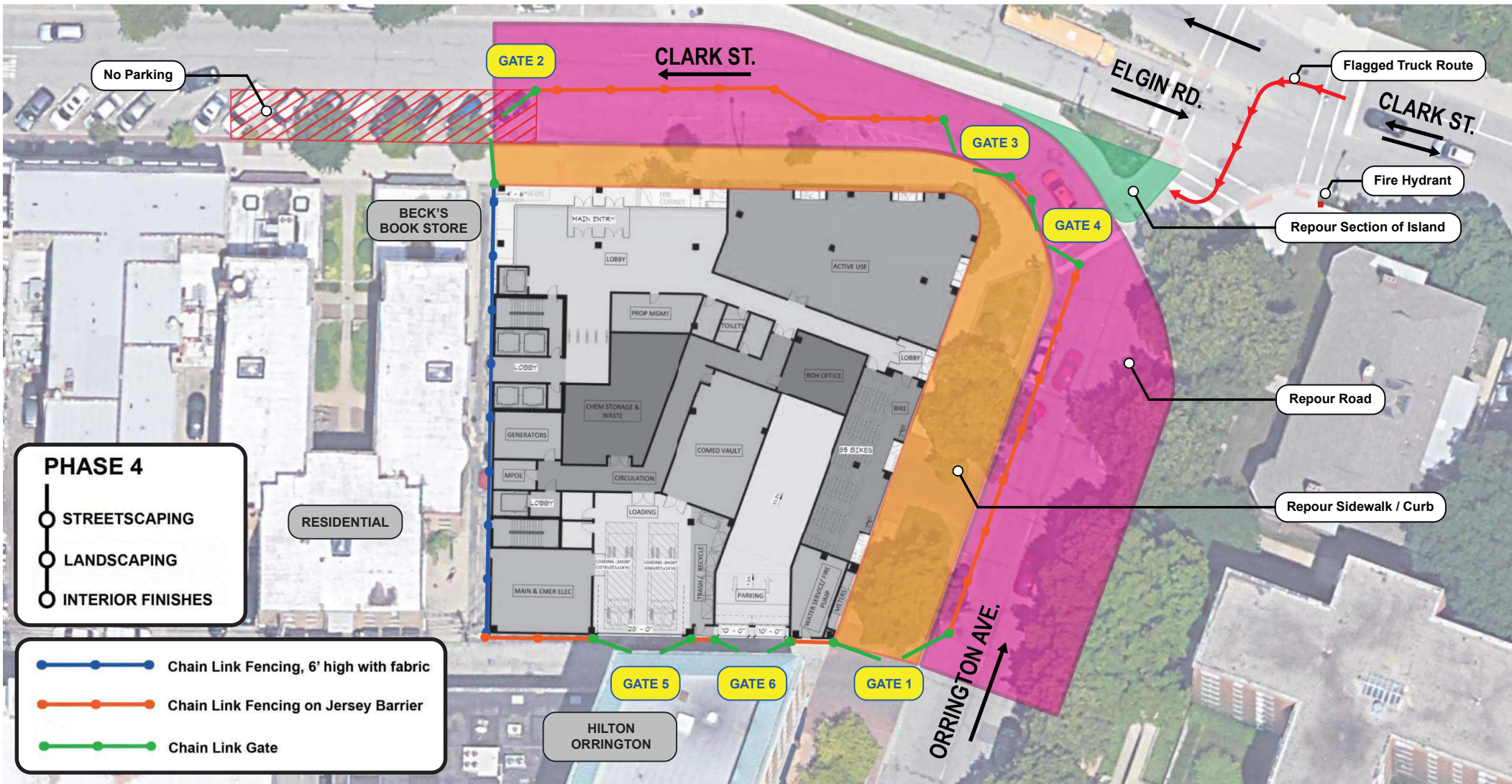
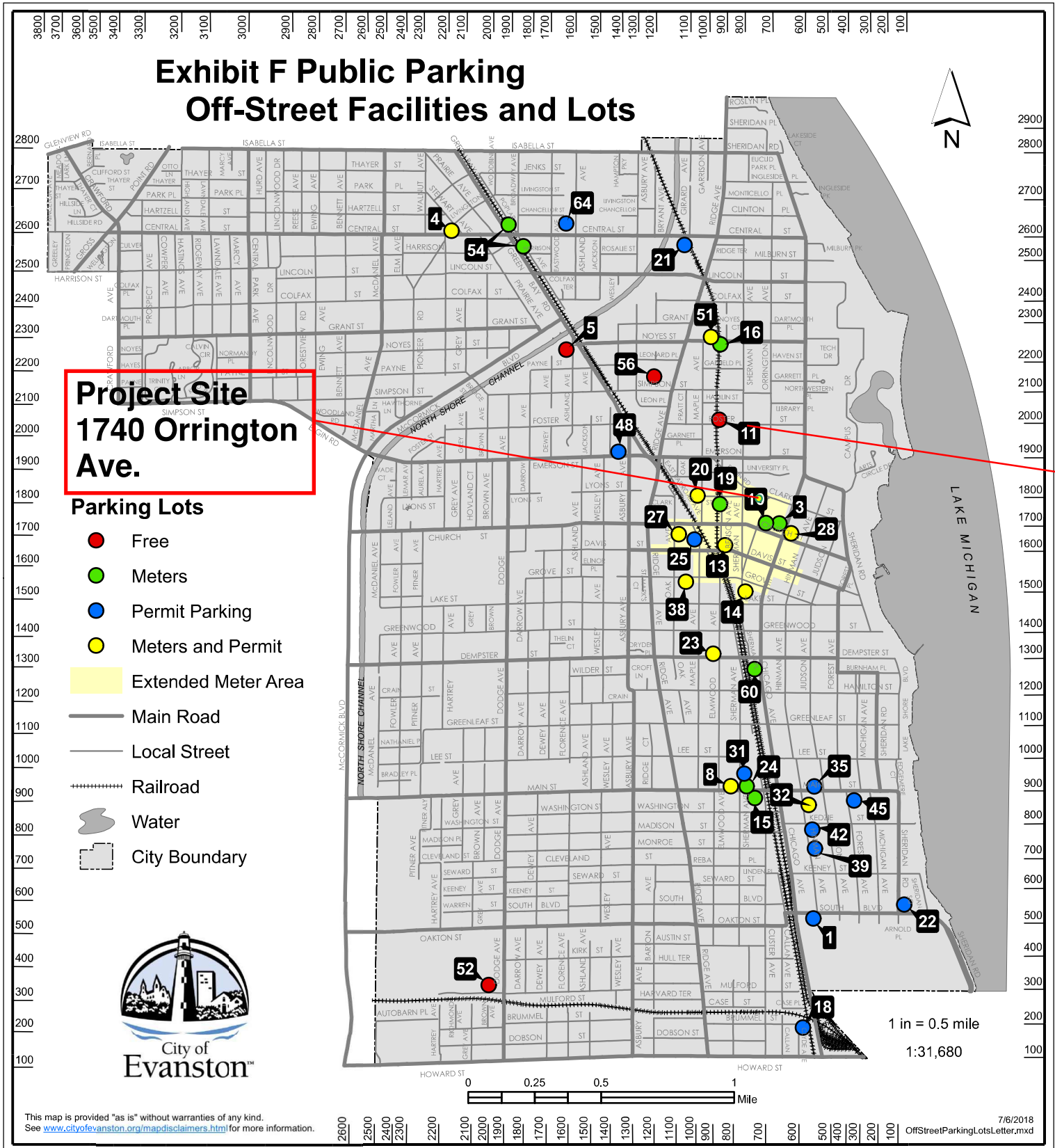


Exhibit F Public Parking Off-Street Facilities and Lots

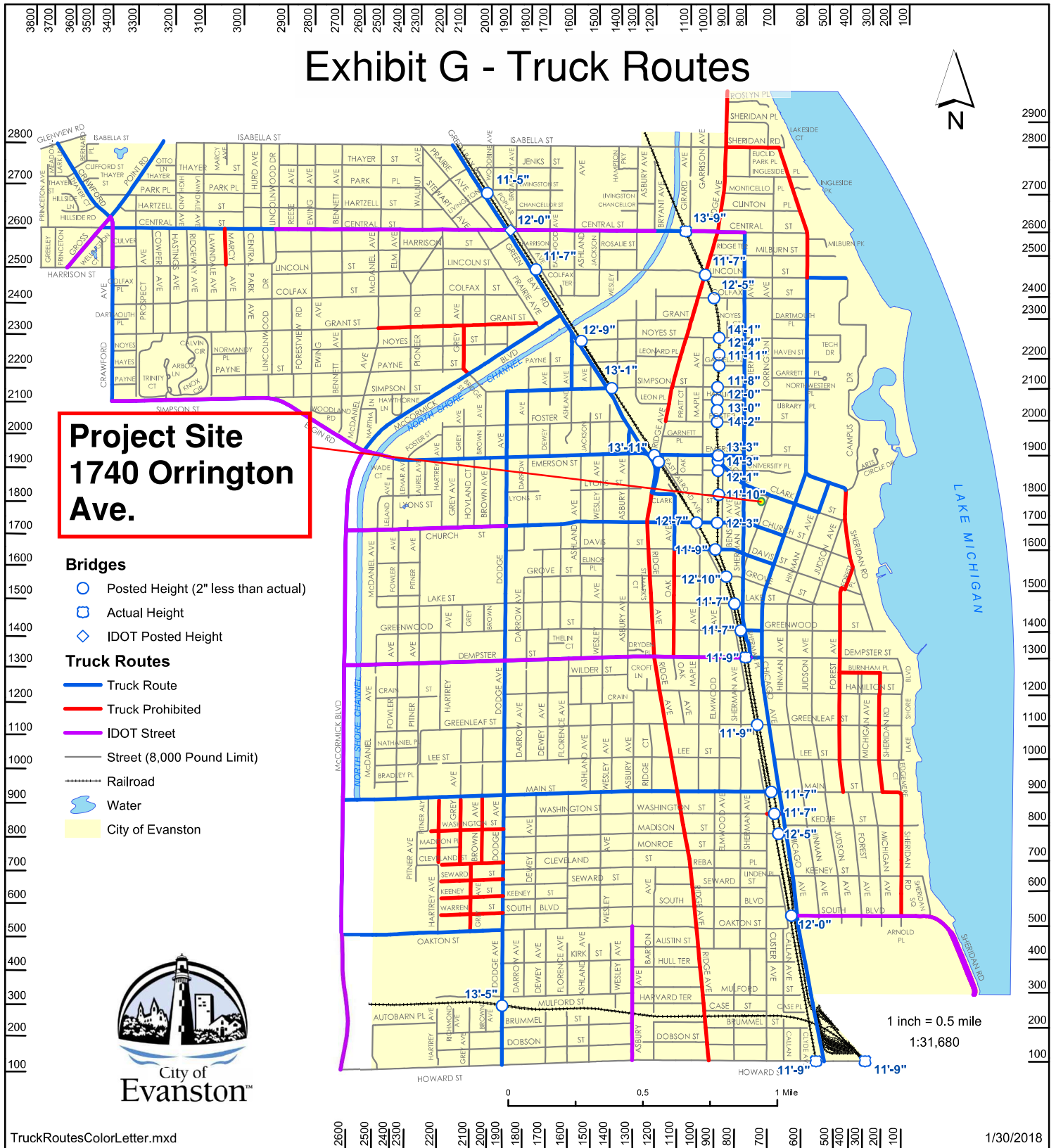


- | | | | |
|--|--|---|---|
| 1: South Blvd & Hinman, 66 spaces [P] | 16: 800/900 Noyes - @ "L", 22 spaces [M] | 27: 621 Oak Ave. - across from Post Office, 36 spaces [M,P] | 48: 1315 Emerson St., 13 spaces [P] |
| 3: 1700 Blk Chicago Ave (behind library), 74 spaces [M] | 18: Clyde & Brummel, 50 spaces [P] | 28: Church & Chicago Self Park, 600 spaces [M,P] | 51: 927 Noyes - Noyes Center Lot, 23 spaces [M,P] |
| 4: Central St. & Stewart, 66 spaces [M,P] | 19: 1700/1800 Benson (west side), 69 spaces [M] | 31: 925 Sherman, 20 spaces [P] | 52: James Park Lots, 240 spaces |
| 5: Ashland & Noyes, 42 spaces | 20: 1800 Maple Ave. Self Park, 1400 spaces [M,P] | 32: 825 Hinman Avenue, 77 spaces [M,P] | 54: Central Street Metra Station, 217 spaces [M] |
| 8: 811 Main Street, 49 spaces [M,P] | 21: Chandler Center - 1100 Central Street, 92 spaces [P] | 35: NW Main & Judson, 56 spaces [P] | 56: Civic Center - 2100 Ridge Ave., 232 spaces |
| 10: 1701 Orrington Ave (under library), 53 spaces [M] | 22: Sheridan Rd. & South Blvd., 50 spaces [P] | 38: 1010 Grove St. - west side of YMCA, 39 spaces [P] | 60: 1234 Chicago Avenue, 35 spaces [M] |
| 11: 800/900 Foster at "El" (gravel lot), 44 spaces | 23: NW Dempster & Elmwood, 38 spaces [M,P] | 39: 711 Hinman Ave., 48 spaces [P] | 64: Ryan Field West Lot, 100 spaces [P] |
| 14: 1505 Sherman Ave (Best Western Lower Level), 98 spaces [M,P] | 24: 727 Main St., 32 spaces [M] | 42: 743 Hinman Ave., 24 spaces [P] | |
| 15: Rear of 716 Main - (behind Goods and Vogue), 33 spaces [M] | 25: 1614 Maple Ave., 8 spaces [P] | 45: 833 Forest Avenue, 25 spaces [P] | |
| | | 46: Sherman Plaza Self Park - Davis & Benson, 1250 spaces [M,P] | |

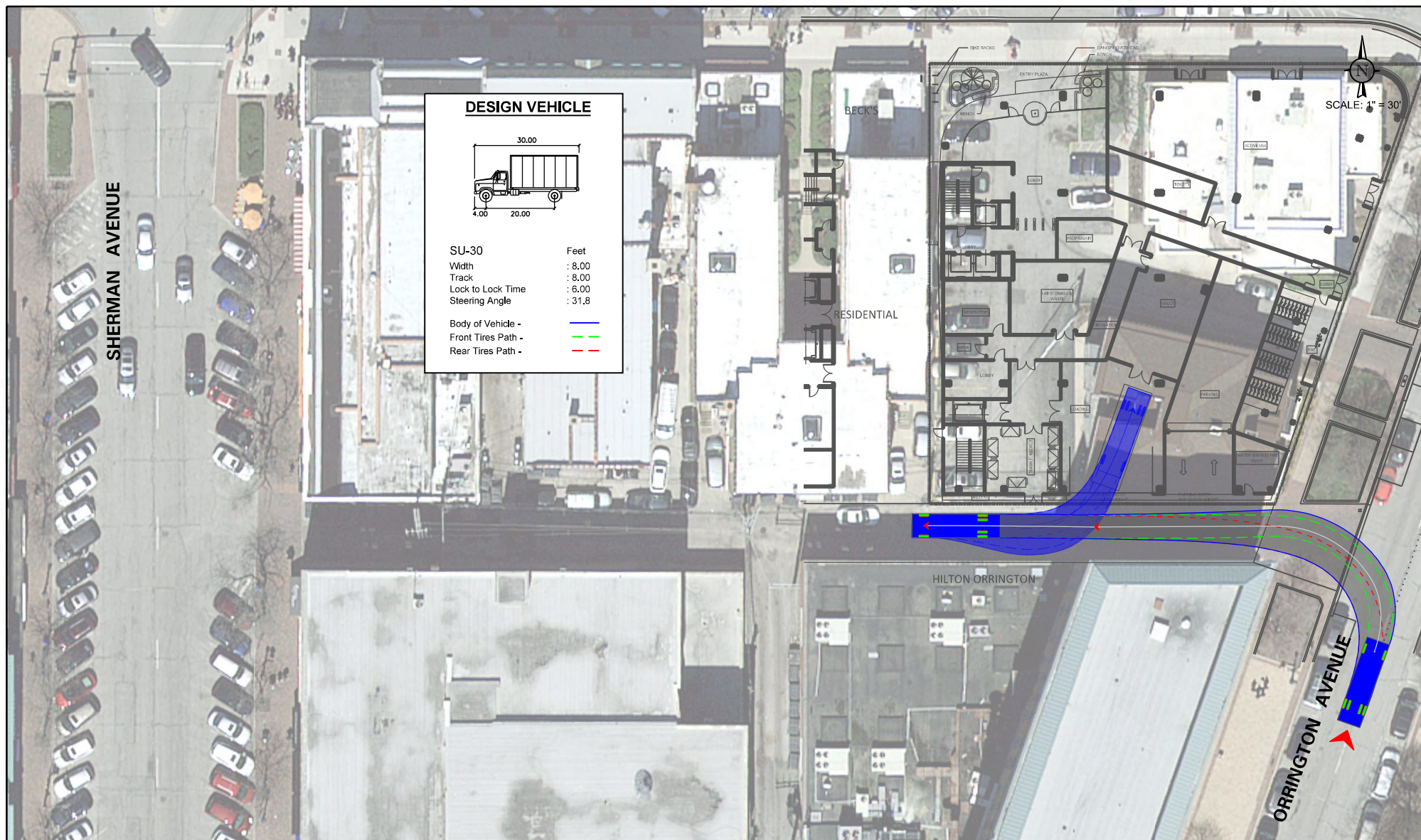
[M=Metered, P=Permit Parking]

City of Evanston Truck Routes

Exhibit G - Truck Routes



This map is provided "as is" without warranties of any kind. See www.cityofevanston.org/mapdisclaimers.html for more information.



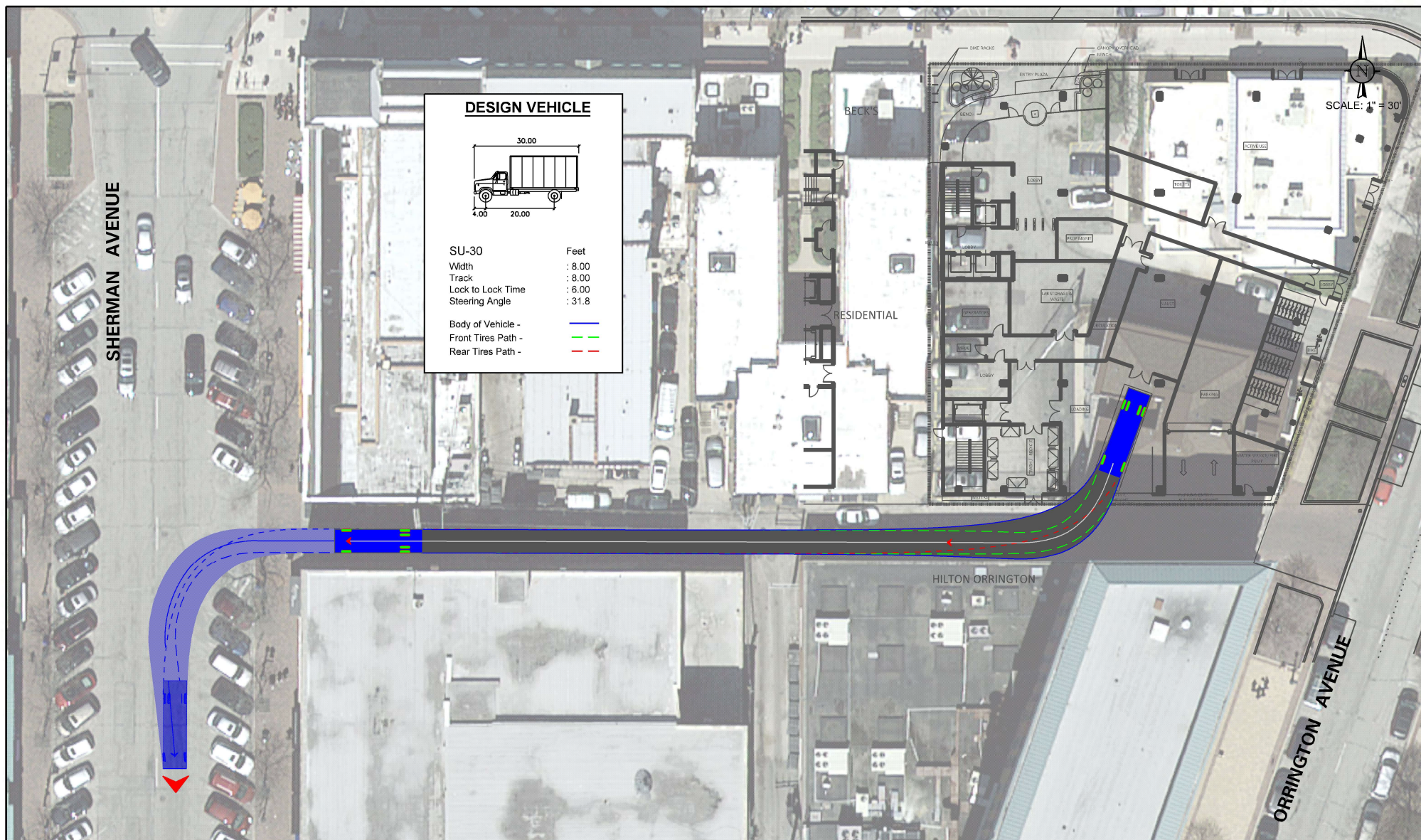
OFFICE BUILDING
DEVELOPMENT
EVANSTON, ILLINOIS

SINGLE UNIT TRUCK INBOUND MANEUVER

DRAWN: MD
DATE: 10-11-21
PROJECT # 21-195
EXHIBIT: A1

CHECKED: LA
REV: 12-09-21

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



OFFICE BUILDING
DEVELOPMENT
EVANSTON, ILLINOIS

SINGLE UNIT TRUCK OUTBOUND MANEUVER

DRAWN: MD CHECKED: LA
 DATE: 10-11-21 REV: 12-09-21
 PROJECT # 21-195
 EXHIBIT: A2

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

