LAND USE COMMISSION

Wednesday, July 13, 2022
7:00 P.M.
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

AGENDA

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

I. CALL TO ORDER/DECLARATION OF A QUORUM

II. APPROVAL OF MEETING MINUTES: June 22, 2022

III. OLD BUSINESS (continued from June 22, 2022)

A. Public Hearing: Map Amendment | 22PLND-0038
City initiated Map Amendment to the Zoning Ordinance, Title 6 of the City Code, to rezone properties known as: 2600 Gross Point Rd., PIN 05-33-318-032-0000; 2608-2620 Gross Point Rd./2620 Crawford Ave., PINs 05-33-318-033-0000, 05-33-318-034-0000; 2628-2636 Gross Point Rd., PINs 05-33-311-054-0000, 05-33-311-040-0000, 05-33-311-053-0000; 2600 Crawford Ave., PIN 05-33-319-001-0000

The properties are proposed to be removed from the existing oCSC Central Street Corridor Overlay District, and will remain within the existing underlying B1a Business District. The Land Use Commission 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 Ordinance and Ordinance 92-O-21.

IV. NEW BUSINESS

A. Public Hearing: Text Amendment | Billboards | 22PLND-0042
City initiated Text Amendment to the Zoning Ordinance, Title 6 of the City Code, to establish regulations to allow Billboards in all zoning districts. The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-4 of the Evanston Zoning Ordinance and Ordinance 92-O-21.

B. Public Hearing: Map Amendment & Planned Development | 2044 Wesley Avenue | 22PLND-0010

John Cleary, applicant, submits for a Zoning Map Amendment to the Zoning Ordinance, Title 6 of the City Code, to remove properties known as 2024 Green Bay Road, 2026 Green Bay Road, and 2026 Wesley Avenue, PINs 10-13-205-003-0000, 10-13-205-002-0000, and 10-13-205-010-0000, from the oWE Evanston Overlay District and to rezone properties known as 2017 Jackson Avenue and 2021 Jackson Avenue, PINs 10-13-204-023-0000 and 10-13-204-022-0000, from the R5 General Residential District to the R4 Residential District. The proposed Map Amendment is in conjunction with a Planned Development application.

John Cleary also submits for a Special Use for a Planned Development to construct 19 townhomes and a 12-unit multiple-family dwelling, 55 off-street parking spaces, and a new street connecting Jackson Avenue with Wesley Avenue on properties known as 2017 Jackson Avenue, 2021 Jackson Avenue, 2032 Jackson Avenue, 2026 Wesley Avenue, 2044 Wesley Avenue, 2024 Green Bay Road, 2026 Green Bay Road, and vacated Jackson Avenue north of Foster Street, PINs 10-13-203-024-0000, 10-13-204-021-0000, 10-13-204-022-0000, 10-13-204-023-0000, 10-13-204-030-0000, 10-13-205-002-0000, 10-13-205-003-0000, 10-13-205-010-0000. The applicant seeks site development allowances for impervious surface coverage, building height, single-family attached dwellings not having frontage onto a public street, elimination of required transition landscape strips, setback from street and development boundary line to a dwelling, yard obstructions into required setbacks, and separation between residential buildings. 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 these cases in accordance with Section 6-3-5-8 of the Evanston Zoning Ordinance and Ordinance 92-O-21.

V. COMMUNICATION

VI. PUBLIC COMMENT

VII. ADJOURNMENT

The next meeting of the Evanston Land Use Commission will be held on **Wednesday, July 27, 2022, at 7:00 pm, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.**

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

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

MEETING MINUTES

LAND USE COMMISSION

Wednesday, June 22, 2022
7:00 PM
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: Myrna Arevalo, George Halik, Brian Johnson, Jeanne Lindwall, Kiril Mirintchev, Max Puchtel, Matt Rodgers, Kristine Westerberg

Members Absent: Violetta Cullen, John Hewko

Staff Present: Johanna Nyden, Brian George, Melissa Klotz, Michael Griffith, Meagan Jones

Presiding Member: Matt Rodgers

Call to Order

Chair Rodgers opened the meeting at 7:01pm. A roll call was then done and a quorum was determined to be present.

Approval of June 8, 2022 Meeting Minutes

Commissioner Westerberg then made a motion to approve the Land Use Commission meeting minutes from June 8, 2022. Seconded by Commissioner Arevalo. A voice vote was taken and the motion passed, 7-0, with one abstention.

Old Business

A. Major Adjustment to a Planned Development | 1571 Maple Avenue | 22PLND-0032

1571 Maple Avenue, LLC, applicant, submits for a major adjustment to the planned development approved by ordinance 19-O-15, and amended by ordinances 61-O-16 and 147-O-18 in the D3 Downtown Core Development District. The applicant is requesting to modify the number of required leased parking spaces from 55 to 0, terminating the existing parking lease between the applicant and the City of Evanston. The Land Use Commission makes a recommendation to the City Council, the determining body for this case, in accordance with Section 6-3-9-8 of the Evanston Zoning Code and Ordinance 92-O-21.

Michael McLean provided an introduction and background on the proposal as a transit oriented development (TOD). He explained the initial review of the development with regards to parking, the parking study that was completed for it, and the conditions placed on the development relating to the parking lease. He then explained the subsequent major adjustment in 2018 that reduced the required leased parking spaces

to 55 and the current request before the Commission. He then explained that the request lets the residents and the market determine where they wish to park and there have been no complaints received about building residents parking on the street.

Commissioner Questions

Commissioner Halik asked if it is correct that the ordinance says, as a TOD, this development would be required to have 85 spaces and that there is a standard that applies to these types of developments.

Ms. Nyden confirmed that to be the case. She then stated that Mr. McLean's point is well taken; however, this is a larger policy discussion needed and staff's suggestion is to keep the parking spaces intact but to only require the applicant to pay for the spaces that are being used. Maple is a further distance from the project but the Sherman garage at the time of the project approval was fully parked. Staff's suggestion reserves the block of spaces so that if a tenant comes, they have space available and are not searching. Commissioner Halik stated he believes the suggestion is a good one and a larger policy discussion is needed.

Commissioner Puchtel asked if the request would waive TOD requirements.
Ms. Nyden explained that the parking requirement was different when the project was approved and Council later directed staff to look at parking requirements in TOD areas, which led to a parking study being completed and new parking requirements for TOD areas. 1571 Maple then came back to request parking reductions that were more in-line with those requirements, especially given their proximity to transit. The TOD parking requirements still apply but the applicant is requesting a variation from those requirements (change to the site development allowance that was granted). Ms. Nyden then explained the nature of staff's suggestion.

Mr. McLean added that the development is not a new development and has been leased for 5 seasons with a 98% occupancy rate, with a drop to 89% during Covid but with no increase in vehicle ownership. He then explained that one of the complaints was received from residents at the Winthrop Club which (anecdotally) is leasing spaces to some residents to 1571 Maple. It was not the intention of the parking lease to support the investment of a parking garage in Evanston but to support efforts towards transit oriented developments and be greener, reduce carbon footprint and rebar and concrete used for parking. He then emphasized the proximity of the project to transit and the reduction of retail occupancy on Davis Street since the development was completed. He then expressed appreciation for staff looking to find a creative solution.

Commissioner Halik asked if there is no overnight parking allowed downtown where is the nearest residential parking. Mr. McLean responded that there is residential permit parking located south of Grove and there is also residential parking west of Oak but that the 1571 Maple building residents are not allowed to park on the street. So this leads to the need to lease spaces. There is an on-site surface lot with car-share spaces, and EV charging stations and parklets. Mr. McLean then explained that he has not heard nor has the Councilmember heard of any negative parking impacts from the building

Chair Rodgers asked if those buildings leasing spaces in the City garages charge the market rate for parking. Ms. Nyden responded this would be best answered by the Parking Manager. At one time, the top level of parking at Maple Avenue garage was seen as less desirable and the Parking Manager at that time was attempting to lease blocks of parking so there may have been a reduced price or a “lock-in” price. Generally though, lessees are charged market rate. Mr. McLean stated the lease started at 80% per parking space per month and is now $110.

Commissioner Puchtel inquired what the current rate is, to which Mr. McLean responded $110 per month in Maple Ave garage. The cost of leasing spaces can be changed at the City’s discretion. Mr. McLean added that 1571 Maple has been providing the parking to its residents at a discounted rate (below market) to encourage people to use it.

Commissioner Westerberg asked given have been able to decrease spaces over time and City being uncertain of what parking will need, if Mr. McLean is open to the City’s suggestion. Mr. McLean responded that he is not opposed to compromise but there should be more discussion. He believes it would be cleaner to not have the requirement but if staff’s recommendation moves forward, he strongly requested that spaces be in the Sherman garage instead of Maple Avenue.

Commissioner Lindwall asked how the 2 hour time limit during the day is monitored. Mr. McLean responded that on-site staff monitors the parking lot at night to ensure those spaces are utilized by building tenants. During the day, would probably more react to a complaint or if a repeat offender was noticed but try to not kick out people from the lot

Commissioner Lindwall asked who uses the car-share vehicles. Mr. McLean responded that every building resident is automatically signed-up for it but he was not sure of actual usage. He then explained that while many places have lost their car-share spaces while this site has maintained them and seen them be used.

Commissioner Lindwall then asked what year the project is in the lease agreement. Mr. McLean responded he believes they are in year 5 and that the lease was created as a safeguard to make sure building residents did not park in the neighborhood. During the 2018 reduction, Council suggested revisiting the lease in a few years. Commissioner Lindwall then asked how it is determined which resident parks on-site. Mr. McLean replied that it is on a first come-first served basis which has not been an issue. Commissioner Lindwall then asked what would happen if more residents needed space. Mr. McLean responded that off-site parking arrangements would need to be made but a lottery may be needed to determine access to the surface lot.

Public Comment

None

Following public comment, Mr. McLean provided a closing statement stating his appreciation of the questions and discussion and he understands this is part of a larger policy discussion that is being worked through. Has been successful in implementing change and asked that that be considered. He requested additional consideration of the facts of minimal cars being on site and no nuisances being noted since the building was constructed. He is looking for fair thing.

The record was then closed

Deliberations

Commissioner Halik stated he believes the Commission should follow staff's recommendation as outlined earlier. The number of parking requests in recent years suggests this is heading towards a new policy and this may be a good trial case, there will be more of these types of requests and it is not good to say yes to one and not the other.

A brief discussion and clarification on the recommendation occurred. Denial of the applicant's request to go to 0 leased parking spaces but compromise to keep the 55 parking spaces and only charge for spaces being used was generally agreed upon by Commissioners.

Commissioner Mirintchev expressed that the flexible solution is better as he is afraid of creating precedent. Good to have a central policy in such cases. Commissioner Lindwall agreed, explaining it would be bad policy to terminate the lease. Looking at the data, she suggested somewhere in the 25 to 30 parking space range would make sense if the number of spaces is reduced and move the spaces to the closer garage. Chair Rodgers stated that there is an average of 13.8 parking spaces being used per year. He then agreed it would be better to modify the lease instead of terminating it.

Chair Rodgers asked what to do if multiple spaces are held by different developments but not used and if there is a potential for future issues. Ms. Nyden responded that the City is unable to predict the need which speaks to larger policy of how to address that parking need. If this is a problem, staff could figure out what to do in that case. The City does not oversell available parking spaces and there is better data to help monitor parking.

Commissioner Halik stated that he likes the policy approach because it is flexible. The formula used for the initial TOD requirements is likely irrelevant so additional consideration should be done

Commissioner Westerberg stated that because the lease is in the 5th year of the 7 year lease, it is not onerous for the applicant to see what happens after the full 7 years.

The Commission then reviewed the standards for approval relating to the Major Adjustment:

- Applicable standards for Special Use (6-3-5-10) were found to still be met with the added conditions as discussed.

- Standard for a Planned Development (6-3-6-9) was found to still be met with the added conditions as discussed.

- Applicable standards for Planned Developments in the D3 were found to still be met with added conditions discussed.

Commissioner Lindwall made a motion to recommend that the number of required leased parking spaces not be reduced but that the parking lease be modified to relocate the 55 parking spaces leased in the Maple Avenue parking garage to the Sherman garage and only charging the rental company for the parking spaces that are utilized rather than the entire number of spaces. Seconded by Commissioner Puchtel. A roll call vote was taken and the motion was approved, 8-0.

New Business

A. Public Hearing: Map Amendment | 22PLND-0038

City initiated Map Amendment to the Zoning Ordinance, Title 6 of the City Code, to rezone properties known as: 2600 Gross Point Rd., PIN 05-33-318-032-0000; 2608-2620 Gross Point Rd./2620 Crawford Ave., PINs 05-33-318-033-0000, 05-33-318-034-0000; 2628-2636 Gross Point Rd., PINs 05-33-311-054-0000, 05-33-311-040-0000, 05-33-311-053-0000; 2600 Crawford Ave., PIN 05-33-319-001-0000

The properties are proposed to be removed from the existing oCSC Central Street Corridor Overlay District, and will remain within the existing underlying B1a Business District. The Land Use Commission 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 Ordinance and Ordinance 92-O-21.June 22, 2022 Land Use Commission Meeting

Ms. Klotz provided an overview of the proposed map amendment and reasoning behind it. She emphasized that no drive-through is contemplated at this time and clarified that with overlay drive-thru is prohibited, without it, it is a Special Use.

Commissioner Questions

Commissioner Halik asked if drive-throughs could be eliminated in the district. Ms. Klotz responded yes but that would apply to all of those districts in the city, not just this area.

Chair Rodgers pointed out that a Special Use review process would still apply for drive-throughs, if the overlay is removed.

Commissioner Halik asked for clarification on density changes and if it is a dwelling issue or floor area ratio (FAR). Ms. Klotz responded that it is a dwelling unit issue. Downzoning this area was more than what the planning process thought it would be. In

conjunction with creating the overlay, properties were also downzoned. This request is just looking at the overlay and does not affect the underlying zoning.

Commissioner Mirintchev asked how this affects planned developments. Ms. Klotz responded that a planned development could occur either way but if the overlay exists the site development allowances would likely increase by perhaps 10 whereas without it would be 5 or 6 total.

Commissioner Westerberg inquired if there is another way for the property to get what it needs as opposed to going through this process. Ms. Klotz responded that another option would be to revise overlay regulations for that subarea (subarea 6) which would include a few more properties. Form based code does not have many differentiations between subareas and may make it a bit more difficult to regulate but could be done. IT would just affect more properties

Commissioner Puchtel asked why this route was decided upon instead of having the properties come in and request variations. Ms. Klotz responded that in theory, anyone could apply for variances from the requirements but they would be so significant on the needed relief, it shows the planning and zoning for the property is not appropriate. If a project that seems appropriate is triggering 15 to 20 variations then there is a problem with the regulations. Ms. Nyden added that the City Council wants to see projects that come before the community that respect the underlying zoning. A project may not seem to be suitable as it does not meet the regulations in which we ask people to operate and use the land. There could be a precedent setting nature where someone who does not like the zoning could request a larger number of variances from the code and staff has been able to work with applicants to get the number of requests down.

Chair Rodgers asked where the recommendation came from. Ms. Klotz responded that there were zoning violations at Sarkis restaurant relating to the tents that are used on the property, to which Councilmember Sufredin asked staff to find a business-friendly way of addressing that.

Commissioner Westerberg asked why these properties were considered. Ms. Klotz responded that this intersection is at the very edge of the Central Street overlay and due this particular intersection creating properties with multiple frontages, it makes it more difficult to comply with the regulations.

Commissioner Halik stated that this intersection is different from the rest of Central Street and is surprised that it is part of the overlay district.

Public Comment

Jeff Smith stated that he submitted a written statement and is President of Central Street Neighbors Association. He expressed that the properties were not downzoned, and residents are not in support of filling the intersection with more pedestrians. He then explained there was a compromise within the Central Street plan/overlay and that

"Respecting zoning" by getting rid of zoning seems ridiculous and the established setbacks were provided at staff's behest.

Al Turovitz explained he drives everyday down Gross Point Rd. 20 years ago he had an accident at that intersection and expressed that the site lines are bad. He then indicated that every day at 5:00 PM there is high traffic and stated the ordinance should be kept as is with variances provided for Sarkis if there can be.

Sigrid Pilgrim stated that when trying to turn onto Crawford, there can be a 1.5 mile back up. She then explained that there have been 3 proposals for drive-through in this area: Chase Bank and two from Nic's Organic. She mentioned she has read how developers are asking for variances and asked; if this is the case, why not give Sarkis a variance. She expressed that there is a need to preserve the area's uniqueness then described traffic back-ups to get to Starbucks and Subway. She then suggested that people come to the interaction in the morning and afternoon and stated that with Kensington School proposed, there will be more traffic. Urged the Commission to keep an open mind as to why the overlay was created.

Kathy Triver emphasized that traffic patterns are an issue and it is always on her mind that she may get rear-ended. She then stated that she also walks there as do kids and not having a setback is a safety concern. She asked the Commission to consider that in their decision.

Jerie Dahlman presented a challenge to staff, asking why this amendment expanded to properties that are not asking for change. Other businesses could sell properties that could ask for a drive-thru and citizens may lose opportunities to challenge that. She then mentioned the precariousness of intersection with accidents and bike lane conflicts. Ms. Dahlman stated that there is no drive thru here now but requests were made in the past and may happen in the future. Opening up the amendment to other properties risks traffic increase and decrease in property values.

Chair Rodgers clarified the review process, stating that all drive-throughs would need to go through a review process where there would be public comment and City Council would be the deciding body.

Mary Rosinksi explained that the Central Street Plan was put together with so much time and was the best plan put together with residents and staff. She stated that beginning to dismantle it points to a misunderstanding of the intent. She explained that this area is a gateway into Evanston and residents want it to be safe and welcoming. There is Kensington School proposed, Barbaro pre-school, Lovelace Park and Willard School so it needs to be safe. She then stated she was puzzled by the extension of properties for one property change that everyone seems to support. The Central Street Plan is a good Plan and she does not understand what the plan is keeping properties from doing with the facades; if changes are starting here with these properties, where does it stop.

Joshua Huppert stated that he lives across the alley from several of the properties within the proposed amendment. He then explained that several of the standards are not met citing adverse effects on other properties and lack of adequate public services and facilities. He expressed that the proposal is “killing a fly with an elephant gun”. Sarkis would like a permanent tent but has not applied for variances. Letter sent by staff to property owners says the zoning is “overly limiting” but that is opinion and Council, which approved the district, may think otherwise. Mr. Huppert then stated that the current business district is working fine and the only semi-vacant lot is such because staff has promoted unrealistic uses there.

Megan Lutz stated she requested the continuance due to wishing to submit an official petition that would trigger requiring a supermajority vote by City Council to approve the amendment. She would like to exercise that ability but had to submit a FOIA request to get a mailing list and received it 7 days after her request. The City Clerk set up an online petition but it was closed at 4:00 PM despite being able to submit the petition prior to the close of the hearing. Additionally, it is difficult to get into the condominium building that is within 500 feet of the proposed amendment, thus, she was not able to reach all residents and more time is needed to obtain signatures for the petition.

Discussion followed regarding the request.
Commissioner Halik stated that this is one subject that has not been addressed, notice was provided for this about a month or so ago then continued, many letters have been received as well. He then stated he is an east Central Street resident and appreciated Mr. Smith’s comments. Commissioner Halik explained that he drives through the intersection to go down Gross Point and, unless you go down at peak hours, you do not understand the issues that exist. This is a neighborhood issue, and should listen to neighbors. Staff has explained why the change is needed and the neighbors have explained why it is not needed. With regards to the continuance

Chair Rodgers explained that the clock stops when a petition is submitted; no additional signatures can be gathered and a super-majority vote of the City Council would be required to approve the map amendment.

Commissioner Mirintchev asked Counsel if the Commission is obligated to give the continuance in this case and if it was a legal issue if not granted. Mr. George stated that the Commission is not obligated to grant a continuance. That decision could be appealed but it is within the purview of the Commission to continue a case.

Commissioner Westerberg expressed that she would prefer to decide on the amendment tonight. She had concerns that if continuing to debate the amendment at this meeting it would end the opportunity for neighbors to gather signatures for the petition and that does not seem fair.

Chair Rodgers clarified that it does not prevent the neighbors from gathering signatures, just that the stated requirement would not be met. He stated that the online petition has been up for several months and there has been time to gather signatures; he believes

the rules regarding the petition are established and the residents are aware of them. Continuances are typically granted to rebut testimony and he would be against granting the continuance to allow people to gather additional signatures to trigger a supermajority. Chair Rodgers also expressed his concern that the Clerk had established an online petition but not an open petition both for and against the amendment therefore, he would not vote for it.

Commissioner Lindwall made a motion to continue this item to the July 13, 2022 Commission meeting. Seconded by Commissioner Westerberg. A roll call vote was taken and the motion was approved, 6-2.

B. Public Hearing: Planned Development | 3434 Central Street | 22PLND-0012
Charles Marlas, applicant, applies for a Special Use for a Planned Development and a Special Use to demolish the existing church and other site improvements and to construct a new 2-story, 22,416 square foot building for a Daycare Center-Child, Kensington School. The following site development allowances are needed:1) Off-street parking located within the front yard where parking is not permitted, 2) Off-street parking located within the south interior side yard where parking is not permitted, 3) Detached accessory use, refuse enclosure, located within the south interior side yard where a detached accessory use is not permitted, 4) Reduce the required transition landscape strip along the south property from 10' to 6', 5) Eliminate the required 10-foot wide transition landscape strip along the west property line, and 6) Reduce the two-way driveway aisle width from 24' to 16', in the R2 Single-Family Residential District. 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 in accordance with Section 6-3-5-8 of the Evanston Zoning Ordinance and Ordinance 92-O-21.

Mr. Griffith read the case into the record.

Brian Mahoney, executor of the Katherine Mahoney estate, indicated two bases under which the application is incomplete and not complying with Evanston ordinances and should, therefore not proceed. He explained that people with easement rights are not identified and did not sign the application for the proposal. Additionally, the applicant is not the owner, lessee nor have legal interest in the subject property or have equitable interest. The applicant only has contractual rights. Lastly, mailed notice for the meeting was not received by everyone within the mailing radius.

Mr. George responded that the Legal Department determined that the applicant does have an equitable interest as the contract purchaser and having made expenditures towards the project. City code only requires that the property owner and applicant sign the application. Additionally, code states that failure of the mailed notice being received does not invalidate the hearing. That being noted, the commission can proceed with the hearing and the application can move forward.

Chuck Marlas provided background and an overview of the proposal and introduced Lance Lauderdale (architect), Michael Worthmann (KLOA - traffic consultant), and Jim Kapustiak (engineering). He then provided a brief history of Kensington School and the review process for the current proposal up to this point. He explained that alternate layouts were considered in discussion but the layout currently proposed is more beneficial to the neighborhood though it requires more relief. It eliminates much of the traffic on Central and impacts parking circulation on the residential neighborhood while protecting the play area. He also spoke to the need for additional childcare facilities.

Commissioner Questions

Commissioner Halik asked if one student per car occurs in a worst case scenario, how they will be accommodated in this site plan. Mr. Marlas explained that this is not traditional daycare and that there is a rolling pick-up and drop-off with drop offs and pick-ups happening slowly over several hours. There is not an assigned time. Commissioner Halik responded that in that case everyone could come at the same time. Mr. Marlas stated that with the 12/13 existing locations, many have less parking spaces and no issues. Parking is for both staff and customers.

Commissioner Halik then asked, when turning onto Gross Point, the entrance is where cars converge near that intersection. He expressed concern that that location will really cause a problem. Mr. Marlas responded that if one has not been to a school, they cannot fully understand parking at their sites. Halik stated that he drops off children at other schools and has seen the issues occur. Mr. Marlas emphasized that the proposed school is compliant with parking, and there is no waiting line; parents park and drop their child off (or pick them up). Mr. Worthmann reiterated that this is not a typical daycare and has a rolling start/end time. Surveys of typical sites have been conducted. At this site there are 34 total spaces with 23 staff, if they are driving, 11 spaces are left. There may be hours that are higher traffic than others but not everyone is there at once. All of the schools are pretty much designed the same.

Commissioner Mirintchev asked if drop-off/pick-up is better in a parking lot versus a drop-off lane. Mr. Marlas responded that the parking lot is better; a static lane is common if there is one pick-up and drop-off time similar to Willard Elementary school. Inclement weather exacerbates the traffic. Over the course of history, Kensington School has seen that having flexibility works better. Commissioner Mirintchev then inquired how typical pick-up and drop-off works. Mr. Marlas responded that a parent goes to the building, signs the child in/out through a digital keypad at the entry, parents enter the building using a key fob and is then able to go to the classroom to pick up their child. In total it takes 5- 10 minutes.

Commissioner Mirintchev then asked if having 2-way driving lanes by all parking spaces is the best way. Mr. Marlas explained that the original plan was to have all access on Central Street but there was severe opposition. Mr. Worthmann added that with a typical pick-up/drop-off it would be recommended to have one way circulation but in this

case with the rolling pick-up/drop-off the flexibility is recommended to get to either access drive faster.

Commissioner Lindwall asked about the status of the IDOT permits. Mr. Worthmann responded that the applicant is working with IDOT, and that it was the preference of City staff to have access on Gross Point Rd. and right-only exit onto Central Street. Commissioner Lindwall then asked what will happen if full access is not granted. Mr. Worthmann responded that several other alternatives are possible such as having a right-in, right-out onto Gross Point Road or left-in, right-out onto Central Street.

Commissioner Westerberg asked if earlier designs with parking near the back could be an option. Mr. Marlas responded that this was considered but access onto Gross Point was not able to be achieved. The main concern was trying to prevent left-out onto Central. A brief discussion followed comparing this site to the current Glenview site and Commissioner Westerberg inquired what alternate approaches can be taken. Mr. Marlas referenced other sites in LaGrange, Wheaton and Elmhurst and indicated staggering pick-up and drop-off times could be added if needed in the future.

Commissioner Arevalo asked if there is a study on parent drop-offs. Mr. Marlas indicated that peak hour traffic information was provided in the traffic study. Mr. Worthmann explained that the proposal's traffic study looked at traffic in the area and accounted for the pandemic changing patterns. The study found that there is sufficient capacity to accommodate the additional traffic that would be generated. He pointed out that traffic is not one child per car and there is no traffic after 6:30 or on weekends. There is also a condition within the staff report that if issues are observed that the applicant would be responsible for the cost of adjusting signal timing at the intersection.

Commissioner Puchtel stated that he has experience with pickups and drop-offs in places with no parking and that this site configuration seems adequate. This case is markedly different since there is a rolling pick-up and drop-off. Mr. Worthmann explained that this is very much a community of families and there is constant communication with them. They do work with staff if something needs to be addressed.

Commissioner Westerberg inquired if inclusion of staff to direct traffic in peak times could be added in order to be in front of possible issues. Mr. Marlas responded that while they do not have that in any other school location, it can definitely be considered.

Commissioner Lindwall asked how easement would be worked out if IDOT doesn't grant access to Gross Point Rd. Mr. Marlas stated that the church will not remain, be it with this project or another use. He explained that Kensington has tried to make contact with the HOA and they responded they do not approve of the plan and know they would like to use the same access point. If access is not granted by IDOT, could do right-in/right-out on Gross Point or left-in/right-out on Central Street. He emphasized that the easement size has not changed. Mr. Griffith clarified that the only information that staff has is what is on survey, and indicates the easement was likely done with initial subdivision. Additional discussion on IDOT approval and how that may work followed.

Commissioner Westerberg asked that if someone from the Co-op is driving through the lot to enter/exit at peak times, more reason to have staff to review. The current configuration provides access for the co-op and further dialogue is needed with that group. If needed, then adjustments can be made.

Commissioner Lindwall asked if the applicant would consider moving the fence to keep the trees along the west property line that staff recommends be retained. Mr. Marlas responded that the goal is to have as large a play space for children as possible. He indicated he was uncertain what detriment the fence would have to the trees but if the neighbor needs access to this property to maintain the trees, he is happy to do that or work on the trees on his behalf.

Commissioner Westerberg inquired about the setbacks relating to the landscape strip, indicating the importance of having some separation of the use from the residences. Mr. Marlas explained that the intent was to have more space for children to play. That area could be adjusted if required to but he would prefer to have space for children.

Public Comment

Mr. Mahoney stated that procedural advice of the Law Department is wrong and easement owners should be party to the application. The proposed IDOT change would be considered a taking and the project. He added that there are a number of issues related to safety, access and who the community the school would actually serve. He then requested that the hearing not move forward.

Roseanne Mark stated that her chief objection is the context of the school in this area is unlike any other schools and unlike the church. She explained that little consideration has been given to the Co-op to the south of the property. She expressed that she hopes everyone looks carefully at how the proposal affects neighbors and suggested that Kensington School could cut down on their enrollment.

Bruce Hart stated that Kensington School will destroy the neighborhood; it will increase danger of the Central Street, Gross Point Rd and Crawford intersection and decrease property values.

Chris Parker inquired when IDOT will reach a decision and how it will be addressed and shared with the community. He stated that it seems premature to review the project without that determination. Mr. Worthmann responded that the team is hoping to have a response within a week or two. By the time the project goes to Council, that information will be available.

Chris Roothan corrected Mr. Marlas' statement that the Co-op did not want to discuss the project with him and stated that as currently configured, Kensington School is not in the best interest of the Co-op. He stated that the proposed project is too large and does not fit with the surrounding area. He then discussed the language used for the development allowances and expressed serious issues with intersection traffic and

access, First Williamsburg (co-op) being affected and how the project will reduce property values. He also mentioned Mr. Marlas saying the Co-op "Enjoys" the easement when the easement is more of a property right. He explained that First Williamsburg does not wish to block a project. He then suggested that if there is an issue with notice, it is not in best interest to continue with the meeting. Mr. Roothan finished by stating he wants to make sure what is on the property enhances Evanston.

John Cooper stated that discussion on nuances is above his pay grade so appreciates that information that was provided. He stated that the big point is that there is already a traffic problem that needs to be addressed and adding to it is not a good move.

Mr. Marlas made a closing statement explaining that this is a difficult situation which his team is trying to overcome. Initially, the vast majority of opposition to the proposal was from having access along Central Street. The change in layout to having access on Gross Point has not yielded those neighbors to speak in support or opposition of the project, it has largely been from the Cooperative building. He emphasized that he wants to work with the Cooperative and welcomes a conversation.

Record was then closed

Deliberations

Chair Rodgers pointed out that the Commission should be cognizant of the easement issues but that it is an agreement between two property owners and not the City, which is not a party to that agreement.

Commissioner Halik stated that a daycare concept is great but he does not see it at this site. He explained he is very familiar with the site and intersection and sees potential traffic issues because they exist now. He added that without IDOT's decision, it does not seem to make sense to vote without it and he would prefer to wait for IDOT before voting on the project.

A brief discussion followed on upcoming Commission meeting agendas in the event the case is continued to a date certain.

Commissioner Mirintchev agreed with Commissioner Halik and suggested that after the IDOT decision there may be additional site planning needed.

Commissioner Lindwall stated that it is important that the variation to reduce the drive aisle to 16 feet is important to address for emergency access. Mr. Marlas noted that current easement is 16 feet and explained the access to the site. Commissioner Lindwall suggested working on providing more width in the easement. Chair Rodgers added that if the case is continued that additional discussion should occur.

Mr. Roothan spoke to the importance of having these issues addressed. He added that an easement that is adequate for emergency vehicles is something the cooperative would be in support of.

A brief discussion followed regarding continuing the case to a date certain to allow additional signatures for the petition.

Commissioner Westerberg made a motion to continue this item to the July 27, 2022 Commission meeting. Seconded by Commissioner Lindwall. A roll call vote was taken and the motion was approved, 7-1.

Communications

Ms. Nyden stated that a second round of interviews is occurring and the Comprehensive Plan has been decoupled from the Strategic Plan and will likely be taken to Council in July. She then added that a new Planning and Zoning Manager will begin working on July 11, 2022.

Chair Rodgers then inquired about the Special Use application for the Margarita Inn. Ms. Nyden confirmed that no application had been submitted.

Public Comment

No public comment.

Adjournment

Commissioner Westerberg motioned to adjourn, Commissioner Lindwall seconded, and the motion carried, 8-0.

Adjourned 10:32 pm
Respectfully submitted,
Meagan Jones, Neighborhood & Land Use Planner

Crawford Ave. & Gross Point Rd.
Map Amendment
22PLND-0038

LUC Recommending Body

Memorandum

To: Chair and Members of the Land Use Commission

From: Johanna Nyden, Director of Community Development
Melissa Klotz, Zoning Administrator

Subject: Zoning Ordinance Map Amendment
Crawford Ave. & Gross Point Rd.
22PLND-0038

Date: July 6, 2022

Request

A City-initiated Map Amendment to the Zoning Ordinance to remove the existing oCSC Central Street Corridor Overlay District and revert to the existing underlying B1a Business District zoning at the following properties:

2600 Gross Point Rd., PIN 05-33-318-032-0000
2608-2620 Gross Point Rd./2620 Crawford Ave., PINs 05-33-318-033-0000, 05-33-318-034-0000
2628-2636 Gross Point Rd., PINs 05-33-311-054-0000, 05-33-311-040-0000, 05-33-311-053-0000
2600 Crawford Ave., PIN 05-33-319-001-0000

The rezoning is primarily intended to allow for the construction of a permanent outdoor seating area/tent at Sarkis, and future façade improvements at other identified properties.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on June 2, 2022.

Status

The public hearing initiated on June 22, 2022 was continued, with testimony open, to the July 13, 2022 Land Use Commission hearing. Additional public comment received after the July 13, 2022 packet/meeting is attached.

Attachments

July 13, 2022 Land Use Commission Packet (Map Amendment on page 107)
Public Comments Received After July 13, 2022 LUC Packet (emailed to Commissioners

prior to July 13, 2022 meeting)
Additional Public Comments Received

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Land Use Commission Public Comment

1 message

noreply@formstack.com <noreply@formstack.com> Wed, Jul 6, 2022 at 10:07 PM
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org, kashbaugh@cityofevanston.org, mklotz@cityofevanston.org

formstack

Formstack Submission For: Land Use Commission Public Comment

Submitted at 07/06/22 11:07 PM

Name:	Michael Cholewa
Address of Residence:	3419 central street
Phone:	(917) 873-8907
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	I do not want any changes at central, crawford, and gross point.
Agenda Item (or comment on item not on the agenda):	22PLND-0038
Position on Agenda Item:	Opposed

City of Evanston

Melissa Klotz <mklotz@cityofevanston.org>

Fwd: Please forward this to George Halik and Jeanne Lindwale at the Land Use Commission - THANK YOU

1 message

Meagan Jones <mmjones@cityofevanston.org> Tue, Jul 5, 2022 at 9:58 AM
To: Melissa Klotz <mklotz@cityofevanston.org>

FYI

Meagan Jones
Neighborhood and Land Use Planner
Community Development
Morton Civic Center
City of Evanston

2100 Ridge Ave. | Evanston, IL 60201 | 847-448-8170 | 224-307-8350
mmjones@cityofevanston.org | cityofevanston.org

Evanston All-America City NATIONAL CIVIC LEAGUE 2021

Proud to be recognized as a 2021 All-America City!
Building Equitable and Resilient Communities
at cityofevanston.org/EvanstonCares

---------- Forwarded message ---------
From: <spconsult@comcast.net>
Date: Fri, Jul 1, 2022 at 5:08 PM
Subject: Please forward this to George Halik and Jeanne Lindwale at the Land Use Commission - THANK YOU
To: <mmjones@cityofevanston.org>

Dear Mr. Halik and Ms Lindwale,

As a resident of NW Evanston since 1983, close to the difficult intersection of Crawford/Central and Gross Point Roads, I wanted to thank you for your receptiveness to the neighbors' concerns at last week's June 22 meeting of your Commission.

On behalf of the residents of this area, I wanted to express my appreciation for your understanding that the removal of the overlay protection for the seven parcels adjoining this particular intersection would undoubtedly lead to an increase in accidents which are already at a high frequency and open up the possibility to radially change the character of our neighborhood.

Given the absence of a sidewalk on Crawford (north of Gross Point), the reduction from two lanes to one, the curvature and the uphill grade of this stretch of road, this area is already a major hazard. Allow me to mention that there have already been two major proposals for businesses to include drive throughs at the lot that is now owned by Sarkis.

May I kindly ask you to figure out a way to grant Sarkis the necessary exemption to build a visually more attractive and permanent tent on their property. Sarkis is a unique businesses and well worth supporting…..keeping in mind the points in the Purpose Statement of the Central Street Corridor Overlay District to “preserve the existing character and scale”…..and “preserve independent and unique uses”.

Thank you again for the action you took at the last meeting and I kindly request your continued receptiveness to the neighborhood’s concerns.

Sincerely,

Sigrid Pilgrim

2750 Bernard Place

Evanston, IL 60201

224-420-0949

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Jun 23, 2022 at 8:28 AM
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org, kashbaugh@cityofevanston.org, mklotz@cityofevanston.org

formstack

Formstack Submission For: Land Use Commission Public Comment

Submitted at 06/23/22 9:28 AM

Name:	Amy Goldberg
Address of Residence:	3420 Park Place
Phone:	(773) 895-6278
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	I am opposed to the change in zoning for the west side of gross point road. There are several children, including my own, that walk in this area. I do not want to increase traffic, and I do not want there to be future plans for drive thrus which may result in pedestrian harm. I live at 3420 park place which is right near this busy intersection. I have seen firsthand the dangerous traffic and the risk already posed for pedestrians, especially children.
Agenda Item (or comment on item not on the agenda):	Zoning
Position on Agenda Item:	Opposed

Statement of Jeff Smith on Map Amendment | 22PLND-0038

I am a 32-year resident of north Evanston and am currently the president of the Central Street Neighbors Association ("CSNA"). CSNA for 15 years has been the largest community organization in north Evanston, one of the largest in all of Evanston, and represents members with over two thousand collective years of experience living in the area and an investment of, conservatively, over $40 million in local property. Almost every member, if not every member, of CSNA uses the Crawford - Gross Point - Central intersection. Both I and CSNA were deeply involved in the planning and zoning implementation that led to the zoning of what was called Subarea 6 in the award-winning Central Street Master Plan.

This Commission should reject the proposal in Agenda Item IV(a), Map Amendment 22PLND-0038, to remove that area from the Central Street Overlay District. Such an act would be contrary to City planning, inconsistent with the overall purpose of our zoning, would increase danger to public safety, and would undermine the balanced tradeoff of setbacks-for-upzoning that was arrived at through a long public and deliberative process in 2007-08, agreed upon by a unanimous City Council. The proposed map amendment is unsupported by study of present and future traffic or any other impacts. As such, it would be arbitrary and capricious.

Moreover, unlike the 2007-08 process, there has been little public discussion; residential stakeholders have not been broadly invited to participate, only provided with inconsistent and impersonal "notice of a public meeting." The property rights of those affected require further opportunity to respond to any presentation made this evening, at subsequent meeting.

This proposal would not be advancing if any of the advocates had been involved in the process that led to the current zoning. The following is necessary factual context.

Staff, residents, planning consultants, and City Council all recognized in 2007-08 that the "West End" of Central Street, at the intersection of Gross Point, Crawford, and Central, had different considerations than that of the business and residential districts to the east. See excerpts from Master Plan, attached as Exhibit 2. *All these continue today*:

- **Traffic volume.** The dominant influence on the subarea is its high-volume intersection of three major roads, handling over 20,000-30,000 or more vehicles daily, including much coming to and from two of Evanston's largest employers, Northwestern University and Evanston Hospital. This traffic needs to flow smoothly and continuously.

- **Traffic Speed.** Traffic approaching the intersection is often heading to or from I-94, and is coming from relatively long (1/2 mile or more) stretches of higher-speed-limit, low cross-traffic road along golf course, cemetery, or parks, and as such is at higher speed than at more congested Evanston intersections.

- Most traffic at the intersection is through rather than destination traffic.

- **A Complicated Intersection.** The geometry of the intersection, with traffic entering from six different directions and a majority making a turn within the intersection, with a sole business building standing in a triangle in the very middle of the street, is unique within Evanston if not the region, posing challenges for drivers.

- The roads entering the intersection have several changes in width before and after the intersection.

- **Elevation Changes.** Vehicles face sudden changes in elevation turning from Gross Point or Crawford onto Central, or from Central to the north, also unique to Evanston. **See photos at Exh. 1, attached.**

- **Sight Lines.** The intersection is at a relative high point, such that traffic coming down Crawford from Wilmette and through the Hillside community, eastbound traffic on Central which is climbing toward the intersection, and traffic coming up Crawford cannot see each other until at the intersection. Traffic turning east off Gross Pointe may suddenly have to come to a stop at Crawford. Sight lines and views of other traffic are further impeded by the hot dog stand in the middle of the intersection and the extension of the northwest wall of the CVS building toward Ridge. **See photos at Exh. 1, attached.**

- **Crash History.** The intersection has been ranked as one of Illinois's most dangerous and has been the scene of some horrific accidents.

- **Counterintuitive Development.** Some of the existing built environment would not be built, or would not be built to existing dimensions, under modern planning or traffic principles.

- The intersection in 2007-08 was already experiencing additional challenges as a result of the development of the small strip mall at the southeast corner.

As a result of all the above, there was ***no*** push or general request by residents to try and replicate the walkable mom-and-pop mixed-use retail feel of business districts to the east. Residents had no problem with the existing "C" commercial zoning, which by its low floor area ratio ("FAR") limited building massing and also allowed for needed auto-service and other establishments. Residents felt that adding more entering-and-exiting cross-traffic and pedestrians to the intersection was not wise, although more could be done to make the intersection more pedestrian-friendly, attractive, and more of a gateway to Evanston. *The changes in zoning to a Business district were driven by staff*, and, on information and belief, a single developer who wanted to build a multistory mixed-use structure at the intersection.

The consistent position of the Central Street Neighbors Association was that the subarea should preferably remain Commercial, but if rezoned to Business, should at most be zoned B1a. See Exhibit 3, attached. However, CSNA and residents also recognized that the large CVS site and

the former Citgo gas station site, in conjunction with the Sarkis lots, the parking lot to Sarkis's northeast, and/or or the empty lot to the north of Sarkis, potentially could support modest, more affordable multifamily housing in a mixed-use development, potentially attractive to university or hospital workers or even downtown Evanston workers if supported by transit.

The solution and tradeoff arrived at was to rezone to Business, but with constraints. The "West end" of the overlay district was "upzoned" by changing the base zoning from a "C" commercial district to a B1a business district that had the taller height limits of a B2 district. This would allow up to a 4-story building. While CSNA preferred lower height, CSNA accepted the changes as consistent with the Master Plan approved by the Plan Commission and the City Council. However, the development was understood to be "controlled" in that "any development at the intersection of Gross Point & Crawford must be set back 30' from the street and have stepbacks above the second floor." See Exhibit 4, attached.

It is important to note that the Floor Area Ratio of the commercial district prior to rezoning was 1.0. The subarea was *not* downzoned by way of the overlay district nor due to neighborhood demands. The zoning implementation of the Master Plan allowed, to the contrary, for greater development, while sensibly pushing that development away from the high-traffic intersection for safety reasons.

To simply remove the overlay district provisions would convert the 2008 zoning to a sheer upzoning that had no public support, with increased congestion and danger, without any corresponding benefit for drivers, pedestrians, cyclists, or those who live nearby.

The need for safety at the intersection becomes even stronger if a school with daily traffic and the presence of children, many of whom might be walking to school, is to replace the low impact of a church that has significant traffic only once a week.

The 2007 planning and the 2008 rezoning, and the implementation of the overlay district with its specific provisions for Subarea 6 was the result of a comprehensive process that involved four separate community workshops, extensive public debate and discussion, the participation of community groups and collectively hundreds of person-evenings, well over a thousand hours of citizen review and comment, and well-covered discussion within the community and on the City's planning and legislative bodies. If the initial adoption of B1a in 2005 is included, what was implemented at the intersection can be seen as the result of nearly three years of analysis, planning, and discussion. It was well understood in 2008 that the process of application for variation would allow flexibility in cases of demonstrated need while protecting the rights and safety of residents. To jettison all that by way of map amendment without any significant change in circumstances, without any demonstrated need, with no impacts studies, without any comparable process, and with no evident driver other than that a restaurant with plenty of space wants more outdoor dining, would be counter to Evanston plans, fundamental planning principles, the goals of existing zoning, arbitrary, and capricious.

— JPS 6/22/2022

Statement of Jeff Smith
22PLND-0038
June 22, 2022
Exhibits

1. **Photographs, Central-Crawford-Gross Point intersection, June 21, 2022**

2. **Excerpts from Central Street Master Plan (2007)**

3. **Selected CSNA comments on interim planning and zoning of the West End**

4. **Jeff Smith, "Summary of Central Street Plan Zoning Ordinances," http://centralstreetneighbors.com/node/66**

Exhibit 1
Photographs of Intersection

Fig. 1. Looking east from Central, one block west of the intersection. Note incline and that traffic from north cannot be seen. Note also vehicles entering street from CVS lot and Starbucks lot.

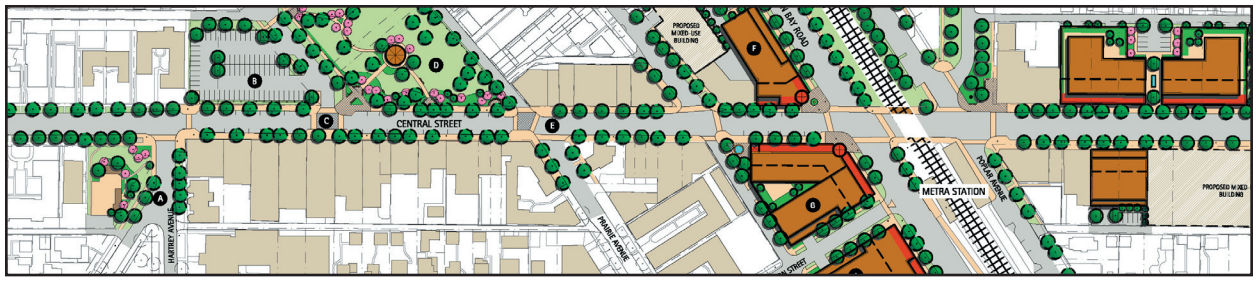
Fig. 2. Looking northeast from Central, one car length back of the intersection. Note that traffic from north cannot be seen.

Figs. 3-4. Note incline and that traffic from Crawford and Central are below each other's sight lines.

Fig. 5. The CVS wall blocks the sight line between Gross Point and traffic on Crawford and Central until just before the intersection.

Fig. 6. A fast food restaurants in the middle of the intersection is beloved by residents but is a visual distraction and impediment and can result in unexpected entrances into traffic.

Exhibit 2
Excerpts from Central Street Master Plan



Section 3: Master Plan

setbacks should be 20 feet from the curb to ensure wider, landscaped parkways as a transition between retail frontages and residential side streets.

In C1 and C2, shared parking/curb cuts/access drives should be required where feasible. Parking in front of buildings should be prohibited.

D10. Commercial District (C2) - Gross Point/Crawford/ Central intersections: Buildings should be set back 30 feet from the curb to provide room for wider sidewalks, additional landscaping, and improved sight lines for motorists.

Rezone C2 to B2.

Require shared parking, access drives and curb cuts.

Increase setback to 30 feet from curb to buildings.

Reduce maximum height from 5 to 4 stories.

Increase setback to 14 feet from curb to building.

Increase corner side yard setback to 20 feet from curb to building.

OS
R1
R2
R3
R4
R5
C2
O1
B1a
GROSS POINT ROAD
HIGHLAND AVENUE
LAWNDALE AVENUE
CENTRAL PARK AVENUE
HURD AVENUE
LINCOLNWOOD DRIVE
REESE AVENUE
EWING AVENUE
BENNETT AVENUE
MCDANIEL AVENUE
WALNUT AVENUE
ELM AVENUE
CENTRAL STREET
Ackerman Park
Bent Park
CRAWFORD AVENUE
PROSPECT AVENUE
COWPER AVENUE
HASTINGS AVENUE
RIDGEWAY STREET

City of Evanston: Central Street

Existing Zoning

Zoning Districts

- R1 Single-Family Residential
- R2 Single-Family Residential
- R3 Two-Family Residential
- R4 General Residential
- R5 General Residential
- B1a Business
- B2 Business
- C1 Commercial
- C2 Commercial
- O1 Office
- T1 Transitional Campus
- U1 University Housing
- U2 University Housing/Parking
- U3 University Lakefront Campus
- OS Open Space

Central Street: Master Plan City of Evanston, Illinois

Figure 3.1: Zoning Recommendations - Gross Point Road to Hartrey Avenue

LAKOTA THE LAKOTA GROUP INC

GEWALT HAMILTON ASSOCIATES, INC.

0' 250' 500'

July 2007

Western Gateway

The intersection of Crawford, Gross Point and Central is an important "gateway" to Central Street. The triangular island in the center of these streets has high visibility and could serve as a prominent gateway green space with signage and/or public art that would announce motorists' arrival to the City and to Central Street.

Framing the intersection with buildings as new development occurs and providing ample, 30-foot setbacks with a green, landscaped character also would improve the appearance of this gateway intersection. Improved sidewalks, wider parkways, pedestrian-scale lighting, consistent street furniture, and additional street trees would improve the attractiveness and pedestrian-friendliness of the intersection.

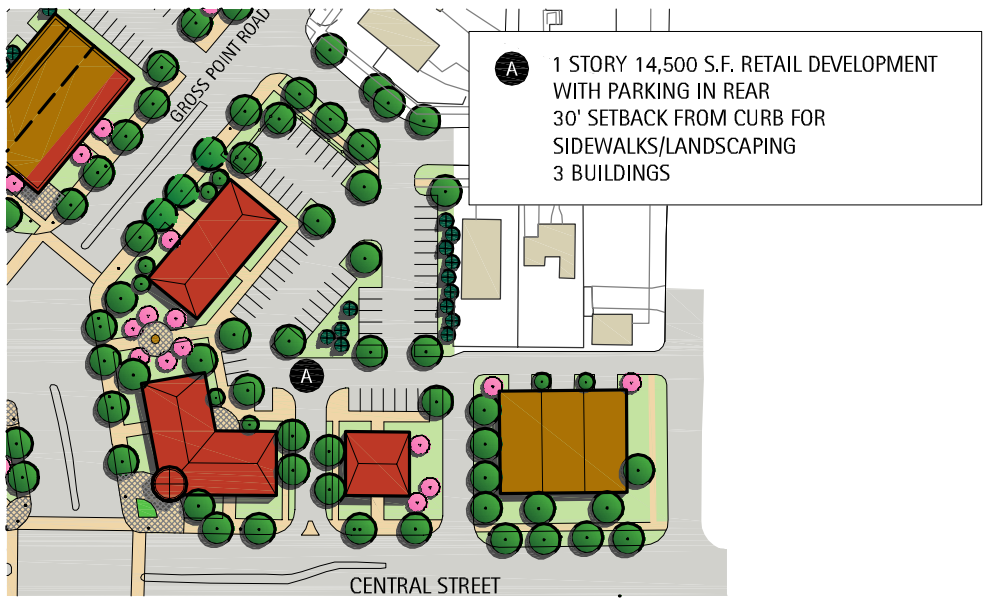
For the blocks abutting the intersection of Gross Point, Crawford and Central, the Master Plan shows (see Figure 3.4):

- **Gateway Green Space:** The Plan envisions this location as an opportunity for improved landscaping, public art, and directional signage. Because of its location between three streets, the space is intended as a visual gateway element only and not for use by residents as a park or seating area.
- **CVS Pharmacy Site:** This large, prominent site is shown with enhanced landscaping and streetscape. Its inefficient parking lot is reconfigured to create room for a landscape buffer and street trees along the perimeter. If the existing CVS pharmacy is redeveloped, the Plan shows how new retail buildings could frame the corner and have larger setbacks to improve its appearance and provide better sight lines for motorists and pedestrians. Parking would be accommodated to the rear of the buildings with screening

Landscaped/screened parking lot edges.

and buffering along the residential uses to the east. New rowhomes are shown east of the site.

- **Southwest Corner Central/Crawford:** Existing office buildings are shown as being redeveloped into modern office buildings. Parking would also be accommodated in the rear and access would be provided through shared curb cuts.
- **Northeast Corner Crawford/Gross Point:** A mixed-use development is envisioned on the Citgo/Sarkis site. The Plan shows retail space on the first floor with condominiums or office space above, as well as an adjacent side parking lot.
- **Northwest Corner Crawford/Gross Point** The Plan shows a condominium building on the northwest corner of Crawford and Gross Point and west of the CVS site.



Alternate - CVS Site

Central Street: Master Plan City of Evanston, Illinois

Figure 3.4: Preliminary Plan - Western Gateway

LAKOTA
THE LAKOTA GROUP INC
GEWALT HAMILTON

0' 75' 150'

July 2007

Exhibit 3
Selected CSNA Comments, 2007

Selected CSNA Comments on the West End Zoning

CSNA, **COMMENTS ON THE CENTRAL STREET PREFERRED MASTER PLAN**, dated 5/9/2007 (edited for publication June 14, 2007):

Setbacks: The plan recommends changing setbacks to 14' from curb to building, and 30 feet at the Gross Point-Central-Crawford area. We urged greater setbacks, and agree with setbacks at least this wide, although some members correctly point out that curbs can and do vary, so that referencing lot lines makes more sense than using the street as the reference point. (p. 3)

….We are inclined with City Manager Carroll to be extremely cautious about the redesignation of C1 zones to business districts. First, we need areas in Evanston that support commercial uses, especially auto service uses which are endangered. Second, changing from C1 to a B designation amounts to "upzoning" because the lower floor area requirements currently prevent residential multistory development in C districts. (p. 4)

….Setbacks, Far West: We agree on the proposed considerable setbacks for the Far West site, and for wider sidewalks in the commercial and business districts. (p. 4)

….**5. West End (Crawford/Central/Gross Point)**: *CSNA believes that this area, like the other end (and middle) of the street, should be kept to two stories.* The erection of bulky buildings at an extremely high-volume and relatively high-speed complicated intersection would not make an appropriate gateway statement for Evanston. Preliminary planning showed 2-story buildings which are appropriate; this plan goal should be given meaning through zoning redesignation if necessary, or by keeping commercial "C" designations which limit floor-area ratio.

There is also a question of whether it's the best use of City funds to purchase the Little Island hot dog stand by eminent domain. Many neighbors feel that capital improvement funds might be better spent on fixing the crumbling and flooded alleys of the 6th Ward.

***

CSNA, **Zoning Recommendations to Implement Central Street Master Plan** (Oct. 17, 2007)

….Area 1 (Central-Crawford-Gross Point) (currently C2)
Plan and staff: rezone to B2
CSNA: do not re-zone or, at most, rezone to B1a

Reasons: Residents did not seek upzoning of this commercial area, but are content with the existing office and auto-service uses, especially the latter, which are becoming scarce in north Evanston and are not allowed in B2 or B1a. Substantial multi-family residential and pedestrian density is inappropriate at this high-volume, odd-geometry auto intersection. Even B1a is a major up-zoning, since C2 zoning bars residential use and its maximum floor area ratio (FAR) of only 1.0, combined with land prices and demographics, effectively limits height.

Any upzoning to mixed-use should be at most B1a. All Plan illustrations of redevelopment in this area always showed no more than 3 stories. B2 will add significant additional maximum height, has significantly smaller rear and side yard requirements to protect

nearby residential properties, and only requires 400 s.f of lot size per residential unit, allowing twice the density of B1a. The single-family homes in the R2 and R1 areas adjoining this area deserve the same protection provided under the Plan to all other residential districts adjoining mixed-use districts.

Lakota, when asked why the final plan labeled this area B2 rather than B1a as illustrated, only alluded to the "different uses" allowed in B2. The only different uses allowed by B2 are Boarding House, Assisted Living Facility, Retirement Homes, and Treatment Care Facilities, as special uses. The record provides no support for adding these uses at this intersection, but in any case they would be better accomplished by an overlay to B1a. (p. 1)

Exhibit 4
Summary of Central Street Zoning (2008)

http://centralstreetneighbors.com/node/66

Summary of Central Street Plan Zoning Ordinances

Submitted by jeffpsmith on Mon, 02/11/2008 - 11:10

On January 28, 2008, the City Council unanimously passed two ordinances, 5-O-08 and 6-O-08, that, combined, change zoning in the 2-mile long "Central Street Corridor." Zoning is the City law that determines what can be built where. The passage of these important ordinances was the largest change ever applied to so long an expanse along a single thoroughfare in Evanston, and was the culmination of over a year of visioning, planning, hearings, and negotiation, involving thousands of hours of meeting attendance, research, and just plain hard work by Central Street Neighbors Association members, other residents, consultants, City Council and Plan Commission members, and city staff. The Central Street Master Plan was adopted in June, 2007. As we stated then, the Plan contained many pages of feel-good text and attractive color illustrations, but a discrepancy between what was shown and what was zoned. We knew that the hard work in getting the Plan to function as intended would come in hammering out the zoning details. The ordinances implement zoning changes in two ways. First, certain areas along Central Street are rezoned altogether. Second, special requirements or constraints are "overlaid" over some or all of seven sub-areas (collectively, the "Overlay District").

The highlights of the changes accomplished in these ordinances are as follows:

• **Unlimited Site Development Allowances Banned.** One reason controversial past projects were approved is that Evanston code allows zoning to be ignored: significant extra height, mass, or other deviations from code, called "site development allowances" (SDAs), can be granted by the City Council if the project is a "planned development," i.e., over 24 units or 20,000 s.f. of true floor area. Many residents as well as City consultants have concluded that this loophole rendered zoning meaningless; we also believe it leads to speculative prices of land. In the ordinances just passed, SDAs are not permitted anywhere in the Central Street overlay district: the new zoning is intended to stick. *This is a first for Evanston.*

• **Anti-Canyonization Provisions.** Most business districts in Evanston allow or even require building up to the lot line, with sheer vertical walls. This, along with the height allowed, can create shadowed "canyons" along a street, blocking air and light and creating a cramped feeling as buildings loom over narrow sidewalks. Under the new zoning, all new buildings will have to maintain a minimum 14' "pedestrian area" from curb to building. Additionally, upper floors will have to be "stepped back," to reduce the perceived mass of the building – *this move toward "form-based code" is also a first for Evanston in business districts.* The maximum ratio of floor area to lot size (FAR) is also reduced, which limits the actual possible mass of the building. Unless a developer puts in special parking, FAR is capped at 1.4, meaning that on a 50x100 lot (5000 sf), the maximum retail/residential square footage that can be built (not counting parking or utility areas) is 7,000 sf. We believe these restrictions will not only result in an overall more

pedestrian-friendly street, but will help preserve the existing feel of the district, and discourage speculative, thoughtless overdevelopment.

• **Protection of Abutting Residential Neighborhoods.** Under the ordinances, to prevent developments from looming over anyone's back yard, new construction on lots that back up to R1, R2, R3 or R4 districts must stay within a "transitional height plane," a diagonal extending forward and upward from a height of 35 feet above the rear wall of the building. Additionally, unless granted an exemption for special reasons, all new alleys must be 18' wide.

• **New Restrictions on Mixed-Use B1a Business Districts.** The B1a district, first used in Evanston for the area between Marcy and Bennett, is intended to preserve small-scale retail while allowing limited residential use above stores. Pre-existing code allowed heights of up to 40'. Under the new zoning, maximum height in B1a is 3 stories or 35', front upper-story stepbacks are required, and the rear transitional height plane applies.

• **More Active Storefronts.** A concern with new mixed-use retail-condo developments has been that the first floor is mainly used for parking, with only a veneer of retail space in front, making the streetfront unusable for most store types, and directing it toward a street-deadening office use. Under new zoning, a minimum depth of 50' "active use" is required, with such uses defined to prevent dull offices with closed blinds. There are also provisions to require minimum amounts of open window space, and architectural variation or detailing to avoid sheer or blank-looking vertical walls.

• **"Central" Business District Downzoned.** Prior to these ordinances, the stretch from Hartrey (Great Harvest) to Eastwood (Mustard's Last Stand) was zoned B2, and it could be redeveloped to four stories and 45' (or more with SDAs). Under the new ordinances, this stretch is downzoned to B1a and is subject to the restrictions above. In addition, the stretch from Great Harvest to Prairie Joe's requires even slightly greater upper-story stepbacks, to preserve the low-rise feel surrounding Independence Park.

• The **maximum height in the R5 residential areas** along Central has been reduced from 55 feet to the lesser of 4 stories or 45 feet.

• All new developments have **bicycle rack requirements**. • The proposed rezoning of portions of the Dyche Stadium parking area to allow mixed-use development, seen in the Master Plan, has been eliminated.

• The ordinances build in **incentives for providing public parking**, currently at a premium in the shopping areas.

• **The ordinances are transit-oriented:** development is directed away from the low-rise business districts and instead toward (a) the stretch of Green Bay directly across from (and thus walkable to) the Metra station, and (b) the far west end of the street, where new residents could easily take a bus to the university, the hospital, or either train station. These two areas are "upzoned" by changing the base zoning from a "C" district ("commercial") to a B1a business district, although with the height limits of a B2 district. This would allow up to a 4-story building on, for instance, the Citgo station lot or the Domicile furniture property. While we preferred lower height, the changes are consistent with the Master Plan approved by the Plan Commission

and the City Council. Both areas are controlled: any development at the intersection of Gross Point & Crawford must be set back 30' from the street and have stepbacks above the second floor. Redevelopment in the current commercial district on Green Bay between Lincoln and Central will require stepbacks beginning with the second story, to avoid canyonization of Green Bay and to promote pedestrian use.

The "purpose" section of the zoning implementation states that the overlay district seeks to

- Preserve existing character and scale.
- Encourage a healthy mix of uses along the corridor; preserve independent and unique uses.
- Sustain and enhance the corridor as a location for diverse, unique, small-scale, pedestrian-oriented retail shops, services, and restaurants.
- Encourage retail uses close to transit.
- Allow a wide, consistent sidewalk width.
- Ensure wider, landscaped parkways as a transition between retail frontages and residential side streets.
- Provide improved sight lines for motorists.
- Ensure consistent building placement and create a pedestrian-friendly and human-scaled “street wall.”
- Articulate buildings and reduce the perceived height and mass of new development by using building stepbacks at upper stories.
- Establish new sidewalk standards for improved sidewalk widths, sight lines, and streetscapes.
- Encourage buildings with clearly defined bases, middles, and tops.
- Allow the intuitive identification of storefronts through the use of appropriate store windows and fenestration for retail and mixed-use buildings.

Overall, CSNA feels that these purposes have been advanced by the ordinances. While planning is an ongoing, fluid process and there is room for future improvement, the new code will allow Central Street to "take a breather" and avoid the hasty overdevelopment seen in many other areas of Chicagoland, while still permitting growth in harmony with the street's existing character. We were honored that during the planning and zoning phases, residents were praised for unprecedented citizen involvement and input. We thank Ald. Tisdahl and Ald. Moran for their support of the ordinances. We are extraordinarily grateful for all the hard work of so many on this mammoth task, which could not have been accomplished without the support of CSNA members.

Land Use Commission

Text Amendment
Billboards
22PLND-0042

Recommending Body

Memorandum

To: Chair and Members of the Land Use Commission

From: Johanna Nyden, Community Development Director
Melissa Klotz, Zoning Administrator

Subject: Zoning Ordinance Text Amendment
Billboard Regulations
22PLND-0042

Date: July 7, 2022

Request

Text Amendment | Billboards | 22PLND-0042
City initiated Text Amendment to the Zoning Ordinance, Title 6 of the City Code, to establish regulations to allow Billboards in all zoning districts. The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-4 of the Evanston Zoning Ordinance and Ordinance 92-O-21.

Notice
The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on June 23, 2022.

Text Amendment History
On January 6, 2022, a referral was made by Councilmember Suffredin to request clarification in the code regarding billboards and whether or not they should be prohibited on private property. The request was unanimously referred to the Land Use Commission.

On March 9, 2022, the Land Use Commission entertained Billboard regulations as a Discussion item, and guided staff to create draft regulations that continue to prohibit Billboards throughout Evanston.

On April 13, 2022, the Land Use Commission discussed Billboard regulations within the larger Omnibus Text Amendment proposal, and unanimously recommended to continue to prohibit Billboards throughout Evanston, emphasizing “that the Commission’s reasons be shared with City Council.”

On June 13, 2022, the Planning & Development Committee referred Billboards back to the Land Use Commission. Councilmember Suffredin requested the text amendment be referred back to the Land Use Commission for further consideration of allowing Billboards specifically along CTA and Metra routes as a way to increase revenue for both property owners and the City.

Analysis

Previously, the Land Use Commission voiced strong opposition to allowing Billboards under any

circumstances anywhere within the city. The text amendment referral was made in consideration of ways to generate income for struggling property owners as well as the City via licensing revenue. The City does currently have a minimal number of existing Billboards. Staff recommends the following zoning definition:

> BILLBOARD: A permanent advertising structure that provides a two-dimensional sign face or faces that are sized to be visible and legible from a distance greater than other permitted sign types. The message may direct attention to a business, commodity, service or entertainment conducted, sold, or offered at a location other than the lot on which the permanent advertising structure is located.

The above definition uses existing defined terms ('advertising structure', 'sign face') within the Sign Code and is also in compliance with *Reed v. Town of Gilbe*rt, 576 U. S. 155 (2015).

In addition to the definition, staff suggests consideration of allowing Billboards as an eligible Special Use in all zoning districts so that the City Council would act as the final determining body. As an eligible Special Use in all zoning districts, there may be appropriate locations along Metra and CTA lines where Billboards could exist with minimal visibility beyond rail passengers. A variety of zoning districts abut or are within the visible vicinity of the train lines across Evanston, including residential, business, commercial, downtown, and mixed use zoning districts.

At the April 13, 2022 public hearing that included the Billboard text amendment proposal, Land Use Commissioners stated Billboards are not consistent with the Comprehensive Plan, create visual clutter, cannot be regulated for content, and are overall not appropriate for Evanston, whether freestanding or wall-mounted. Multiple Commissioners agreed in making a "strong recommendation against Billboards" (see attached Meeting Minutes).

Standards for Approval

In order for the proposed text amendment to be recommended for approval to the City Council, the Land Use Commission must find the Standards for Amendments (6-3-4-5) are met. The Land Use Commission previously recommended against the text amendment, and noted Standard 2 was not met:

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

Recommendation

Staff recommends the Land Use Commission consider the referral from Councilmember Suffredin regarding adoption of zoning regulations for Billboards in areas near the Metra and CTA train lines as a way to increase revenue for both private property owners and the City.

Attachments

Referrals Committee Minutes – January 6, 2022
Sign Ordinance/Billboard Discussion Memo to Land Use Commission – March 9, 2022
Land Use Commission Minutes Excerpt for Billboard Discussion – March 9, 2022

Billboard Text Amendment Memo to Land Use Commission Excerpt – April 13, 2022
Land Use Commission Minutes Excerpt for Billboard Text Amendment – April 13, 2022
Planning & Development Committee Actions – June 13, 2022
Planning & Development Committee Video Link (draft minutes not yet available)
Draft Ordinance 53-O-22, Amending Title 6 to Include Billboards (previously recommended for denial by the Land Use Commission)

Referrals Committee Minutes 1/6/22

Present: Mayor Daniel Biss
Councilmember Eleanor Revelle
Councilmember Cicely Fleming
Interim City Manager Kelley Gandurski
Absent: Policy Coordinator Alison Leipsiger (in part)

Public Speakers: Councilmember Thomas Suffredin

Called to order at around 9:37am.

ITEMS FOR CONSIDERATION:

Referral Tracker:

Line #63 - Air Quality Recommendations from Councilmember Burns. Referral calls for an environmental burden fee for facilities operating with an IEPA permit. A motion was made by Councilmember Revelle to place on the Environment Board agenda sometime in the first quarter of 2022. Councilmember Fleming seconded the motion. The motion passed 3-0.

Line #64 - Referral by Councilmember Suffredin to request clarification in the code regarding billboards and whether or not they should be prohibited on private property. A motion was made by Councilmember Revelle to place this matter on the Land Use Commission sometime in the second quarter of 2022. Councilmember Fleming seconded the motion. The motion passed 3-0.

Line #66 - Referral by Councilmember Suffredin for a policy on snow removal for qualified residents. Councilmember Suffredin explained that there is a lack of volunteers to assist the elderly and those in need of shoveling snow in the winter. A motion was made by Councilmember Revelle to place on the APW agenda within the next two meetings. The motion was seconded by Councilmember Fleming. The motion passed 3-0.

Line #65 - Referral by Interim City Manager Gandurski to have the City's Mandatory COVID-19 Vaccination Policy apply to all elected officials. Discussion by members of the Referrals Committee ensued and Mayor Biss agreed to place this item on the City Council agenda as a Special Order of Business at the January 24, 2022 meeting.

Line #67 - Referral by Councilmember Revelle to add members to Lighthouse Landing Complex Committee. A motion was made by Councilmember Revelle to place on the first Rules Committee agenda beginning with the new Rules Committee Chair in February. The motion was seconded by Councilmember Fleming. The motion passed 3-0

The Referrals Committee meeting was adjourned at 10:05am.

Memorandum

To: Chair and Members of the Land Use Commission

From: Johanna Nyden, Community Development Director
Melissa Klotz, Zoning Administrator

Subject: Zoning Ordinance Text Amendment
Sign & Billboard Regulations
For Discussion

Date: March 4, 2022

Request

City initiated Text Amendment to the Zoning Ordinance, Title 6 of the City Code, to discuss the regulation of signage and billboards throughout the city. This item is for discussion only; no action will be taken, per Section 6-3-4-6 of the Evanston Zoning Ordinance and Ordinance 92-O-21.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on February 17, 2022.

Referral

On January 6, 2022, a referral was made by Councilmember Suffredin to request clarification in the code regarding billboards and whether or not they should be prohibited on private property. The request was unanimously referred to the Land Use Commission.

Discussion

The Sign Ordinance is currently in Chapter 10 of Title 4, Building Regulations, within the City Code. Since these sign regulations are not within the Zoning Ordinance, the Land Use Commission does not currently have purview over signage. However, the Zoning Ordinance does include specific regulations for Scoreboards (Special Use required in certain university/transitional districts).

Additionally, signs and billboards are briefly mentioned in Chapter 3 of Title 3, Business Regulations, which states:

> It shall be unlawful for any person to place or cause to be placed any sign, billboard, or advertising of any kind or description about or upon any public street or alley other than overhanging signs which are located on public property or rights-of-way, and which are erected and maintained in accordance with the Building Code of the City.

Sign permits are now reviewed by Planning & Zoning staff, and sign variations are determined by the Design & Project Review Committee (DAPR). Many communities regulate signage from within

the Zoning Ordinance and regulates sign variations by public hearing with a Zoning Board of Appeals/Land Use Commission public body.

Staff seeks direction on a text amendment to relocate the Sign Ordinance into the Zoning Ordinance and establish a variation process that may include Major Variations, Minor Variations, and could include City Council as the determining body. In addition, staff seeks direction to establish full regulations for billboards and whether or not they should be prohibited on private property as they currently are. Staff is aware of at least one property owner who hopes to pursue locating a billboard on top of an existing building that faces a train embankment. Billboards could be regulated from within signage regulations, or as a Permitted/Administrative Review Use/Special Use in certain zoning districts.

Attachments

Referrals Committee Meeting Minutes – January 6, 2022
Chapter 10 of Title 4, Sign Regulations

APPROVED

MEETING MINUTES EXCERPT

LAND USE COMMISSION

Wednesday, March 9, 2022
7:00 PM
Via Virtual Meeting

Members Present: Myrna Arevalo, Violetta Cullen, George Halik, John Hewko, Jeanne Lindwall, ,Kiril Mirintchev, Max Puchtel, Matt Rodgers, Kristine Westerberg

Members Absent: Brian Johnson

Staff Present: Melissa Klotz, Meagan Jones, Katie Ashbaugh, Brian George

Presiding Member: Matt Rodgers

Discussion

A. Sign & Billboard Regulation

City initiated Text Amendment to the Zoning Ordinance, Title 6 of the City Code, to discuss the regulation of signage and billboards throughout the city. This item is for discussion only; no action will be taken, per Section 6-3-4-6 of the Evanston Zoning Ordinance and Ordinance 92-O-21.

Ms. Klotz explained that the discussion on this item was to move sign regulations to the Zoning Code and in doing so, determine the best way to handle variations from the sign regulations. There is also a referral from Council to consider allowing billboards within the City.

Chair Rodgers stated that he is fine with moving the regulations to the Zoning Code but further consideration needs to be taken in how to determine major versus minor variations from the code to make sure those cases are not taking up too much of the Commission's time.

Ms. Ashbaugh responded that she did not observe tiered variation options in other municipalities. If the City does this it could be a similar mechanism as the existing minor versus major process. She added that she does not anticipate the volume being great and explained the current sign regulations and what would likely need to come before the Land Use Commission.

Commissioner Lindwall expressed that the City should prohibit billboards. Green Bay Road is private Union Pacific property. She then suggested having DAPR be the deciding body and using the Land Use Commission for appeals; the level of detail required for sign reviews is not something the Land Use Commission should be a part of. Ms. Klotz responded that there is a referral from the City Council that suggests

formatting changes to DAPR which would make the current sign review process infeasible. Ms. Ashbaugh added that it is not uncommon for Plan Commissions or equivalent review commissions to review signage.

Ms. Klotz stated that there seems to be concern that there may be too much possible Commission time being spent on sign variations and suggested that staff review the number of variations that have occurred in recent past to quantify how many variation reviews may be needed; there may also be regulations identified to create a minor variation cut-off, however, she is leary of that option because signage is a very hot topic and controversial items may still come to the Commission.

Chair Rodgers stated that some small variations from the code are not concerning versus, for example, a business wishing to erect a large illuminated sign which may have a greater impact on the neighborhood. If there is some way to get projects to do signage as part of a larger plan within their Special Use or Planned Development applications instead of as an afterthought that would be optimal, especially if there are a number of signs proposed for a project..

Commissioner Mirintchev expressed confusion that the Code in some places references the Sign Review and Appearance Board and a Sign Administrator. Ms. Klotz clarified that this is old language that would be updated as DAPR currently acts as the sign reviewing body. Commissioner Mirintchev then stated that he agrees with previous comments that billboards are not appropriate and that he would be ok if the Zoning Administrator determines what signs need to come before the Commission for additional review.

Commissioner Halik stated that he agrees that DAPR and the Zoning Administrator should be the first groups to review then, if needed, referred to the Land Use Commission. He explained that there are a number of factors in signage that he would prefer be reviewed in that process. He then added he also agrees tha billboards should not be permitted. Chair Rodgers agreed and explained that staff should be provided some guidance on what the process would be so that there is some level of predictability for applicants and staff.

Commissioner Lindwall suggested the Commission handle sign reviews similarly to how appeals of the Administrator's decision are handled for other zoning decisions. Staff deals with this daily and understands the nuances of changes of use and business regulations. Even though she understands other communities have Commissioner review signage, she believes that we should rely on staff's expertise to the extent possible.

Ms. Ashbaugh expressed that people will want to have the larger sign and may not want to follow the Code. She then asked for clarification for a proposed process. Commissioner Lindwall stated that she thinks signs should be expected to meet the Code and suggested a possible guide for design review standards. The sign code is a

lot more detailed than many other sections of the Zoning Code and it may be difficult for the Land Use Commission to interpret without a lot of staff hand holding.

Chair Rodgers summarized that there seems to be an agreement on not allowing billboards but that there needs to be a process created that does not kick everything up to the Commission. Ms. Klotz stated that staff will look into minor variations then asked if there was a preference for the Land Use Commission to be the determining body or be a recommending body to the City Council. Chair Rodgers responded that since the Commission would need to learn the regulations that it makes sense for it to be the determining body.

Commissioner Lindwall stated that this is why she prefers for DAPR to be the first review and that the Planning & Development Committee likely does not want to review signage applications.

Commissioner Puchtel expressed that he is sensitive about this group taking on this load and the scope has been combined from two groups and is already meeting twice a month. He then expressed that he is ok with the decisions being completely with staff and does not have a preference for the regulations being within the building or zoning codes.

Ms. Ashbaugh suggested that, if Commissioners would be amenable, a sub-committee of Commissioners that meets less frequently to review sign variations could be an option. Chair Rodgers stated that in the event that there is no Commission meeting, he does not want to meet for just a sign, however, that is not fair to applicants and there are alternatives. Discussion on current frequency of meetings and desire to not add an additional one. If there are Special Uses or Planned Developments having signage that could be reviewed at the same time this works to the Commission's advantage and the impact of the entire project could be considered at once.

Commissioner Lindwall added that with regards to meetings, DAPR meets weekly while the Land Use Commission meets biweekly which may cause a delay for sign applications.

Discussion concluded soon after with staff expressing that regulations will be drafted and brought back to the Commission, likely in April.

B. Adjustment to 2022 Meeting Calendar.

Ms. Jones explained that due to the large number of Boards, Commissions and Committees, there can be some overlap in meeting days and times. This particular request comes from a desire of Councilmembers who are on other Committees also be able to attend or watch the Land Use Commission meetings. As of today, staff was alerted that their meeting day may change so this is more of an FYI to get a feel for how the Land Use Commission feels regarding possibly moving one or both meeting days.

It was clarified that the particular Committee meeting in question was the Economic Development Committee and a brief discussion followed with Commissioners suggesting that Tuesday may work but Thursdays would not. The general consensus from the Commission was to keep the previously approved 2022 meeting calendar as Commissioners have altered their schedules to be able to commit to attend the meetings.

Public Comment
There was no public comment.

Adjournment
Commissioner Cullen motioned to adjourn, Commissioner Arevalo seconded, and the motion carried.

Adjourned 8:50 pm

Respectfully submitted,
Meagan Jones, Neighborhood & Land Use Planner

Memorandum

To: Chair and Members of the Land Use Commission

From: Johanna Nyden Director of Community Development
Melissa Klotz, Zoning Administrator
Meagan Jones, Neighborhood & Land Use Planner
Katie Ashbaugh, Planner

Subject: Zoning Ordinance Omnibus Text Amendment
22PLND-0021

Date: April 7, 2022

Request

City-initiated Text Amendment to the Zoning Ordinance, Title 6 of the City Code, for an Omnibus Text Amendment Package relating to the following:

1. Redact all mentions of the Zoning Board of Appeals and Plan Commission (Title 6) and replace with the Land Use Commission in accordance with Section 2-19 of the City Code and Ordinance 92-O-21.
2. Update ADA Parking Regulations (Section 6-16) to follow current regulations of the Americans with Disabilities Act Standards for Accessible Design and use appropriate wording.
3. Move the Sign Code (Section 4-10) from the Building Ordinance (Title 4) to the Zoning Ordinance (Title 6), establish variation regulations so that sign variations are no longer determined by the DAPR Committee, and establish regulations relating to billboards.
4. Move the Subdivision Code (Section 4-11) from the Building Ordinance (Title 4) to the Zoning Ordinance (Title 6) and update requirements and procedures to current practices.
5. Establish clear Planned Development Standards for Approval similar to Variation and Amendment Standards (Section 6-3).
6. Update requirements and procedures for Planned Developments, including Neighborhood Meeting and Pre-Application steps, to current practices (Section 6-3-6).
7. Add Automobile Body Repair Establishment as an eligible Special Use in the I1 Industrial/Office District (Section 6-14-2).

The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-4 of the Evanston Zoning Code and Ordinance 92-O-21.

MEMO EXCERPT REGARDING BILLBOARDS:

4. Move the Sign Code (Section 4-10) from the Building Ordinance (Title 4) to the Zoning Ordinance (Title 6), establish variation regulations so that sign variations are no longer determined by the DAPR Committee, and establish regulations relating to billboards.

Billboards:
During previous discussion on the potential regulation of Billboards that was requested via an aldermanic referral, the Land Use Commission voiced strong opposition to allowing Billboards under any circumstances anywhere within the city. The referral was made in consideration of ways to generate income for struggling property owners in all parts of the city. The City does currently have a minimal number of existing Billboards. Staff recommends the following zoning definition:

> BILLBOARD: A permanent advertising structure that provides a two-dimensional sign face or faces that are sized to be visible and legible from a distance greater than other permitted sign types. The message may direct attention to a business, commodity, service or entertainment conducted, sold, or offered at a location other than the lot on which the permanent advertising structure is located.

The above definition uses existing defined terms ('advertising structure', 'sign face') within the Sign Code and is also in compliance with *Reed v. Town of Gilbe*rt, 576 U. S. 155 (2015).

In addition to the definition, staff suggests consideration of allowing Billboards as an eligible Special Use in all zoning districts so that the City Council would act as the final determining body. Alternatively, the City Council could adopt licensing fees to generate income for the City. If the Land Use Commission prefers to look further into zoning regulations for Billboards and compare to other communities, staff requests Billboards be removed from the omnibus text amendment and re-noticed for future discussion and deliberation.

APPROVED

MEETING MINUTES EXCERPT

LAND USE COMMISSION

Wednesday, April 13, 2022
7:00 PM
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: George Halik, Brian Johnson, Jeanne Lindwall, Kiril Mirintchev, Max Puchtel, Matt Rodgers, Kristine Westerberg

Members Absent: Myrna Arevalo, Violetta Cullen, John Hewko

Staff Present: Melissa Klotz, Meagan Jones, Katie Ashbaugh, Alexandra Ruggie

Presiding Member: Matt Rodgers

B. Public Hearing: Text Amendment | Omnibus Text Amendment | 22PLND-0021

City-initiated Text Amendment to the Zoning Ordinance, Title 6 of the City Code, for an Omnibus Text Amendment Package relating to the following:

1. **Redact all mentions of the Zoning Board of Appeals and Plan Commission (Title 6) and replace with the Land Use Commission in accordance with Section 2-19 of the City Code and Ordinance 92-O-21.**
2. **Update ADA Parking Regulations (Section 6-16) to follow current regulations of the Americans with Disabilities Act Standards for Accessible Design and use appropriate wording.**
3. **Move the Sign Code (Section 4-10) from the Building Ordinance (Title 4) to the Zoning Ordinance (Title 6), establish variation regulations so that sign variations are no longer determined by the DAPR Committee, and establish regulations relating to billboards.**
4. **Move the Subdivision Code (Section 4-11) from the Building Ordinance (Title 4) to the Zoning Ordinance (Title 6) and update requirements and procedures to current practices.**
5. **Establish clear Planned Development Standards for Approval similar to Variation and Amendment Standards (Section 6-3).**
6. **Update requirements and procedures for Planned Developments, including Neighborhood Meeting and Pre-Application steps, to current practices (Section 6-3-6).**
7. **Add Automobile Body Repair Establishment as an eligible Special Use in the I1 Industrial/Office District (Section 6-14-2).**

The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-4 of the Evanston Zoning Code and Ordinance 92-O-21.

Item 4
Ms. Klotz explained that this item is a referral from the City Council to regulate billboards throughout the city and was discussed at a previous Commission meeting. She stated that staff is proposing that billboards be a Special Use in all districts should it move forward. She added that If there is significant concern, staff recommended pulling this item out for a separate discussion. Chair Rodgers stated this was discussed as the plan for this item; other things move forward with an accompanying denial for things the Commission does not agree with.

Commissioner Lindwall expressed that she has a big problem with billboards. Chapter 13 of the Comprehensive Plan has an explicit policy to eliminate billboard advertisements. Moving to allow billboards is not consistent with the plan. Purpose of sign controls is to reduce visual clutter while allowing businesses to advertise, but a big issue is safety. There are only 4: on Green Bay Road. Some on the Chicago side of Howard. Drivers in Evanston need to be careful, do not want to create an attractive nuisance. Also need to look at the notion of not impacting adjacent properties. Should not be looking to enrich one property at the expense of a neighbor. Commissioner Lindwall then suggested a discussion with the CIty Council. Commissioner Halik agreed, saying the Commission made a strong recommendation against billboards and if it comes back before the Commission, that can be done again.

Commissioner Johnson agreed and asked about the best route forward. Rodgers does not think Evanston is appropriate for billboards and used Central Street as an example. Lindwall gave Chicago Avenue as an example. Halik agreed, saying it speaks to the character of the community as well. Mirintchev suggested adding language that says no billboards are allowed in Evanston.

Ms. Klotz asked if there was an appetite of the Commission for wall mounted billboards rather than freestanding. Chair Rodgers responded that he thinks the wall mounted signs are what the Commission is really thinking of. There are some businesses with their names on the side of buildings but those are more signs that fall under the sign regulations and not true billboards which could be allowed

Commissioner Puchtel expressed the same sentiment as other Commissioners and asked if item 3 would need to be held. Chair Rodgers responded that the Commission could pull billboards out of that discussion and move the rest forward.

Commissioner Lindwall stated that there is no definition that regulates how big the billboard could be which would need to be included in regulations. Also, in general billboards regulations need to be content neutral and cannot be regulated much outside of prohibiting obscene or pornographic ads. In business signs, more than likely the

signage will relate to the business and likely not be as potentially problematic. There could be more messaging on billboards that someone driving by could deem offensive.

Deliberations

The Commission then reviewed the standards for text amendments

1. Met
2. Met (with removal of billboards from possible regulations)
3. Met
4. Met

Commissioner Puchtel motioned to approve the proposed omnibus amendment with the following changes**: In item #3 - not adding provisions for billboards into the sign regulations for their placement; and in item #5 – changing proposed standard 1 to read: "The requested Site Development Allowance(s) will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties that is beyond a reasonable expectation given the scope of the applicable site development allowances.", striking the proposed standard 4, and changing "environmental" in proposed standard 5 to "sustainability" or "climate". A roll call vote was taken and the motion was approved, 7-0.**

Chair Rodgers suggested that Commissioners write a note to the Council regarding their concerns and that he would make a point to the P&D meeting to share those concerts in person. Commissioner Lindwall suggested that the Commission have a discussion with Council, referencing the Comprehensive Plan explicitly stating that they be prohibit and that the appropriate time to consider billboards would be during the revision of the Comprehensive Plan

Commissioner Lindwall made a motion to continue to prohibit billboards in the City of Evanston (emphasizing that the Commission's reasons be shared with City Council). Seconded by Commissioner Puchtel. A roll call vote was taken and the motion was approved, 7-0.

CITY COUNCIL ACTIONS
City Council
Monday, June 13, 2022
Lorraine H. Morton Civic Center, James C. Lytle City Council Chambers, Room 2800
6:30 PM

Absent: Councilmember Kelly, Councilmember Wynne

Motions resulting from City Council - Jun 13 2022

Item	Item Description	Motion	Disposition
SP1.	Proposed Amendment to the Rules and Organization of the Evanston City Council of the City of Evanston, Rules 5.4.1 and 10.7 Pertaining to COVID-19 Vaccination and Testing	Mayor Biss proposes amendments for action and approval to the Rules and Organization of the Evanston City Council, Rule 5.4.1 and 10.7 pertaining to COVID-19 vaccination and testing.	**Item Approved 6-1** **Councilmember Reid Voted No**
CM1.	**Approval of the Minutes of the Regular City Council meeting of May 23, 2022**	Staff recommends approval of the minutes of the Regular City Council meeting of May 23, 2022.	**Approved on Consent Agenda**
A1.	Approval of the City of Evanston Payroll, Bills List, and Credit Card Activity	Staff recommends City Council approval of the City of Evanston Payroll for the period of May 9, 2022,	**Approved on Consent Agenda**

		through May 22, 2022, in the amount of $2,852,071.11. Bills List for June 14, 2022, in the amount of $8,219,238.08, and credit card activity for the period ending April 26, 2022, in the amount of $222,338.77.	

A2.	Approval of BMO Harris Amazon Credit Card Activity	Staff recommends approval of the City of Evanston's BMO Harris Amazon Credit Card Activity for the period ending April 26, 2022, in the amount of $10,844.89.	**Item Approved 6-0-1** **Councilmember Suffredin abstains**

A3.	Approval of a Sole-Source Contract with Garland/DBS for Additional Civic Center Gutter and Downspout System Repairs	Staff recommends the City Council authorize the City Manager to execute a sole-source contract with Garland/DBS, Inc. (3800 east 91st Street, Cleveland, OH 44105) for Additional Civic Center Gutter and Downspout System Repairs in the amount of $100,341.50.	**Approved on Consent Agenda**

A4.	Approval of a Sole Source Contract with Health Endeavors, S.C for Fire Department Annual Physical Fitness Testing and Medical Examinations	Staff recommends City Council authorize the City Manager to execute the sole source contract with Health Endeavors, S.C. in the amount of $41,511 to provide the annual physical fitness testing and health screening required for union employees in the Fire Department.	**Approved on Consent Agenda**

A5.	Approval of Change Order No. 1 to the Contract with LS Contracting Group, Inc. for Parking Garage Structural Repairs (Bid 22-14)	Staff recommends approval of Change Order No. 1 to the contract with LS Contracting Group, Inc. (5660 North Elston Avenue, Chicago, Illinois 60646) for the Parking Garage Structural Repairs (Bid 22-14) in the amount of $25,600. This will increase the overall contract price from $1,002,947.00 to $1,028,547. There is no time extension associated with this change order.	**Approved on Consent Agenda**

A6.	Approval of Change Order No. 2 to the Contract with AECOM for the Civic Center and Police/Fire Headquarters Relocation Feasibility Study (RFP No. 21-27)	Staff recommends approval of Change Order No. 2 to the contract with AECOM (303 East Wacker Drive, Suite 1400, Chicago, Illinois 60601) for the Civic Center and Police/Fire Headquarters Feasibility Study (RFP No. 21-27) in the amount of $31,025.41. This will increase the overall contract amount from $367,249.30 to $398,274.71.	**Item Approved 6-1** **Councilmember Suffredin Voted No**

A7.	Resolution 41-R-22, Authorizing the City Clerk to Sign an Illinois Department of Transportation Resolution for Improvement under the Illinois Highway Code for Improvements to Poplar Avenue from Colfax Street to Livingston Street	Staff recommends City Council adoption of Resolution 41-R-22 Authorizing the City Clerk to Sign an Illinois Department of Transportation Resolution for Improvement Under the Illinois Highway Code for improvements to Poplar Avenue from Colfax Street to Livingston Street.	**Approved on Consent Agenda**

A8.	Ordinance 16-O-22, Amending Title 10, Chapter 11, Section 16, Schedule XVI(A) "Schedule XVI; Designation of Truck Routes and Bicycle Routes"	Staff recommends that the APW Committee table this item until July 11, 2022.	**Item Failed in Committee**

A9.	Ordinance 30-O-22, Amending City Code Sections 10-1-3 “Definitions” and Section 10-4 “Stopping, Standing or Parking” Creating a “Commercial Vehicle Permit Pilot Program”	Pursuant to Councilmember Suffredin’s referral and the direction from the Administration & Public Works Committee/Councilmembers, staff presents Ordinance 30-O-22, amending City Code Section 10-1-3 “Definitions” and Sections in Chapter 10-4 “Stopping, Standing or Parking” creating a Commercial Vehicle Parking Permit Pilot Program. A permit will be required for vehicles with a “passenger” plate with commercial markings (other than small ride-share stickers affixed to the front/rear windows) and for all vehicles with a “FP” or “B” plate regardless of markings, to park in residential areas overnight. The permit will cost $30 for “passenger” plates and $350 for “FP” and “B”	**Item Held in Committee**

		plates. The pilot will be the period of October 1, 2022 through September 30, 2023. There will be a limit of 200 permits issued citywide on a first come, first served basis.	

P1.	Ordinance 34-0-22, Amending Title 4, Chapter 14, "Design and Project Review (DAPR)" of the City Code"	Staff recommends adoption of Ordinance 34-O-22 “Amending Title 4, Chapter 14, “Design and Project Review (DAPR)” of the City Code”. The revised ordinance dissolves the formal committee structure and maintains the projects and evaluation measures of Design and Project Review.	**Item Approved 5-2 For Introduction** **Councilmembers Braithwaite and Reid Voted No**

P2.	Ordinance 52-O-22, Amending City Code Title 6, “Zoning” to Remove References to the Plan Commission and Zoning Board of Appeals and to Include Reference to the Land Use Commission.	The Land Use Commission and City staff recommend adoption of Ordinance 52-O-22, Amending City Code Title 6, “Zoning” to Remove References to the Plan Commission and Zoning Board of Appeals and to Include Reference to the Land Use Commission. This is a Text Amendment to the Zoning Ordinance to replace outdated language related to the dissolved Zoning Board of Appeals and Plan Commission, and replacement with the Land Use Commission.	**Approved on Consent Agenda for Introduction**

P3.	Ordinance 53-O-22, Amending City Code Title 6 to Add “Billboards” as a Special Use	The Land Use Commission recommends denial of Ordinance 53-O-22, Amending City Code Title 6 to Add “Billboards” as a Special Use. This is a Text Amendment to the Zoning Ordinance to establish zoning regulations for Billboards as Special Uses in all zoning districts. The proposed text amendment does not meet the Standards for Approval, specifically the proposal does not meet the goals and objectives of the Comprehensive General Plan (Comp Plan).	**Send to Land Use Committee by P&D Committee**

R1.	Ordinance 21-O-22 Amending Title 2 Chapter 18 of City Code Concerning the Economic Development Committee	The Rules Committee and staff recommend City Council adopt Ordinance 21-O-22, Amending Title 2 Chapter 18 of City Code Concerning the Economic Development Committee.	**Approved on Consent Agenda**

H1.	Resolution 38-R-22 Designating that Portion of Simpson St Between Darrow Ave and Dewey Ave with the Honorary Street Name Sign, “JoAnn Avery Way”	The Human Services Committee and staff recommends the adoption of Resolution 38-R-22, designating the portion of Simpson St. between Darrow Ave. and Dewey Ave. with the Honorary Street Name Sign, “JoAnn Avery Way.”	**Item Approved 7-0**

HC1.	Approval of $3,000,000 of ARPA Funding for the McGaw YMCA Men's Residence Renovation	The Housing and Community Development Committee recommends approval by City Council of $3,000,000 in ARPA funding for the McGaw YMCA Men's Residence Renovation at 1000 Grove Street.	**Item Approved 6-1** **Councilmember Suffredin Voted No**

AP1.	Approval of Appointment to Boards, Commissions and Committees	The Mayor recommends City Council approval of the appointment of Amanda Ziehms to the Preservation Commission.	**Approved on Consent Agenda**

06/13/22

53-O-22
AN ORDINANCE

Amending City Code Title 6 to Add "Billboards" as a Special Use

WHEREAS, the Evanston City Council finds it is in the best interest of the City to support local businesses; and

WHEREAS, the use of billboard signage generates potential income for private property owners; and

WHEREAS, the Evanston City Council finds that it is in the best interest of the City to allow billboards as a special use in certain districts; and

NOW BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EVANSTON, COOK COUNTY, ILLINOIS, THAT:

SECTION 1: City Code Section 6-18-3 "Definitions" of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-18-3. DEFINITIONS.

For the purposes of this Ordinance, the following terms shall have the following meanings:

ABUTTING:	Having a common property line or district line.

ACCESSORY USE OR STRUCTURE[1]:	A structure or use that: a) is subordinate to and serves a principal building or a principal use, except for a drive-in facility; b) is subordinate in area, extent, and purpose to the principal structure or principal use served; c) contributes to the comfort, convenience, or necessity of the occupants, business, or industry of the principal structure or principal use served; and d) is located on the same lot as the principal structure or principal use served, except as otherwise expressly authorized by the provisions of this Ordinance. Accessory parking facilities may be authorized to be located elsewhere. An accessory structure attached to a principal building in a substantial manner by a wall or roof shall be considered part of the principal building.
ADJACENT:	Nearby, or next to, but not necessarily touching or abutting. (e.g., across from a street or alley).
ADJOINING:	Touching or joining at any one (1) point, line, or boundary.
ADULT DAYCARE:	A community-based, structured comprehensive program of a variety of health, social, and related support services in a protective setting for persons who for reasons of physical or mental impairment are in need of such services during any part of a day not exceeding twelve (12) hours in a twenty-four-hour period.
ALLEY:	A public or private right of way that affords a service access to abutting property.
ANIMAL HOSPITAL:	A use or structure intended or used primarily for the testing and treatment of the disorders of animals, including the indoor boarding of animals for such purpose, but not the training or grooming of animals, or outdoor cages, pens, or runs for the animals.
ANTENNA:	Communications equipment that transmits or receives electromagnetic radio frequency signals used in the provision of wireless services. (Ord. No. 44-O-21 , § 1, 5-10-2021)

APARTMENT:	See definition of Dwelling, Multiple-Family.
AQUAPONICS:	The symbiotic propagation of plants and fish in an indoor or outdoor re-circulating environment that results in the harvest of said plants or fish. (Ord. No. 56-O-14, § 2, 5-27-2014)
ASSISTED LIVING FACILITY:	A facility for adults in need of some protective oversight or assistance due to functional limitations that provides a living arrangement integrating shelter, food and other supportive services to maintain a resident's functional status. Those facilities that include personal care such as assistance with activities of daily living shall be licensed as sheltered care facilities pursuant to provision of the Evanston City Code.
ATTIC:	The top story of a building under a sloping roof with no finished floor and/or finished ceiling; rather, the area is defined by the top of the ceiling beams of the story immediately below the top story and the roof rafters. An attic may be further defined as a half-story, provided the sum of all areas of the top story where the vertical clearance is seven and one-half (7½) feet or more does not exceed sixty percent (60%) of the story immediately below the top story (as measured within the outer face of all exterior walls). (Ord. 13-O-98)
AUTOMOBILE BODY REPAIR ESTABLISHMENT:	A building, property, or activity the principal use of which is automobile body repair or auto detailing other than those types of repairs permitted at automobile service stations (gas stations) and automobile repair service establishments.

AUTOMOBILE REPAIR SERVICE ESTABLISHMENT:	A building, property, or activity the principal use of which is the repair or replacement of parts, oils, coolants, lubricants, tires, and other similar services. "Automobile repair establishment" shall include, but is not limited to, muffler shops, oil change shops, car care centers, tire centers and other uses similar in nature and impact. "Automobile repair establishment" shall not include an automobile body repair establishment or a car wash or other use that is otherwise in a zoning district as a permitted or special use.
AUTOMOBILE SERVICE STATION (GAS STATION):	A building, property, or structure the principal use of which dispenses or offers for retail sale of automotive fuels or oils and incidental convenience goods; having pumps and storage tanks thereon, and where battery, tire and other similar services, are rendered, but only if rendered wholly within lot lines. "Automobile service stations" shall not include an automobile body repair establishment or a car wash.
BANQUET HALL:	A principal use consisting of a large room or hall that is available for rent for use for specific banquets, exhibitions, and/or meetings that may include the provision of food, drink, and/or entertainment. (Ord. No. 129-O-12, § 2, 1-14-2013)
BASEMENT:	A portion of a building located partly underground but having less than one-half (½) its clear floor-to-joist height below the average grade of the adjoining ground. (See also definition of Cellar.)
BED AND BREAKFAST ESTABLISHMENT[2]:	An owner-occupied single-family or two-family dwelling where short-term lodging and morning meals are provided for compensation.
BERM:	A hill or contour of land that acts as a visual barrier between a lot and adjacent properties, alleys, or streets.

BILLBOARD	A permanent advertising structure that provides a two-dimensional sign face or faces that are sized to be visible and legible from a distance greater than other permitted sign types. The message may direct attention to a business, commodity, service or entertainment conducted, sold, or offered at a location other than the lot on which the permanent advertising structure is located.
BLOCK:	A tract of land bounded by streets or by a combination of one (1) or more streets and public parks, cemeteries, railroad rights of way, bulkhead lines or shorelines of waterways, or corporate boundary lines.
BOARDING HOUSE:	A building or portion thereof where lodging and meals are provided to five (5) or more persons who are not members of the operator's family, and by prearrangement for definite periods of time and for compensation, whether direct or indirect.
BREW PUB:	An establishment in which the principal use is a Type 1 Restaurant that also brews or produces wine, beer, or any other alcoholic liquor as an accessory use on-site, either for on-site consumption or off-site consumption in containers that are sealed on-premise and compliant with all applicable local, State, and Federal regulations. (Ord. No. 105-O-18 , § 1, 10-8-2018)
BUILDING:	Anything constructed for the shelter or enclosure of persons, animals, or movable property of any kind and that includes a roof and is permanently affixed to the land.
BUILDING, COMPLETELY ENCLOSED:	A building separated on all sides from the adjacent open space, or from other buildings or other structures, by a permanent roof and by exterior walls having only windows and normal entrance or exit doors, or by party walls.
BUILDING ENVELOPE:	The three-dimensional space within which a structure is permitted to be built on a zoning lot and that is defined with respect to such bulk regulations as height, yards, building coverage, and floor area ratio.

BUILDING ENVELOPE (For Review of Fences Only):	That area of a zoning lot within which a structure may be built and consisting of that area not within the required front yard, required street side yard, required side yard(s), and required rear yard (see Figure 6-18-3, "Zoning Lot Components," of this Section).

BUILDING HEIGHT, ABSOLUTE:	The perpendicular distance above the established grade to the highest point of the building, including parapet walls, but excluding chimneys, spires, and mechanical penthouses, provided the penthouses cannot be seen from the street. The highest point of turrets, towers, belfries, cupolas, lanterns, window's walks, and similar structures or features are used as the highest point of the structure when said structure or structure feature is: a) the highest point of the structure, and b) has an outer perimeter enclosing an area of sixteen (16) square feet or more regardless of the presence of floors. Said structure or feature is a spire when it has an outer perimeter enclosing an area of less than sixteen (16) square feet. Said structures or structure features include: turrets, towers, belfries, cupolas, lanterns, widow's walks or similar structures. (Ord. 112-O-03)

BUILDING HEIGHT, MEAN:	(A) The perpendicular distance measured from the established grade to the high point of the roof for a flat roof, the deck line of a mansard roof, and to the mean height level for gable, hip or gambrel roofs. Mean height level is computed as the average of the height of the high point of the roof and the highest level where the plane of the main roof, excluding dormers, intersects the plane of an outside wall below the main roof. Chimneys and spires shall not be included in calculating the height nor shall mechanical penthouses or solar collectors, provided the penthouses and collectors cannot be seen from the street. The highest point of the following structures or structure features is used as the high point of the roof in computing mean height level when said structure or feature is: 1) the highest point of the structure and 2) has an outer perimeter enclosing an area of sixteen (16) square feet or more regardless of the presence of floor. Said structure or feature is treated as a spire when having an outer perimeter enclosing an area of less than sixteen (16) square feet. Said structures or features include: turrets, towers, belfries, cupolas, lanterns, window's walks or similar structures.
	(B) The height of any story of a structure shall be excluded from the calculation of its height when seventy-five percent (75%) or more of the gross floor area of such story consists of parking required for the structure (excluding mechanical penthouse or solar collector). This exclusion of required parking from the calculation of building height shall be applicable to all permitted and special uses in the B3, D2, D3, and D4 zoning districts including planned developments. Where the required parking exclusion is applicable, it shall in no case be greater than four (4) stories or forty (40) feet, whichever is less.

	(C) Anywhere in this zoning ordinance where the words building height are indicated without designation of mean building height or absolute building height the reference is to mean building height. (Ord. 35-O-08; Ord. No. 121-O-15 , § 3, 10-26-2015)
BUILDING MATERIALS ESTABLISHMENT:	A building, property or activity, the principal use of which is the selling of lumber or other associated building material and supplies in bulk to contractors and the general public. "Building materials establishment" shall not include a retail goods establishment or a wholesale goods establishment.
BUILDING, NONCOMPLYING[3]:	A lawfully established building that by virtue of the adoption hereof does not comply with all the applicable requirements of this Title governing height, bulk and location on a lot.
BUILDING, PRINCIPAL:	A building in which the business of the principal use of the lot on which the building is located is conducted.
BUILDING, RESIDENTIAL:	A principal building arranged, designed, used or intended to be used for residential occupancy by one (1) or more families. "Residential building" shall include, but is not limited to, the following types: a) single-family dwelling, b) two-family dwelling, c) multiple-family dwelling, and d) a row of single-family attached dwellings developed initially under single ownership or control.
BUILDING, TEMPORARY:	A building not designed or intended to be permanently placed or affixed on the lot upon which it is located.
BULK:	A composite characteristic of a given building or structure as located upon a given lot, not definable as a single quantity but involving all of these characteristics: 1) size and height of building or structure, 2) location of exterior walls at all levels in relation to lot lines, streets or to other buildings or structures, 3) floor area ratio, 4) all open spaces allocated to the building or structure, and 5) amount of

	lot area provided per dwelling unit, and 6) lot coverage.
BUSINESS:	An occupation, employment, or enterprise that occupies time, attention, labor, and materials, or wherein merchandise is exhibited, bought or sold, and/or where services are offered for compensation.
BUSINESS OR VOCATIONAL SCHOOL:	A privately-owned or publicly-owned post-secondary school, other than a community college or four-year "college/university institution," providing occupational or job skills in a variety of technical subjects and trades for specific occupations. (Ord. No. 3-O-14, § 2, 2-10-2014)
CANDLEPOWER:	The total luminous intensity of a light source expressed in footcandles. Maximum (peak) candlepower is the largest amount of footcandles emitted by any lamp, light source, or luminaire.
CANNABIS CRAFT GROWER:	A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to cultivate, dry, cure and package cannabis and perform other necessary activities to make cannabis available for sale at a dispensing organization or use at a processing organization, per the Cannabis Regulation and Tax Act, (P.A. 101-0027), as it may be amended from time-to-time, and regulations promulgated thereunder. (Ord. No. 31-O-20 , § 1, 2-24-2020)

CANNABIS DISPENSARY:	A facility operated by an organization or business that is registered by the Illinois Department of Financial and Professional Regulation to acquire cannabis from a registered cultivation center for the purpose of dispensing cannabis, cannabis infused products, paraphernalia, or related supplies and educational materials to purchasers or registered qualifying patients as defined in the Compassionate Use of Medical Cannabis Program and the Cannabis Regulation and Tax Act as it may be amended from time-to-time, and regulations promulgated thereunder. (Ord. No. 126-O-19 , § 1, 10-28-2019)
CANNABIS CULTIVATION CENTER:	A facility operated by an organization or business that is registered by the Illinois Department of Financial and Professional Regulation to cultivate, process, transport and perform necessary activities to provide cannabis and cannabis-infused products to licensed cannabis business establishments, per the Cannabis Regulation and Tax Act, (P.A. 101-0027), as it may be amended from time-to-time, and regulations promulgated thereunder. (Ord. No. 31-O-20 , § 1, 2-24-2020)
CANNABIS INFUSER:	A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to directly incorporate cannabis or cannabis concentrate into a product formulation to produce a cannabis-infused product, per the Cannabis Regulation and Tax Act, (P.A. 101-0027), as it may be amended from time-to-time, and regulations promulgated thereunder. (Ord. No. 31-O-20 , § 1, 2-24-2020)
CANNABIS PROCESSOR:	A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to either extract constituent chemicals or compounds to produce cannabis concentrate or incorporate cannabis or cannabis concentrate into a product formulation to produce a cannabis product, per the Cannabis Regulation and Tax Act, (P.A. 101-0027), as it may be amended from time-to-time, and regulations promulgated thereunder. (Ord. No. 31-O-20 , § 1, 2-24-

	2020)
CANNABIS TRANSPORTER:	An organization or business that is licensed by the Illinois Department of Agriculture to transport cannabis on behalf of a cannabis business establishment or a community college licensed under the Community College Cannabis Vocational Training Pilot Program, per the Cannabis Regulation and Tax Act, (P.A. 101-0027), as it may be amended from time-to-time, and regulations promulgated thereunder. (Ord. No. 31-O-20 , § 1, 2-24-2020)
CAR WASH:	A building or portion thereof where facilities for washing, cleaning and detailing automobiles are provided, that involve machine or hand-operated mechanical devices or equipment.
CATERER:	A building, property, or activity, the principal use or purpose of which is the preparing and serving and delivering of meals or food items only for consumption off the premises at public or private functions such as: weddings, receptions, dinners or banquets. Over-the-counter sales of prepared food items shall be prohibited in conjunction with this use. (Ord. 39-O-95)
CELLAR:	The portion of a building located partly or wholly underground and having one-half (1/2) or more than one-half (1/2) of its clear floor-to-joist height below the average grade of the adjoining ground.
CERTIFICATE OF OCCUPANCY:	The official certification that a premises conforms to the provisions of the Zoning Regulations and Building Code and may be used or occupied. A certificate of occupancy must be issued before a structure may be

	occupied.
CERTIFICATE OF ZONING COMPLIANCE:	A written certification that a structure, use, or parcel of land is, or will be in compliance with the requirements of this Ordinance. (See Section 6-3-2.)
CHILD RESIDENTIAL CARE HOME:	A dwelling unit shared by four (4) to eight (8) unrelated persons, under the age of twenty-one (21) years, exclusive of staff, who require assistance and/or supervision while pursuing a primary or secondary education curriculum, and who reside together in a family-type environment as a single housekeeping unit. "Child residential care home" shall not include a home for persons who are currently addicted to alcohol or narcotic drugs or who are criminal or juvenile offenders serving on work release, probationary or court-ordered supervisory programs for offenders; nor a dormitory, fraternity/sorority dwelling, boarding house, rooming house or nursing home. (Ord. 40-O-95)
COACH HOUSE:	A type of detached Accessory Dwelling Unit which includes a garage. (Ord. No. 47-O-18 , § 1, 5-14-2018; Ord. No. 171-O-19 , § 1, 1-13-2020; Ord. No. 86-O-20 , § 1, 9-29-2020)
COLLEGE/ UNIVERSITY INSTITUTION:	A privately-owned or publicly-owned institution providing full-time or part-time education, other than "business or vocational school," beyond the high school level, including any lodging rooms or housing for students or faculty. (Ord. No. 3-O-14, § 2, 2-10-2014)
COLLOCATE or COLLOCATION:	To install, mount, maintain, modify, operate, or replace wireless facilities on or adjacent to a wireless support structure or utility pole. (Ord. No. 44-O-21 , § 2, 5-10-2021)

COMMERCIAL INDOOR RECREATION:	Public or private recreation facilities, tennis ball, racquet or other courts, swimming pools, bowling alleys, skating rinks, or similar uses that are enclosed in buildings and primarily for the use of persons who do not reside on the same lot as that on which the recreational use is located. "Commercial indoor recreation" shall include, but not be limited to, health and fitness establishments or any accessory use, such as snack bars that sell prepackaged food items, pro shops, and locker rooms that are designed and intended primarily for the use of patrons of the principal recreational use. "Commercial indoor recreation" shall not include cultural facilities, community centers and recreation centers, or any use that is otherwise listed specifically in a zoning district as a permitted or a special use. For purposes of this definition, the term "commercial purpose," as defined in this Section, shall not apply. (Ord. No. 47-O-13, § 2, 6-10-2013)
COMMERCIAL OUTDOOR RECREATION:	Public or private swimming pools, tennis courts, ball fields, ball courts, and fishing piers that are not enclosed in buildings and are operated on a commercial or membership basis primarily for the use of persons who do not reside on the same lot as that on which the recreational use is located. "Commercial outdoor recreation" shall include any accessory uses, such as snack bars, pro shops, and clubhouses that are designed and intended primarily for the use of patrons of the principal recreational use. "Commercial outdoor recreation" shall not include skateboarding courses, water slides, mechanical rides, go-cart or motorcycle courses, raceways, drag strips, stadiums, marinas, overnight camping, or gun firing ranges, or any use that is otherwise listed specifically in a zoning district as a permitted or special use.
COMMERCIAL PARKING GARAGE:	A privately or publicly owned and used structure used for parking or storage of automobiles, generally available to the public, and involving payment of a charge for such parking or storage.

COMMERCIAL PARKING LOT:	An area reserved or used for parking or storage of automobiles, which is either privately or publicly owned generally available to the public, and involving payment of a charge for such parking or storage.
COMMERCIAL PURPOSE:	An occupation, employment or enterprise that is carried on for profit by the owner, lessee or licensee, except for activities carried on by a not for profit organization that utilizes the proceeds of such activities solely for the purposes for which it is organized.
COMMERCIAL SHOPPING CENTER:	A concentration of related commercial establishments with one (1) or more major anchor tenants, shared parking, and unified architectural and site design. A shopping center normally has single or coordinated ownership/operations/management control and may include out parcels as well as architecturally connected units.
COMMERCIAL STORAGE FACILITY:	A commercial land use consisting of the rental of fully enclosed interior building space for the storage of personal property (miniwarehouse). An industrial warehouse is not considered commercial storage facility. (Ord. No. 43-O-93)
COMMUNITY CENTER:	A place, structure, area or other facility that is open to the public, under the jurisdiction of a public or nonprofit agency, and is used for community recreation, education and/or service activities. A community center may include, but is not limited to, the following uses: auditorium, multipurpose room, gymnasium, meeting space, open space, playground, playing courts, playing field, and swimming pool. Community center does not include retail services, membership organizations, commercial indoor recreation, commercial outdoor recreation, transitional shelter, transitional treatment facility, short or long term care facility. (Ord. 67-0-09)

CONFERENCE FACILITY (COLLEGE/ UNIVERSITY):	A building or portion thereof operated by a college/university institution used for holding assemblies, conferences, conventions, public meetings, seminars, workshops, or other similar activities. Such a facility may include executive level training programs and executive level educational seminars but may not include classrooms or other facilities used for regular college or university degree program classes. A conference facility may include dining facilities for the use of participants, as well as other compatible accessory uses but may not include sleeping or dwelling quarters or lodging as an accessory use to the conference facility.
CONFERENCE FACILITY (NONCOLLEGE/ UNIVERSITY):	A building or portion thereof used for holding assemblies, conferences, conventions, public meetings, seminars, trade shows, workshops, or other similar activities that is not a conference facility (college/university). A conference facility may include dining facilities for the use of participants, as well as other compatible accessory uses but may not include sleeping or dwelling quarters or lodging as an accessory use to the conference facility. (Ord. 82-0-98)
CONGREGATE HOUSING:	Rental housing which provides a living arrangement of self-contained units that integrates shelter, food service and other services for independent adults who do not require twenty-four (24) hour oversight. Services may include meals, laundry, transportation, housekeeping and organized activities which create opportunities for socialization.
CONVENIENCE STORE:	Any food store establishment having a building size or occupying a sales floor space under three thousand two hundred (3,200) square feet. (Ord. 114-O-02)

CRAFT ALCOHOL PRODUCTION FACILITY:	A commercial facility that: (1) produces beer, wine, or other alcoholic liquor in quantities complaint with all applicable local, state, and federal regulations; and (2) includes an accessory tasting room in zoning districts where the facility is a Special Use. A tasting room is only permitted to serve alcohol as permitted by Title 3, Chapter 4 of the Evanston City Code of 2012, as amended (Liquor Control Regulations). A Craft Alcohol Production Facility may have a Type 1 Restaurant as an accessory use. (Ord. No. 105-O-18 , § 1, 10-8-2018; Ord. No. 63-O-19 , § 1, 8-5-2019)
CULTURAL FACILITY:	An indoor theater, auditorium, or other building or structure designed, intended, or used primarily for musical, dance, dramatic, or other performances, or a library, museum or gallery operated primarily for the display, rather than the sale, of works of art. A "cultural facility" does not include a performance entertainment venue. (Ord. 2-O-00)
DAYCARE CENTER — ADULT:	Any place other than a family home in which persons receive adult daycare services during any part of a day not exceeding twelve (12) hours in a twenty-four (24) hour period licensed pursuant to this Code.
DAYCARE CENTER — CHILD:	Any place other than a family home in which children nine (9) years of age and under receive child daycare services during any part of a day not exceeding twelve (12) hours in a twenty-four (24) hour period licensed pursuant to this Code.
DAYCARE HOME — ADULT:	A family home in which not less than four (4) and not more than eight (8) persons receive adult daycare services during any part of a day not exceeding twelve (12) hours in a twenty-four (24) hour period.

DAYCARE HOME — CHILD[5]:	A family home that receives not less than four (4) and not more than eight (8) children, nine (9) years of age and under, for care during any part of the day not exceeding twelve (12) hours in a twenty-four (24) hour period. The maximum of eight (8) children includes the family's natural or adopted children under age eighteen (18) and those children who are in the home under full time care.
DAYCARE CENTER— DOMESTIC ANIMAL:	Any establishment for which the principal use or purpose is the housing of domestic animals for periods of time that shall neither exceed fourteen (14) hours in any twenty-four (24) hour period, nor include overnight stays. Multiple animals shall be permitted outside on the premises when accompanied by staff and only between the hours of 8:30 a.m. and 4:30 p.m. on any day. Individual animals shall be permitted outside on the premises to relieve themselves at any time during the Center's hours of operation when accompanied by staff. Prior to beginning operation of any such Center, the operator shall submit to the Zoning Administrator a contingency plan for those times when an owner fails to claim his/her animal(s) before the Center closes for the day, and, thereafter, comply with said plan. The operator of any such Center shall comply with the applicable regulations of Title 8, Chapter 4, and Title 9, Chapter 4 of the City Code, as amended. (Ord. No. 67-O-11, § 2, 9-12-2011; Ord. No. 95-O-20 , § 1, 10-26-2020)
DECK:	A structure which is either freestanding or attached to a principal or accessory building, located in the rear yard or side yard and constructed above grade and unenclosed by solid or nonsolid walls or a roof. If located in the side yard, an attached deck must meet principal building setbacks. (Ord. No. 165-O-15 , § 10, 5-23-2016)

DESIGN AND PROJECT REVIEW COMMITTEE (DAPR):	The committee addressed by Ordinance 50-O-14, as amended, whose major purpose is to review development plans pursuant to the provisions of this Title. (Ord. No. 50-O-14, § 21, 10-27-2014)
DISABLED:	As defined pursuant to Title VIII of the Civil Rights Act of 1968, as amended by the Fair Housing Amendment Act of 1988, a person having: a) a physical or mental impairment that substantially limits such person's ability to live independently; b) a record of having such an impairment; or c) being regarded as having such an impairment. "Disabled" shall not include current illegal use of or addiction to a controlled substance, nor shall it include any person whose residency in the home would constitute a direct threat to the health and safety of the other individuals.
DISTRICT OVERLAY:	An overlay district is a second set of regulations applied to any part or all of a zoning district or any number of districts. The overlay district regulations may relax or further restrict the number or types of uses allowed as well as the way permitted activities operate within the overlay district boundaries. Such districts are mapped on the City of Evanston zoning map.
DORMER:	A structure projecting from a slanting roof to accommodate a window.
DORMITORY:	A building or portion thereof that contains living quarters for students, staff, or members of an accredited college, university, boarding school, theological school, hospital, religious order, or comparable organization; provided that said building is owned or managed by said organization and contains not more than one (1) cooking and eating area; and further provided that said building complies with the rooming house ordinance of the City.

DRIVE-THROUGH FACILITY:	A facility, establishment or portion thereof that is designed, intended or used for transacting business with customers located in motor vehicles. "Drive-through facility" shall only be permitted in connection with a listed permitted or special use. (Ord. 39-O-95)
DRIVEWAY:	A private access way that provides direct access from a street to a parking space.
DRIVEWAY, SHARED:	Private way for vehicular use by two (2) or more owners.
DWELLING:	A residential building or portion thereof. "Dwelling" shall not include a hotel, motel, boarding house, rooming house, dormitory, nursing home, mobile home, or institution.
DWELLING, FRATERNITY/ SORORITY:	A building that is occupied only by a group of university or college students who are associated together in a fraternity/sorority that is chartered by a national or international fraternity/sorority or is officially recognized by the university or college and who receive from the fraternity/sorority lodging and/or meals on the premises for compensation.
DWELLING, MULTIPLE-FAMILY:	A detached residential building containing three (3) or more dwelling units, including what is commonly known as an apartment building, but not including group, row, or town houses.
DWELLING, SINGLE-FAMILY ATTACHED (GROUP, ROW, OR TOWN HOUSES):	Three (3) or more dwelling units joined side by side.
DWELLING, SINGLE-FAMILY DETACHED:	A residential building containing not more than one (1) dwelling unit entirely surrounded by open space on the same lot.

DWELLING, TWO-FAMILY:	A residential building containing not more than two (2) dwelling units entirely surrounded by open space on the same lot.
DWELLING UNIT:	A room or group of contiguous rooms that include facilities used or intended to be used for living, sleeping, cooking and eating, and that are arranged, designed or intended for use exclusively as living quarters.
DWELLING UNIT, ACCESSORY (ADU):	A smaller, secondary independent housekeeping establishment located on the same zoning lot as a residential building. ADUs are independently habitable and provide the basic requirements of shelter, heating, cooking, and sanitation, and may be internal, attached or detached. (Ord. No. 86-O-20 , § 1, 9-29-2020)
EDUCATIONAL INSTITUTION - PRIVATE:	A privately owned preschool, elementary school, middle school, or high school.
EDUCATIONAL INSTITUTION - PUBLIC:	A publicly owned preschool, elementary school, middle school, or high school, or a facility owned by a public school district containing classrooms, and libraries, offices or similar support facilities for one (1) or more of the following district purposes: educational services and related programs for faculty and staff and for students, preschool age children and their families; district administrative staff offices. A zoning lot developed as an educational institution must be principally used for classrooms for preschool, elementary school, middle school, or high school students. (Ord. 24-0-01)
EFFICIENCY HOME:	A small residential building, with a ground floor area of five hundred (500) square feet or less, containing not more than one (1) dwelling unit entirely surrounded by open space on the same lot and permanently affixed to a foundation. A mobile home or recreational vehicle shall not be considered an efficiency home. (Ord. No. 13-O-21 , § 1, 3-22-2021)

EFFICIENCY UNIT:	A dwelling unit consisting of one (1) principal room together with bathroom, kitchen, hallway, closets and/or dining room alcove directly off the principal room, provided such dining alcove does not exceed one hundred twenty-five (125) square feet in area. An efficiency unit created after December 2, 1960, shall contain at least three hundred (300) square feet of floor area. (Ord. No. 13-O-21 , § 1, 3-22-2021)
EMERGENCY PHONE STRUCTURE:	A structure with a phone specifically provided for making calls to emergency services for security and safety precaution in public areas. Emergency phone structures are typically highly visible due to high intensity lighting. Examples include, but are not limited to: emergency phones, phone stanch ions, call stations, and call boxes. (Ord. No. 66-O-15 , § 36, 6-22-2015)
EVANSTON LANDMARK:	A landmark of historic importance as defined in Title 2, Chapter 8, "Historic Preservation," as amended. (Ord. No. 79-O-18 , § 5, 7-23-2018)
FACADE OF THE PRINCIPAL BUILDING, FRONT-FACING:	Any facade of the principal building which approximately parallels the front lot line, exceeds ten (10) feet in length, and is located within fifteen (15) feet of that portion of, or is, the facade of the principal building closest to the front lot line (see Figure 6-18-3, front-facing facade of the principal building).

FACADE OF THE PRINCIPAL BUILDING, STREET FACING:	Any facade of the principal building which approximately parallels a street lot line(s), exceeds ten (10) feet in length, and is located within fifteen (15) feet of that portion of, or is, the facade of the principal building closest to the corresponding street lot line (see Figure 6-18-3, "Street-Facing Facade of the Principal Building," of this Section).

(Ord. 15-O-99)

FAMILY:	(A) Type (A) Family: One (1) or more persons related by blood, marriage, or adoption living together as a single housekeeping unit in a dwelling unit.
	(B) Type (B) Family: Two (2) unrelated persons and their children living together as a single housekeeping unit in a dwelling unit.
	(C) Type (C) Family: A group of not more than three (3) unrelated persons living together as a single housekeeping unit in a dwelling unit.
	(D) Type (D) Family: A group of two (2) or more persons containing within it one (1) or more families, as defined in Subsections (A) and (B) of this definition, including a husband and wife married to one another and their children, as well as adults, living together in a dwelling unit as a single housekeeping unit and management, in premises in which the adult occupants are affiliated with a bona fide not for profit corporation organized for religious purposes chartered by the state of Illinois, that owns or rents the property and has been in existence for at least five (5) years prior to seeking certification by the director of planning and zoning as provided herein; provided, that in no case shall the total occupancy of the dwelling unit exceed two (2) persons per bedroom, nor shall the premises be utilized for religious public assembly. This type (D) family may occupy a dwelling unit only in accordance with the procedures in Section 6-4-1-14 of this Title.
	"Family" shall not be construed to mean a club, a lodge or a fraternity/sorority house.

FENCE[6]:	A structure, other than a building, that is a barrier and used as a boundary or means of protection or confinement. (Ord. No. 43-O-93)
FENESTRATION:	The design and placement of windows in a building. (Ord. 5-9-08)
FIELD HOUSE:	A place, structure, or other facility used for and providing athletic and recreational programs for a college/university institution. "Field house (college/university)" shall include any accessory uses, such as, but not limited, to locker rooms, snack bars, administrative offices and classrooms which are designed and intended primarily for the use of college/university related persons and patrons of the principal recreational use.
FINANCIAL INSTITUTION:	A building, property or activity, the principal use or purpose of which is the provision of financial services, including but not limited to banks, facilities for automated teller machines ("ATMs"), credit unions, savings and loan institutions, and mortgage companies. "Financial institution" shall not include any use or other type of institution that is otherwise listed specifically in a zoning district as a permitted or special use.
FIREARM RANGE:	Any indoor establishment where the discharging of a firearm, as defined in Section 9-8-1, is allowed for a sporting event or for practice, instruction, testing, or training in the use of a firearm. A firearm range may also include rental of a firearm for allowable uses within the establishment and a firearm dealer as defined and regulated by Title 9, Chapter 8 — Weapon of the City Code. (Ord. No. 51-O-15 , § 4, 6-22-2015)

FLOOR AREA (GROSS FLOOR AREA):	The sum of the gross horizontal areas of the several floors of a building, except a cellar floor, measured from the exterior faces of the exterior walls or from the center line of walls separating two (2) buildings. The "floor area" of a building shall also include, but not be limited to, basements, all attic space, finished or unfinished, having five (5) feet or more space from floor to rafters, interior balconies and mezzanines; and enclosed porches or porches covered by a roof suitable for covering a habitable room. Any space devoted to required off-street parking or loading for the building shall not be included in "floor area." The following areas shall be excluded from calculations for "floor area": elevator shafts, stairwells, space used solely for heating, cooling, mechanical, electrical and mechanical penthouses, refuse rooms and uses accessory to the building.
FLOOR AREA OF A DWELLING UNIT OR A LODGING ROOM:	The sum of the gross horizontal areas of the rooms constituting the dwelling unit or lodging room, including closets, baths, utility rooms, enclosed porches and hallways when accessible only to the occupants of said dwelling unit or lodging room and not accessible to other occupants of the building or to the general public, and only when such rooms, halls or other areas are an integral part of said dwelling unit or lodging room. Floor area shall be measured from the interior faces of the outermost walls defining the dwelling unit or lodging room but shall not include any unfinished space or finished space having a head room of less than five (5) feet.
FLOOR AREA, GROUND:	The sum of the gross horizontal area of the ground floor of a building, measured from the exterior faces of the exterior walls or from the center line of walls separating two (2) buildings. The ground floor area of a building also shall include recessed, unenclosed, or partially enclosed areas under a floor above exterior stairways, porches, and similar areas but excluding open terraces.

FLOOR AREA RATIO:	The numerical value obtained by dividing the gross floor area of a building or buildings by the lot area on which such building or buildings are located.
FOOD STORE ESTABLISHMENT:	A building or portion thereof where the direct retail sale of food items such as meats, cereals, grains, produce, baked goods, dairy products, canned and frozen prepared food products, beverages, cleaning supplies, pet food and supplies, pharmaceuticals, over-the-counter medicines, personal products, household goods, books and magazines, plants, and other sundry and similar items are available to be purchased by the consumer. "Food store establishments" shall include, but not be limited to, a candy or confectionery store, grocery store, a food and drug supermarket, meat or fish market, fruit and vegetable market, retail bakery, and other uses similar in nature and impact. "Food store establishment" shall not include any use or other type of establishment that is otherwise listed specifically in a zoning district as a permitted or special use. Seating for the consumption of food and/or beverages by customers is prohibited. (Ord. 39-O-95)
FOOT-CANDLE:	A unit of illumination produced on a surface, all points of which are one (1) foot from a uniform point source of one (1) standard candle.
FOSTER CHILD:	A child giving, receiving, and sharing affection and care in a family other than his or her biological family, as if related by blood or as if legally adopted.
GARAGE, PRIVATE:	An accessory building or an accessory portion of the principal building, including a carport, that is intended for and used for storing the privately owned motor vehicles, boats, and trailers of the family or families resident upon the premises, and in which no business, service, or industry connected directly or indirectly with motor vehicles, boats, and trailers is carried on.

GARAGE, STORAGE:	A building or premises used for the housing only of motor vehicles, boats, and trailers and where no equipment or parts are sold and vehicles are not rebuilt, serviced, repaired, hired or sold.
GOVERNMENT INSTITUTION:	A building or structure owned and operated by a municipal, state, federal, or other taxing body institution in which governmental services are provided or conducted.
GRADE, ESTABLISHED:	The elevation established for regulating the height of buildings. Established grade shall be the mean level of the public sidewalk, where present, or if no sidewalk, the mean finished surface of the ground off the subject property immediately adjacent to the front lot line. (Ord. 112-O-03)
GUEST, PERMANENT:	A person who occupies or has the right to occupy a residential accommodation for a period of thirty (30) days or more.
GUEST, TRANSIENT:	A guest who does not have a lease and occupies an apartment, lodging room, or other living quarters on a daily or weekly basis.
HEALTH HAZARD:	A classification of a chemical for which there is statistically significant evidence based on at least one (1) study conducted in accordance with established scientific principles that acute or chronic health effects may occur in exposed persons. The term "health hazard" includes chemicals that are carcinogens, toxic or highly toxic agents, reproductive toxins, irritants, corrosives, sensitizers, hepatotoxins, nephrotoxins, agents which act on the hematopoietic system, and agents which damage the lungs, skin, eyes, or mucous membranes.
HISTORIC LANDMARK:	See definition of Evanston Landmark.

HOME OCCUPATION:	An accessory use of a dwelling unit that is used for a gainful activity involving the provision, assembly, processing or sale of goods and/or services that is incidental and secondary to the use of a dwelling unit, but excluding the provision of shelter or lodging. (See Chapter 5 of this Title.)
HOSPITAL:	An institution licensed by state law providing health services and medical or surgical care to patients and injured persons. (See Section 6-15-10 of this Title.)
HOSPITAL BASED SPECIALIST:	A medical practitioner licensed by the state of Illinois to practice medicine who restricts his/her practice to one (1) of the following seven (7) medical specialties: a) emergency medicine; b) radiology; c) nuclear medicine; d) pathology; e) anesthesiology; f) neonatology; and g) perinatology. These physicians see essentially all of their patients in the hospital facilities.
HOTEL:	A building in which lodging is offered with or without meals principally to transient guests and that provides a common entrance, lobby, halls and stairways.
HOTEL, APARTMENT:	A hotel with dwelling units in which all accommodations are provided in dwelling units and in which at least twenty-five percent (25%) of the guestrooms are for occupancy by transient guests. An apartment hotel may have a dining room open to the public that is accessible only from an inner lobby or corridor.
IMPERVIOUS SURFACE:	Any hard surfaced, manmade area that does not readily absorb or retain water, including but not limited to any paved, asphalt or concrete areas, parking and graveled driveway areas and sidewalks. (Ord. No. 165-O-15 , § 9, 5-23-2016)

INDEPENDENT LIVING FACILITY:	A living arrangement of dwelling units or rooming units for older adults who do not require any oversight or assistance with personal or medical care needs. Facility may provide general services such as meals, transportation, housekeeping, and opportunities for socialization. (See definitions of Retirement Hotel and Congregate Housing.)
INDOOR RECREATION FACILITY (COLLEGE/ UNIVERSITY):	A place, structure, or other facility used for and providing indoor recreation facilities, tennis, ball, racquet or other courts, swimming pools, bowling alleys, or similar uses that are enclosed in buildings and are operated primarily for the use of college/university related persons. "Indoor recreation facilities (college/university)" shall include any accessory uses, such as, but not limited to, cafeterias, administrative offices, classrooms and locker rooms, which are designed and intended primarily for the use of college/university related persons and patrons of the principal recreational use. "Indoor recreation facilities (college/university)" shall not include theaters, cultural facilities, commercial recreation centers, community centers and recreation centers, or any use which is otherwise listed specifically in the zoning districts as a permitted or special use.
INDUSTRIAL SERVICE ESTABLISHMENT:	A building, property, or activity of which the principal use or purpose is the provision of industrial oriented services directly to the industrial use establishments. This term shall include, but will not be limited to, tool shops, machine repair and service shops, blade sharpening shops and similar establishments. "Industrial services establishments" shall not include any use or other type of establishment that is otherwise listed specifically in a zoning district as a permitted or special use.
INSTITUTION:	An organization or establishment providing religious, educational, charitable, medical, cultural, or governmental services.

INVISIBLE PET FENCE:	An electronic system designed to keep a pet or other domestic animal within a set of predefined boundaries without the use of a visible barrier. (Ord. No. 22-O-15, § 7, 4-13-2015)
JOINT PARKING FACILITY:	A parking facility used for joint parking by two (2) or more businesses or other establishments.
JUNKYARD:	An open area where discarded, used, or secondhand materials are bought, sold, exchanged, stored, baled, packed, disassembled, or handled including, but not limited to, scrap iron and other metals, paper, rags, rubber tires and bottles. Junkyard includes wrecking yards, but does not include landfills, waste transfer stations or uses carried on entirely within enclosed buildings. (Ord. No. 43-O-93)
KENNEL:	Any establishment for which the principal use or purpose is the housing of domestic animals, including overnight stays. Multiple animals shall be permitted outside on the premises when accompanied by staff and only between the hours of 8:30 a.m. and 4:30 p.m. on any day. Individual animals shall be permitted outside on the premises to relieve themselves at any time during the Center's hours of operation when accompanied by staff. Prior to beginning operation of any such Kennel, the operator shall submit to the Zoning Administrator a contingency plan for those times when an owner fails to claim his/her animal(s), and, thereafter, comply with said plan. The operator of any such Kennel shall comply with the applicable regulations of Title 8, Chapter 4, and Title 9, Chapter 4 of the City Code, as amended. (Ord. No. 67-O-11, § 2, 9-12-2011)

KNEE-WALL, EXTERIOR:	That portion of a building, with vertical walls, located between the top full story and a half story. Exterior knee-walls shall not exceed three (3) feet in height. In order to allow for additional height while minimizing bulk, exterior knee-walls above the second story are not allowed except on buildings with gable or hip roofs. (Ord. No. 72-O-12, § 11, 10-22-2012)
LIVE-WORK UNIT:	A structure or a tenant space where allowed nonresidential activity occurs as the principal use of the structure or tenant space and a living quarters accessory to the allowed nonresidential activity serves as a dwelling unit on the premises. A live-work unit shall not consist of solely the allowed nonresidential activity and a sleeping unit without a kitchen for use exclusively by the occupant. (Ord. 67-0-09; Ord. No. 82-O-21 , § 1, 9-13-2021)
LODGING:	A place of business including the following uses: hotels, motels, inns, and other uses similar in nature and impact.
LODGING ROOM (ROOMING UNIT):	A room or group of rooms forming a single habitable unit that is not physically a part of a dwelling unit or, though physically a part of a dwelling unit, is used or intended for use by a person or persons other than members of the family occupying said dwelling unit, and that is used or intended to be used as sleeping and living quarters, but without facilities for cooking, eating, food storage or food preparation.
LONG TERM CARE FACILITY:	A facility that provides personal, sheltered, intermediate or skilled care for persons in need of such care, regardless of age. (Ord. No. 43-O-93)
LOT:	A parcel of land located within a single block which shall be either a "lot of record" or a "zoning lot" and shall have frontage upon a "street." (Ord. 10-0-95)
LOT AREA:	The area of horizontal plane bounded by the vertical planes through front, side, and rear lot lines.

LOT, CORNER:	A lot situated at the junction of and abutting on two (2) or more intersecting streets; or a lot at the point of deflection in alignment of a single street, the interior angle of which does not exceed one hundred thirty-five degrees (135°).
LOT COVERAGE, BUILDING:	The ratio between the ground floor areas of all buildings or structures, including covered decks attached to the principal building or free-standing, on a lot and the total area of the lot. (Ord. No. 165-O-15 , § 9, 5-23-2016)
LOT DEPTH:	The mean horizontal distance between the front lot line and the rear lot line of a lot, measured within the lot boundaries.
LOT, FLAG:	A lot with access provided to the bulk of the lot by means of a narrow corridor.
LOT LINE:	A line dividing one (1) lot from another lot or from a street or alley.
LOT LINE, FRONT:	A lot line that is a street lot line. Any street lot line of a corner lot may be established by the Zoning Administrator as the front lot line. (Ord. No. 45-O-17 , § 2, 9-11-2017)
LOT LINE, REAR:	That boundary of a lot that is most distant from and is, or is approximately, parallel to the front lot line. If the rear lot line is less than ten (10) feet in length, or if the lot forms a point at the rear, the rear lot line shall be deemed to be a line ten (10) feet in length within the lot, parallel to and at the maximum distance from the front lot line.
LOT LINE, SIDE:	Any boundary of a lot that is not a front or rear lot line. On a corner lot, a side lot line may be a street lot line.

LOT, NONCONFORMING:	A use or activity that lawfully existed prior to the adoption, revision, or amendment of this Ordinance, but that fails by reason of such adoption, revision, or amendment to conform to the requirements of the zoning district in which it is located. (See Chapter 6 of this Title.)
LOT OF RECORD:	Is a lot that is part of a subdivision, the plat of which has been recorded in the office of the recorder of deeds of Cook County, or a parcel of land, the deed to which was recorded in the office of said recorder of deeds prior to the adoption of this Ordinance.
LOT, OPEN SALES:	Any zoning lot or portion of a zoning lot used for retail sales in which said sales or the inspection of merchandise by prospective purchasers predominantly occurs outside of an area enclosed by walls. Open sales lot does not include the following uses: uses allowed and/or regulated in Section 6-4-8-3, "Permitted Temporary Use Regulations," of this Title; automobile and recreational vehicle sales and/or rental; truck sales and/or rental; sales of plants for landscaping or gardening; the "farmers' market" as defined and regulated by Title 3, "Business Regulations," Chapter 25, "Farmers' Market" of this Code. (Ord. 114-O-02; Ord. No. 154-O-15 , § 4, 2-8-2015)
LOT, REVERSED CORNER:	A corner lot where the street side lot line is substantially a continuation of the front lot line of the first lot to its rear.
LOT, THROUGH:	A lot with lot lines on two (2) streets, that is not a corner lot. All street lot lines shall be deemed front lot lines. (Ord. 18-0-94)
LOT WIDTH:	(A) The distance between the side lot lines measured across the rear of the required front yard; or
	(B) One hundred twenty-five percent (125%) of the distance between the side lot lines at the point where said side lot lines intersect the street, whichever is

	shorter.
LOT, ZONING:	A single tract of land located within a single block that, at the time of filing for a building permit, is designated by its owner or developer as a tract to be used, developed, or built upon as a unit, under single ownership or control. Therefore, a "zoning lot or lots" may or may not coincide with a lot of record.
MANUFACTURING, HEAVY:	The assembly, fabrication, or processing of goods and materials using processes that ordinarily have greater than minimal impacts on the environment, or that ordinarily have significant impacts on the use and enjoyment of adjacent property in terms of noise, smoke, fumes, visual impact, odors, glare, or health and safety hazards, or that otherwise do not constitute "light manufacturing," or any use where the area occupied by outdoor storage of goods and materials used in the assembly, fabrication, or processing exceeds twenty-five percent (25%) of the floor area of all buildings on the property. Heavy manufacturing generally includes processing and fabrication of large or bulky products made from extracted or raw materials or products involving flammable or explosive materials and processes that require extensive floor areas or land areas for the fabrication and/or incidental storage of the products. "Heavy manufacturing" shall not include any use that is otherwise listed specifically in a zoning district as a permitted or special use.

MANUFACTURING, LIGHT:	The assembly, fabrication, or processing of goods and materials using processes that ordinarily do not create noise, smoke, fumes, odors, glare, or health or safety hazards outside of the building or lot where such assembly, fabrication, or processing takes place, where such processes are housed entirely within a building, or where the area occupied by outdoor storage of goods and materials used in such processes does not exceed twenty-five (25) percent of the floor area of all buildings on the property. Light manufacturing generally includes processing and fabrication of finished products predominantly from previously prepared materials and includes processes that do not require extensive floor areas or land areas. "Light manufacturing" shall not include any use that is otherwise listed specifically in a zoning district as a permitted or special use.
MEDIA BROADCAST STATIONS:	A building or portion thereof used for the production and broadcast of media related programming. This term shall include, but will not be limited to, radio and television broadcasting stations and other uses similar in nature and impact.
MEMBERSHIP ORGANIZATION:	Lands, buildings or portions thereof, or premises owned or operated by an organization of a professional, business, trade, civic, social, fraternal, political, or religious nature operating on a membership basis and engaged in promoting the interest of their members. (Ord. No. 43-O-93)
MICRO WIRELESS FACILITY:	A small wireless facility that is not larger in dimension than twenty-four (24) inches in length, fifteen (15) inches in width, and twelve (12) inches in height and that has an exterior antenna, if any, no longer than eleven (11) inches. (Ord. No. 44-O-21 , § 2, 5-10-2021)
MINIMUM LINEAR FENESTRATION:	A minimum total horizontal distance along a facade containing fenestration that meets the specified criteria, usually in terms of height and placement of windows and doors. (Ord. 5-O-08)

MODULE WIDTH, DOUBLE LOADED (OF PARKING SPACES):	The distance between parking spaces (stalls) on both (2) sides of any access aisle as measured perpendicular to said aisle and from the farthest point of spaces (stalls) on one (1) side of said aisle to the farthest point of spaces (stalls) on the other side of said aisle.
MODULE WIDTH, SINGLE LOADED (OF PARKING SPACES):	The distance between parking spaces (stalls) on one (1) side of an access aisle as measured perpendicular to said aisle from the farthest point of said spaces (stalls) and including the width of said aisle (at its minimum dimension).
MOTOR VEHICLE:	A self-propelled wheeled vehicle designed primarily for transportation of persons or goods along public streets.
NEIGHBORHOOD GARDEN:	A principal use that provides space for people to grow plants for non-commercial purposes, such as beautification, education, recreation, or harvest, and is managed by a specific person or group responsible for maintenance and operations. (Ord. No. 81-O-14, § 2, 8-11-2014)
NURSERY SCHOOL:	See definition of Daycare Center—Child.
OFFICE:	A use or structure where business or professional activities are conducted and/or business or professional services are made available to the public, including, but not limited to, tax preparation, accounting, architecture, legal services, medical clinics and laboratories, dental laboratories, psychological counseling, real estate and securities brokering, and professional consulting services, but not including drive-through service windows, the cutting or styling of hair, or recreational facilities or amusements. "Office" shall not include any use that is otherwise listed specifically in a zoning district as a permitted or special use.

OPACITY, FENCE:	A measurement of the amount of vision blocked by the various components of a fence, expressed as a percent. Fence opacity shall be measured across a typical section of fence, from the vertical centerline of one (1) fence post to the vertical centerline of a second fence post (see Figure 6-18-3, "Fence Opacity," of this Section).

(Ord. 15-O-99)

OPEN SPACE:	An area of naturally existing or planted vegetation adjacent or surrounding a land use, unoccupied in its entirety by any enclosed structure, or portion of such land use, used as a buffer for the purposes of screening and softening the effects of the use, building or structure, no part of which buffer is used for parking or outdoor storage.
OUTDOOR RECREATION FACILITY (COLLEGE/ UNIVERSITY):	A place or other facility used for and providing outdoor recreation facilities, tennis, ball, racquet or other courts, swimming pools, golf courses and fishing piers which are not enclosed in buildings and are operated primarily for the use of college/university related persons. "Outdoor recreation facilities (college/university)" shall include any accessory uses, such as, but not limited to, clubhouses, locker rooms, or bleachers which are designed and intended primarily for the use of college/university related persons and patrons of the principal recreational use. "Outdoor recreation facilities (college/university)" shall not include skateboarding courses, go-cart or motorcycle courses, stadiums, field houses, marinas, overnight camping, or gun firing ranges, or any use which is otherwise listed specifically in the zoning districts as a permitted or special use.

OUTDOOR STORAGE:	The keeping or storage of any goods, material, equipment, part or merchandise in an enclosed, but open to the sky, area, for more than a twenty-four (24) hour period. "Open storage" shall not include junkyard or salvage yard establishments or landfills.
OWNER:	Any full or part owner, joint owner, tenant in common, tenant in partnership, joint tenant or tenant by the entirety with legal or beneficial Title to the whole or to part of a structure or land.
PARKING AREA:	One (1) or more parking spaces including access drives, aisles, ramps and maneuvering area, serving a principal building located on the same lot.
PARKING LOT:	An area reserved or used for parking or storage of motor vehicles, hauling trailers or boats on premises on which there is no principal building.
PARKING SPACE:	An accessible area used or intended for use for temporary storage of one (1) motor vehicle, hauling trailer or trailer mounted boat; said parking space may be located in a private or storage garage, a private or public parking lot, a parking garage, a carport or in the open. Temporary storage is further limited to include only the storage of vehicles that are fully capable of legal operation on the public streets. Any other storage of vehicles shall be considered as the storage of goods and shall be prohibited except where specifically permitted by this Ordinance.
PARKING STRUCTURE, DECK, OR GARAGE:	A structure used for the parking or storage of motor vehicles.
PATIO:	A portion of a lot which is improved with a hardscape material at grade detached anywhere on a lot or attached to the house in side or rear yards. (Ord. No. 165-O-15 , § 10, 5-23-2016)

PAWNBROKER:	A building or use, the principal purpose of which is the lending of money on deposit or pledge of personal property, or dealing in the purchase of personal property on condition of selling the same back at a stipulated price and that is licensed pursuant to Title 3, Chapter 12 of this Code. (Ord. No. 43-O-93)
PAYDAY LOAN OR CONSUMER LOAN ESTABLISHMENT:	Any business that makes or offers a loan transaction where a cash advance, post-dated check, or other financial instrument, which the parties agree will be held for a period of time before presentment for payment or deposit, is accepted as collateral for the loan, or by which a loan transaction is made or offered in lieu of a title to personal or real property, in an amount not exceeding twenty-five thousand dollars ($25,000.00), that is not expressly done through a bank, savings and loan association, or credit union. No payday loan or consumer loan establishment shall be permitted within one thousand (1,000) feet, measured property line to property line, of another such establishment. (Ord. No. 35-O-12, § 2, 3-26-2012)
PEDESTRIAN AREA:	The area between the front facade of a building and the curb. The pedestrian area consists of a sidewalk clear zone closest to the building, and a parallel parkway/street furniture zone that is between the sidewalk and the curb. (Ord. 5-O-08)
PERFORMANCE ENTERTAINMENT VENUE:	A commercial land use in which the principal activity is the provision of performance entertainment in a nontheatrical setting without a theatrical stage other than a raised platform or without fixed seating. A performance entertainment venue may or may not, subject to all applicable legislation, include the service of alcoholic liquor, and may or may not allow dancing. A performance entertainment venue is not an establishment in which the principal use is the service of prepared food and beverages and in which the land user provides entertainment as an accessory or incidental to the service of prepared food and beverages, nor is a performance entertainment venue

	a cultural facility in which performance entertainment is provided in a theatrical setting or with fixed seating.
	A performance entertainment venue includes, without limitation:
	(A) Live music venues;
	(B) Venues for the provision of musical entertainment which is not live for compensation;
	(C) Dance or "DJ" (disc jockey) halls or clubs in which for compensation live or recorded musical entertainment is provided with or without a dance floor;
	(D) Comedy clubs; and
	(E) Rap clubs.
	A performance entertainment venue does not include poetry clubs or the use of the property of nonprofit institutions for theatrical or musical performances accessory to the nonprofit institution or by another nonprofit organization. (Ord. 2-O-00)
PERSON:	An individual, corporation, governmental agency, business trust, estate, trust, partnership, association, two (2) or more persons having a joint or common interest, or any other legal entity.

PLANNED DEVELOPMENT[7]:	A tract of land that is developed as a unit under single ownership or control. One (1) or more principal buildings may be located on a single lot.
POND, DETENTION:	An area containing a temporary pool of water and with the capacity to detain storm water for long periods of time.
POND, RETENTION:	An area containing a permanent pool of water as well as capacity to detain additional storm water for long periods of time.
PORCH:	An open or enclosed area attached to the building and located between the exterior wall of a building and the right-of-way. A porch may be covered by a roof which may be attached to a side wall or common with the main roof of the building. (Ord. No. 165-O-15 , § 10, 5-23-2016)
PORCH, ENCLOSED:	A roofed area that features walls and/or windows that exceed fifty percent (50%) opacity but is not heated or cooled, attached to the building and located between the exterior wall of a building and the right-of-way. (Ord. No. 40-O-18 , § 2, 8-13-2018)
PORCH, OPEN:	An open, unroofed or roofed area that features openings with a maximum opacity of fifty percent (50%), attached to the building and located between the exterior wall of a building and the right-of-way. (Ord. No. 40-O-18 , § 2, 8-13-2018)
PREMISES:	A distinct portion of real estate, land or lands with or without buildings or structures. It may or may not have the same meaning as "lot," "building" or "structure."
PRESERVATION ORDINANCE:	Ordinance 14-0-83, as amended, of the City of Evanston.

PUBLIC TRANSPORTATION CENTER:	A building or portion thereof used as a terminus for rail or bus passenger service. This term shall include, but not be limited to, train and bus stations and other uses similar in nature and impact.
PUBLIC UTILITIES:	A building or portion thereof used for providing, monitoring, and housing utilities for public consumption or use. This term shall include, but will not be limited to, operations providing water, sewer, gas, public works facilities, and other uses similar in nature and impact.
READY MIX/ CONCRETE:	A place, structure, or activity primarily engaged in the manufacturing and sale of Portland cement concrete. "Ready mix/concrete" shall include, but not be limited to, establishments engaged in the production and sale of central mixed concrete, shrink mixed concrete, and truck mixed concrete.
RECREATION CENTER:	A place, structure, area or other facility used for and providing recreation programs and facilities generally open to the public and designed to accommodate and serve significant segments of the community.
RECYCLING DROP OFF STATION:	An accessory use, structure, or set of outdoor containers designed or intended for the depositing or collection of clean, source separated, and recyclable papers, glass, metals, or plastics, but having no mechanical facilities for the processing of such materials.
RELIGIOUS INSTITUTION:	A church, synagogue, temple, meetinghouse, mosque, or other place of religious worship, including any accessory use or structure, such as a school, daycare center, or dwelling.
REPAIR (For Review Of Fences Only):	Any action in which a person fixes, mends, restores, or removes that portion of a fence which provides its opacity (e.g., vertical boards, slats, pickets, chainlink) and/or associated horizontal supports. Repair shall include any action to an existing fence not specifically included within the definition of "replace." (Ord. No. 43-

	O-93)
REPLACE (For Review Of Fences Only):	Any action in which a person removes more than twenty-five percent (25%) of the number of posts within a fence, except any action in which a person removes three (3) or fewer posts. (Ord. 15-O-99)
RESALE ESTABLISHMENT:	A building, property, or activity, the principal use or purpose of which is the resale of used clothing, furniture, and/or other goods, products or merchandise directly to the consumer. "Resale establishment" shall not include businesses that sell primarily cars, antiques, books, recorded music, and/or artwork. (Ord. 122-O-09)
RESEARCH AND DEVELOPMENT INDUSTRIES:	A building, property, or structure in which are located facilities for scientific research, investigation, testing, or experimentation, but not facilities for the manufacture or sale of products, except as incidental to the main purpose of the building, property, or structure.
RESIDENTIAL CARE HOME - CATEGORY I[8]:	A dwelling unit shared by four (4) to eight (8) unrelated persons, exclusive of staff, who require assistance and/or supervision and who reside together in a family type environment as a single housekeeping unit. "Residential care home - category I" shall not include a home for persons who are currently addicted to alcohol or narcotic drugs or are criminal offenders serving on work release or probationary programs.

RESIDENTIAL CARE HOME — CATEGORY II[9]:	A dwelling unit shared by nine (9) to fifteen (15) unrelated persons, exclusive of staff, who require assistance and/or supervision and who reside together in a family type environment as a single housekeeping unit. "Residential care home — category II" shall not include a home for persons who are currently addicted to alcohol or narcotic drugs or are criminal offenders serving on work release or probationary programs. (Ord. No. 43-O-93)
RESTAURANT, TYPE 1:	An establishment in which the principal use is the service of prepared food and beverages for consumption on the premises. All service of prepared food and beverages for consumption on the premises shall require customers to order at a table, booth, or dining counter with service by a waiter or waitress at said table, booth, or dining counter and shall also require the use of reusable (nondisposable) flatware and dishware. Drive-through facilities are prohibited.
RESTAURANT, TYPE 2:	An establishment in which the principal use is the service of prepared food and/or beverages for consumption on and/or off the premises and that is not a "restaurant, type 1" as defined herein. This definition shall not include establishments where incidental prepared food and beverage service is accessory to a bakery, food establishment, convenience store, food store establishment, meat market, or similar principal use nor shall it include cafeterias that are accessory to hospitals, colleges, universities, schools or other similar principal uses. (Ord. 9-0-10)

RETAIL GOODS ESTABLISHMENT:	A building, property, or activity, the principal use or purpose of which is the sale of goods, products, or merchandise directly to the consumer. "Retail goods establishment" shall include, but not be limited to, department stores, hardware stores, apparel stores, art galleries, and other uses similar in nature and impact. "Retail goods establishment" shall not include dealers in firearms, handguns, or ammunition, or any use or other type of establishment that is otherwise listed specifically in a zoning district as a permitted or a special use.
RETAIL SERVICES ESTABLISHMENT:	A building, property, or activity, the principal use or purpose of which is the provision of personal services directly to the consumer. The term "retail services establishment" shall include, but shall not be limited to, barbershops, beauty facilities, laundry and dry cleaning establishments (plant off premises), tailoring shops, shoe repair shops and the like. "Retail services establishment" shall not include: businesses that exchange, loan, rent, manufacture, service, alter, repair, or otherwise transfer for consideration, firearms, handguns, or ammunition; tattoo facilities; or any use that is otherwise listed specifically in a zoning district as a permitted or a special use. (Ord. 126-0-08)
RETIREMENT COMMUNITY:	Housing developed, planned, designed, and operated to provide a full range of accommodations and services for older adults including independent living, assisted living, sheltered care, and nursing home care. Residents may move from one (1) level to another as needs change. This term shall include, but will not be limited to, continuing care communities and life care retirement communities.
RETIREMENT HOME (HOME FOR THE AGED):	A facility for older adults that provides services and rooming units, dwelling units of any type, sheltered care, or intermediate or skilled nursing care services.

RETIREMENT HOTEL:	An establishment where meals are provided as part of the price of the accommodations, that caters primarily to nontransient guests and either holds itself out to the public as a retirement facility, selectively caters to or solicits the elderly, or has admission standards based on age. A retirement hotel may not offer any type of long term care, including nursing or sheltered care services.
RIGHT-OF-WAY:	A strip of land dedicated to or owned by the public for use as a roadway, walk or other way. (Ord. No. 43-O-93)
ROOMING HOUSE:	A building or portion thereof containing lodging rooms that accommodate more than three (3) persons who are not members of the keeper's family, and where lodging, excluding food service, is provided for compensation, whether direct or indirect. (Ord. 49-0-09)
SATELLITE DISH ANTENNA[10]:	A device incorporating a reflective surface that is solid, open mesh, or bar configured and is in the shape of a flat plate, shallow dish, cone, horn or cornucopia. Such device shall be used to transmit and/or receive radio or electromagnetic waves between terrestrially and/or orbitally based equipment. This term shall include, but will not be limited to, what are commonly referred to as satellite earth stations, television receive only antennas (TVROs) and satellite microwave antennas or towers.
SCOREBOARD:	A display device, appurtenant to an athletic facility, that enables spectators and/or participants in an athletic contest to be informed of the progress of such contest.
SCREENING:	A structure erected, and earth mound constructed, vegetation planted or some combination of these devices used for concealing the area behind it from view.

SHELTER FOR ABUSED PERSONS:	A building, or portion thereof, in which residential accommodations are provided on an emergency basis for persons who are victims of abusive treatment.
SHELTERED CARE HOME:	An establishment that provides shelter, food, assistance with meals, assistance with activities of daily living, and twenty-four (24) hour supervision and monitoring of the mental and health status of residents who are incapable of maintaining a private independent residence or incapable of managing themselves.
SHORT TERM CARE FACILITY:	An establishment that provides personal care, sheltered care, and intermediate or skilled care for persons in need of such care, regardless of age.
SITE PLAN AND APPEARANCE REVIEW COMMITTEE (SPARC):	The committee established by ordinance 31-0-93[11], as amended, whose major purpose is to review submitted site plans pursuant to the provisions of this Title. (Ord. No. 43-O-93)
SLOPE RATIO:	The ratio of the vertical rise of a sloped surface to its horizontal run (e.g., a surface that rises two (2) inches within a run of twelve (12) inches has a slope ratio of 2:12). (Ord. No. 72-O-12, § 11, 10-22-2012)
SOLAR COLLECTOR:	A silent device, structure, or part of a device or structure, which is used primarily to transform solar energy into thermal, chemical, or electrical energy. The solar collector shall be used as part of a system which makes use of such energy for the purposes of water heating, space heating or cooling, or power generation. (Ord. 35-O-08)

SMALL WIRELESS FACILITY:	A wireless facility that meets both of the following qualifications: (i) each antenna is located inside an enclosure of no more than six (6) cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than six (6) cubic feet; and (ii) all other wireless equipment attached directly to a utility pole associated with the facility is cumulatively no more than twenty-five (25) cubic feet in volume. The following types of associated ancillary equipment are not included in the calculation of equipment volume: electric meter, concealment elements, telecommunications demarcation box, ground-based enclosures, grounding equipment, power transfer switch, cut-off switch, and vertical cable runs for the connection of power and other services. (Ord. No. 44-O-21 , § 2, 5-10-2021)
SPECIAL EDUCATIONAL INSTITUTION—PUBLIC:	A publicly owned special education secondary school, or a facility owned or leased by a public school district (provided the owned or leased property remains subject to real estate taxes) providing occupational or job skills in a variety of technical subjects and trades for specific occupations, as well as classrooms and educational services and related programs for faculty and staff and for secondary school students who are eligible to receive special education services. (Ord. No. 148-O-17 , § 1, 12-11-2017)
STADIUM:	An enclosed athletic or sports ground with tiers of seats for spectators. (Ord. No. 43-O-93)
STEPBACK:	An additional setback that applies to upper stories of a building. Stepbacks can be effective in reducing the perception of building mass at ground level, reducing potential "wind tunnel" effects, increasing the amount of sunlight at ground level, providing increased articulation of the street wall, and avoiding a "canyon effect" for corridors. (Ord. 5-O-08)

STORY:	That portion of a building included between the surface of any floor and the surface of the floor above; or if there is no floor above, the attic, or space between the floor and the ceiling above. A basement shall be counted as a story, except in residential districts. A cellar shall not be counted as a story.
STORY, HALF:	That portion of a building between a sloped roof and the building's top story or exterior knee-wall, if applicable. The minimum slope ratio of any roof above a half story shall be 2:12. (Ord. 13-O-98; Ord. No. 72-O-12, § 10, 10-22-2012)
STREET (AVENUE, COURT, PLACE, ROAD, TERRACE OR PARKWAY):	A publicly dedicated right of way not less than thirty-three (33) feet in width or a permanently reserved easement of access approved by the City Council, that affords a primary means of access to abutting property.
STREET, TYPE 1:	A street or portion thereof upon which the City Council has found by ordinance that fences are permitted in the required front or required street side yards of properties adjacent to said street or portion thereof. (Ord. 15-O-99)
STRUCTURAL ALTERATIONS:	Any change, other than incidental repairs, in the supporting members of a building or structure such as bearing walls or partitions, columns, beams or girders, or any substantial change in the roof or exterior walls.
STRUCTURE:	Anything erected, the use of which requires more or less permanent location on the ground or attachment to something having a permanent location on the ground.

STUDENT RELIGIOUS ORGANIZATION MEETINGHOUSE:	A building or premises owned or operated by a religious organization primarily engaged in providing religious, educational and other services, meals and socialization to a limited segment of the university and student population. There shall be no overnight sleeping accommodations permitted in a student religious organization meetinghouse. "Student religious organization meetinghouse" shall not include a student union, recreational facility or any other facility that is designed and intended to serve the university or college population as a whole or which otherwise is specifically listed as a permitted or special use in the university housing, university athletic facilities, university lakefront campus or transitional campus districts. (Ord. 20-0-97)
SUBSTANTIAL REHABILITATION AND SUBSTANTIAL ADDITIONS:	Construction or proposed construction that increases the floor area of the principal structure by thirty-five percent (35%) or more including as added floor area any newly constructed areas at or above the first floor with an interior vertical clearance of seven (7) feet or more. (Ord. 112-O-03)
TATTOO AND BODY ART ESTABLISHMENT:	Any place, where the act of puncturing the skin to insert jewelry, ink, or other foreign items through, into, or under the skin are performed, in accordance with The Tattoo and Body Piercing Establishment Registration Act (410 ILCS 54) and The Illinois Department of Public Health's Body Art Code (77 III. Adm. Code 797). A salon or other similar facility that engages in minor cosmetic procedures such as microblading as an accessory use shall not be considered a tattoo and body art establishment for purposes of this Section. (Ord. 100-O-97; Ord. No. 3-O-21 , § 1, 1-15-2021)
TERRACE:	An uncovered outdoor surface attached to the building and located between the building and the right-of-way. When roofed, a terrace shall be considered a porch. (Ord. No. 165-O-15 , § 10, 5-23-2016)

TOWNHOUSE:	See definition of Dwelling, Single-Family Attached (Group, Row Or Town Houses).
TRADE CONTRACTOR:	A building or portion thereof used for the housing of where building and construction trade services are provided to the public. "Trade contractor" shall include, but will not be limited to, contractor offices, including landscaper's showrooms, construction supplies and storage including plumbing, heating, air conditioning, and building equipment, materials, sales, and other uses similar in nature and impact.
TRANSIT ORIENTED DEVELOPMENT OR TOD:	A development pattern created around a transit station that is characterized by higher density, mixed uses, pedestrian environment, reduced parking, and a direct and convenient access to the transit station. (Ord. No. 117-O-16 , § 10, 12-12-2016)
TOD AREA:	The area that has the designation for an identified transit station and the area around it. The area provides for development that is compatible with and supportive of public transit and a pedestrian-oriented environment. (Ord. No. 117-O-16 , § 10, 12-12-2016)
TRANSIT STATION:	The area including the platform which supports transit usage and that is owned and/or operated by the transit agency. (Ord. No. 117-O-16 , § 10, 12-12-2016)
TRANSITION LANDSCAPE STRIP:	A designated area, located primarily along lot lines, consisting of vegetative screening, earth berms or mounds, fencing or decorative walls that creates a transition between districts or incompatible uses. (All transition landscape strips shall be designed and built in accordance with the City's "Manual Of Design Guidelines.")

TRANSITIONAL HEIGHT PLANE:	A two-dimensional, geometric plane that defines the upper boundary (i.e., maximum permitted height) of the buildable area of a higher intensity district that is adjacent to a lower intensity residential district. The effect of a transitional height plane (plane) is to progressively lower the allowable building height of a higher intensity district as one approaches that district's boundary and the adjacent lower intensity residential district. The plane does not supersede other building height restrictions; it is an additional height restriction that must be considered in conjunction with any other height restrictions imposed.
	A transitional height plane extends over the higher intensity district, upward and away from all adjacent lower intensity residential districts, as follows:
	(A) The origin of the plane is a horizontal line in space in the higher intensity district at the location of the defined setback closest to the adjacent lower intensity residential district, and having a height the same as the defined maximum building height of the adjacent lower intensity residential district.
	(B) The plane extends orthogonally from this line of origin away from the lower intensity residential district and upward over the higher intensity district at an elevation of forty-five degrees (45°) from horizontal, as measured from the grade directly below the line of origin.
	(C) If the higher intensity district is adjacent to a lower intensity residential district(s) on more than one (1) side, transitional height planes must be calculated for each such adjacent side. (Ord. 5-O-08)
TRANSITIONAL SHELTER[12]:	A building, or portion thereof, in which sleeping accommodations are provided on an emergency basis for the temporarily homeless.

TRANSITIONAL TREATMENT FACILITY[13]:	A facility licensed by the state of Illinois that provides supervision, counseling and therapy through a temporary living arrangement for individuals recovering from addiction to alcohol or narcotic drugs in order to facilitate their transition to independent living. Residents of this facility have been previously screened in another treatment setting and are determined to be sober/drug free but require twenty-four (24) hour staff supervision and a peer support structure in order to strengthen their recovery/sobriety. Transitional treatment facility shall not include any facility for persons awaiting adjudication by any court of competent jurisdiction or any facility for persons on parole from correctional institutions.
URBAN FARM:	Indoor or outdoor principal use that includes growing plant products for wholesale or retail sales and may include one (1) or more of the following: washing; packaging; storage. Typical urban farms may include growing beds, greenhouses, and orchards. (Ord. No. 81-O-14, § 2, 8-11-2014)
URBAN FARM, ROOFTOP:	A rooftop operation that includes growing plant products for wholesale or retail sales and may include one (1) or more of the following: washing; packaging; storage. Typical urban rooftop farms may include growing beds, greenhouses, and orchards. (Ord. No. 81-O-14, § 2, 8-11-2014)
USE:	The purpose or activity for which the land, building or structure thereon is designed, arranged or intended, or for which it is occupied or maintained.
USE, ALLOWED:	Listed use either permitted or special, principal or accessory.

USE, INSTITUTIONAL:	A use of land employed by public or quasi-public organizations providing services to the public that individuals cannot readily provide for themselves. Institutional uses include, but are not limited to, churches, cemeteries, hospitals, nursing homes, libraries, museums, government buildings, facilities of fraternal orders, school, community centers, schools or homes for the disabled, religious retreats, monasteries, convents, and group homes.
USE, NONCONFORMING[14]:	A use of land, buildings, structures, or premises that was lawfully established as of the date of the adoption of this Ordinance and is not listed as a permitted use, special use or a unique use, under the provisions of this Ordinance.
USE, PERMITTED:	Any use of land, buildings, structures or premises that is a listed permitted use in the zoning district in which such use is located.
USE, PRINCIPAL:	The main use of land, building, or structure as distinguished from a subordinate or accessory use.
USE, R1 RESIDENTIAL PRESERVATION UNIQUE:	A use determined by the City Council to be a residential use which is not listed as an authorized use, but that will be of substantial land use or economic benefit to the City, whose authorization would not be appropriate through a zoning amendment. Such a land use may be approved only as follows:
	(A) It is in an R1 residential district;
	(B) It is in a designated Evanston preservation district;
	(C) It is in a structure designated by ordinance as an Evanston landmark;
	(D) The parcel for which application for the use is made is a minimum of two (2) acres;

	(E) The parcel for which application for the use is made is improved with a structure with a minimum gross floor area of fourteen thousand five hundred (14,500) square feet as defined in Subsection 6-3-7-10(H) of this Title;
	(F) Any multi-family structure for which the use is approved must contain no more than four (4) dwelling units. A development plan for an R1 residential preservation unique use exception may provide for more than one (1) principal use on a single zoning lot; and
	(G) All resultant dwelling units created shall have a minimum floor area, as defined in this Section, of two thousand (2,000) square feet. (Ord. 49-0-04)
USE, SPECIAL[15]:	Any building, structure or use that, on the effective date hereof, complies with the applicable regulations governing special uses in the zoning districts in which such building, structure, or use is located.
USE, TEMPORARY:	A land use of a duration less than ninety (90) days or as listed, allowed and regulated in Section 6-4-8-3 of this Title. (Ord. 114-O-02)
USE, UNIQUE[16]:	A use determined by the City Council, to be an unusual one of a kind use that is not listed as an authorized use, but that will be of substantial land use or economic benefit to the City and whose authorization would not be appropriate through a zoning amendment. (Ord. 49-0-04)
VEHICLE SALVAGE:	A place, structure, or activity, the principal use of which is the salvaging of motorized vehicles, including buses. "Vehicle salvage" shall not include automobile and recreation vehicle sales, automobile repair service, automobile service station establishments and vehicle storage establishments.

VEHICLE STORAGE ESTABLISHMENT:	A building, property, or activity, the principal use of which is the storage of nondisabled motorized vehicles, including buses. "Vehicle storage establishment" shall not include automobile and recreational vehicle sales, automobile repair service, automobile service station establishments, and vehicle salvage establishments.
VEHICLE TOWING ESTABLISHMENTS:	A building, property, or activity, the principal use of which is the retrieving or securing of distressed, disabled, abandoned, or illegally parked motorized vehicles.
WAREHOUSE:	A building or portion thereof used for the storage of goods and/or materials. This term shall include, but not be limited to, commercial storage facilities, miniwarehouses, and other uses similar in nature and impact.
WHOLESALE GOODS ESTABLISHMENT:	A building, property, or activity, the use or purpose of which is the sale of goods, products, or merchandise, in bulk quantities to retailers or persons who will in turn sell the goods, products, or merchandise directly to the consumer. "Wholesale goods establishment" shall not include any use or other type of establishment that is otherwise listed specifically in a zoning district as a permitted or a special use.

WIRELESS FACILITY:	Equipment at a fixed location that enables wireless communications between user equipment and a communications network, including: (i) equipment associated with wireless communications; and (ii) radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration. Wireless facility includes small wireless facilities. Wireless facility does not include: (i) the structure or improvements on, under, or within which the equipment is collocated; or (ii) wireline backhaul facilities, coaxial or fiber optic cable that is between wireless support structures or utility poles or coaxial, or fiber optic cable that is otherwise not immediately adjacent to or directly associated with an antenna. (Ord. No. 44-O-21 , § 2, 5-10-2021)
WIRELESS SUPPORT STRUCTURE:	A freestanding structure, such as a monopole; tower, either guyed or self-supporting; billboard; or other existing or proposed structure designed to support or capable of supporting wireless facilities. Wireless support structure does not include a utility pole. (Ord. No. 44-O-21 , § 2, 5-10-2021)
YARD:	An open space on a lot that is unoccupied and unobstructed from its lowest level to the sky, except as otherwise permitted in this Ordinance. A required yard extends along a lot line and at right angles to such line to a minimum depth or width specified in the yard regulations for the district in which such lot is located.
YARD, FRONT:	A yard extending along the full width of a front lot line between side lot lines and from the front lot line to the front building line in depth.
YARD, FRONT REQUIRED (For Review Of Fences Only):	That area on a zoning lot between the front lot line, two (2) side lot lines (interior or street), and the line established by the front yard requirement of each zoning district of Subsection 6-4-1-9(A)3 or (A)5 of this Title (see Figure 6-18-3, "Zoning Lot Components," of this Section).

YARD, INTERIOR SIDE REQUIRED (For Review Of Fences Only):	That area on a zoning lot between the interior side lot line, the line established by the front yard requirement of each zoning district or Subsection 6-4-1-9(A)3 or (A)5 of this Title, the line established by the rear yard requirement of each zoning district, and the line established by the side yard requirement of each zoning district (see Figure 6-18-3, "Zoning Lot Components," of this Section). (Ord. 15-O-99)
YARD, REAR:	The portion of the yard on the same lot with the principal building located between the building and the rear lot line extending for the full width of the lot.
YARD, REAR REQUIRED (For Review Of Fences Only):	For zoning lots that are not also corner lots, that are on a zoning lot between the rear lot line, two (2) side lot lines, and the line established by the rear yard requirement of each zoning district. For zoning lots that are also corner lots, that area on a zoning lot between the rear lot line, the interior side lot line, the line established by the side yard abutting a street requirement of each zoning district, and the line established by the rear yard requirement of each zoning district (see Figure 6-18-3, "Zoning Lot Components," of this Section). (Ord. 9-0-01).
YARD, SIDE:	A yard extending along a side lot line between the front and rear yards, except that a side yard abutting a street shall be defined as the yard extending along a side lot line between the front yard and the rear lot lines.
YARD, STREET SIDE REQUIRED (For Review Of Fences Only):	That area on a zoning lot between the street side lot line, the line established by the front yard requirement of each zoning district or Subsection 6-4-1-9(A)3 or (A)5 of this Title, the rear lot line, and the line established by the side yard abutting a street requirement of each zoning district (see Figure 6-18-3, "Zoning Lot Components," of this Section). (Ord. 9-0-01)

YARD WASTE TRANSFER FACILITY:	A nongovernmental facility that accepts yard waste, as defined in City Code Section 8-4-1, as amended, and/or landscape waste, as defined in 415 ILCS 5/3.270, as amended, for sorting and/or consolidation prior to transfer to an off-site recycling and/or composting facility. Yard/landscape waste shall remain onsite before such transfer for no longer than twenty-four (24) hours or other time period designated in 415 ILCS 5/39.2(o), as amended. Composting onsite is prohibited. Any mechanical facilities used for the processing of such yard/landscape waste must be incidental in nature. (Ord. No. 46-O-13, § 2, 5-28-2013)
ZIGGURAT SETBACK:	A design characteristic in three-dimension (3-D) that forms one (1) or more setbacks to a vertical plain.
ZONING ADMINISTRATOR:	The staff person or persons to whom the administrative responsibilities under this Ordinance are assigned by the director of planning and zoning.
ZONING MAP:	The official map delineating the boundaries of the zoning districts established in Section 6-7-2 of this Title.

SECTION 2: City Code Section 6-8-2-4 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-8-2-4 - SPECIAL USES.

The following uses may be allowed in the R1 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Bed and breakfast establishments (subject to the general requirements of Section 6-4-7, "Bed and Breakfast Establishments," of this Title).

Billboard.

Cemetery.

Child residential care home.

Cultural facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Education institution—Private.

Efficiency home (when additional zoning relief is requested, subject to the general requirements of Section 6-8-1-14, "Efficiency Homes," of this Title).

Planned development (subject to the requirements of Section 6-8-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Public utility.

Religious institution.

Residential care home—Category II (subject to the general requirements of Section 6-4-4, "Residential Care Homes and Residential Residential Care Homes," of this Title).

Transitional treatment facility—Category I (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

SECTION 3: City Code Section 6-8-3-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-8-3-3 - SPECIAL USES.

The following uses may be allowed in the R2 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Bed and breakfast establishments (subject to the general requirements of Section 6-4-7, "Bed And Breakfast Establishments," of this Title).

<u>Billboard.</u>

Cemetery.

Child residential care home.

Cultural facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Education institution—Private.

Efficiency home (when additional zoning relief is requested, subject to the general requirements of Section 6-8-1-14, "Efficiency Homes," of this Title).

Planned development (subject to the requirements of Section 6-8-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Public utility.

Religious institution.

Residential care homes—Category II (subject to the general requirements of Section 6-4-4, "Residential Care Homes and Residential Residential Care Homes," of this Title).

Transitional treatment facility—Category I (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

SECTION 4: City Code Section 6-8-4-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-8-4-3 - SPECIAL USES.

The following uses may be allowed in the R3 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Bed and breakfast establishments (subject to the general requirements of Section 6-4-7, "Bed And Breakfast Establishments," of this Title).

Billboard.

Cemetery.

Child residential care home.

Cultural facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Educational institution—Private.

Efficiency home (when additional zoning relief is requested, subject to the general requirements of Section 6-8-1-14, "Efficiency Homes," of this Title).

Planned development (subject to the requirements of Section 6-8-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Public utility.

Religious institution.

Residential care homes—Category II (subject to the general requirements of Section 6-4-4, "Residential Care Homes and Residential Residential Care Homes," of this Title).

Transitional treatment facility—Category I (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

SECTION 5: City Code Section 6-8-5-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-8-5-3 - SPECIAL USES.

The following uses may be allowed in the R4 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Assisted living facility.

Bed and breakfast establishments (subject to the general requirements of Section 6-4-7, "Bed And Breakfast Establishments," of this Title).

Billboard.

Cemetery.

Child residential care home.

Community center—Public.

Congregate housing.

Cultural facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Educational institution—Private.

Efficiency home (when additional zoning relief is requested, subject to the general requirements of Section 6-8-1-14, "Efficiency Homes," of this Title).

Independent living facility.

Long term care facility.

Membership organization.

Office (subject to the general requirements of Section 6-8-1-11, "Special Conditions For Office Uses," of this Title).

Planned development (subject to the requirements of Section 6-3-6, "Planned Developments," of this Title and Section 6-8-1-10, "Planned Developments," of this Chapter).

Public utility.

Recreation center—Public.

Religious institution.

Retirement community.

Retirement home.

Retirement hotel.

Rooming house.

Shelter care home.

Transitional shelter (subject to the requirements of Section 6-3-5-11, "Additional Standards For A Special Use For Transitional Shelters," of this Title).

Transitional treatment facility—Category I (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Transitional treatment facility—Category II (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

SECTION 6: City Code Section 6-8-6-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-8-6-3 - SPECIAL USES.

The following uses may be allowed in the R4a district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Assisted living facility.

Bed and breakfast establishments (subject to the general requirements of Section 6-4-7, "Bed And Breakfast Establishments," of this Title).

Billboard.

Cemetery.

Child residential care home.

Community center—Public.

Congregate housing.

Cultural facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Dwellings (any increase in the number of dwellings on a single zoning lot above the number legally existing on the effective date hereof, or any

dwelling other than a single-family dwelling on a zoning lot created after the effective date hereof).

Educational institution—Private.

Efficiency home (when additional zoning relief is requested, subject to the general requirements of Section 6-8-1-14, "Efficiency Homes," of this Title).

Independent living facility.

Long term care facility.

Membership organization.

Office (subject to the general requirements of Section 6-8-1-11, "Special Conditions For Office Uses," of this Chapter).

Planned development (subject to the requirements of Section 6-3-6, "Planned Developments," of this Title and Section 6-8-1-10, "Planned Developments," of this Chapter).

Public utility.

Recreation center—Public.

Religious institution.

Retirement community.

Retirement home.

Retirement hotel.

Rooming house.

Shelter care home.

Transitional shelter (subject to the requirements of Section 6-3-5-11, "Additional Standards For A Special Use For Transitional Shelters," of this Title).

Transitional treatment facility—Category I (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Transitional treatment facility—Category II (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

SECTION 7: City Code Section 6-8-7-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-8-7-3 - SPECIAL USES.

The following uses may be allowed in the R5 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Assisted living facility.

Bed and breakfast establishments (subject to the general requirements of Section 6-4-7, "Bed And Breakfast Establishments," of this Title).

Billboard.

Child residential care home.

Community center—Public.

Congregate housing.

Cultural facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Educational institution—Private.

Efficiency home (when additional zoning relief is requested, subject to the general requirements of Section 6-8-1-14, "Efficiency Homes," of this Title).

Independent living facility.

Long term care facility.

Membership organization.

Office (subject to the general requirements of Section 6-8-1-11, "Special Conditions For Office Uses," of this Chapter).

Planned development (subject to the requirements of Section 6-3-6, "Planned Developments," of this Title and Section 6-8-1-10, "Planned Developments," of this Chapter).

Public utility.

Recreation center—Public.

Religious institution.

Retirement community.

Retirement home.

Retirement hotel.

Rooming house.

Shelter care home.

Transitional shelter (subject to the requirements of Section 6-3-5-11, "Additional Standards For A Special Use For Transitional Shelters," of this Title).

Transitional treatment facility—Category I (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Transitional treatment facility—Category II (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

SECTION 8: City Code Section 6-8-8-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-8-8-3 - SPECIAL USES.

The following uses may be allowed in the R6 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Apartment hotel.

Assisted living facility.

Bed and breakfast establishments (subject to the general requirements of Section 6-4-7, "Bed And Breakfast Establishments," of this Title).

Billboard.

Child residential care home.

Community center—Public.

Congregate housing.

Cultural facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Educational institution—Private.

Efficiency home (when additional zoning relief is requested, subject to the general requirements of Section 6-8-1-14, "Efficiency Homes," of this Title).

Independent living facility.

Long term care facility.

Membership organization.

Office (subject to the general requirements of Section 6-8-1-11, "Special Conditions For Office Uses," of this Chapter).

Planned development (subject to the requirements of Section 6-8-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Public utility.

Recreation center—Public.

Religious institution.

Retirement community.

Retirement home.

Retirement hotel.

Rooming house.

Shelter care home.

Transitional shelter (subject to the requirements of Section 6-3-5-11, "Additional Standards For A Special Use For Transitional Shelters," of this Title).

Transitional treatment facility—Category I (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Transitional treatment facility—Category II (subject to the general requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

SECTION 9: City Code Section 6-9-2-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-9-2-3 - SPECIAL USES.

The following uses may be allowed in the B1 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses."

Animal hospital.

Aquaponics.

Banquet hall.

Bed and breakfast establishments.

Billboard.

Boarding house.

Business or vocational school.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult.

Daycare center—Child.

Daycare center—Domestic animal.

Dwelling—Multiple-family.

Dwelling—Single-family detached.

Food store establishment.

Funeral services excluding on-site cremation.

Government institutions.

Kennel.

Membership organization.

Micro-Distillery.

Open sales lot.

Planned development.

Public utility.

Religious institution.

Resale establishment.

Residential care home—Category II.

Urban farm, rooftop.

Uses permitted pursuant to Section 6-9-2-2 of this Chapter and this Section exceeding seven thousand five hundred (7,500) square feet.

SECTION 10: City Code Section 6-9-3-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-9-3-3 - SPECIAL USES.

The following uses may be allowed in the B2 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Animal hospital.

Aquaponics.

Assisted living facility.

Banquet hall.

Billboard.

Boarding house.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Commercial outdoor recreation.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirement of Section 6-4-2, "Child Daycare Homes," of this Title).

Daycare center—Domestic animal.

Drive-through facility (accessory or principal).

Dwelling—Multiple-family.

Food store establishment.

Funeral services excluding on-site cremation.

Independent living facility.

Kennel.

Long-term care facility.

Membership organization.

Micro-Distillery.

Open sales lot.

Planned development (subject to the requirements of Section 6-9-1-9, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Public utility.

Resale establishment.

Residential care home—Category II (subject to the requirements of Section 6-4-4, "Residential Care Homes and Residential Residential Care Homes," of this Title).

Retirement home.

Retirement hotel.

Sheltered care home.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Trade contractor (provided there is no outside storage).

Transitional treatment facility—Category III (subject to the requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Urban farm, rooftop.

Uses permitted pursuant to Sections 6-9-3-2 of this Chapter and this Section exceeding twenty thousand (20,000) square feet.

SECTION 11: City Code Section 6-9-4-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-9-4-3 - SPECIAL USES.

The following uses may be allowed in the B3 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Animal hospital.

Aquaponics.

Assisted living facility.

Automobile service station.

Banquet hall.

Billboard.

Boarding house.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Commercial outdoor recreation.

Commercial parking lots.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3, "Adult Daycare Homes," of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2, "Child Daycare Homes," of this Title).

Daycare center—Domestic animal.

Drive-through facility (accessory or principal).

Dwelling—Multiple-family.

Food store.

Funeral services excluding on-site cremation.

Independent living facility.

Kennel.

Long-term care facility.

Membership organization.

Micro-Distillery.

Open sales lot.

Planned development (subject to the requirements of Section 6-9-1-9, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Public utility.

Recording studio.

Religious institution.

Resale establishment.

Residential care home—Category II (subject to the requirements of Section 6-4-4, "Residential Care Homes and Child Residential Care Homes," of this Title).

Retirement home.

Retirement hotel.

Sheltered care home.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Trade contractor (provided there is no outside storage).

Transitional shelters (subject to the requirements of Section 6-3-5-11, "Additional Standards for a Special Use for Transitional Shelters," of this Title).

Transitional treatment facility—Category III (subject to the requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Urban farm, rooftop.

SECTION 12: City Code Section 6-9-5-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-9-5-3 - SPECIAL USES.

The following uses may be allowed in the B1a business district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Animal hospital.

Aquaponics.

Banquet hall.

Billboard.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Commercial outdoor recreation.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult.

Daycare center—Child.

Daycare center—Domestic animal.

Drive-through facility (accessory or principal).

Dwelling—Multiple-family.

Food store establishment.

Funeral services, excluding on-site cremation.

Independent living facility.

Kennel.

Membership organization.

Micro-Distillery.

Planned development.

Public utility.

Resale establishment.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Trade contractor (provided there is no outside storage).

Urban farm, rooftop.

Uses permitted pursuant to Section 6-9-5-2 of this Chapter and this Section exceeding twenty thousand (20,000) square feet.

Vocational training facility.

SECTION 13: City Code Section 6-10-2-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-10-2-3 - SPECIAL USES.

The following uses may be allowed in the C1 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Animal hospital.

Aquaponics.

Automobile repair service establishment.

Automobile service station.

Banquet hall.

<u>Billboard.</u>

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Car wash.

Commercial outdoor recreation.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2 of this Title).

Daycare center—Domestic animal.

Drive-through facility (accessory or principal).

Funeral services excluding on-site cremation.

Hotel.

Kennel.

Media broadcasting station.

Membership organization.

Micro-Distillery.

Open sales lot.

Planned development (subject to the requirements of Section 6-10-1-9 of this Chapter and Section 6-3-6 of this Title).

Resale establishment.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Trade contractor (provided there is no outside storage).

Urban farm, rooftop.

Wholesale goods establishment.

SECTION 14: City Code Section 6-10-3-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-10-3-3 - SPECIAL USES.

The following uses may be allowed in the C1a district, subject to the provisions set forth in Section 6-3-5 of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Animal hospital.

Aquaponics.

Assisted living facility.

Banquet hall.

Billboard.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Commercial outdoor recreation.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2 of this Title).

Drive-through facility (accessory only).

Dwelling—Multiple-family.

Food store establishment.

Funeral services excluding on-site cremation.

Independent living facility.

Long-term care facility.

Media broadcasting station.

Membership organization.

Micro-Distillery.

Open sales lot.

Planned development (subject to the requirements of Section 6-10-1-9 of this Chapter and Section 6-3-6 of this Title).

Recording studio.

Resale establishment.

Residential care home—Category I (when located above the ground floor and subject to the general requirements of Section 6-4-4 of this Title).

Residential care home—Category II (subject to the general requirements of Section 6-4-4 of this Title).

Retirement hotel.

Sheltered care home.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Transitional shelter (subject to the requirements of Section 6-3-5-11 of this Title).

Urban farm, rooftop.

Wholesale goods establishment.

SECTION 15: City Code Section 6-10-4-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-10-4-3 - SPECIAL USES.

The following uses may be allowed in the C2 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Animal hospital.

Aquaponics.

Automobile body repair establishment.

Banquet hall.

Billboard.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Car wash.

Commercial parking garage.

Commercial parking lot.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2 of this Title).

Daycare center—Domestic animal.

Drive-through facility (accessory or principal).

Hotel.

Kennel.

Media broadcasting station.

Membership organization.

Micro-Distillery.

Open sales lot.

Payday loan or consumer loan establishment (subject to the distance and general requirements set forth in Section 6-18-3, "Definitions," of this Title under "Payday Loan or Consumer Loan Establishment").

Planned development (subject to the requirements of Section 6-10-1-9, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Resale establishment.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Urban farm, rooftop.

SECTION 16: City Code Section 6-11-2-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-11-2-3 - SPECIAL USES.

The following uses may be allowed in the D1 district, subject to the provisions set forth in Section 6-3-5 of this Title:

Assisted living facility.

Banquet hall.

Billboard.

Boarding house.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2 of this Title).

Drive-through facility (accessory or principal).

Educational institution—Private.

Educational institution—Public.

Funeral services excluding on site cremation.

Independent living facility.

Long term care facility.

Neighborhood garden.

Open sales lot.

Planned development (subject to the requirements of Section 6-11-1-10 of this Chapter and Section 6-3-6 of this Title).

Resale establishment.

Retirement home.

Retirement hotel.

Sheltered care home.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Transitional shelter (subject to the special requirements of Section 6-3-5-11 of this Title).

Urban farm, rooftop.

Wholesale goods establishment.

SECTION 17: City Code Section 6-11-3-4 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-11-3-4 - SPECIAL USES.

The following uses may be allowed in the D2 district, subject to the provisions set forth in Section 6-3-5 of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Assisted living facility (when located above the ground floor).

Banquet hall.

Billboard.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Convenience store.

Craft alcohol production facility.

Daycare center—Child (subject to the general requirements of Section 6-4-2 of this Title).

Educational institution—Private.

Educational institution—Public.

Independent living facility (when located above the ground floor).

Neighborhood garden.

Open sales lot.

Performance entertainment venue.

Planned development (subject to the requirements of Section 6-11-1-10 of this Chapter and Section 6-3-6 of this Title).

Religious institution.

Resale establishment.

Residential care home—Category II (when located above the ground floor and subject to the general requirements of Section 6-4-4 of this Title).

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Urban farm, rooftop.

SECTION 18: City Code Section 6-11-4-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-11-4-3 - SPECIAL USES.

The following uses may be allowed in the D3 district, subject to the provisions set forth in Section 6-3-5 of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Apartment hotel.

Assisted living facility (when located above the ground floor).

Banquet hall.

Billboard.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2 of this Title).

Drive-through facility (accessory or principal).

Educational institution—Private.

Educational institution—Public.

Independent living facility (when located above the ground floor).

Neighborhood garden.

Open sales lot.

Performance entertainment venue.

Planned development (subject to the requirements of Section 6-11-1-10 of this Chapter and Section 6-3-6 of this Title).

Religious institution.

Resale establishment.

Residential care home—Category II (when located above the ground floor and subject to the general requirements of Section 6-4-4 of this Title).

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Urban farm, rooftop.

SECTION 19: City Code Section 6-11-5-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-11-5-3 - SPECIAL USES.

The following uses may be allowed in the D4 district, subject to the provisions set forth in Section 6-3-5 of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Assisted living facility (when located above the ground floor).

Banquet hall.

Billboard.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Commercial parking garage.

Convenience store.

Craft alcohol production facility.

Daycare center—Adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center—Child (subject to the general requirements of Section 6-4-2 of this Title).

Drive-through facility (accessory or principal).

Educational institution—Private.

Educational institution—Public.

Funeral services excluding on site cremation.

Independent living facility (when located above the ground floor).

Neighborhood garden.

Open sales lot.

Performance entertainment venue.

Planned development (subject to the requirements of Section 6-11-1-10 of this Chapter and Section 6-3-6 of this Title).

Religious institution.

Resale establishment.

Residential care home—Category II (when located above the ground floor and subject to the general requirements of Section 6-4-4 of this Title).

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Urban farm, rooftop.

SECTION 20: City Code Section 6-12-2-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-12-2-3 - SPECIAL USES.

The following special uses may be permitted in the RP district, subject to the provisions set forth in Section 6-3-5 of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Banquet hall.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Craft alcohol production facility.

Daycare center—Domestic animal.

Kennel.

Open sales lot.

Outdoor storage.

Performance entertainment venue.

Planned developments (subject to the requirements of Section 6-3-6 of this Title and Section 6-12-1-7 of this Chapter).

Resale establishment.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Urban farm, rooftop.

SECTION 21: City Code Section 6-13-2-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-13-2-3 - SPECIAL USES.

The following uses may be allowed in the MU district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Aquaponics.

Automobile repair service establishment.

Automobile service station.

Banquet hall.

<u>Billboard.</u>

Brew pub.

Cannabis craft grower.

Cannabis infuser.

Cannabis processor.

Cannabis transporter.

Commercial parking garage.

Commercial parking lot.

Funeral services excluding on site cremation.

Industrial service establishment.

Planned development (subject to the requirements of Section 6-13-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Public transportation center.

Trade contractor.

Transitional shelter (subject to the special requirements of Section 6-3-5-11, "Additional Standards for a Special Use for Transitional Shelters," of this Title).

Transitional treatment facility—Category I (subject to the requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Transitional treatment facility—Category II (subject to the requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Urban farm, rooftop.

Warehouse establishment.

SECTION 22: City Code Section 6-13-3-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-13-3-3 - SPECIAL USES.

The following uses may be allowed in the MUE district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Aquaponics.

Automobile repair service establishment.

Automobile service station.

Banquet hall.

Billboard.

Brew pub.

Cannabis craft grower.

Cannabis infuser.

Cannabis processor.

Cannabis transporter.

Car wash.

Commercial outdoor recreation.

Community center.

Cultural facility.

Daycare center—Domestic animal.

Dwelling—Single-family attached.

Dwelling—Single-family detached.

Dwelling—Two-family.

Dwellings—Multiple-family.

Funeral services excluding on site cremation.

Kennel.

Media broadcasting tower.

Planned development (subject to the requirements of Section 6-13-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Recreation center.

Religious institution.

Residential care home—Category I (subject to the requirements of Section 6-4-4, "Residential Care Homes and Child Residential Care Homes," of this Title).

Residential care home—Category II (subject to the requirements of Section 6-4-4, "Residential Care Homes and Child Residential Care Homes," of this Title).

Transitional shelter (subject to the special requirements of Section 6-3-5-11, "Additional Standards for a Special Use for Transitional Shelters," of this Title).

Transitional treatment facility—Category I (subject to the requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Transitional treatment facility—Category II (subject to the requirements of Section 6-4-5, "Transitional Treatment Facilities," of this Title).

Urban farm, rooftop.

SECTION 23: City Code Section 6-13-4-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-13-4-3 - SPECIAL USES.

The following uses may be allowed in the MXE district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Aquaponics.

Automobile repair service establishment.

Automobile service station.

Banquet hall.

<u>Billboard.</u>

Brew pub.

Cannabis craft grower.

Cannabis infuser.

Cannabis processor.

Cannabis transporter.

Car wash.

Commercial outdoor recreation.

Commercial parking garage.

Commercial parking lot.

Community center.

Cultural facility.

Daycare center—Domestic animal.

Educational institution—Private.

Funeral services excluding on site cremation.

Kennel.

Media broadcasting tower.

Planned development.

Recreation center.

Religious institution.

Resale establishment.

Transitional shelter.

Transitional treatment facility—Category I.

Transitional treatment facility—Category II.

Urban farm, rooftop.

SECTION 24: City Code Section 6-14-2-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-14-2-3 - SPECIAL USES.

The following uses may be allowed in the I1 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Aquaponics.

Billboard.

Business or vocational school.

Cannabis cultivation center.

Car wash.

Daycare center—Domestic animal.

Firearm range (located more than three hundred fifty (350) feet from any R1, R2, R3 district, or located more than three hundred fifty (350) feet from any school, child daycare facility, or public park in any zoning district as measured from lot line to lot line).

Heavy cargo and freight terminal.

Heavy manufacturing.

Kennel.

Live-work units (subject to the general requirements of Section 6-4-13 of this Title).

Media broadcasting towers.

Open sales lot.

Outdoor storage (when covering more than thirty percent (30%) of an interior side yard or as a principal use).

Pharmaceutical manufacturing.

Planned developments (subject to the requirements of Section 6-14-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Retail goods establishment.

Retail service establishment.

Urban farm.

Urban farm, rooftop.

SECTION 25: City Code Section 6-14-3-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-14-3-3 - SPECIAL USES.

The following uses may be allowed in the I2 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Aquaponics.

Automobile storage lot.

Billboard.

Brew pub.

Business or vocational school.

Cannabis cultivation center.

Car wash.

Daycare center—Domestic animal.

Firearm range (located more than three hundred fifty (350) feet from any R1, R2, R3 district, or located more than three hundred fifty (350) feet from any school, child daycare facility, or public park in any zoning district as measured from lot line to lot line).

Heavy cargo and freight terminal.

Heavy manufacturing.

Kennel.

Live-work units (subject to the general requirements of Section 6-4-13 of this Title).

Media broadcasting tower.

Open sales lot.

Outdoor storage (when covering more than thirty percent (30%) of an interior side yard or as a principal use).

Pharmaceutical manufacturing.

Planned developments (subject to the requirements of Section 6-14-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Recycling center.

Restaurant—Type 1.

Retail goods establishment.

Retail service establishment.

Special education institution—Public.

Urban farm.

Urban farm, rooftop.

SECTION 26: City Code Section 6-14-4-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-14-4-3 - SPECIAL USES.

The following uses may be allowed in the I3 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Aquaponics.

Billboard.

Brew pub.

Business or vocational school.

Cannabis cultivation center.

Car wash.

Daycare center—Domestic animal.

Firearm range (located more than three hundred fifty (350) feet from any R1, R2, R3 district, or located more than three hundred fifty (350) feet from any school, child daycare facility, or public park in any zoning district as measured from lot line to lot line).

Heavy cargo and freight terminal.

Kennel.

Media broadcasting tower.

Open sales lot.

Planned developments (subject to the requirements of Section 6-14-1-10, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Restaurant—Type 1.

Urban farm.

Urban farm, rooftop.

Yard waste transfer facility.

SECTION 27: City Code Section 6-15-2-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-2-3 - SPECIAL USES.

The following uses may be allowed in the O1 district, subject to the provisions set forth in Section 6-3-5, "Special Uses," of this Title:

Administrative review uses, pursuant to Section 6-3-5-16(B) "Applicable Uses".

Banquet hall.

Billboard.

Business or vocational school.

Cannabis craft grower.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Cannabis infuser.

Cannabis transporter.

Child daycare centers.

Commercial parking garage.

Commercial parking lot.

Drive-through facility (accessory only).

Dwelling, multiple-family.

Media broadcasting station.

Open sales lot.

Planned development (subject to the requirements of Section 6-15-1-9, "Planned Developments," of this Chapter and Section 6-3-6, "Planned Developments," of this Title).

Retail goods establishment.

Retail services establishment.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

Urban farm, rooftop.

SECTION 28: City Code Section 6-15-3-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-3-3 - SPECIAL USES.

The following uses may be allowed in the T1 District, subject to the provisions set forth in Section 6-3-5 of this Title:

Administrative office (college and university).

Bed and breakfast establishment (subject to the general requirements of Section 6-4-7 of this Title).

Billboard.

Business or vocational school.

Departmental staff office (college and university).

Educational institutions - private.

Faculty offices (college and university).

Parking areas containing more than five (5) parking spaces and accessory to T1 transitional campus districts.(Ord. 8-O-95)

Parking lot (when accessory to a principal use located in the U-2 university athletic facility district).

Residential care home [21] - Category II (subject to the general requirements of Section 6-4-4 of this Title).

Student religious organization meeting house.(Ord. 20-0-97)

Transitional treatment facility - Category I (subject to the requirements of Section 6-4-5 of this Title).

Transitional treatment facility - Category II (subject to the requirements of Section 6-4-5 of this Title).

Planned development (subject to the requirements of Section 6-15-1-9 and Section 6-3-6 of this Title).

SECTION 29: City Code Section 6-15-4-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-4-3 - SPECIAL USES.

The following uses may be allowed in the T2 district, subject to provisions set forth in Section 6-3-5, "Special Uses":

Bed and breakfast establishment (subject to the general requirements of Section 6-4-7, "Bed and Breakfast Establishments").

Billboard.

Business or vocational school.

Classroom facility (college and university).

Cultural facility.

Day care center - Adult (subject to the general requirements of Section 6-4-3, "Adult Day Care Homes").

Day care center - Child (subject to the general requirements of Section 6-4-2, "Child Day Care Homes").

Dormitory (college and university).

Dwelling - Fraternity/Sorority (college and university).

Dwelling - Multiple-family.

Educational institution - private.

Government institution.

Indoor recreation facility (college and university).

Outdoor recreation facility (college and university).

Parking areas containing more than five (5) parking spaces and accessory to T2 transitional campus districts.(Ord. 8-O-95)

Public utility.

Religious institutions.

Residential Care Home - Category II (subject to the general requirements of Section 6-4-4, "Residential Care Homes").

Scoreboards (college and university).

Transitional shelters (subject to the requirements of Section 6-3-5-11, "Additional Standards for a Special Use for Transitional Shelters").

Transitional treatment facility - Category I (subject to the requirements of Section 6-4-5, "Transitional Treatment Facility").

Transitional treatment facility - Category II (subject to the requirements of Section 6-4-5, "Transitional Treatment Facility").

Planned development (subject to the requirements of Section 6-15-1-9 and Section 6-3-6, "Planned Developments").

SECTION 30: City Code Section 6-15-5-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-5-3 - SPECIAL USES.

The following uses may be allowed in the U1 district, subject to provisions set forth in Section 6-3-5 of this Title:

Billboard.

Cultural facility.

Daycare center — adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center — child (subject to the general requirements of Section 6-4-2 of this Title).

Membership organization.

Parking lot (college and university).

Parking structure (college and university).

Planned development (subject to the requirements of Section 6-15-1-9 of this Chapter and Section 6-3-6 of this Title).

Religious institutions.

Restaurant — type 1, when an accessory use to a college or university.

SECTION 31: City Code Section 6-15-6-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-6-3 - SPECIAL USES.

The following uses may be allowed in the U1a district, subject to provisions set forth in Section 6-3-5 of this Title:

Billboard.

Cultural facility.

Daycare center — adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare center — child (subject to the general requirements of Section 6-4-2 of this Title).

Membership organization.

Planned development (subject to the requirements of Section 6-15-1-9 of this Chapter and Section 6-3-6 of this Title).

Religious institutions.

SECTION 32: City Code Section 6-15-7-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-7-3 - SPECIAL USES.

The following special uses may be permitted in the U2 district, subject to the provisions set forth in Chapter 3 of this Title:

Administrative office (college and university).

Billboard.

Classroom facility (college and university).

Departmental staff office (college and university).

Faculty offices (college and university).

Government institution.

Parking lot (college and university).

Parking structure (college and university).

Planned development (subject to the requirements of Section 6-15-1-9 of this Chapter and Section 6-3-6 of this Title).

Public utility.

Scoreboard.

SECTION 33: City Code Section 6-15-8-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-8-3 - SPECIAL USES.

The following special uses may be permitted in the U3 district, subject to the provisions set forth in Section 6-3-5 of this Title:

Billboard.

Planned development (subject to the requirements of Section 6-15-1-9 of this Chapter and Section 6-3-6 of this Title).

Public utility.

SECTION 34: City Code Section 6-15-8-3 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-9-3 - SPECIAL USES.

The following special uses shall be permitted in the OS district:

Billboard.

Cemetery (including accessory structures such as, but not limited to: mausoleums, columbariums, crematories, and chapels).

Zoological garden.

SECTION 35: City Code Section 6-15-10-7 “Special Uses” of the Evanston City Code of 2012, as amended, is hereby further amended as follows:

6-15-10-7 - SPECIAL USES.

The following uses may be allowed in the oH district subject to the general provisions set forth in Section 6-3-5 of this Title, and the special provisions contained herein:

Any expansion or change in a hospital service or program causing the average number of patients treated daily at such hospital as reported in the current annual hospital report to exceed by ten percent (10%) the average daily number of patients treated in 1978: Evanston Hospital, 1070; St. Francis Hospital, 702.

Any new construction that constitutes a physical expansion to the gross floor area of any hospital building.

Billboard.

Cannabis dispensary (subject to the general requirements of Section 6-4-11 of this Title).

Clinics, provided they shall not be used for the private, for-profit practice of medicine.

Commercial parking garage.

Daycare centers - adult (subject to the general requirements of Section 6-4-3 of this Title).

Daycare centers - child (subject to the general requirements of Section 6-4-2 of this Title).

Heliports (hospital).

Private utility substations and transmission facilities.

Short-term residential facilities operated by a hospital.

Staff examination rooms provided they shall not be used for the private, for-profit practice of medicine.

Tattoo and body art establishment (subject to the general requirements of Section 6-4-12 of this Title).

SECTION 36: The findings and recitals contained herein are declared to be prima facie evidence of the law of the City and shall be received in evidence as provided by the Illinois Compiled Statutes and the courts of the State of Illinois.

SECTION 37: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 38: This ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

SECTION 39: If any provision of this Ordinance or application thereof to any person or circumstance is held unconstitutional or otherwise invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid application or provision, and each invalid application of this Ordinance is severable.

Introduced: _____, 2022

Adopted: _____, 2022

Approved:

_____, 2022

_____
Daniel Biss, Mayor

Attest:

_____
Stephanie Mendoza, City Clerk

Approved as to form:

_____
Nicholas E. Cummings, Corporation Counsel

Land Use Commission

2044 Wesley Avenue –
Wesley Court Planned Development

Planned Development
22PLND-0010

LUC Recommending Body

Memorandum

To: Chair and Members of the Land Use Commission

From: Johanna Nyden, Director of Community Development
Michael Griffith, Planner

Subject: Planned Development
2044 Wesley Avenue - Wesley Court Planned Development
22PLND-0010

Date: July 8, 2022

Request

The applicant applies for the following:

A Map Amendment to remove the following properties from the oWE West Evanston Overlay District:

- 2024 Green Bay Road, PIN: 10-13-205-003-0000
- 2026 Green Bay Road, PIN: 10-13-205-002-0000
- 2026 Wesley Avenue, PIN: 10-13-205-010-0000

A Map Amendment to rezone the following properties from R5 General Residential to R4 General Residential:

- 2017 Jackson Avenue, PIN: 10-13-204-023-0000
- 2021 Jackson Avenue, PIN: 10-13-204-022-0000

A Special Use for a Planned Development to construct 19 townhomes and a 12-unit multiple-family dwelling, 55 off-street parking spaces, and a new street connecting Jackson Avenue with Wesley Avenue on properties knows as:

- 2017 Jackson Avenue
- 2032 Jackson Avenue
- 2026 Wesley Avenue
- 2044 Wesley Avenue
- 2024 Green Bay Road
- 2026 Green Bay Road, and
- Vacated Jackson Avenue north of Foster Street

The applicant seeks site development allowances for:

1. Impervious surface coverage.
2. Building height.
3. Single-family attached dwellings not having frontage onto a public street.
4. Elimination of required transition landscape strips.
5. Setback from street and development boundary line to a dwelling unit.
6. Yard obstructions into required setbacks.
7. Separation between residential buildings.

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.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on June 23, 2022.

General Information

Applicant:	John Cleary TEMP Capital, Inc. 1924 Asbury Avenue Evanston, IL 60201
Owner(s):	John Cleary TEMP Capital, Inc. 1924 Asbury Avenue Evanston, IL 60201 Kathleen Parris 3423 Church Street Evanston, IL 60203 City of Evanston 2100 Ridge Avenue Evanston, IL 60201
Existing Zoning:	R4 General Residential R5 General Residential oWE West Evanston Overlay District
Existing Land Use:	Vacant
Property Size:	77,815 sq. ft. (1.79 acres)

PINs: 10-13-203-024-0000, 10-13-204-030-0000, 10-13-204-021-0000, 10-13-204-022-0000, 10-13-204-023-0000, 10-13-205-010-0000, 10-13-205-002-0000, 10-13-205-003-0000

Surrounding Zoning and Land Uses	Zoning	Land Use
North	B2 Business District R4 General Residential District	Storage facility (Public Storage), Dwelling-Multiple-Family, open parking lot
South	R4 General Residential District R5 General Residential District	Dwelling-Single-Family Detached and Dwelling-Multiple-Family
East	C2 Commercial District	Railroad embankment (east side of Green Bay Road)
West	R4 General Residential District	Dwelling-Single-Family Detached and Dwelling-Multiple-Family

Analysis

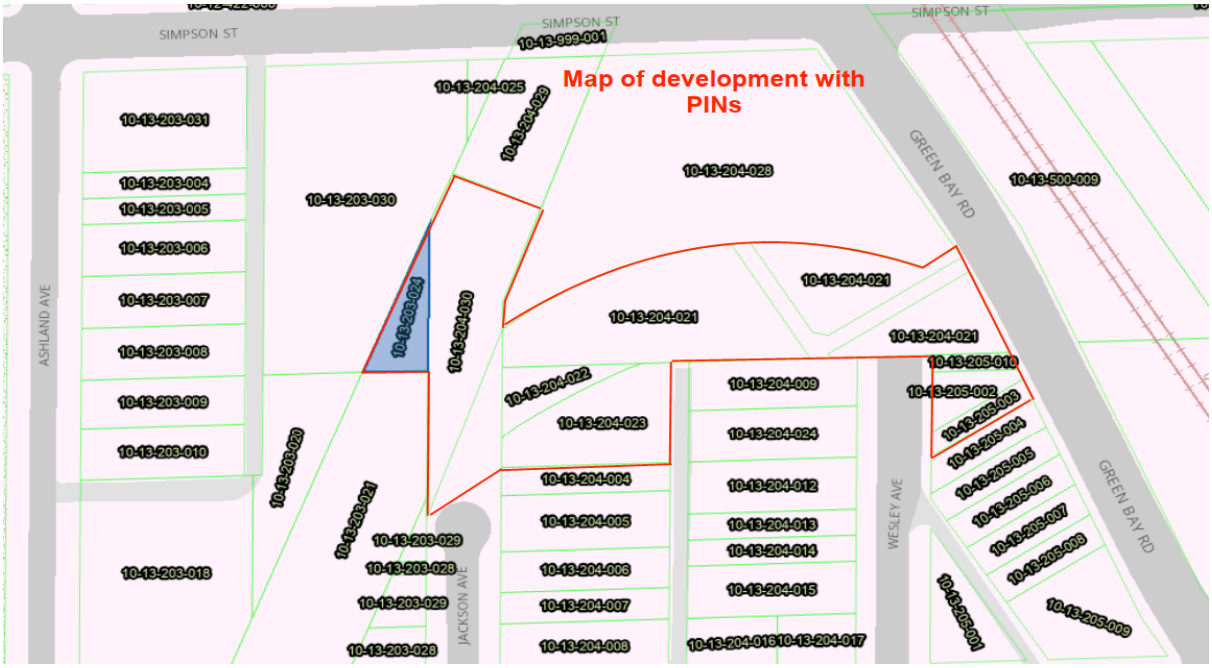
Site Details

The development site is generally located at the north ends of Jackson Avenue and Wesley Avenue, west side of Green Bay Road, and south of the Public Storage facility at the southwest corner of Simpson Street/Green Bay Road, part of the vacated Mayfair rail property. An abandoned railroad beam and walls remain on the site, otherwise the site is vacant.

The site is shown on the aerial map below:

Wesley Court Planned Development - aerial shot noting site boundary

The development side includes several parcels, below is a map noting PINs:



Wesley Court Planned Development - PIN map

The applicant submitted records to Cook County to correct the property tax map. The corrections include:

- Correcting the boundaries of PIN 10-13-204-021-000 eliminating what is shown as an east/west alley between Jackson Avenue and Wesley Avenue north of 2017-2021 Jackson Avenue and 2024 Wesley Avenue.
- Showing Jackson Avenue west of 2017-2021 Jackson Avenue as a vacated street.

The City's GIS map is based on the County's property tax map and has not been updated at this time.

The tax map shows an unimproved "V" shaped alley right-of-way near the center of the site. The status of whether this alley right-of-way has been vacated or is still a platted right-of-way is unclear. The applicant has prepared a plat of vacation to formally vacate the right-of-way; the plat of right-of-way vacation requires City Council approval.

The plan includes extending Jackson Avenue approximately 200 feet north within private property. The applicant proposes to dedicate additional right-of-way so that Jackson Avenue as proposed will be entirely a public street/right-of-way. A plat of right-of-way dedication is needed; the plat of right-of-way dedication requires City Council approval.

County records show one of the parcels within the development site owned by the City (2026 Wesley Avenue, PIN 10-13-205-010-000). Property records are not clear as to how the City gained ownership, regardless, City Council approval is required to transfer ownership of this parcel and depending on the details of the sale, the IHO requirement may need to be adjusted.

The applicant has provided a Phase II Limited Subsurface Investigation Report, prepared by EPS Environmental Services, Inc., dated January 30, 2019. The report found concentrations of contaminants associated with petroleum and hazardous materials in the soil and groundwater, likely from when the site featured heavy rail lines. The applicant has stated clean-up will include partial removal of contaminated soil at an estimated cost of approximately $1 million, as well as capping of other contaminated areas by the proposed buildings and pavement. The applicant needs to provide a remediation plan for the site.

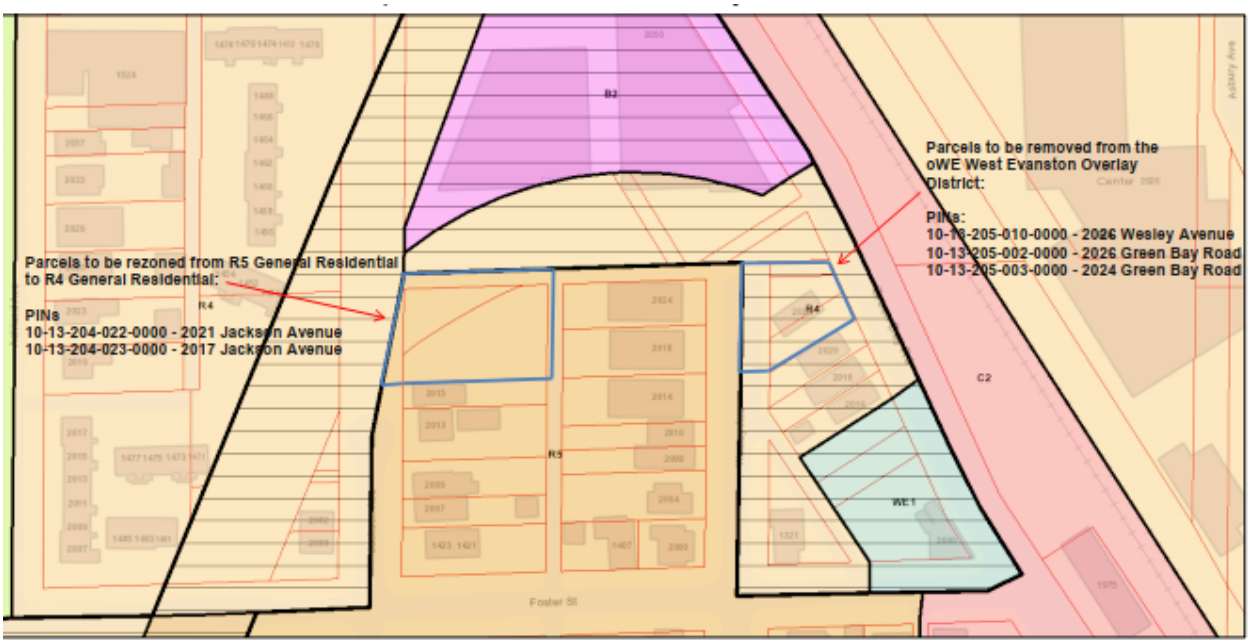
Map Amendments

In 2020 the City Council adopted Ordinance 34-O-20 removing a majority of the site from the oWE West Evanston Overlay District. Since then the development site expanded to include additional parcels along Green Bay Road (2024-2026 Green Bay Road and 2026 Wesley Avenue, PINs 10-13-205-010-0000, 10-13-205-002-0000, 10-13-205-003-0000).

The oWE West Evanston Overlay District was created out of the West Evanston Plan, the Plan being adopted in 2007 and the Overlay District adopted in 2009. The Overlay District is a form based code requiring specific development details, including but not limited to street and sidewalk extensions and layout, landscaping, housing types, and exact building locations.

The staff memo to the Plan Commission explaining the reasoning behind removing properties from the oWE West Evanston Overlay District is attached. The main goal of the prior map amendment was to eliminate the numerous and extremely detailed regulations required by the Overlay District so that the proposed plan, which generally meets the intent of the West Evanston Plan, could move forward in a more streamlined manner.

The development site straddles the R4 and R5 zoning districts. The plan includes rezoning the R5 zoned portion of the site to R4 so that the entire site is under one zoning district. The R5 zoning district provides for a smaller minimum lot size requirement and allows for greater building lot and impervious surface coverage, but the proposed zoning district change does not impact the proposed plan in a significant way. In the R5 zoning district, 60% impervious surface coverage is permitted where 55% is the standard in the R4 zoning district. The proposed plan has impervious surface coverage at 61%. Staff recommend the R4 zoning classification since the majority of the development site was already zoned R4.



Wesley Court Planned Development - map amendment
Base map not updated to reflect Ordinance 34-O-22

Development Details

The proposed development includes the construction of 19 townhomes in groups between 2-4 attached units within 6 buildings and a 12-unit multi-family dwelling for a total of 31 dwelling units. The townhomes are intended to be for-sale while the multi-family dwelling units are intended to be for-rent.

The dwelling mix includes:

- 19 townhomes (Dwelling - Two-Family and Dwelling - Single-Family Attached), all have 3 bedrooms + study
- 12 unit multi-family dwelling (Dwelling - Multiple-Family):
    - 4 1 bedroom units
    - 5 2 bedroom units
    - 3 3 bedroom units

Townhomes range in living square footage between 2,332.5 to 23445.5 square feet, excluding the garage area. The applicant should provide square footages for the dwelling units within the multi-family dwelling.

Dwelling - Two-Family, Dwelling - Single-Family Attached, and Dwelling - Multiple-Family are permitted uses in the R4 zoning district.

Wesley Court, a new one-way westbound street provides access to the townhomes and connects Jackson Avenue with Wesley Avenue. The multi-family dwelling has access from a north/south alley between Jackson and Wesley Avenues. A new private sidewalk connects Jackson Avenue, Wesley Avenue, and Green Bay Road. Public sidewalks are proposed to be extended along both Jackson and Wesley Avenues.

At DAPR, use of the private sidewalk through the site by those not living within the development was discussed with staff recommending the sidewalk be available for residents within the neighborhood, whether they lived within the development or not, to provide full pedestrian access within the entire neighborhood.

Wesley Court Planned Development – rendering of private sidewalk through site

Since Wesley Court will be a private street and the plan maintains cul-de-sacs at the north ends of both Jackson and Wesley Avenues allowing motorists to turn around, maintaining private use of Wesley Court is acceptable.

A total of 51 off-street parking spaces are provided within garages and an additional 4 spaces are noted on a few of the driveways next to townhome garages, 47 parking spaces are required. Each townhome includes a 2-car attached garage, 7 covered parking spaces are provided at the multi-family dwelling (includes one handicapped accessible space). Guest parking is provided by the 4 spaces on driveways next to garages and by 6 spaces located at the north end of Jackson Avenue. Additional on-street parking is provided by the extension of Jackson Avenue.

Parking requirement:

19 townhomes that include both two-family and single-family attached dwellings:
1.5 spaces per dwelling

12 unit multi-family dwelling with the following bedroom count:
4 1-bedroom units: 1.25 spaces per dwelling
5 2-bedroom units: 1.5 spaces per dwelling
3 3-bedroom units: 2 spaces per dwelling

19 * 1.5 = 28.5
4 * 1.25 = 5

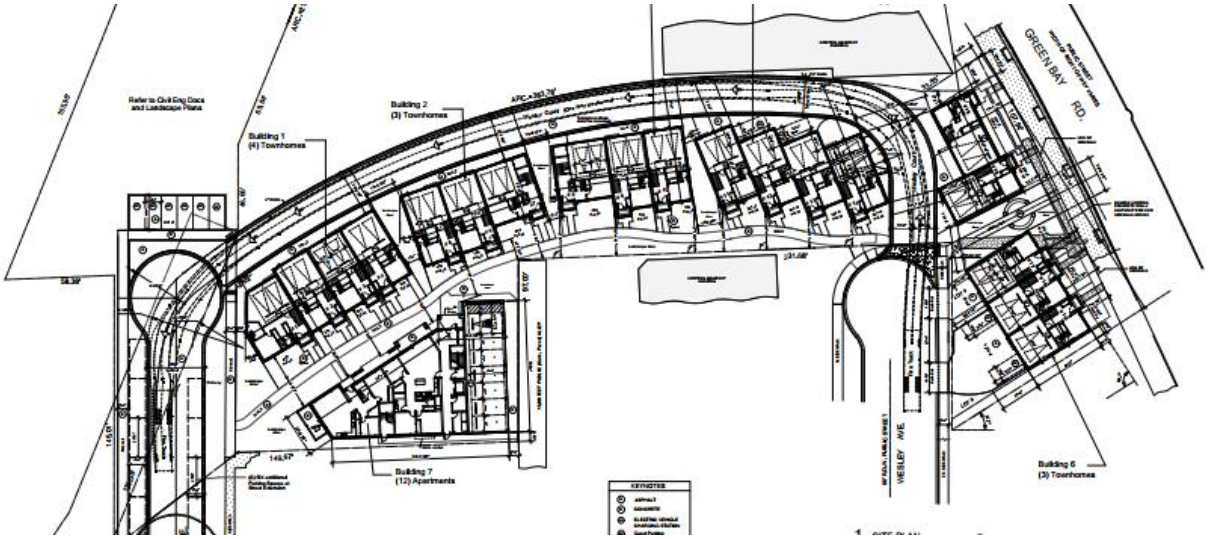
5 * 1.5 = 7.5
3 * 2 = 6
Total required: 47 spaces

Stormwater management is provided by a detention basin at the north end of Jackson Avenue. The applicant needs to provide details as to whether contaminated ground water and/or soil extend to the stormwater detention area.

Wesley Court is proposed to be 20-feet wide with one-way westbound traffic flow. The proposed street width is acceptable to the Fire Department. The proposed westbound traffic flow creates an awkward alignment between Wesley Court and driveway/garage access for the townhomes in Building 4. Reversing the traffic flow creates an awkward alignment at Building 5. Given the proposed street width, maintaining one-traffic flow is appropriate, the applicant should consider adjustments to Building 4 to provide a better alignment.

Private streets and walks are required to be constructed to City Standards; the City does not maintain private streets and walks. At DAPR the applicant stated a Homeowners Association will be created to maintain common areas.

The photometric plan shows exterior lighting along Wesley Court and the private sidewalk through the site; exterior light levels are shown not exceeding 0 lumens at the development boundary line. Specific details can be reviewed by DAPR once construction plans are provided.



Wesley Court Planned Development - site plan

Planned Development

The site exceeds 30,000 square feet and provides more than 24 new residential dwelling units triggering a planned development.

Wesley Court Planned Development		
Zoning Requirements - R4 zoning district	**Standard Min. / Max. Permitted**	**Proposed**
Lot size	77,500 square feet 2,500 square feet per Two-family, Single-family attached, and Multiple-family dwelling	77,815 square feet
Lot width	35 feet - Two-family dwellings 60 feet for Single-family attached 50 feet for other uses	60+ feet
Building lot coverage	40%	28%
Impervious surface coverage	55%	61.0%
Building height	35 feet not to exceed 2.5 stories	44.7 feet and 4 stories
Townhome orientation	Required to have frontage on a public street	Townhomes in Buildings 1-4 do not have frontage on a public street
Transition Landscape Strip	10 feet wide required along all boundaries not abutting dedicated and improved public street	Not provided
Building setback	Residential buildings required to be setback at least 15 feet from any street or development boundary	4.8 feet off Green Bay Road at Building 6

Yard obstruction into building setback	Maximum 10% obstruction into required setback, min. 13.5 foot setback from development boundary	2.7 feet off Green Bay Road to front porch canopies at Building 6
Building separation	Residential buildings required to be at least 12 feet apart, wall to wall	5.0 feet between Buildings 3-4
Parking	47	51 Garage spaces and those located at north end of Jackson Avenue counted towards requirement

Regarding proposed setbacks from the development boundary and building separation, only the closest setback and building separation points were noted.

The following site development allowances are required for plan approval:

Wesley Court Planned Development Site Development Allowances	**Regulation**	**Proposed**
Impervious surface coverage	55%	61%
Building height	35 feet not to exceed 2.5 stories	44.7 feet at 4 stories Planned Development Site Development Allowance: 12 feet at 3.5 stories
Townhome orientation	Public street frontage required	Public street frontage for townhomes in Buildings 1-4 not provided
Landscape transition strip	10 feet wide along the north, east and south boundary lines	Elimination of the landscape strip

Building setback from development boundary	15 feet	4.8 feet at Building 6
Yard obstruction	10% obstruction into required 15-foot setback	2.7 feet to front porch at Building 6
Building separation	12 feet	5.0 feet between Buildings 3-4

The development site is oddly shaped with inadequate length/width dimensions to provide all of the required setbacks, building separation, and landscape strips while also providing necessary vehicular access. Additionally, the right-of-way along the west side of Green Bay Road is not consistent; it cuts into the site at Building 6. However, it may be possible to adjust the Building 4 footprint to provide more than a 5-foot separation from Building 3 while also addressing the awkward garage/driveway/street alignment.

The buildings within the vicinity of the site are generally 2-3 stories in height. The 4th stories on each of the townhomes are located within the center of each townhome and the 4th story on the multi-family dwelling is located near the northeast corner of the building and separated from the 3-story buildings to the east by an alley; locating the bulk above the 3rd floor as proposed minimizes the impact onto adjacent properties.
The new street contributes to the impervious surface coverage. Reducing the street pavement width would not meet Fire Department access requirements, and the street is intended to contribute to the site clean-up by capping contaminated soil. If the land used for the new street and Jackson Avenue extension, and thus the pavement too, is removed from the lot size and impervious surface calculation, impervious surface coverage is 51.3%.

Exterior Building Materials
Proposed exterior building materials include:

- Face brick veneer, utility size, in black, brown, and white
- Limestone sills and surrounds
- Fiber cement board panels, gray
- Hardiplank siding, color to be determined
- Tempered glass panels at roof top deck with galvanized steel handrails

Wesley Court Planned Development – rendering of typical townhome elevation

Wesley Court Planned Development - multi-family dwelling north elevation

Traffic and Circulation

The applicant submitted a Traffic Impact Study prepared by Gewalt Hamilton Associates, Inc., dated May 24, 2022. Since the traffic study was prepared the proposed number of dwelling units decreased from 33 to 31.

Streets within the vicinity of the site include Local Streets - Jackson and Wesley Avenues, and Foster Street, a Collector Street - Simpson Street, and Major Streets - Green Bay Road, Emerson Street, and Asbury Avenue.

Sidewalks are generally provided along both sides of study area streets with the exception of Green Bay Road where there is a sidewalk on the west side of the street only.

Chicago Transit Authority (CTA) California/Dodge Bus Route #93 runs east/west along Emerson Street south of the site with stops at Ashland and Asbury Avenues. Service is provided weekdays and Saturdays between the CTA Kimball Brown Line Station and the CTA Davis Purple Line Station

PACE Green Bay Road Bus Route #213 runs north/south along Green Bay Road adjacent to the site with stops at Simpson and Emerson Streets. Service is provided weekdays and Saturdays between Highland Park Metra Station and the Howard CTA Station, making stops at Northbrook Court and the Davis Street CTA Purple Line/Metra Station.

The Metra Union Pacific-North line Central Street Station is located approximately ¾ mile north of the site at Central Street and Green Bay Road.

The traffic study indicates the development plan provides good access and minimal effect on area roads is anticipated; no new operational changes are recommended. Both Jackson and Wesley Avenues are currently stop sign controlled at Foster Avenue. The Public Works Agency has not recommended any operational changes either.

Inclusionary Housing Ordinance

At least 10% of the total number of dwelling units proposed are required to be affordable and comply with the Inclusionary Housing Ordinance (IHO). Since the project includes both for-sale and for-rent dwelling units, the IHO requires at least 10% of the for-sale and at least 10% of the for-rent dwelling units to meet the IHO affordable housing requirements.

Staff understands the applicant will submit a TIF application to assist with the environmental clean-up of the site. An application has not been submitted at this time. If a TIF application is submitted and approved, the IHO requirement increases from 10% to 20%.

The applicant is working with staff on an off-site IHO alternative proposal for some of the affordable units rather than locating all of the affordable dwelling units on-site due to the financing structure of the for-sale townhomes. The proposal will need to be adjusted if a TIF request is submitted. The IHO alternative proposal must be approved by the City

Council and is not the purview of the Land Use Commission. Since the IHO is not met with on-site units, zoning bonuses have not been applied to this development.

Compliance with the Zoning Ordinance

The R4 zoning district is intended to provide for a mix of residential types at a moderate density including multiple-family dwellings, two-family dwellings, townhomes, and single-family attached and detached dwellings.

The proposed dwelling types, dwelling unit density, building lot coverage, lot size, and lot width meet the intent and comply with the R4 zoning district requirements.

While proposed building height does not comply with requirements, a site development allowance allows for 12 feet of additional height and the additional height is located in a way to minimize impacts to adjacent properties.

Proposed impervious surface coverage exceeds the minimum requirement, however, proposed coverage is due to a new street providing access to the townhomes and is part of the environmental clean-up of the site.

Compliance with the Comprehensive Plan

The proposed Planned Development is consistent with the 2000 Comprehensive General 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 consistent with the following Comprehensive Plan objectives:

- Preserve neighborhood character while supporting redevelopment efforts that add to neighborhood desirability: The proposed development redevelops an existing vacant brown site with new housing.
- Encourage new developments to complement existing street and sidewalk patterns: The proposed development extends and connects existing streets where feasible and provides for pedestrian access for the neighborhood adjacent to and through the development.
- Support efforts aimed at improving Evanston's housing stock: The proposed development adds new townhomes and a multi-family dwelling housing stock aimed at both owner occupied and renters. The IHO requires affordable housing, the applicant is working with staff to meet IHO requirements.
- Target corrective action toward properties that are negatively affecting surrounding neighborhoods: The site is currently a vacant brownfield that negatively impacts the neighborhood. The proposed development includes an

environmental clean-up and removes vacant, underutilized land from the neighborhood.

Compliance with the West Evanston Plan

The West Evanston Plan, adopted in 2007, called for infill development appropriate to certain vacant properties. The Plan calls for in part extending incomplete streets, including extending both Jackson and Wesley Avenues to Simpson Street north of Foster Street. The Plan can only be implemented if multiple properties are combined, including vacant and non-vacant properties. The Plan has the following guiding principles:

1. Reconnect the Community: Complete terminating streets and sidewalks and remove old railroad retaining walls.
2. Maintain the Green Character of the Community: Project landscaping and mature trees, maintain front yard setbacks of 8-25 feet, and incorporate wide parkways with street trees.
3. Increase the Walkability of the Neighborhood: Provide a walkable block pattern with continuous and wide sidewalks and provide safe passage for bicyclists.
4. Provide Lifecycle of Housing Choices: Expand the housing stock with additional types of housing, provide opportunities for affordable housing, and respond to the current real estate market.
5. Provide Feasible Neighborhood-Scaled Commercial Space: Protect small neighborhood business districts by encouraging small-scale commercial and retail uses.

Specific to the development site, the site is located in Subarea 1 of the Plan, which includes the Public Storage facility at the southwest corner of Simpson Street and Green Bay Road along with other properties. These additional properties are not currently for sale, and therefore prohibit the extension of Jackson and Wesley Avenues north to Simpson Street. In general, the Plan calls for townhomes in this area.

The proposed development plan connects streets where it is feasible, extends public sidewalks and provides a private walk to connect the neighborhood and provide safe pedestrian passage. The applicant should explain how the plan could be altered to extend Jackson Avenue north to Simpson Street if the properties currently blocking the extension become available.

The development plan also provides two housing types, townhomes (owner occupied) and multifamily dwellings (renter occupied). Housing affordability is addressed by IHO requirements.

The site is not well suited for small neighborhood businesses, but is within walking distance to neighborhood businesses to the north, northwest, and to the southeast.

Compliance with the Design Guidelines for Planned Developments

The proposal is consistent with the Design Guidelines for Planned Developments. Specifically, the development utilizes a simple and contextual material pallet with four primary materials: brick, glass, cement and metal. The materials proposed are authentic in their contemporary expression and application, create compositional variation and visual interest, and remain sensitive to surrounding materiality. The primary elevations of the proposed townhomes are broken down in scale through both modulation of the structures as well as variation in material composition and color. This helps to reduce perceived mass and bulk of the structures and creates opportunities for increased relief and capture of light and shadow.

The project proposes increased connectivity and pedestrian permeability into the site by connecting Jackson Avenue and Wesley Avenue as well as a new central walk. This internal circulation and orientation of townhomes and structures focuses on pedestrian interaction and scale, with the new roadway acting primarily as an alley for accessing internal off-street parking. The structures are grouped into dense clusters, mitigating ancillary space in favor of opportunities for larger native landscape massings and small concurrent front yards which provide opportunities for socialization and observation. The interior of the development is largely obscured from view while attention is appropriately focused at the Green Bay Road frontage. The orientation and rhythm of the proposed townhomes adjacent to Green Bay Road strengthen the loose but extant wall of continuity and spacing of structures on the street primarily to the south. This rhythm is then interrupted by the Windy City Nursery parking lot and Mobil gas station before being re-established south of Green Bay and Asbury. Increased activation of a section of street previously deadened by the former viaduct improves public safety, adds eyes on the street, and strengthens a connection between Simpson Street to the south and Foster Street and Asbury Avenue to the North.

DAPR Committee Review

The Design and Project Review Committee reviewed the proposed Planned Development on April 4, 2021 (concept review), May 17, 2022, and June 7, 2022. The Committee recommended approval of the proposed development subject to the following conditions:

- No posting of “No Trespassing” signs at the private sidewalk.
- Snow is to be hauled away if needed

Standards

The proposed development must satisfy the standards for Special Use in Zoning Code Section 6-3-5-10, the Standard for Planned Development in Zoning Code Section 6-3-6-

9 and standards and guidelines established for Planned Developments in the R4 District, Zoning Code Section 6-8-1-10.

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

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

- It is one of the special uses specifically listed in the zoning ordinance: A Planned Development is a listed special use in the R4 district.
- It is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time: The development plan generally meets the intent of the West Evanston Plan, a specific land use plan that covers the site.
- It will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole: The development plan provides residential infill development at a similar density within a residential area, and no street operational changes are recommended.
- It does not interfere with or diminish the value of property in the neighborhood: The proposed development will not interfere with or diminish the value of property within the neighborhood.
- It can be adequately served by public facilities and services: The proposed development will be served by existing and new public and private facilities and services, including streets, sidewalks, water and sanitary sewer lines, and stormwater detention.
- It does not cause undue traffic congestion: The proposed development will not cause undue traffic congestion; the proposed development generally maintains the same density within the area.
- It preserves significant historical and architectural resources: The site does not contain significant historical or architectural resources.
- It preserves significant natural and environmental features: The site does not contain significant natural features, and will address environmental contamination.
- It complies with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation: The development plan with granted site development allowances meets the intent of applicable regulations.

Standards and Guidelines for Planned Developments in the R4 District (Sections 6-3-6-9 and 6-8-1-10)

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

Each planned development shall be compatible with and implement the adopted land use or urban design plan specific to the area, the Zoning Ordinance, and any other pertinent City planning and development policies in terms of: land use, land use intensity, housing, preservation, environmental, traffic impact and parking, impact on schools, public services and facilities, essential character of the neighborhood, neighborhood planning, and conservation of the taxable value of land.

- The proposed land use, land use intensity, and housing is compatible with surrounding uses,
- Traffic circulation is accommodated by extending Jackson Avenue north, connecting Jackson and Wesley Avenues with a new private street to disperse traffic through the neighborhood.
- The proposed development is not changing the essential character of the neighborhood which is a mix of residential housing types.
- The vacant site is being redeveloped for housing, conserving the taxable value of land.

Public Benefits

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

- Remove the abandoned railroad beam and supporting walls along Green Bay Road, approximately $300,000.
- Environmental clean-up of the site by partially removing and partially capping contaminated soil, approximately $1 million.
- Extending Jackson Avenue approximately 200 feet north and creating additional on-street parking, approximately $350,000.
- Hire minority and local subcontractors.
- Possible public art on the multi-family dwelling building.
- Increase in housing supply allowing homeowners to trade up by selling lesser priced homes.
- Landscaping throughout the site.

A couple of the public benefits noted by the applicant are inherent in developing properties, particularly new housing supply allowing homeowners to trade up by selling lesser priced homes.

Recommendation

Based on the analysis above and the DAPR Committee recommendation, staff recommends the Land Use Commission make a positive recommendation of the Special Use for the proposed Planned Development at 2044 Wesley Avenue to the City Council subject to the following conditions:

1. Comply with IHO requirements or an appropriate off-site equivalent approved by the City Council.
2. Provide a plat of dedication for Jackson Avenue right-of-way.
3. Provide a corrected plat of vacation for the "V" shaped ally right-of-way.
4. No posting of "No Trespassing" signs at the private sidewalk.
5. Snow is to be hauled away if needed.
6. Make reasonable efforts to hire a minimum of 5 M/W/EBE local contractors with a goal of 10.
7. Adjust the siting or angle of Building 4 to address the awkward vehicular access to garage parking.
8. Provide details regarding whether contamination extends to the stormwater detention area.
9. Provide a plan for the environmental clean-up/remediation of the site.
10. Develop a Construction Management Plan that reduces the impact of construction on the immediate residential area to the extent possible prior to issuance of a building permit.
11. Comply with the Green Building Ordinance to achieve LEED Silver Certification or equivalent.
12. Use sustainable building practices, including a reasonable effort to construct the for-rent building without the need for natural gas hookup.
13. Provide a Homeowners Association Declaration that includes provisions for site and building maintenance, snow removal, refuse and recycling pickup prior to FCO.
14. Construct the extended portion of Jackson Avenue that is intended for dedication to the City to the appropriate City and Public Works Association specifications to the extent possible.
15. Dedicate the extended portion of Jackson Avenue to the City of Evanston prior to FCO.

Attachments

- Wesley Court Planned Development – most recent development plans
- Link to Building Elevations and Floor Plans:
  - Buildings 1 and 2
  - Buildings 3 and 4
  - Buildings 5-7
- Market Feasibility Report, dated April 8, 2022
- Traffic Impact Study, dated May 24, 2021

- Approved minutes from April 4, 2021, May 17, 2022, and June 7, 2022, DAPR meetings
- Staff memo to the Plan Commission, dated February 6, 2020, regarding removing certain properties from the oWE West Evanston Overlay District
- Public comments received
- Link to Planned Development and Map Amendment Applications

PROFESSIONALS ASSOCIATED SURVEY, INC.
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BOUNDARY AND TOPOGRAPHIC SURVEY

OF

NORTH

GRAPHIC SCALE
20 10 0 20 40
(IN FEET)
1 Inch = 20 Ft.

PARCEL 1:
THOSE PARTS OF LOTS 11 AND 12 IN BLOCK 2 OF GRANT AND JACKSON'S ADDITION TO EVANSTON, AND THAT PART OF VACATED JACKSON STREET, BOUNDED AND DESCRIBED AS FOLLOWS, TO WIT: BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT 11; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 11, A DISTANCE OF 150 FEET, TO THE SOUTHEASTERLY CORNER THEREOF; THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID LOTS 11 AND 12, A DISTANCE OF 97 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF BLOCK 2; THENCE WESTERLY ALONG SAID NORTHERLY LINE OF BLOCK 2 TO A LINE DRAWN PARALLEL TO AND DISTANT 32 FEET SOUTHERLY MEASURED RADIALLY FROM THE CENTER LINE OF THE MOST SOUTHERLY MAIN TRACK OF THE EAST WYE MAIN TRACKS OF THE MAYFAIR TO EVANSTON LINE, OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, AS SAID TRACKS ARE NOW LOCATED AND ESTABLISHED; THENCE SOUTHWESTERLY PARALLEL WITH SAID CENTERLINE OF THE MOST SOUTHERLY MAIN TRACK TO THE CENTERLINE OF SAID VACATED JACKSON STREET; THENCE SOUTHERLY ALONG SAID CENTERLINE OF VACATED JACKSON STREET, TO THE SOUTHERLY LINE OF VACATED JACKSON STREET, SAID SOUTHERLY LINE OF VACATED JACKSON STREET EXTENDING SOUTHWESTERLY IN A STRAIGHT LINE FROM SAID SOUTHWESTERLY CORNER OF LOT 11 IN BLOCK 2 TO A POINT ON THE EAST LINE OF BLOCK 3 OF GRANT AND JACKSON'S ADDITION TO EVANSTON, SAID POINT BEING DISTANT 152 FEET NORTHERLY FROM THE SOUTHEAST CORNER OF BLOCK 3; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY LINE OF VACATED JACKSON STREET TO THE POINT OF BEGINNING, IN THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF LOTS 11 AND 12 IN BLOCK 2 IN GRANT & JACKSON'S ADDITION TO EVANSTON, LOTS 6, 7, 8, 9 AND 10 IN BLOCK 1 IN DOYLE'S ADDITION TO EVANSTON, VACATED JACKSON AVENUE, AND THE VACATED ALLEYS IN SAID BLOCK 1 IN DOYLE'S ADDITION TO EVANSTON, ALL BEING BOUNDED AND DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF BLOCK 3 IN GRANT AND JACKSON'S ADDITION TO EVANSTON; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID BLOCK 3 A DISTANCE OF 71.82 FEET; THENCE NORTHEASTERLY ALONG A LINE FORMING AN ANGLE OF 65 DEGREES 25 MINUTES 30 SECONDS, MEASURED COUNTERCLOCKWISE FROM THE LAST DESCRIBED COURSE, A DISTANCE OF 150.20 FEET; THENCE CONTINUING NORTHEASTERLY ALONG A LINE FORMING AN ANGLE OF 167 DEGREES 40 MINUTES, MEASURED COUNTERCLOCKWISE FROM THE LAST DESCRIBED COURSE, A DISTANCE OF 26.26 FEET, MORE OR LESS, TO A POINT ON THE EAST LINE OF SAID BLOCK 3 DISTANT 157 FEET, MORE OR LESS, NORTHERLY FROM THE SOUTHEAST CORNER OF SAID BLOCK 3, SAID POINT BEING THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE SOUTHERLY ALONG SAID EAST LINE OF BLOCK 3 A DISTANCE OF 5 FEET, MORE OR LESS, TO A POINT DISTANT 152 FEET NORTHERLY FROM THE SOUTHEAST CORNER OF SAID BLOCK 3; THENCE NORTHEASTERLY ALONG A STRAIGHT LINE A DISTANCE OF 45 FEET, MORE OR LESS, TO A POINT ON THE SOUTHERLY EXTENSION OF THE CENTERLINE OF VACATED JACKSON AVENUE; SAID STRAIGHT LINE BEING DRAWN FROM THE LAST DESCRIBED POINT ON THE EAST LINE OF SAID BLOCK 3 TO THE SOUTHWEST CORNER OF LOT 11 IN BLOCK 2 IN GRANT AND JACKSON'S ADDITION TO EVANSTON; THENCE NORTHERLY ALONG SAID CENTERLINE OF VACATED JACKSON AVENUE, EXTENDED, A DISTANCE OF 20 FEET, MORE OR LESS, TO A POINT ON A LINE DRAWN PARALLEL WITH AND DISTANT 32 FEET SOUTHERLY, MEASURED RADIALLY, FROM THE CENTERLINE OF THE MOST SOUTHERLY MAIN TRACK (NOW REMOVED) OF THE EAST WYE TRACKS OF THE MAYFAIR TO EVANSTON LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, AS SAID MAIN TRACK WAS PREVIOUSLY LOCATED; THENCE NORTHEASTERLY PARALLEL WITH SAID CENTERLINE OF THE MOST SOUTHERLY MAIN TRACK A DISTANCE OF 195 FEET, MORE OR LESS, TO A POINT ON THE NORTH LINE OF SAID BLOCK 2 IN GRANT AND JACKSON'S ADDITION TO EVANSTON; THENCE EASTERLY ALONG SAID NORTH LINE OF BLOCK 2, AND THE EASTERLY EXTENSION THEREOF, A DISTANCE OF 310 FEET, MORE OR LESS, TO A POINT ON THE SOUTH LINE OF LOT 8 IN BLOCK 1 IN DOYLE'S ADDITION TO EVANSTON, DISTANT 19 FEET WESTERLY FROM THE MOST EASTERLY CORNER OF SAID BLOCK 1, SAID POINT BEING ALSO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DEDICATED FOR PUBLIC STREET BY PLAT DATED FEBRUARY 2, 1935 AND RECORDED APRIL 1, 1936, AS DOCUMENT NUMBER 11785127; THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL DEDICATED FOR STREET PURPOSES, A DISTANCE OF 101 FEET, MORE OR LESS, TO A POINT DISTANT 91.5 FEET SOUTHEASTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWEST LINE OF LOT 6 IN BLOCK 1 IN DOYLE'S ADDITION TO EVANSTON; THENCE SOUTHWESTERLY PARALLEL WITH SAID NORTHWEST LINE OF LOT 6 A DISTANCE OF 32 FEET, MORE OR LESS, TO A POINT DISTANT 28 FEET NORTHERLY, MEASURED RADIALLY, FROM THE CENTERLINE OF THE MOST NORTHERLY MAIN TRACK (NOW REMOVED) OF SAID CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY'S EAST WYE TRACKS; THENCE WESTERLY PARALLEL WITH SAID MAIN TRACK CENTERLINE A DISTANCE OF 380 FEET, MORE OR LESS, TO A POINT ON THE EAST LINE OF VACATED JACKSON AVENUE; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE A DISTANCE OF 165 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, IN THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

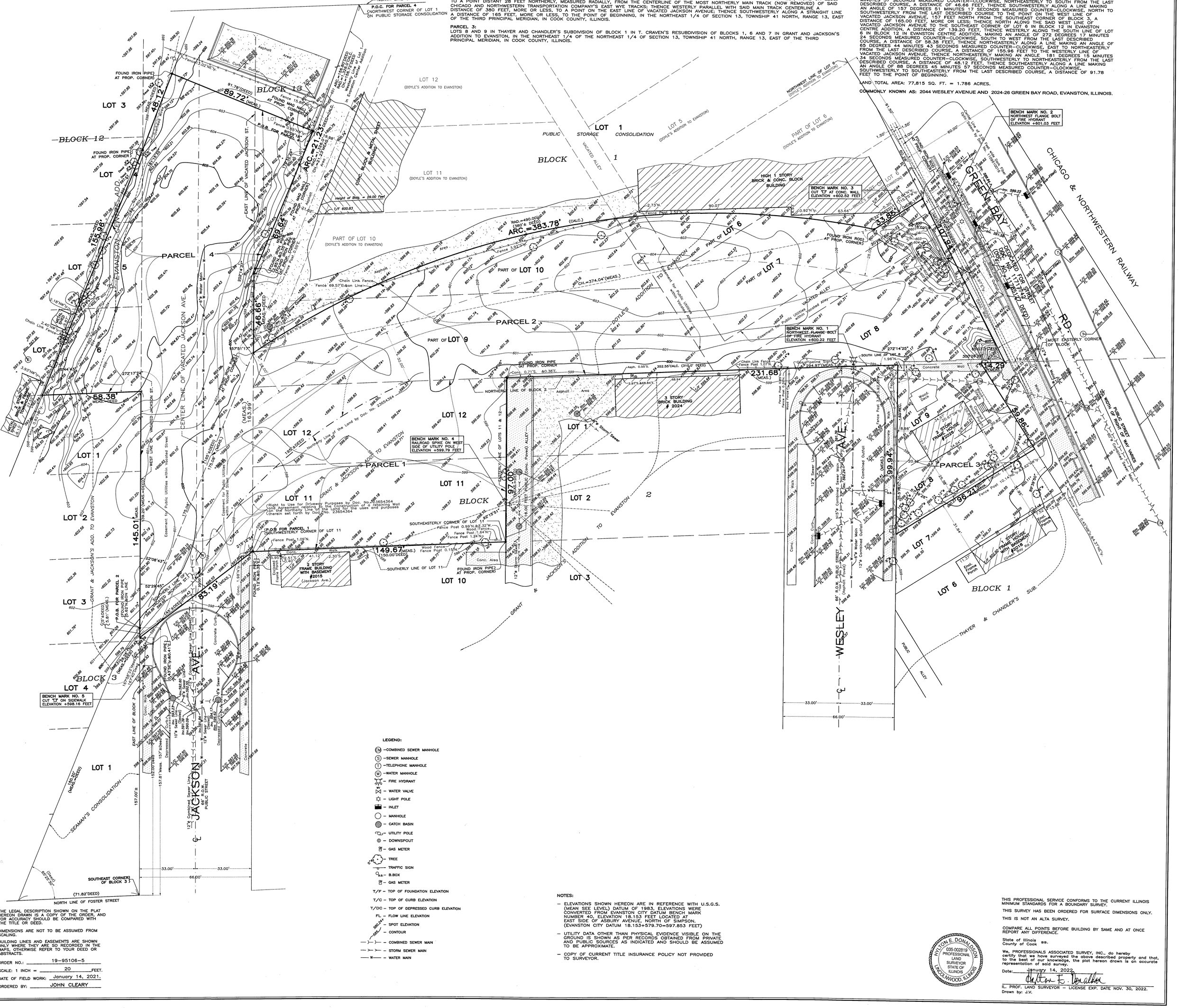
PARCEL 3:
LOTS 8 AND 9 IN THAYER AND CHANDLER'S SUBDIVISION OF BLOCK 1 IN T. CRAVEN'S RESUBDIVISION OF BLOCKS 1, 6 AND 7 IN GRANT AND JACKSON'S ADDITION TO EVANSTON, IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:
THOSE PARTS OF LOTS 4, 5 AND 6 IN BLOCKS 12, PART OF BLOCK 13 IN EVANSTON CENTRE ADDITION, A SUBDIVISION IN SECTIONS 12 AND 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 12, 1874 IN BOOK 8, PAGE 27 IN COOK COUNTY, ILLINOIS ALONG WITH THAT PART OF VACATED JACKSON AVENUE DESCRIBED AS FOLLOWS:

COMMENCING AT THE POINT OF INTERSECTION OF THE NORTH LINE OF SAID BLOCK 13 IN EVANSTON CENTRE ADDITION WITH A LINE PARALLEL WITH AND 44 FEET EASTERLY DISTANT FROM THE CENTERLINE OF THE ORIGINAL MAIN TRACK (NOW REMOVED) OF THE WESTERLY LEG OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY'S MAYFAIR TO EVANSTON LINE, SAID POINT BEING ALSO THE NORTHWEST CORNER OF LOT 1 IN PUBLIC STORAGE CONSOLIDATION SUBDIVISION PER DOCUMENT NUMBER 89142950 RECORDED MARCH 31, 1989 IN COOK COUNTY, ILLINOIS; THENCE SOUTHWESTERLY ALONG THE WESTERLY LINE OF SAID LOT 1, BEING A CURVE CONCAVE TO THE NORTHWEST, HAVING A CHORD LENGTH OF 156.72 FEET, AN ARC LENGTH OF 156.80 FEET AND CONGRUENT WITH THE AFORESAID LINE PARALLEL TO THE CENTERLINE OF ORIGINAL MAIN TRACK TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED;
THENCE CONTINUING SOUTHWESTERLY ALONG THE WESTERLY LINE OF SAID LOT 1, BEING A CURVE CONCAVE TO THE NORTHWEST, HAVING A CHORD LENGTH OF 21.23 FEET, AN ARC LENGTH OF 21.23 FEET AND CONGRUENT WITH THE AFORESAID LINE PARALLEL TO THE CENTERLINE OF ORIGINAL MAIN TRACK; THENCE SOUTHWESTERLY ALONG THE WESTERLY LINE OF SAID LOT 1, MAKING AN ANGLE OF 179 DEGREES 32 MINUTES 29 SECONDS MEASURED COUNTER-CLOCKWISE, NORTHEASTERLY TO SOUTHWESTERLY FROM THE CHORD OF THE LAST DESCRIBED CURVED COURSE, A DISTANCE OF 69.64 FEET TO POINT ON THE EAST LINE OF THE VACATED JACKSON AVENUE; THENCE SOUTH ALONG THE SAID EAST LINE OF VACATED JACKSON AVENUE, MAKING AN ANGLE OF 202 DEGREES 14 MINUTES 37 SECONDS MEASURED COUNTER-CLOCKWISE, NORTHEASTERLY TO SOUTH FROM THE LAST DESCRIBED COURSE, A DISTANCE OF 46.66 FEET, THENCE SOUTHWESTERLY ALONG A LINE MAKING AN ANGLE OF 157 DEGREES 51 MINUTES 17 SECONDS MEASURED COUNTER-CLOCKWISE, NORTH TO SOUTHWESTERLY FROM THE LAST DESCRIBED COURSE TO THE POINT ON THE WEST LINE OF VACATED JACKSON AVENUE, 157 FEET NORTH FROM THE SOUTHEAST CORNER OF BLOCK 3, A DISTANCE OF 165.00 FEET, MORE OR LESS; THENCE NORTH ALONG THE SAID WEST LINE OF VACATED JACKSON AVENUE TO THE SOUTHEAST CORNER OF LOT 6 IN BLOCK 12 IN EVANSTON CENTRE ADDITION, A DISTANCE OF 139.20 FEET, THENCE WESTERLY ALONG THE SOUTH LINE OF LOT 6 IN BLOCK 12 IN EVANSTON CENTRE ADDITION, MAKING AN ANGLE OF 272 DEGREES 17 MINUTES 24 SECONDS MEASURED COUNTER-CLOCKWISE, SOUTH TO WEST FROM THE LAST DESCRIBED COURSE, A DISTANCE OF 58.38 FEET, THENCE NORTHEASTERLY ALONG A LINE MAKING AN ANGLE OF 65 DEGREES 44 MINUTES 43 SECONDS MEASURED COUNTER-CLOCKWISE, EAST TO NORTHEASTERLY FROM THE LAST DESCRIBED COURSE, A DISTANCE OF 155.96 FEET TO THE WESTERLY LINE OF VACATED JACKSON AVENUE, THENCE NORTHEASTERLY MAKING AN ANGLE 181 DEGREES 15 MINUTES 34 SECONDS MEASURED COUNTER-CLOCKWISE, SOUTHWESTERLY TO NORTHEASTERLY FROM THE LAST DESCRIBED COURSE, A DISTANCE OF 48.12 FEET, THENCE SOUTHEASTERLY ALONG A LINE MAKING AN ANGLE OF 88 DEGREES 45 MINUTES 57 SECONDS MEASURED COUNTER-CLOCKWISE, SOUTHWESTERLY TO SOUTHEASTERLY FROM THE LAST DESCRIBED COURSE, A DISTANCE OF 91.78 FEET TO THE POINT OF BEGINNING.

AND TOTAL AREA: 77,815 SQ. FT. = 1.786 ACRES.

COMMONLY KNOWN AS: 2044 WESLEY AVENUE AND 2024-26 GREEN BAY ROAD, EVANSTON, ILLINOIS.



LEGEND:
- (CM) – COMBINED SEWER MANHOLE
- (S) – SEWER MANHOLE
- (T) – TELEPHONE MANHOLE
- (W) – WATER MANHOLE
- – FIRE HYDRANT
- – WATER VALVE
- – LIGHT POLE
- – INLET
- – MANHOLE
- – CATCH BASIN
- – UTILITY POLE
- – DOWNSPOUT
- – GAS METER
- – TREE
- – TRAFFIC SIGN
- B.BOX
- – GAS METER
- T/F – TOP OF FOUNDATION ELEVATION
- T/C – TOP OF CURB ELEVATION
- T/DC – TOP OF DEPRESSED CURB ELEVATION
- FL – FLOW LINE ELEVATION
- – SPOT ELEVATION
- – CONTOUR
- – COMBINED SEWER MAIN
- – STORM SEWER MAIN
- – WATER MAIN

NOTES:
- ELEVATIONS SHOWN HEREON ARE IN REFERENCE WITH U.S.G.S. (MEAN SEE LEVEL) DATUM OF 1983, ELEVATIONS WERE CONVERTED FROM EVANSTON CITY DATUM BENCH MARK NUMBER 40, ELEVATION 18.153 FEET LOCATED AT EAST SIDE OF ASBURY AVENUE, NORTH OF SIMPSON. (EVANSTON CITY DATUM 18.153+579.70=597.853 FEET)
- UTILITY DATA OTHER THAN PHYSICAL EVIDENCE VISIBLE ON THE GROUND IS SHOWN AS PER RECORDS OBTAINED FROM PRIVATE AND PUBLIC SOURCES AS INDICATED AND SHOULD BE ASSUMED TO BE APPROXIMATE.
- COPY OF CURRENT TITLE INSURANCE POLICY NOT PROVIDED TO SURVEYOR.

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

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

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

ORDER NO.: 19-95106-5
SCALE: 1 INCH = 20 FEET.
DATE OF FIELD WORK: January 14, 2021.
ORDERED BY: JOHN CLEARY

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

THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY.

THIS IS NOT AN ALTA SURVEY.

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

State of Illinois
County of Cook ss.

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

Date: January 14, 2022.

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

Hilton E. Donaldson
IL. PROF. LAND SURVEYOR – LICENSE EXP. DATE NOV. 30, 2022.
Drawn by: J.V.

ALL WORK SHALL CONFORM TO THE FOLLOWING CODES ADOPTED BY THE CITY of EVANSTON

2012 International Residential Code for One and Two Family Dwellings
2012 International Building Code (IBC)
2012 International Mechanical Code
2012 International Fire Code
2012 NFPA Life Safety Code 101
2012 International Fuel Gas Code
2018 International Energy Code
2011 National Electric Code (NFPA 70)
Illinois Plumbing Code
Illinois Accessibility Code

BUILDING HEIGHT	
Buildings 1-6 *(19) Townhomes*	
Principal Structure	
Fourth Flr	33'-4"
Top Parapet at Roof Deck	37'-0"
Top Fourth Flr Roof	43'-0" (Varies)
Number of Stories	**4 Stories**
Building 7 *(12) Apartments*	
Principal Structure	
4th Flr	32'-8"
Top Parapet at Roof Deck	37'-0"
Top 4th Flr Roof	44'-8" (Varies)
Number of Stories	**4 Stories**

PROPERTY INFORMATION	
Total sq ft Lot Area	**77,815.**
Lot Width (Frontage)	**160'- 0"**
Dwelling Units	**19 Townhouses** **12 Apartments**
Enclosed Parking	**38 Townhouses** **7 Apartments**
Guest Parking - on site	**10**
Total 'On Site' Parking Spaces	**55**
'Off Site' Parking - Jackson Ave	**12**
Total Additional Parking	**67**
Parking Electric Vehicle Charging Station Provided	**1 / per Townhouse** **2 at Apt Bldg**

PROPOSED FLOOR AREA

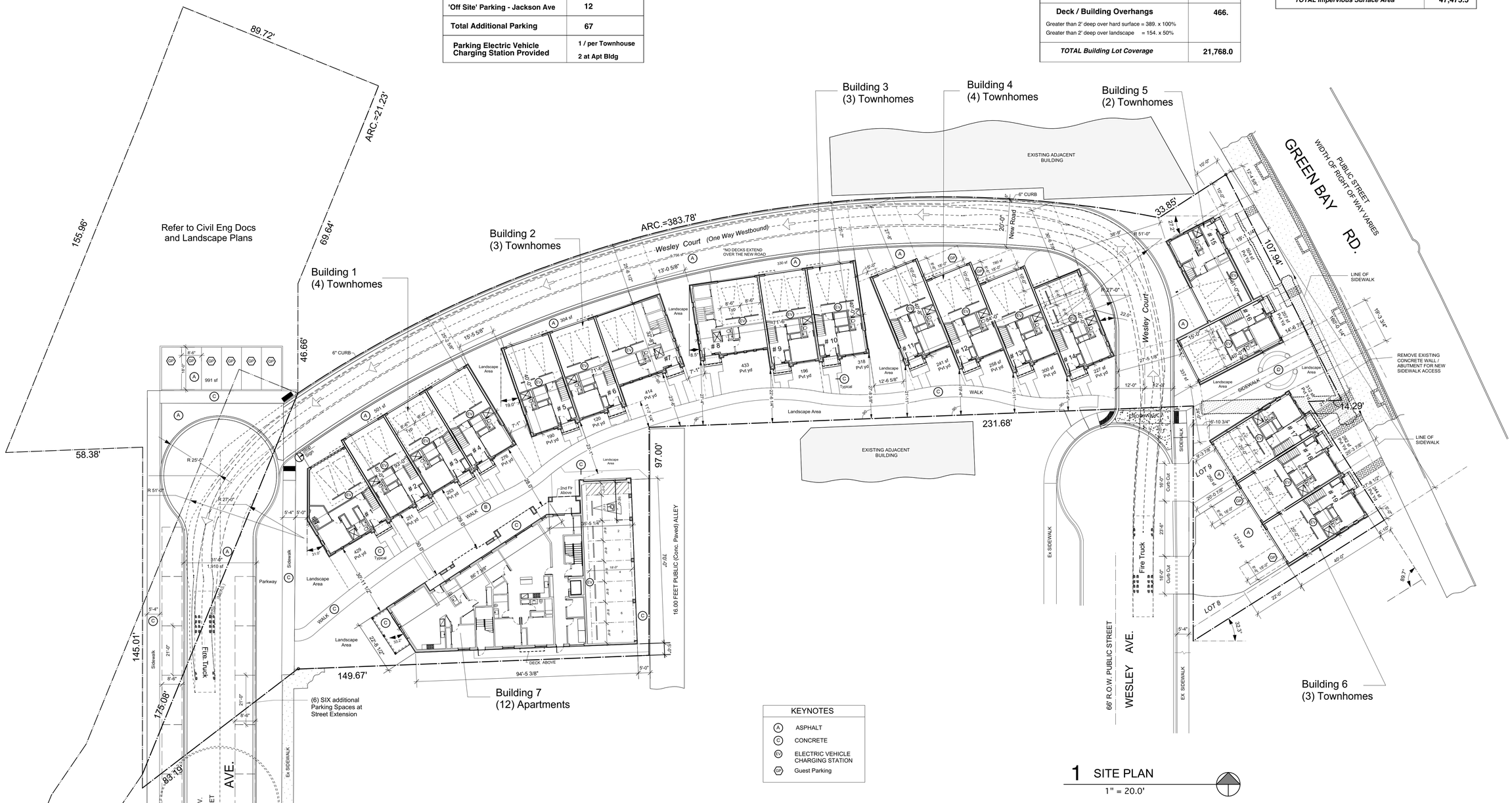
		Garage	1st	2nd	3rd	Attic	Total w/o Garage	Lot Coverage
Bldg - 1	**(4) Townhomes**	*1,757.*	1,751.	3,319.	3,488.	820.	9,378.	3,508.
Bldg - 2	**(3) Townhomes**	*1,299.*	1,320.	2,468.	2,592.	655.	7,033.	2,619.
Bldg - 3	**(3) Townhomes**	*1,299.*	1,320.	2,468.	2,592.	655.	7,033.	2,619.
Bldg - 4	**(4) Townhomes**	*1,722.*	1,655.	3,190.	3,342.	835.	9,022.	3,377.
Bldg - 5	**(2) Townhomes**	*882.*	855.	1,685.	1,705.	420.	4,665.	1,737.
Bldg - 6	**(3) Townhomes**	*1,299.*	1,223.	2,380.	2,510.	613.	6,726.	2,522.
Total	**(19) Townhomes**	*8,258.*					43,857.	16,382.

PROPOSED FLOOR AREA

		Garage	1st	2nd	3rd	4th	Total w/o Garage	Lot Coverage
Bldg - 7	**(12) Apartments**	*1,500.*	3,316.	4,898.	4,898.	1,237.	14,349.	4,816.

BUILDING LOT COVERAGE	
Buildings 1-6 *(19) Townhomes* **Principal Structure** *including Attached Garage*	**16,382.**
Entry Overhangs Facing Green Bay Rd + Wesley = 132.0 x 0% Facing Interior = 372.4 x 0% **Overhangs are Open Trellis Features*	**0.**
Deck Overhangs Greater than 2' deep over hard surface = 100. x 100% Greater than 2' deep over landscape = 8. x 50%	**104.**
Building 7 *(12) Apartments* **Principal Structure** *including Attached Garage*	**4,816.**
Deck / Building Overhangs Greater than 2' deep over hard surface = 389. x 100% Greater than 2' deep over landscape = 154. x 50%	**466.**
TOTAL Building Lot Coverage	**21,768.0**

IMPERVIOUS LOT COVERAGE = 61%	
New Road - Wesley Ct *Including Cul-de-sac and Jackson Ave Extension and Guest Parking*	**14,503.** **991.**
New Side Walks	**3,965.**
Entry Walks Buildings 1-6 1,256.5 Buildings 7 887.	**2,143.5**
Driveways - Aprons Buildings 1-6 3,660. Buildings 7 445.	**4,105.**
Subtotal	**25,707.5**
+ Building Lot Coverage	**21,768.**
TOTAL Impervious Surface Area	**47,475.5**



KEYNOTES	
A	ASPHALT
C	CONCRETE
EV	ELECTRIC VEHICLE CHARGING STATION
GP	Guest Parking

1 SITE PLAN
1" = 20.0'

Site Plan

SCALE: 1" = 20.0'
DRAWN BY: JS
PROJECT NUMBER: 20-66

RECORD

NO.	DATE	DESCRIPTION
	6-15-22	ZONING
		ZONING
		PERMIT
		PERMIT REV

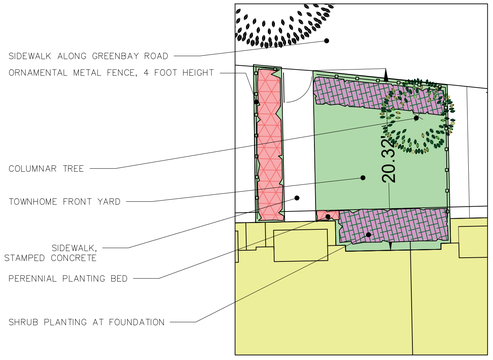
I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THESE PLANS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION ARE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF THE CHICAGO BUILDING CODE AS OF THE DATE OF THE PLANS

LIC. EXPIRES 11/30/2022

STONEBERG + GROSS ARCHITECTS
3320 NORTH RAVENSWOOD AVE.
CHICAGO, ILLINOIS 60657
ph. 773-281-1878 stoneberggross@sbcglobal.net

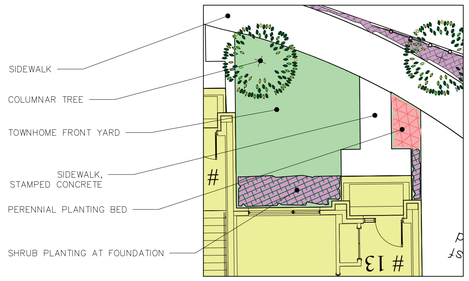
Wesley Ct
19 Townhomes + 12 Apts
Evanston, ILLINOIS

SP.1
SHEET NUMBER:



TOWNHOME YARD, PROTOTYPE 1
P1

SCALE: 1/8" = 1'-0"



TOWNHOME YARD, PROTOTYPE 2
P2

SCALE: 1/8" = 1'-0"

SEASONAL INTEREST DIAGRAM

WINTER	SPRING
Arborvitae	Eastern Redbud
Juniper	Serviceberry
Ilex verticillata	Lilac
Witch Hazel	Nannyberry
	Iris
	Columbine
	Magnolia
FALL	**SUMMER**
Hackberry	Bottlebrush Buckeye
Serviceberry	Hydrangea
Sweetgum	New Jersey Tea
Bottlebrush Buckeye	Ninebark
Nannyberry	Prairie Rose
Witch Hazel	Nodding Onion
Aster	Autumn Moor Grass
Bald Cypress	Butterfly Weed
	Pale Purple Coneflower
	Black-eyed Susans
	Blazing Star

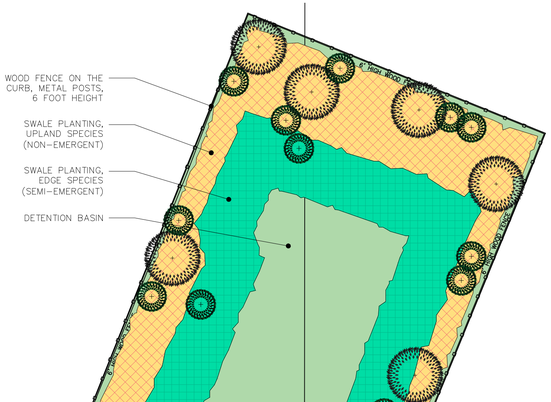
GENERAL NOTES:
1. THE PLANTING PALETTE HAS BEEN SELECTED WITH HIGH EFFICIENT PLANTS INCLUDING NATIVE AND DROUGHT TOLERANT SPECIES. THIS WILL REDUCE THE WATER USAGE ON THE SITE AND NEED FOR HIGH MAINTENANCE SUCH AS LAWN. THE SELECTION OF PLANTS PROVIDES REDUCED WATER RUNOFF AND INCREASED DIVERSITY OF HABITAT.
2. LAWN IS IDENTIFIED IN THE PLAN. IT IS CONCENTRATED INTO SPECIFIC AREAS OF USE AND MINIMIZED AS MUCH AS POSSIBLE.
3. SEASONAL INTEREST WILL OCCUR THROUGHOUT THE YEAR. THE SELECTION OF SPECIES IS BASED UPON A CYCLE OF INTEREST IN BLOOM TIME AND FALL COLOR.
4. ALL PLANTING AREAS WILL BE IRRIGATED. THE IRRIGATION WILL BE A HIGH EFFICIENCY DRIP IRRIGATION FOR A MAJORITY OF THE PLANTING BEDS. LAWN AREAS WILL RECEIVE SPRAY HEADS AS NECESSARY. THE HOA WILL MAINTAIN THE IRRIGATION SYSTEM TO ASSURE THE LIFE OF THE PLANTING.

PLANT SCHEDULE

Common Name	Genus Name
Trees	
Arborvitae	Thuja occidentalis
Eastern Red Cedar*	Cercis canadensis
Carpinus betulus	European hornbeam
Hackberry*	Celtis occidentalis
Liriodendron tulipifera	Tulip Tree
Saucer Magnolia	Magnolia soulangiana
Serviceberry*	Amelanchier laevis
Shingle Oak*	Quercus imbricaria
Slender Silhouette Sweetgum	Liquidambar styraciflua 'Slender Silhouette'
Taxodium distichum	Bald Cypress
Shrub	
Bottlebrush Buckeye	Aesculus parviflora
Gray Dogwood*	Cornus racemosa
Juniper	Juniperus horizontalis
Hydrangea	Hydrangea arborescens
Lilac	Syringa meyeri
Nannyberry*	Viburnum lentago
New Jersey Tea*	Ceanothus americanus
Ninebark*	Physocarpus opulifolius 'coppertina'
Prairie Rose*	Rosa setigera
Snowberry*	Symphoricarpos albus
Staghorn Sumac*	Rhus typhina
Winterberry*	Ilex verticellata
Witchhazel*	Hamamelis virginiana

Common Name	Genus Name
Grasses	
Autumn Moor Grass	Sesleria autumnalis
Big Bluestem*	Andropogon gerardi
Nodding Onion	Allium cernuum
Prairie Dropseed*	Sporobolus heterolepis
Sedge*	Carex spp.
Perennials	
Aster*	Symphyotrichum lavae
Black-eyed Susans*	Rudbeckia fulgida
Blazingstar*	Liatris spicata
Butterflyweed*	Asclepias tuberosa
Columbine*	Aquilegia canadensis
Coralbells*	Heuchera spp.
Daylily	Hemerocallis
Iris*	Iris virginica
Pale Purple Coneflower*	Echinacea pallida
Rush	Juncus spp.

* Native to Illinois, source: University of Illinois



LANDSCAPE PLAN

SCALE: 1"=20'-0"

0 20' 40' 80' NORTH

WOOD FENCE WITH METAL POST, 6'-0" HEIGHT

SCALE: 1/4"=1'-0"

REVISIONS		DATE
PLANNING AND DEVELOPMENT APPROVAL		06.01.22

ISSUE	
1	

PROJECT STAFF	
PROJECT MANAGER:	G. LEHMAN RLA
DESIGNER:	G. LEHMAN RLA

GSTUDIO
LANDSCAPE ARCHITECTURE
2014 N. LAMON AVENUE
CHICAGO, ILLINOIS 60639
(773) 622-1111
WWW.GSTUDIODESIGN.NET

LANDSCAPE PLANS

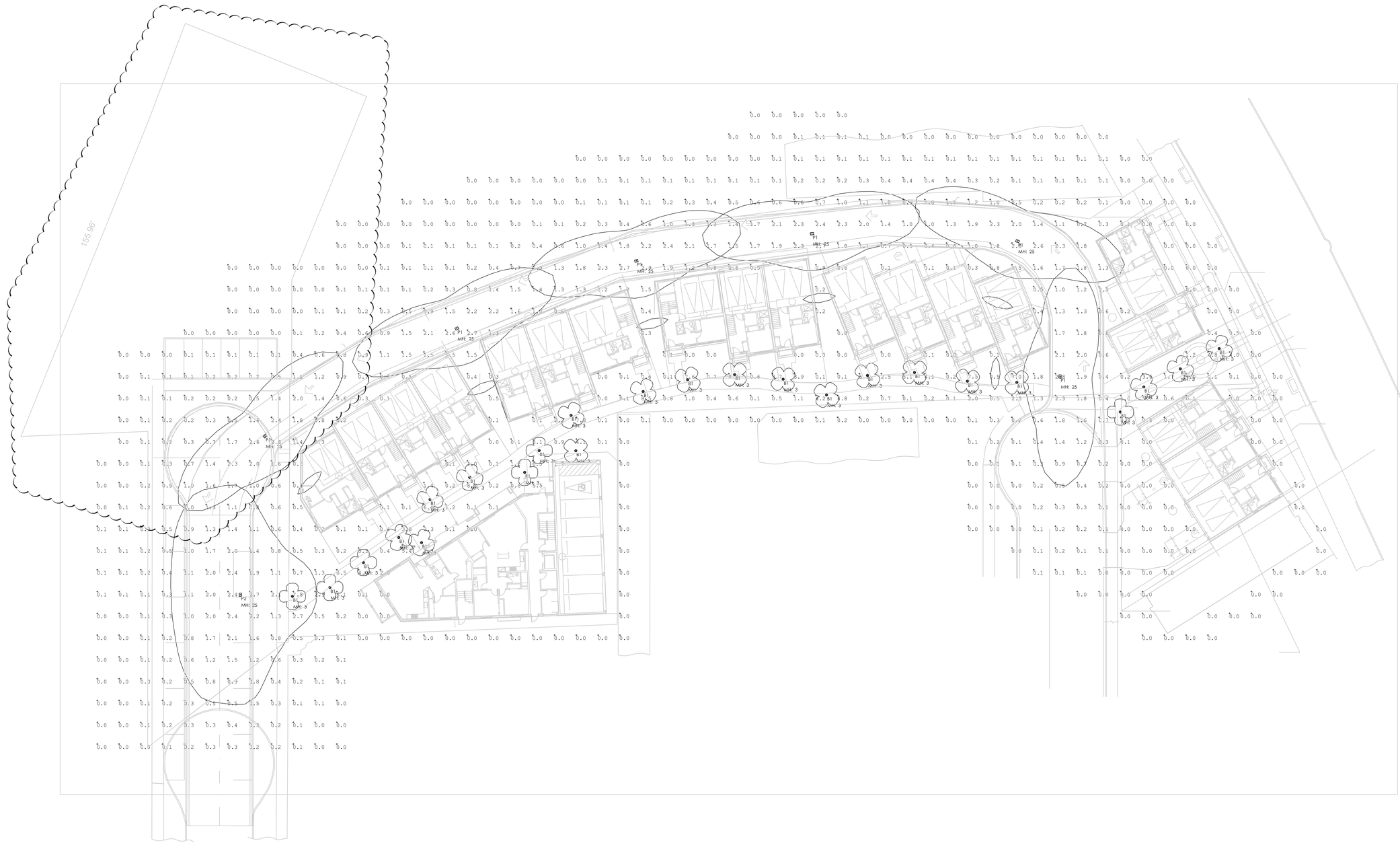
WESLEY COURT

2044 WESLEY, CHICAGO, ILLINOIS

PROJECT NO.:	20025
ISSUE DATE:	JUNE 21, 2022
SCALE:	

SHEET NUMBER

L1



1 E1.1 ELECTRICAL SITE PLAN
SCALE: 1/32"=1'-0"

NOTES:
SIDEWALK LIGHTING (TAG B1) TO BE TALLMADGE LAMP POST, 15 FEET HIGH, 20" DIAMETER BASE, POWDER COAT RIVER TEXTURE BLACK. MODEL #DPSTMD-20.00-15.00-TN7.00/0.75-GFWI-CU. LIGHT TO BE EDGEWATER, POWDER COAT RIVER TEXTURE GLOSS BLACK LED LAMP, MODEL #ALMEDL-LE020/EVX/X2-30-CCR3-YPLF-FED-TR7P-CU

STREET LIGHTING (TAG P1 & P2) TO BE HOLOPHANE, MODEL #RTA30RFD201894 LAMP POST, 30 FEET HIGH, ROUND TAPERED ALUMINUM DAVIT ARE POLE WITH 8 FOOT DAVIT ARM FOR AMERICAN ELECTRIC LIGHTING MODEL #ATB2-60BLED85-MVOLY-R3 FIXTURE, BLACK PAINT FINISH, ANCHOR BOLTS, DESIGNED FOR 90 MPH AASHTO 2009

BES
BUILDING ENGINEERING SYSTEMS, LLC
MECHANICAL, ELECTRICAL PLUMBING AND FIRE PROTECTION ENGINEERING
444 N. WELLS STREET
SUITE 401
CHICAGO, IL 60654
T (312) 836-0595
www.besengr.com
FIRM REGISTRATION: #184-002472

JAMES R. BESO
062-040888
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
LICENSE EXP: 11-30-23

REV.	DESCRIPTION	DATE
	ISSUE FOR REVISIONS	06.20.22
	ISSUE FOR REVISIONS	05.20.22
	ISSUE FOR PERMIT	04.15.21

ISSUES

WESLEY CT

21 TOWNHOMES + 12 APARTMENTS
EVANSTON, ILLINOIS

ELECTRICAL SITE PLAN

Scale: 1/32" = 1' - 0"
Job Number:
North:
Drawn:
Chk'd:

E1.1

“Invest in the future, because that is where you are going to spend your whole life.”

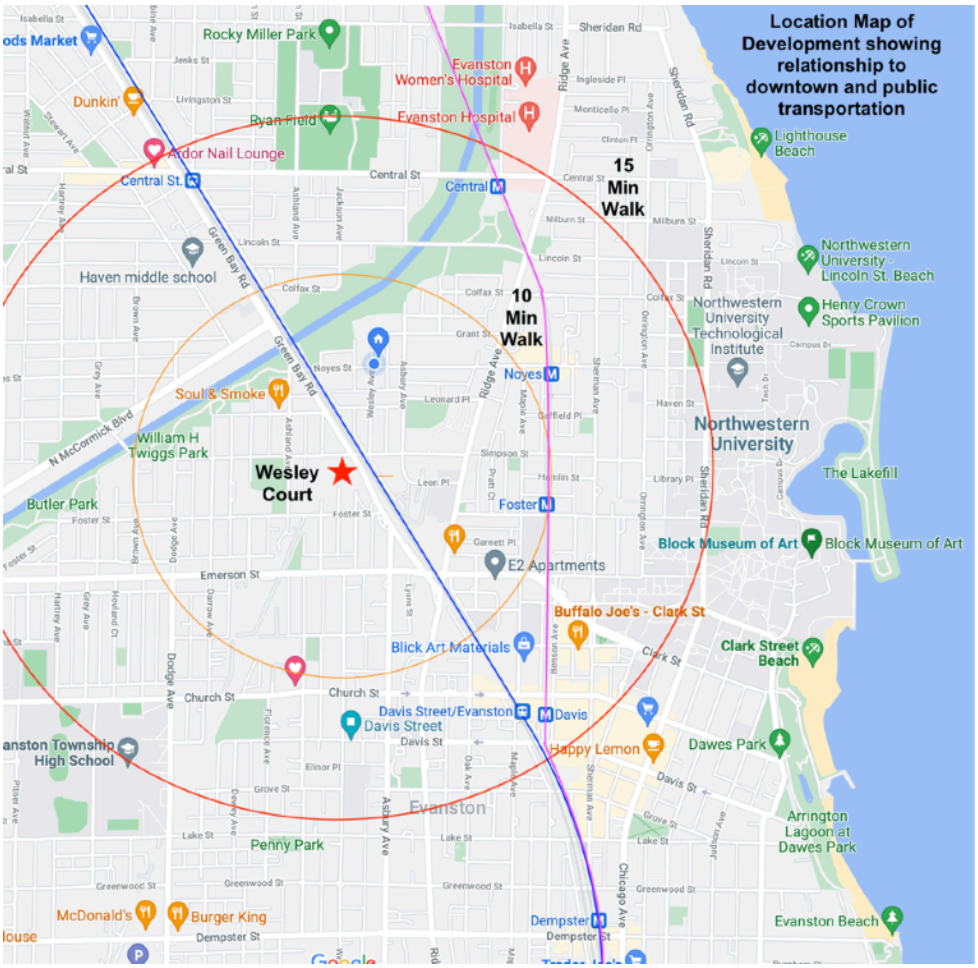
-Unknown

Downtown Evanston

Report date February 2022

Market feasibility report - Wesley Court new construction townhouses - Evanston

LOCATION OVERVIEW - Wesley Court

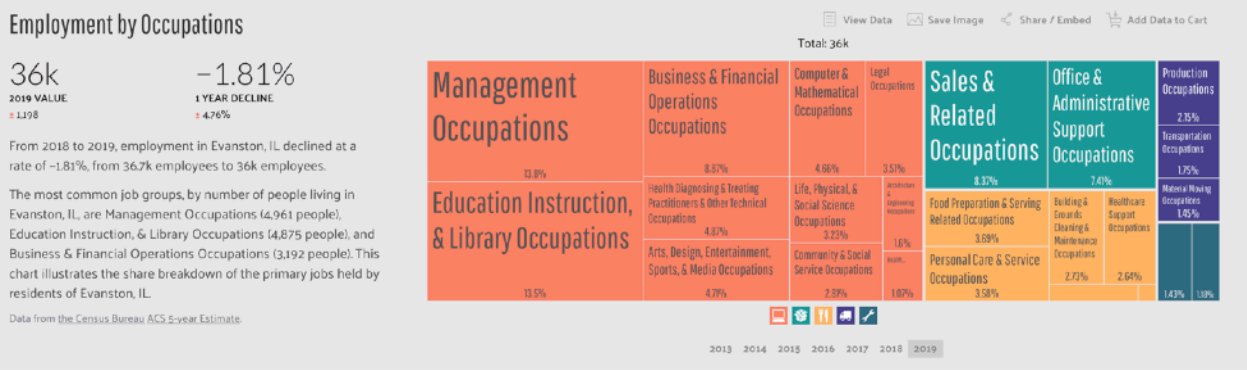


The project site for Wesley Court is located in the 5th ward of Evanston, just northwest of downtown Evanston, consisting of almost 2 acres of vacant land with just one single home on it. Surrounded by single family homes, two flats, commercial and multi-family homes this makes it an ideal site for a townhouse and multi-family residential development. The proposed Wesley Court is situated within walking distance of downtown Evanston's restaurants, retail, library and other amenities. It's also close to several public transport hubs including the Central St. & Davis St. METRA stops, the Foster Ave and Noyes St CTA stops. The site is also close to several bus routes along Green Bay Road and Ashland Ave linking it up with the Northwestern University Campus and Evanston Township High School (ETHS). Its close proximity to these transport hubs also make it an easy commute to downtown Chicago and the North Suburbs for commuters. The access to Chicago is extremely beneficial to professionals, and Evanston provides a great environment for raising a family. The site is also located in the West Evanston TIFF district and in the West Evanston overlay district.

ECONOMIC INDICATORS EVANSTON

The city of Evanston has strong economic demographics compared to the state of Illinois. The population of over 78,000 is increasing year-over-year compared to decreasing in the state of Illinois. The Evanston workforce is more highly educated leading to higher incomes. Evanstonians earn more per capita than their peers in the state. Home ownership is low compared to Illinois but higher than the city of Chicago. All these indicators point to more growth in the population of Evanston, requiring more homeownership by its population.

Businesses and major employers located in Evanston include The Rotary International (525), American Massage Therapy Association, Northwestern University (9,500), Northwestern Hospital, St Francis Hospital (1,272), Evanston Skokie School District, NorthShore University HealthSystem (3,727), Jewel Osco (480), C.E. Niehoff & Co (450) and many others.



United States Census

QuickFacts

Illinois; Evanston city, Illinois

What's New & FAQs

QuickFacts provides statistics for all states and counties, and for cities and towns with a ***population of 5,000 or more.***

Enter state, county, city, town, or zip code | -- Select a fact -- | CLEAR | TABLE | MAP | CHART | DASHBOARD | MORE

Table

All Topics	Illinois	Evanston city, Illinois
Black or African American alone, percent (a)	**14.6%**	**16.5%**
PEOPLE		
Population		
Population Estimates, July 1 2021, (V2021)	12,671,469	NA
Population estimates base, April 1, 2020, (V2021)	12,812,508	NA
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	-1.1%	NA
Population, Census, April 1, 2020	12,812,508	78,110
Population, Census, April 1, 2010	12,830,632	74,486
Age and Sex		
Persons under 5 years, percent	5.9%	5.4%
Persons under 18 years, percent	22.2%	20.2%
Persons 65 years and over, percent	16.1%	15.6%
Female persons, percent	50.9%	53.2%
Race and Hispanic Origin		
White alone, percent	76.8%	66.6%
Black or African American alone, percent (a)	**14.6%**	**16.5%**
American Indian and Alaska Native alone, percent (a)	0.6%	0.1%
Asian alone, percent (a)	5.9%	9.4%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.1%	0.0%
Two or More Races, percent	2.1%	4.0%
Hispanic or Latino, percent (b)	17.5%	11.7%
White alone, not Hispanic or Latino, percent	60.8%	59.2%
Population Characteristics		
Veterans, 2015-2019	570,264	1,758
Foreign born persons, percent, 2015-2019	14.1%	19.0%
Housing		
Housing units, July 1, 2019, (V2019)	5,388,066	X
Owner-occupied housing unit rate, 2015-2019	66.1%	55.7%
Median value of owner-occupied housing units, 2015-2019	$194,500	$391,400
Median selected monthly owner costs -with a mortgage, 2015-2019	$1,693	$2,500
Median selected monthly owner costs -without a mortgage, 2015-2019	$641	$1,024
Median gross rent, 2015-2019	$1,010	$1,376
Building permits, 2020	18,058	X
Families & Living Arrangements		
Households, 2015-2019	4,846,134	28,352
Persons per household, 2015-2019	2.57	2.38
Living in same house 1 year ago, percent of persons age 1 year+, 2015-2019	87.3%	81.8%
Language other than English spoken at home, percent of persons age 5 years+, 2015-2019	23.2%	25.0%
Computer and Internet Use		
Households with a computer, percent, 2015-2019	89.9%	94.5%
Households with a broadband Internet subscription, percent, 2015-2019	82.7%	88.7%
Education		
High school graduate or higher, percent of persons age 25 years+, 2015-2019	89.2%	93.7%
Bachelor's degree or higher, percent of persons age 25 years+, 2015-2019	34.7%	67.1%
Health		
With a disability, under age 65 years, percent, 2015-2019	7.2%	4.9%
Persons without health insurance, under age 65 years, percent	8.6%	5.4%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2015-2019	65.1%	61.1%
In civilian labor force, female, percent of population age 16 years+, 2015-2019	60.4%	57.6%
Total accommodation and food services sales, 2012 ($1,000) (c)	27,937,381	274,749
Total health care and social assistance receipts/revenue, 2012 ($1,000) (c)	83,431,778	1,479,404
Total manufacturers shipments, 2012 ($1,000) (c)	281,037,755	255,006
Total retail sales, 2012 ($1,000) (c)	166,534,514	940,114
Total retail sales per capita, 2012 (c)	$12,942	$12,463
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2015-2019	29.2	30.8
Income & Poverty		
Median household income (in 2019 dollars), 2015-2019	$65,886	$78,904
Per capita income in past 12 months (in 2019 dollars), 2015-2019	$36,038	$51,723
Persons in poverty, percent	11.0%	13.3%
BUSINESSES		
Businesses		
Total employer establishments, 2019	320,417	X
Total employment, 2019	5,530,388	X
Total annual payroll, 2019 ($1,000)	325,435,485	X
Total employment, percent change, 2018-2019	0.1%	X
Total nonemployer establishments, 2018	996,670	X
All firms, 2012	1,135,017	8,459
Men-owned firms, 2012	609,648	3,980
Women-owned firms, 2012	417,500	3,758
Minority-owned firms, 2012	311,684	1,988
Nonminority-owned firms, 2012	795,129	6,194
Veteran-owned firms, 2012	89,110	534
Nonveteran-owned firms, 2012	1,006,885	7,520
GEOGRAPHY		
Geography		
Population per square mile, 2010	231.1	9,575.0
Land area in square miles, 2010	55,518.93	7.78
FIPS Code	17	1724582

About datasets used in this table

Growing population compared to Illinois

Lower home ownership

More higher eductaion

Higher per capita income

NORTHWESTERN UNIVERSITY

No study of a project's feasibility in Evanston would be complete without discussing Northwestern University. As the city's largest employer and with a student body of over 21,000, Northwestern is a powerhouse for growth in the area. $893m in annual sponsored research awards and $434m in NIH funding, up 127% in the last 10 years. Northwestern University according to its website is ranked #2 for materials engineering, #6 for chemistry, #8 for economics, #4 for business, #9 nationally and #24 globally in university rankings. With an endowment of $11billion, Northwestern's place and presence in Evanston is guaranteed and will be felt well into for the future. In addition to academic excellence, it's also a powerhouse in the sports arena as a Big Ten Conference charter member and 19 collegiate athletic teams. Ryan Field holds in excess of 49,000 fans on game days. Northwestern also coaches many of the area's school children through academic and athletic mentoring and training programs, which provides the community with a valuable resource.

Notable alumni include: Stephen Colbert, J.B Pritzker, Gillian Flynn, Julia Louis-Dreyfus, Seth Meyers, Patrick G. Ryan, Claudia Lopez and Meghan Markle to name but a few.

COMPARATIVE PROPERTIES

Unfortunately due to the lack of new construction attached housing in Evanston, there are no new construction townhouse available for a current comparison. Only one project at 910-932 Custer Ave in South Evanston approximately 1.7 miles from the proposed development at Wesley Court has been approved. That project consists of 40 townhouse condos. Other townhouse developments in the past have included a row of semi detached townhouses on the 1100 Block of Pitner Ave in south west Evanston, which sold successfully in 2020 and 2021 for $595k-$650k. Also a previously built townhouse development on Church Street sold out in 2020 for sums in the mid $400's.

Other new construction condo developments include:

1210 Chancellor St a four unit condo building which sold for $580,000-1,050,000

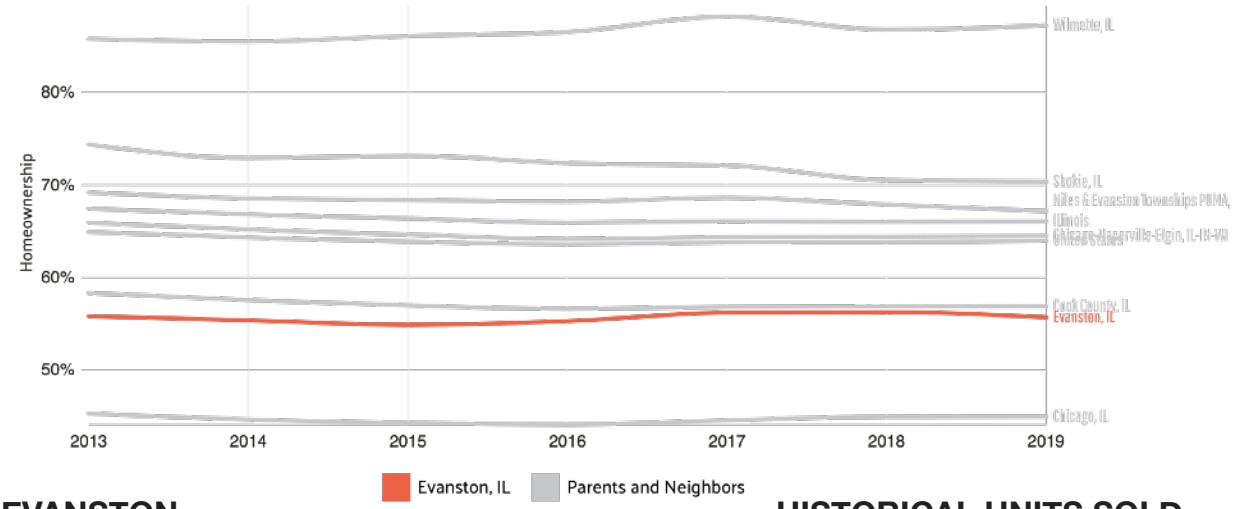
1815 Dodge Ave townhouses sold for $585,000-600,000

1941 Wesley Ave townhouse sold for $700,000

1509 Wilder St - Wilder Square 4 townhouses sold for $720,000-765,000.

Home ownership

Evanston has a lower home ownership rate than neighboring Skokie and Wilmette but higher than Chicago. This is partially due to the supply of rental units in the town and the temporary nature of students that live in Evanston. Homeownership rate needs to be increased in the short and long term and strong job growth and availability of new construction condos will help that goal.

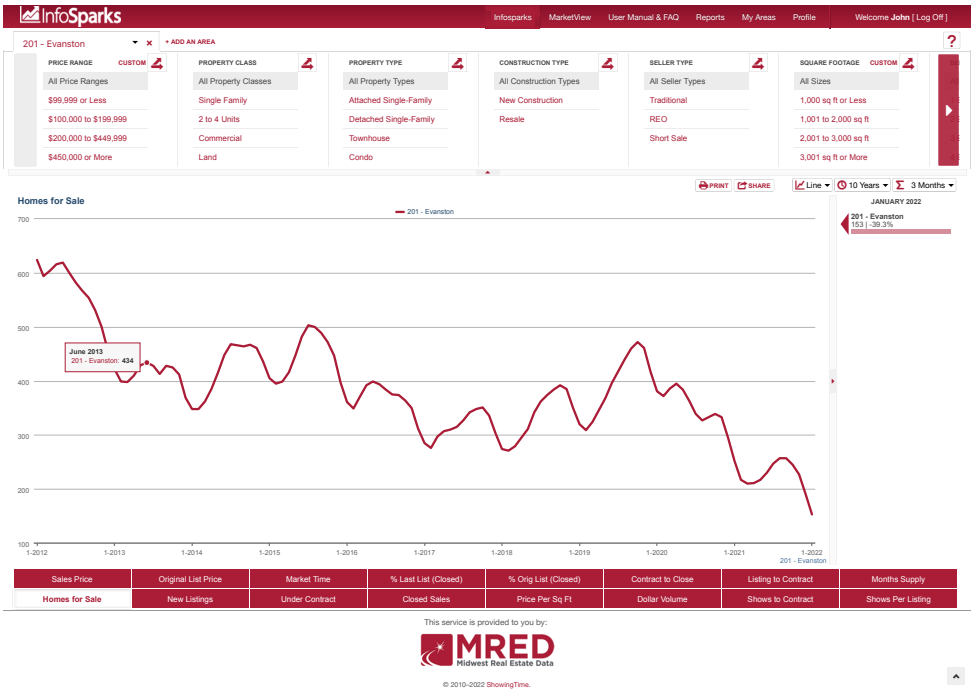


EVANSTON **HISTORICAL UNITS SOLD**

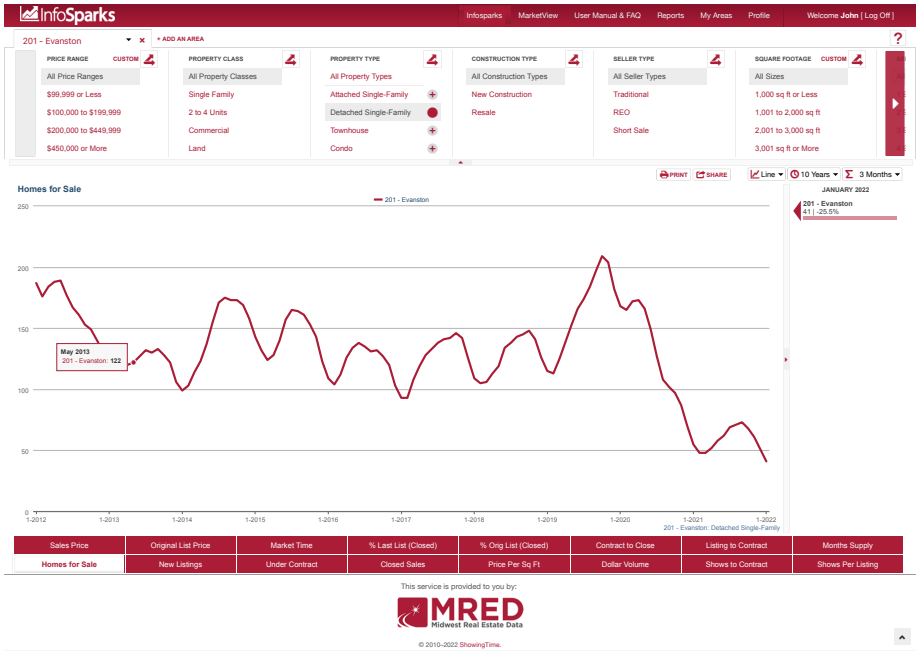
LEVELS

A number of thing are happening in the real estate market in Evanston including the following:

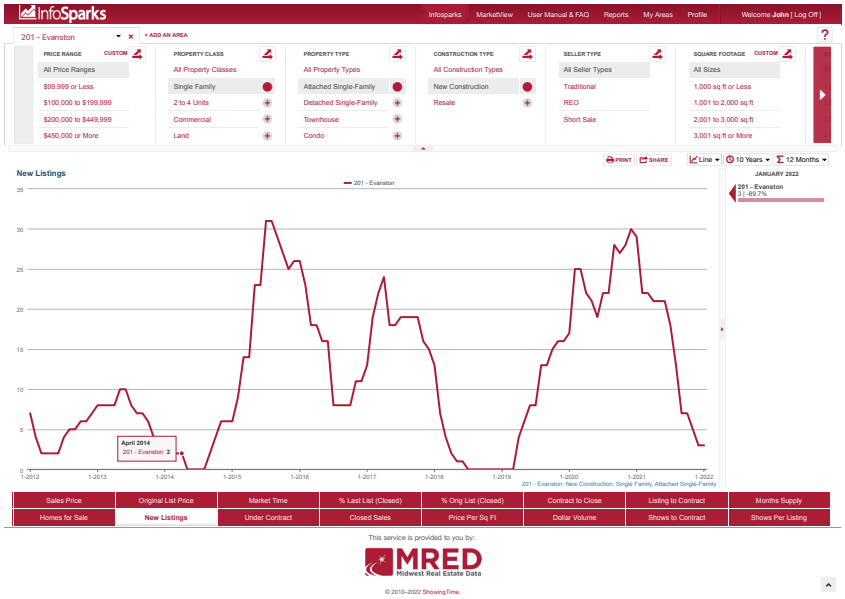
1. The number of homes available for sale is declining. According to the MLS we are at the lowest rate since 2012 with less than 153 homes available for sale in Jan 2022, down from over 600 homes in Jan 2012.



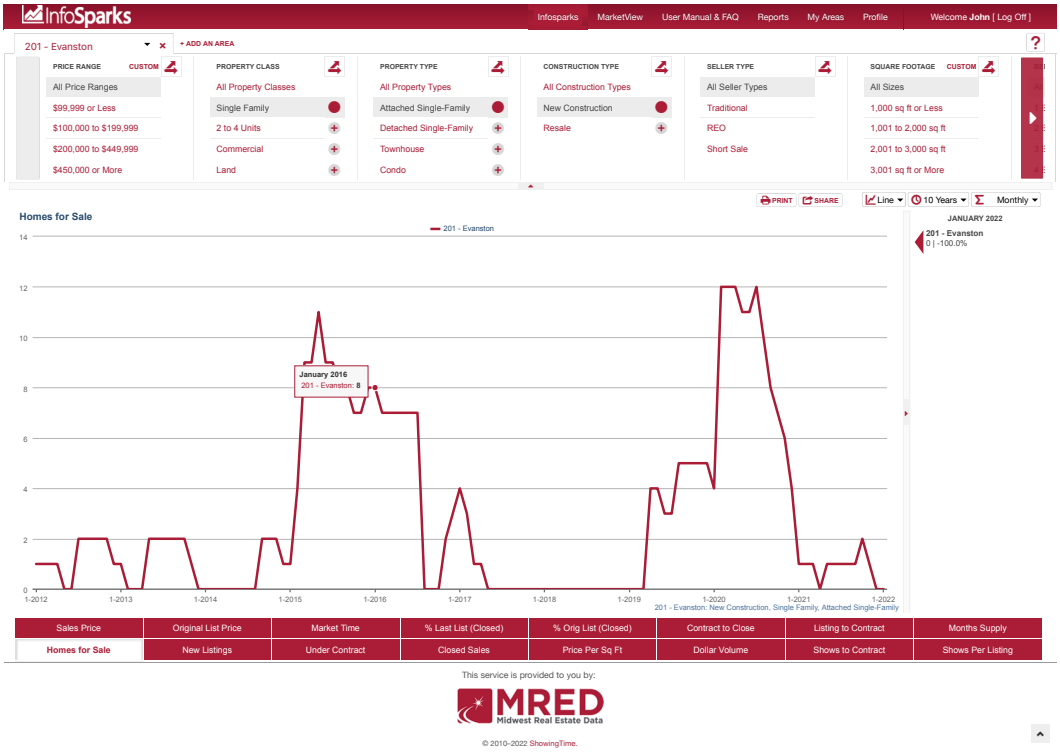
2. The number of available detached single family homes has declined to its lowest levels and now stands at 41 units down from over 200 in 2020. Seasonally adjusted this may reach 75 which is still far short of previous low levels of over 100.



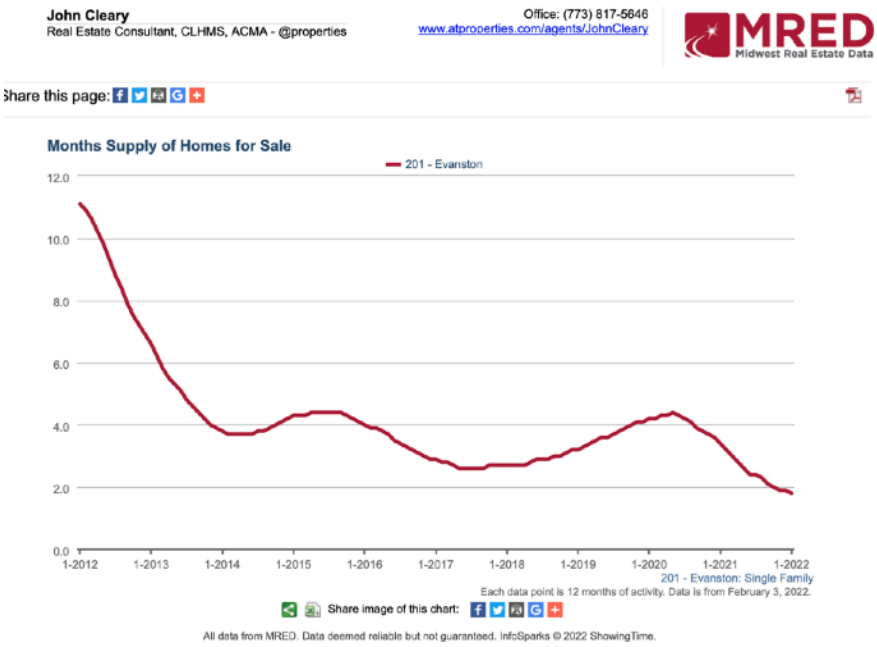
3. Availability of new construction condos is also at a record low, never reaching over 30 units in any year since 2012, with several years of less than 10 units supplied to the market. In a city of 78,000 people only around 30 new condo units were built in 2020. Yet in the last 5 years we have seen over 2,000 new rental units.



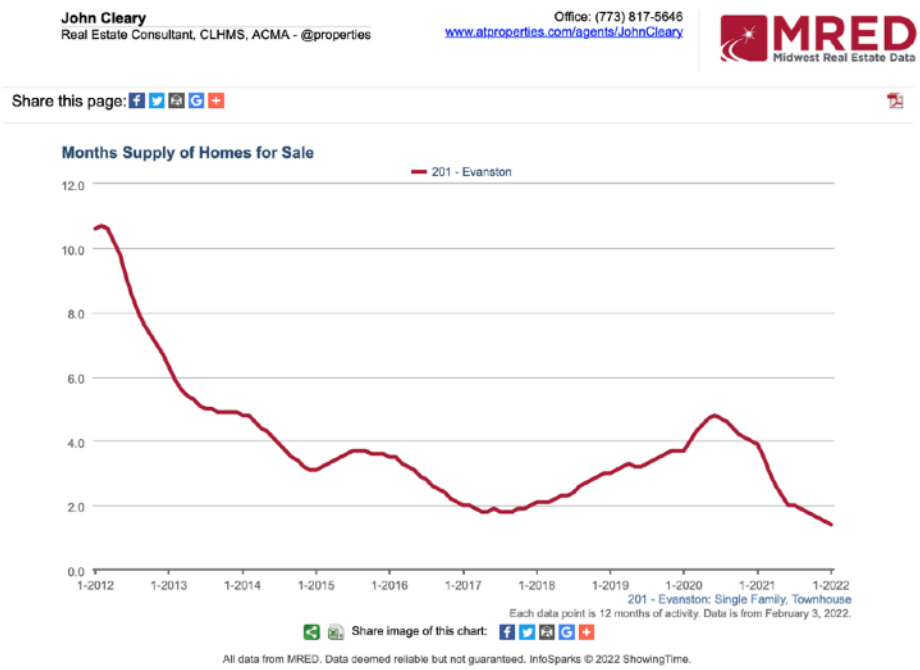
4. Of the new construction single family homes for sale only 12 were available at any one time in the last 10 years. Some years no new construction homes were available for sale, i.e. they were sold off the plans or prior to being listed in the MLS.



5. The demand for housing far outstrips the supply. The number of months supply is now down to a low of less than 2 months supply for all single family housing types.



For townhouses, it's even lower.



Real Estate Market

Evanston has seen a significant demand for detached and attached new construction single family homes, but unfortunately the supply does not match the demand. In the last 10 years Evanston has seen a dramatic growth of new construction units, over 2,000 new homes have been created, of them only a small percentage have been condos, townhouses or owner occupied, the vast majority have been high end rentals, 55+ active lifestyle rentals and affordable housing. There has been a significant lack of new construction of attached homes for sale in the city born out by the minimal sales of new construction units. Permits have been issued for only a few new construction townhouse and condo projects totaling less than 100 units, the largest being a 40 unit townhouse development that has not started construction yet. Approximately 20 new construction condos or townhouses were built in 2021 according to the MLS data. As of Feb 1st 2022 there is only **one** new construction attached condo for sale in the Evanston and that was under contract! We are unaware of any other attached condo developments over 6 units in Evanston.

Attached condos are lower in price than detached single family homes and appeal to more prospective homeowners. Attached townhouses are typically trade up homes where owners sell their existing condo and trade up to townhouse, thus creating new availability of lower priced more affordable units for first time buyers.

Addendum April 2022

Consumer market area is Evanston IL, population potential if similar growth as per census tract on page 4 above.

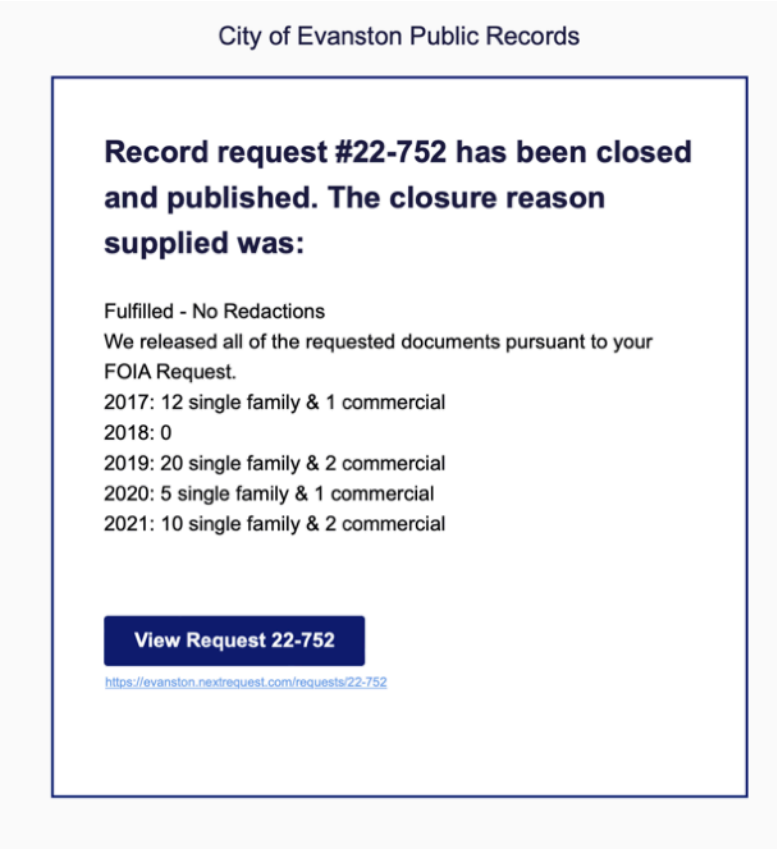
	2010	2020	Difference
Population	74,486	78,110	3624
Annual Growth rate		0.486%	362.4 people
Number of households size per Census		28352	
Average household size		2.755	
Required number of houses per annum			131.54
% home owners		55.7%	
% renters		43.3%	
Number of new owner occupied houses required per annum			73.27
Number of apartments required per annum			58.27
Number of apartment being built			
Number of new additional owner occupied homes being build	Average 2017-21 4.7	5	
Average Deficiency in number of additional owner occupied homes being built per annum			**68.6**

Conclusion:

There is a total lack of condo developments and a huge shortage of high quality mid priced attached family homes in Evanston. We estimate that the City is deficient in providing 70-80 additional owner occupied homes per annum! The numbers strongly point to a demand for 100-150 additional owner occupied homes in Evanston.

This thoughtful development will provide much needed high-quality new construction homes suitable for families without displacing existing residents. This is one of the last remaining large undeveloped sites in Evanston suitable for residential development. This site will provide 31 new highly efficient new homes where there were none before. There is currently pent up demand for new homes is Evanston with supply being at one of the lowest rate in 10 years according to the MLS. This is a great opportunity to support the growth of Evanston in a smart, sustainable way that enhances the neighborhood and expands housing options for the community.

Details of city records of number of additional owner occupied home built between 2017 and 2021. This suggests a deficiency of **268** new owner occupied homes in Evanston in this five years



Traffic Impact Study

Multi-Family Residential

Evanston, Illinois

May 24, 2021

Prepared for:

TEMP Capital Inc.

Prepared by:
Justin Opitz, AICP
Transportation Planner

Bill Grieve, P.E., PTOE
Senior Transportation Engineer

GHA

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Traffic Impact Study

To: Mr. John Cleary
TEMP Capital Inc.

From: Justin Opitz, AICP
Transportation Planner

Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Date: May 24, 2021

Subject: Multi-Family Residential Development
Evanston, Illinois

Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a traffic impact study (TIS) for the proposed multi-family residential development located along the west side of Green Bay Road north of Foster Street in Evanston, Illinois. Access to the site would be provided via a new loop street that would connect extensions of Wesley Avenue and Jackson Avenue. The site is currently vacant and is generally bound by residential parcels on the south and west, commercial parcels on the north, and railroad tracks on the east.

As proposed, the development includes the construction of 21 townhomes and 12 apartments, for a total of 33 units. The following provides a summary of existing conditions, site traffic characteristics and the analysis conducted, which includes an assessment of on-site circulation. *Appendices* referenced are located at the end of this document. Briefly summarizing, we believe that the site generated traffic can be accommodated. Reasons include:

- The residential use is multi-family and will generate limited traffic during the morning and evening peak hours.
- The impact on peak hour traffic along the surrounding roadways, including Green Bay Road, Wesley Avenue, and Jackson Avenue will be minimal.
- The parking supply is anticipated to readily meet resident demands.
- Census data for the surrounding area indicates that approximately 49% of residents either utilize public transportation, work from home, or walk / bike to work. This potential trip discount was not taken to ensure a conservative analysis scenario.

Part II. Background Information

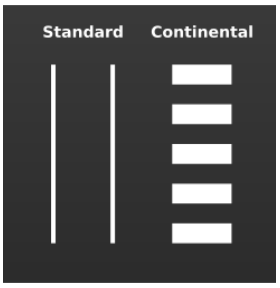
Site Location Map and Roadway Inventory

Exhibit 1 provides a location map of the site vicinity. ***Exhibit 2A*** depicts traffic operations on the streets serving the site, including the lane geometry, and traffic control (traffic signal and stop control), while ***Exhibit 2B*** depicts on-street parking operations. ***Appendix A*** provides a photo inventory of current traffic operations.

Area Land Uses

- The site is currently vacant and is generally bound by residential parcels on the south and west, commercial parcels on the north, and railroad tracks (Metra Union Pacific North Line) on the east.

Pedestrian / Bicycle Facilities



- Sidewalks are provided, generally along both sides of all study area streets with the exception being the east side of Green Bay Road due to the railroad tracks.
- Continental-style (highly visible) pedestrian crosswalks are maintained at the Green Bay Road and Foster Street intersection. Standard style crosswalks are provided at Foster Streets intersection with Wesley Avenue and Jackson Avenue.

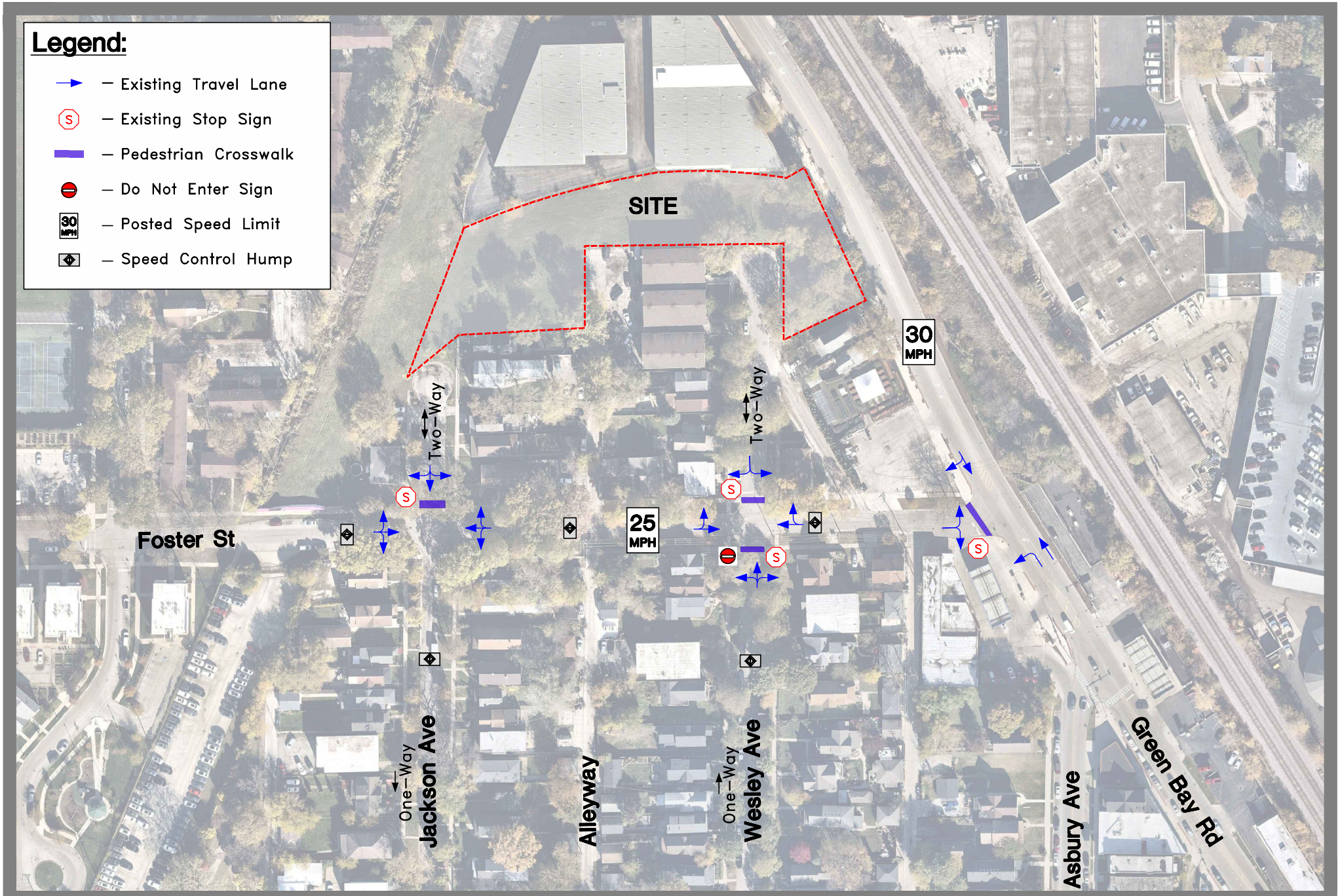
Public Transportation

- Chicago Transit Authority (CTA), the Chicago proper transit agency, operates the following existing bus route and train stations in the site vicinity:
  - Route #93 (California/Dodge): Provides weekday and Saturday service between the CTA Kimball Brown Line station and the CTA Davis Purple Line Station. This route runs east/west along Emerson Street just south of the site.
  - The CTA Purple Line Davis Station is located approximately 3,000 feet southeast of the site, while the CTA Purple Line Foster Station is located approximately 2,000 feet east of the site. Additionally, the CTA Purple Line Noyes Station is located approximately 2,500 feet northeast of the site.
- PACE, the Chicagoland regional bus transit agency, operates the following existing bus route in the site vicinity:
  - Route #213 (Green Bay Road): Provides weekday and Saturday service between Highland Park Metra Station and Howard CTA Station, making stops at Northbrook Court, and the Davis Street CTA Purple Line/Metra Station. This route runs north/south along Green Bay Road adjacent to the site with stops at Simpson Street and Emerson Street.
- Metra, the Chicagoland regional commuter rail agency, operates the Union Pacific-North line that runs parallel to Green Bay Road adjacent to the site. The Davis Street/Evanston stop for this line is located approximately 3,000 feet southeast of the site in Downtown Evanston. Additionally, the Central Street stop is located approximately ¾ of mile north of the site.

Exhibit 1 - Location Map

Proposed Multi-Family Residential Development
Evanston, IL

Map Center: 87.69079°W 42.05429°N



GHA GEWALT HAMILTON ASSOCIATES, INC.

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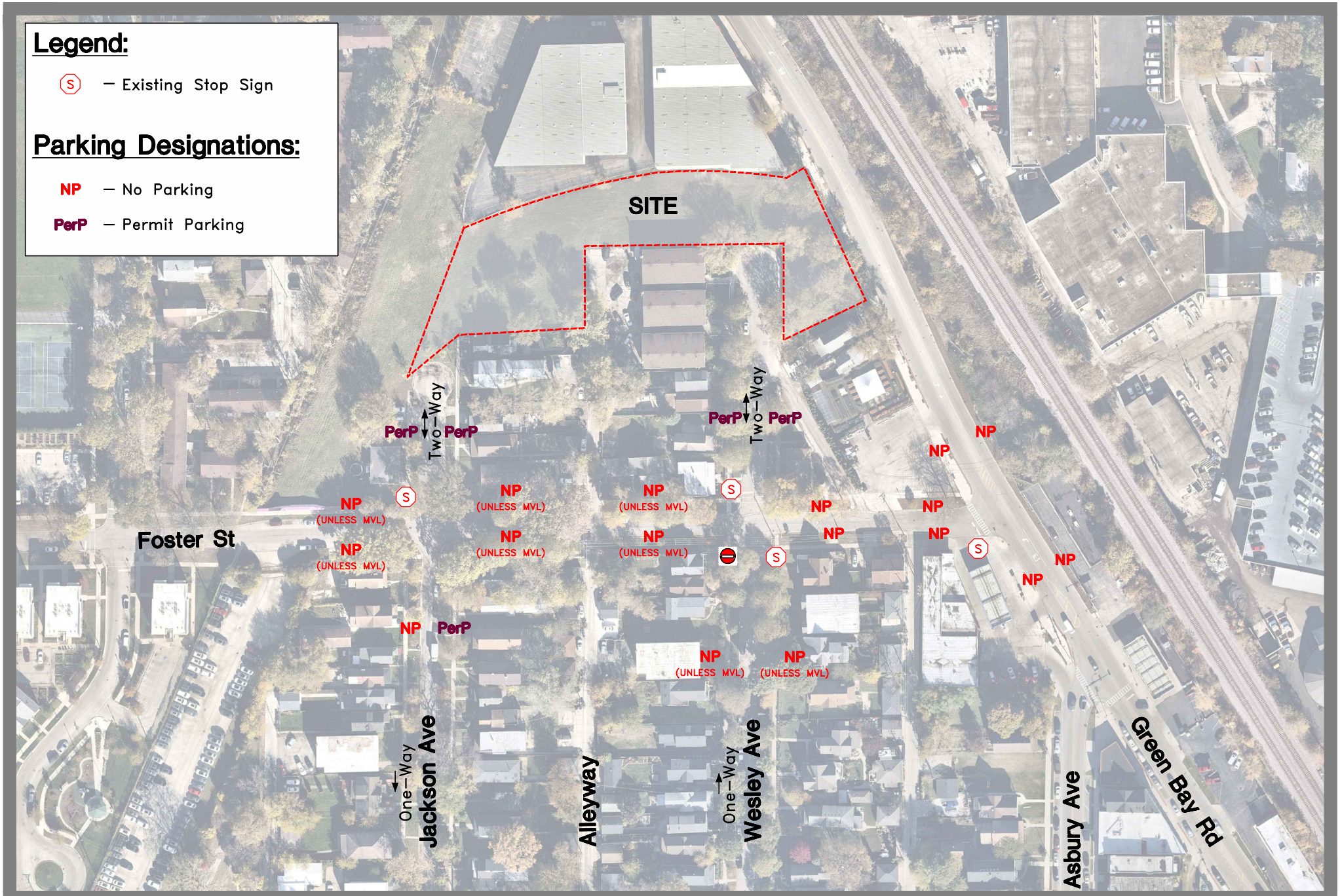
Not to Scale

Exhibit 2A
Existing Traffic Operations



GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 2B
Existing On-Street Parking Operations

Existing Traffic

Exhibit 3 summarizes the existing weekday morning and evening peak hour traffic volumes. GHA conducted weekday morning (6:00 – 9:00 AM) peak period and weekday evening (3:00 – 6:00 PM) peak period traffic counts on Thursday, February 25, 2021 for the study area intersections of Green Bay Road and Foster Street, Foster Street and Wesley Avenue, as well as Foster Street and Jackson Avenue. Based on these counts, the weekday morning peak hour generally occurred from 8:00 to 9:00 AM and the weekday evening peak hour occurred from 4:45 to 5:45 PM. However, to provide a conservative case analysis scenario, the highest peak hour period was selected for each individual intersection. ***Exhibit 3*** also provides the Annual Average Daily Traffic (AADT) along Green Bay Road from year 2018 obtained from IDOT's website www.gettingaroundillinois.com.

A summary of the traffic counts can be found in ***Appendix B***. It should be noted that traffic counts conducted during this post-pandemic time period should be compared to historical data to analyze whether the volumes have increased or decreased. If the volumes have decreased, a COVID factor (e.g., increase volumes by 20%) should be applied to ensure that the maximum impact is tested. The traffic counts conducted in 2021 were compared to historical hourly traffic count data from 2018 in IDOT's database. For the weekday morning peak period, a COVID factor was applied as traffic volumes have decreased by 55% along Green Bay Road. Similarly, for the weekday evening peak period, a COVID factor was applied as the traffic volumes have decreased by 53% along Green Bay Road.

Crash Summary

In order to evaluate and address potential safety issues at the study area intersections, crash data was obtained from the IDOT Division of Transportation Safety for the last five calendar years available, 2015 through 2019. A summary of the crash data is provided in ***Table 1***, with the locations of the IDOT data mapped on the exhibit contained in ***Appendix C***.

Table 1: Crash Summary (2015-2019) [A]

Location	No. of Crashes	Severity [B]					Crash Type [D]						Percent During Wet/Icy Conditions
		PD	PI [C]			F	CM	RE	HO	FO	Ped	Bike	
			A	B	C								
Intersections - Crashes within 200' of intersection													
Green Bay Road & Foster Street	5	5	-	-	-	-	1	2	-	2	-	-	40%
Foster Street & Wesley Avenue	2	2	-	-	-	-	1	-	-	1	-	-	0%
Segments													
Along Wesley Avenue north of Foster Street	1	1	-	-	-	-	-	-	-	1	-	-	0%
Total (2014-18)	**8**	**8**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**4**	**0**	**0**	**25%**

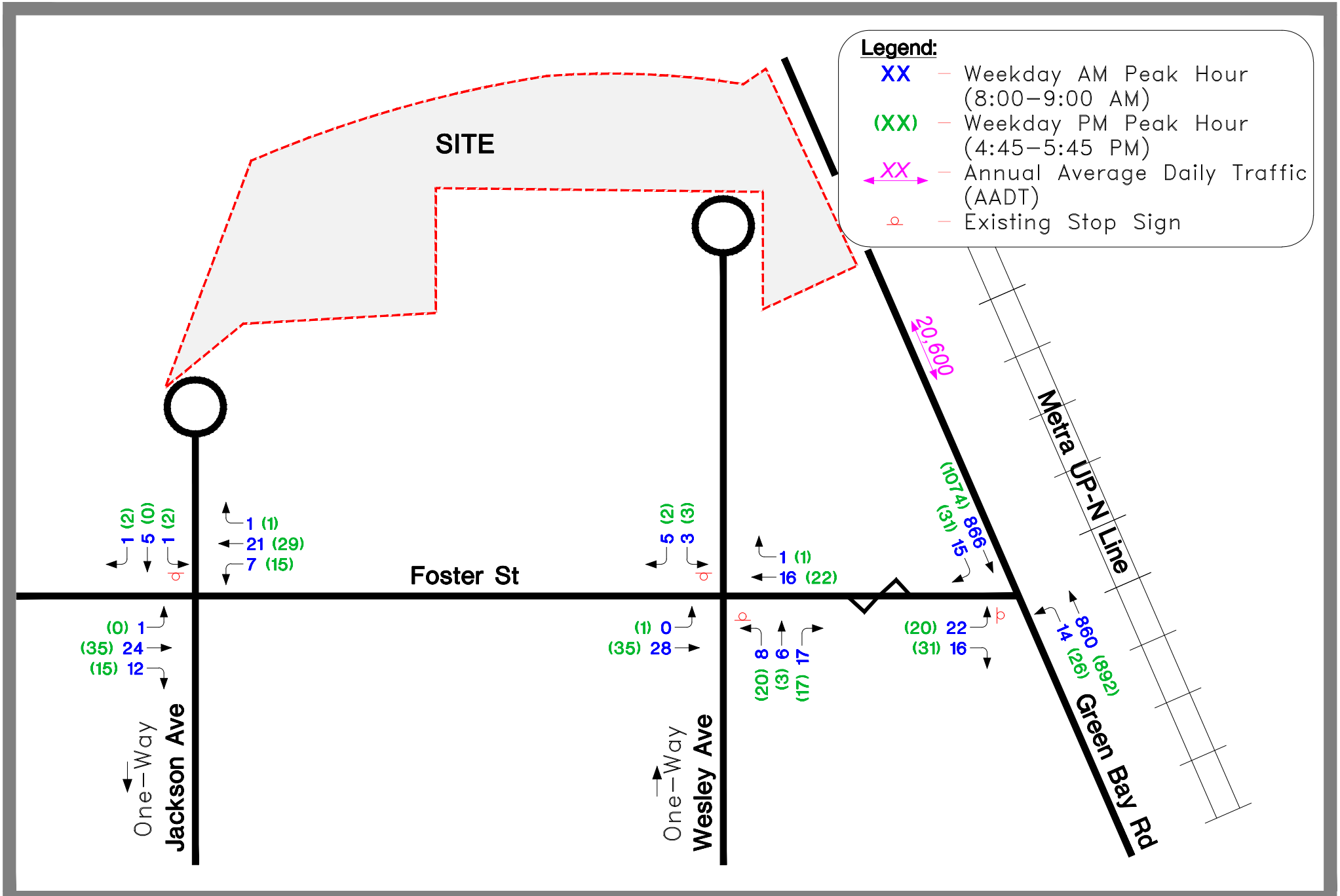
[A] Source: IDOT Division of Transportation Safety for the 2015-2019 calendar years.
[B] PD = property damage only; PI = personal injury; F = fatality.
[C] Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).
[D] CM = cross movement/angle; RE = rear end; HO = head on; FO = fixed object; Ped = pedestrian.

As shown in Table 1, the intersection of Green Bay Road and Foster Street experienced the highest number of crashes within the study area over the five-year analyses period. There was a total of 5 crashes over the analysis period, averaging approximately 1 crash per year. 100 percent (5 of 5) of the crashes at the Green Bay Road and Foster Street intersection involved property damage only and approximately 40 percent (2 of 5) were rear-end type collision.

The intersection of Foster Street and Wesley Avenue experienced the next highest amount of crashes, with a total of 2 crashes, averaging less than one per year. 100 percent (2 of 2) of the crashes at this intersection involved property damage only and 50 percent (1 of 2) of the crashes were cross-movement or angle type collisions. Additionally, there were no crashes that involved a bicyclist or pedestrian during the five-year analysis period.

No-Build Traffic

Exhibit 4 summarizes the 2027 No-Build weekday morning and weekday evening peak hour traffic volumes. Traffic growth in the area is a function of expected land development in the region. Future traffic volume conditions were developed for the year 2027, build-out year of the development (year 2022) plus five years. Based on a review of historical traffic volumes and the Chicago Metropolitan Agency for Planning (CMAP) 2050 projections (see ***Appendix D***), traffic volumes along Green Bay Road are assumed to experience an overall annual, compounded growth rate of approximately 0.25% per year.



GHA GEWALT HAMILTON ASSOCIATES, INC.

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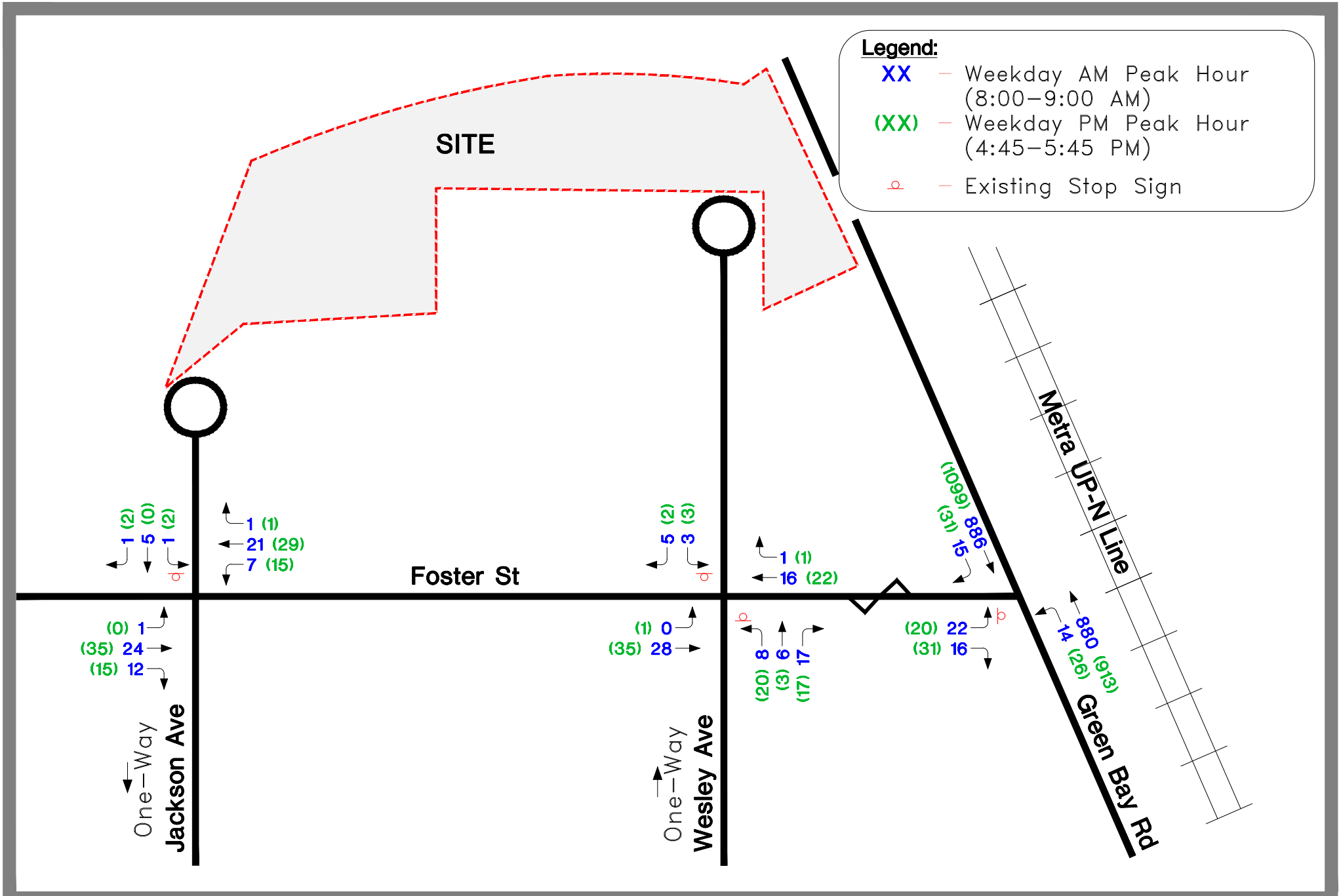
Not to Scale

Exhibit 3
Existing Traffic
Sources: 1) GHA February, 2021 2) IDOT 2018 AADT



GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 4
2027 No-Build Traffic

Part III. Traffic Evaluation

Proposed Site Plan

Exhibit 5 presents the Site Plan prepared by Stoneberg + Gross Architects dated May 19, 2021. As shown, the development includes the construction of 21 townhomes and 12 apartments, for a total of 33 units. The site is located along the west side of Green Bay Road with access to the site provided via a 20' wide one-way westbound loop street that would connect extensions of Wesley Avenue and Jackson Avenue. The site is currently vacant and is generally bound by residential parcels on the south and west, and commercial parcels on the north.

The development includes six townhome buildings, each containing two-five units. Four townhome buildings will front the new loop street and two townhome buildings will front Green Bay Road, and most townhomes will have a two-car garage, resulting in 40 garage parking spaces. Additionally, the four story 12-unit apartment building will be located in the southwest corner of the site and a seven car garage will be included that ingresses/egresses into the existing north/south public alleyway between Wesley Avenue and Jackson Avenue for this building. In total, 47 off-street parking spaces will be provided. It should be noted that seven new on-street parking spaces will be provided on the east side of Jackson Avenue along the new extension that will replace the existing cul-de-sac.

Trip Generation

Table 2 below tabulates the traffic generation calculations for the proposed development. Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 10th Edition of the Manual Trip Generation were used to calculate the anticipated site traffic (See ***Appendix E***). Multi-family Housing (ITE land use code #220) was assumed for this residential development.

Table 2: Estimated Trip Generation – Site Traffic

Land Use / Size	ITE Land Use Code	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multi-Family Residential							
21 Townhomes	220	2	9	11	9	6	15
12 Apartments	221	1	4	5	4	3	7
Total		**3**	**13**	**16**	**13**	**9**	**22**
Potential Trip Discount (NOT TAKEN)		***-1***	***-6***	***-7***	***-6***	***-4***	***-10***

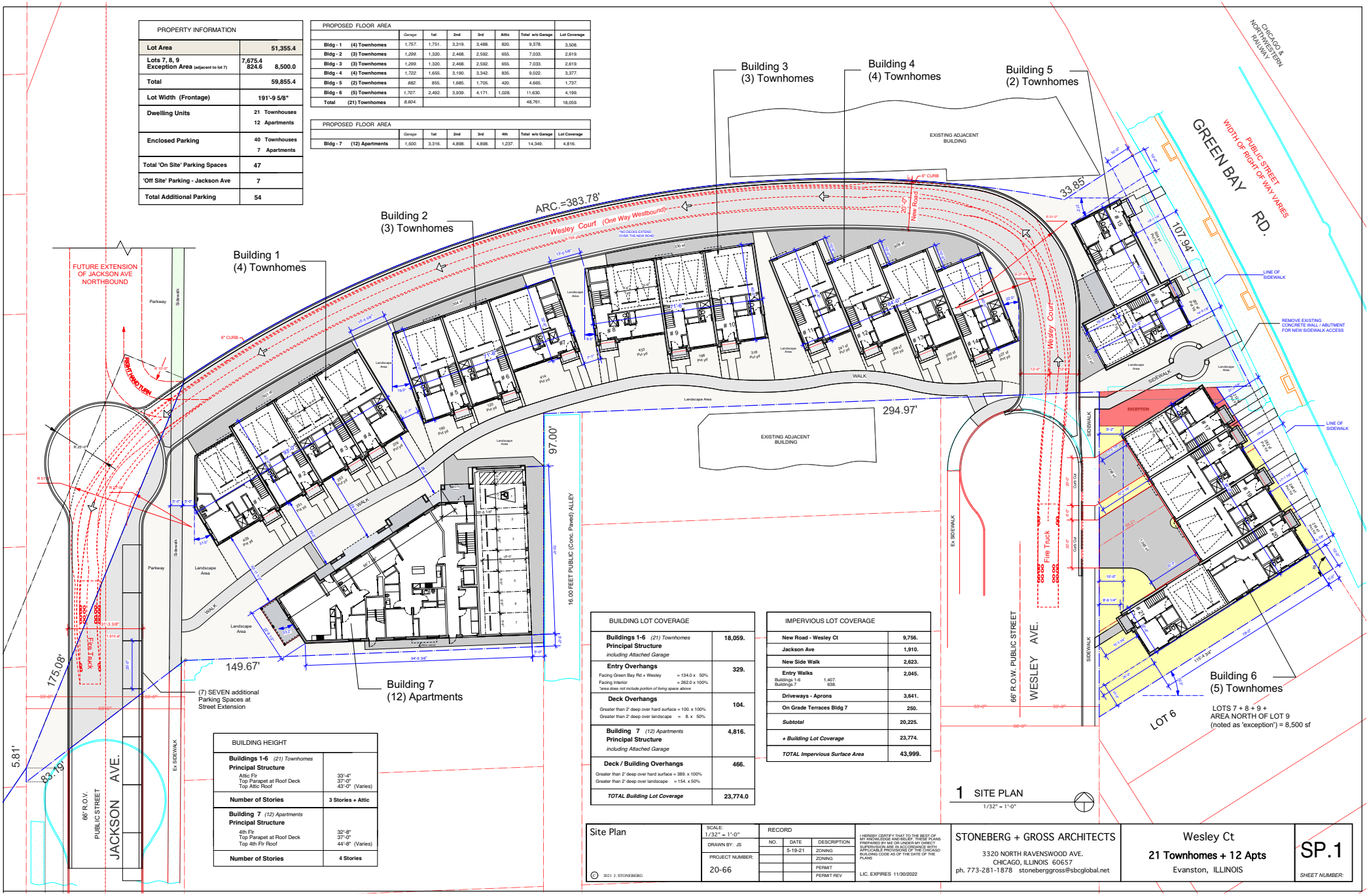
Directional Distribution

The anticipated trip distribution of site traffic is summarized in ***Table 3***. This was based on current travel patterns, the operational characteristics of the street system and site access.

Table 3: Trip Distribution

Route & Direction	Percent Route	
	Arrive From	Depart To
Green Bay Road		
North of Foster Street	45%	45%
South of Foster Street	40%	40%
Foster Street		
West of Jackson Avenue	5%	5%
Wesley Avenue		
South of Foster Street	10%	--
Jackson Avenue		
South of Foster Street	--	10%
Total	**100%**	

Exhibit 5 - Site Plan



PROPERTY INFORMATION	
Lot Area	**51,355.4**
Lots 7, 8, 9 7,675.4 **Exception Area** (adjacent to lot 7) 824.6	8,500.0
Total	**59,855.4**
Lot Width (Frontage)	**191'-9 5/8"**
Dwelling Units	**21 Townhouses** **12 Apartments**
Enclosed Parking	**40 Townhouses** **7 Apartments**
Total 'On Site' Parking Spaces	**47**
'Off Site' Parking - Jackson Ave	**7**
Total Additional Parking	**54**

PROPOSED FLOOR AREA

	Garage	1st	2nd	3rd	Attic	Total w/o Garage	Lot Coverage
Bldg - 1 (4) Townhomes	1,757.	1,751.	3,319.	3,488.	820.	9,378.	3,508.
Bldg - 2 (3) Townhomes	1,299.	1,320.	2,468.	2,592.	655.	7,033.	2,619.
Bldg - 3 (3) Townhomes	1,299.	1,320.	2,468.	2,592.	655.	7,033.	2,619.
Bldg - 4 (4) Townhomes	1,722.	1,655.	3,190.	3,342.	835.	9,022.	3,377.
Bldg - 5 (2) Townhomes	882.	855.	1,685.	1,705.	420.	4,665.	1,737.
Bldg - 6 (5) Townhomes	1,707.	2,492.	3,939.	4,171.	1,028.	11,630.	4,199.
Total (21) Townhomes	8,604.					48,761.	18,059.

PROPOSED FLOOR AREA

	Garage	1st	2nd	3rd	4th	Total w/o Garage	Lot Coverage
Bldg - 7 (12) Apartments	1,500.	3,316.	4,898.	4,898.	1,237.	14,349.	4,816.

BUILDING LOT COVERAGE	
Buildings 1-6 *(21) Townhomes* **Principal Structure** *including Attached Garage*	**18,059.**
Entry Overhangs Facing Green Bay Rd + Wesley = 134.0 x 50% Facing Interior = 262.0 x 100% **area does not include portion of living space above*	**329.**
Deck Overhangs Greater than 2' deep over hard surface = 100. x 100% Greater than 2' deep over landscape = 8. x 50%	**104.**
Building 7 *(12) Apartments* **Principal Structure** *including Attached Garage*	**4,816.**
Deck / Building Overhangs Greater than 2' deep over hard surface = 389. x 100% Greater than 2' deep over landscape = 154. x 50%	**466.**
TOTAL Building Lot Coverage	**23,774.0**

IMPERVIOUS LOT COVERAGE	
New Road - Wesley Ct	**9,756.**
Jackson Ave	**1,910.**
New Side Walk	**2,623.**
Entry Walks Buildings 1-6 1,407. Buildings 7 638.	**2,045.**
Driveways - Aprons	**3,641.**
On Grade Terraces Bldg 7	**250.**
Subtotal	**20,225.**
+ Building Lot Coverage	**23,774.**
TOTAL Impervious Surface Area	**43,999.**

BUILDING HEIGHT	
Buildings 1-6 *(21) Townhomes* **Principal Structure** Attic Flr Top Parapet at Roof Deck Top Attic Roof	 33'-4" 37'-0" 43'-0" (Varies)
Number of Stories	**3 Stories + Attic**
Building 7 *(12) Apartments* **Principal Structure** 4th Flr Top Parapet at Roof Deck Top 4th Flr Roof	 32'-8" 37'-0" 44'-8" (Varies)
Number of Stories	**4 Stories**

1 SITE PLAN
1/32" = 1'-0"

Site Plan

SCALE: 1/32" = 1'-0"
DRAWN BY: JS
PROJECT NUMBER: 20-66

RECORD		
NO.	DATE	DESCRIPTION
	5-19-21	ZONING
		ZONING
		PERMIT
		PERMIT REV

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THESE PLANS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION ARE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF THE CHICAGO BUILDING CODE AS OF THE DATE OF THE PLANS

LIC. EXPIRES 11/30/2022

STONEBERG + GROSS ARCHITECTS
3320 NORTH RAVENSWOOD AVE.
CHICAGO, ILLINOIS 60657
ph. 773-281-1878 stoneberggross@sbcglobal.net

Wesley Ct
21 Townhomes + 12 Apts
Evanston, ILLINOIS

SP.1
SHEET NUMBER:

Site and Total Traffic Assignments

Exhibit 6 illustrates the site traffic assignment during the weekday morning and weekday evening peak hours, which is based on the traffic characteristics summarized in ***Tables 2 / 3*** (trip generation and trip distribution) and assigned to the area roadways. The site traffic assignments were then combined with the 2027 No-Build Traffic (*See* ***Exhibit 4****)* volumes to produce 2027 Total Traffic, which is illustrated on ***Exhibit 7***.

Capacity Analysis

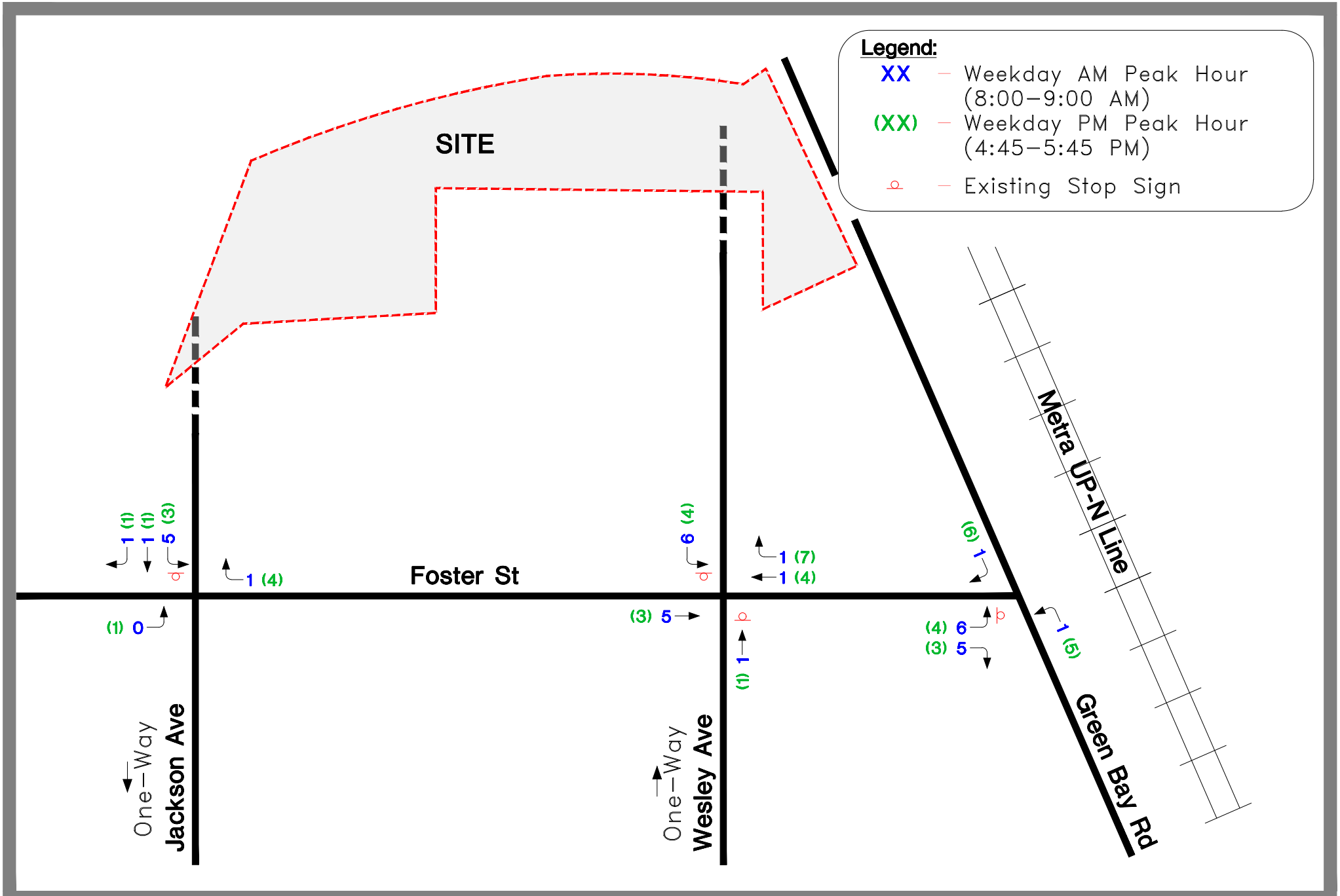
Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of Level of Service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels of Service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service is a function of the traffic flows placed upon it, the facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year. A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Sixth Edition, is provided in ***Table 4*** below.

Table 4: Level of Service (LOS) Summary

LOS	Description	Delay (sec/veh)	
		Traffic Signal	Stop Sign
A	Describes conditions with little to no delay to motorists.	<10	< 10
B	Represents a desirable level with relatively low delay to motorists.	>10 and < 20	>10 and < 15
C	Describes conditions with average delays to motorists.	>20 and < 35	>15 and < 25
D	Describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.	>35 and < 55	>25 and < 35
E	Represents operating conditions with high delay values. This level is often considered within urban settings or for minor streets intersecting major arterial roadways to be the limit of acceptable delay.	>55 and < 80	>35 and < 50
F	Is unacceptable to most drivers with high delay values that often occur when arrival flow rates exceed the capacity of the intersection.	>80	>50

Table 5 on the following pages summarizes the intersection capacity and queue analysis results. Capacity analysis summary printouts are provided in ***Appendix F***.

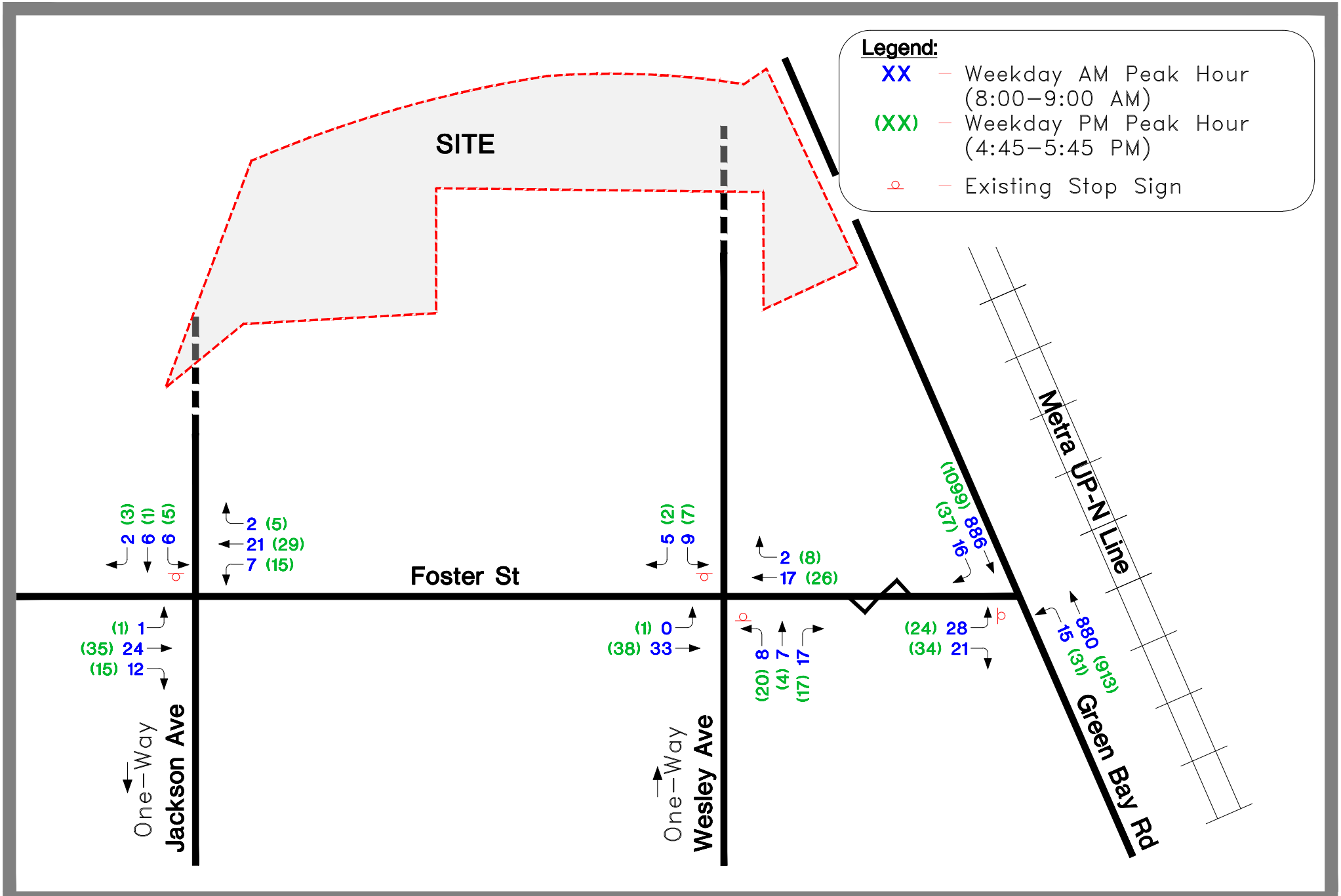


GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 6
Site Traffic



GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 7
2027 Total Traffic

Table 5: Intersection Capacity and Queue Analysis

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or not Allowed Movement												Intersetion / Approach
			Eastbound			Westbound			Northbound			Southbound			
1. Foster Street & Jackson Avenue		**TWSC - SB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	**SB Approach Delay**
AM Peak	**A.Existing (See Exhibit 4)**	• LOS	>	**A**	<	>	**A**	<	-	-	-	>	**A**	<	**A (9.3)**
		• 95th Queue Length (ft)	-	0	-	-	0	-	-	-	-	-	0	-	-
	B. 2027 No-Build (See Exhibit 5)	• LOS	>	**A**	<	>	**A**	<	-	-	-	>	**A**	<	**A (9.3)**
		• 95th Queue Length (ft)	-	0	-	-	0	-	-	-	-	-	0	-	-
	C. 2027 Total (See Exhibit 7)	• LOS	>	**A**	<	>	**A**	<	-	-	-	>	**A**	<	**A (9.2)**
		• 95th Queue Length (ft)	-	0	-	-	0	-	-	-	-	-	5	-	-
PM Peak	**A.Existing (See Exhibit 4)**	• LOS	>	**A**	<	>	**A**	<	-	-	-	>	**A**	<	**A (9.0)**
		• 95th Queue Length (ft)	-	0	-	-	0	-	-	-	-	-	0	-	-
	B. 2027 No-Build (See Exhibit 5)	• LOS	>	**A**	<	>	**A**	<	-	-	-	>	**A**	<	**A (9.0)**
		• 95th Queue Length (ft)	-	0	-	-	0	-	-	-	-	-	0	-	-
	C. 2027 Total (See Exhibit 7)	• LOS	>	**A**	<	>	**A**	<	-	-	-	>	**A**	<	**A (9.2)**
		• 95th Queue Length (ft)	-	0	-	-	0	-	-	-	-	-	0	-	-
2. Foster Street & Wesley Avenue		**TWSC - NB/SB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	**SB Approach Delay**
AM Peak	**A.Existing (See Exhibit 4)**	• LOS	>	**A**	-	-	-	-	>	**A**	<	>	**A**	<	**A (8.6)**
		• 95th Queue Length (ft)	-	0	-	-	-	-	-	3	-	-	0	-	-
	B. 2027 No-Build (See Exhibit 5)	• LOS	>	**A**	-	-	-	-	>	**A**	<	>	**A**	<	**A (8.6)**
		• 95th Queue Length (ft)	-	0	-	-	-	-	-	3	-	-	0	-	-
	C. 2027 Total (See Exhibit 7)	• LOS	>	**A**	-	-	-	-	>	**A**	<	>	**A**	<	**A (8.9)**
		• 95th Queue Length (ft)	-	0	-	-	-	-	-	3	-	-	0	-	-
PM Peak	**A.Existing (See Exhibit 4)**	• LOS	>	**A**	-	-	-	-	>	**A**	<	>	**A**	<	**A (8.8)**
		• 95th Queue Length (ft)	-	0	-	-	-	-	-	3	-	-	0	-	-
	B. 2027 No-Build (See Exhibit 5)	• LOS	>	**A**	-	-	-	-	>	**A**	<	>	**A**	<	**A (8.8)**
		• 95th Queue Length (ft)	-	0	-	-	-	-	-	3	-	-	0	-	-
	C. 2027 Total (See Exhibit 7)	• LOS	>	**A**	-	-	-	-	>	**A**	<	>	**A**	<	**A (9.0)**
		• 95th Queue Length (ft)	-	0	-	-	-	-	-	3	-	-	0	-	-

Table 5: Intersection Capacity and Queue Analysis

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or not Allowed Movement												Intersetion / Approach
			Eastbound			Westbound			Northbound			Southbound			
3. Green Bay Road & Foster Street		**TWSC - EB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	**EB Approach Delay**
AM Peak	**A.Existing (See Exhibit 4)**	• LOS	>	**C**	<	-	-	-	**B**	-	-	-	-	-	**C (24.4)**
		• 95th Queue Length (ft)	-	18	-	-	-	-	3	-	-	-	-	-	-
	B. 2027 No-Build (See Exhibit 5)	• LOS	>	**D**	<	-	-	-	**B**	-	-	-	-	-	**D (25.1)**
		• 95th Queue Length (ft)	-	18	-	-	-	-	3	-	-	-	-	-	-
	C. 2027 Total (See Exhibit 7)	• LOS	>	**D**	<	-	-	-	**B**	-	-	-	-	-	**D (26.5)**
		• 95th Queue Length (ft)	-	23	-	-	-	-	3	-	-	-	-	-	-
PM Peak	**A.Existing (See Exhibit 4)**	• LOS	>	**D**	<	-	-	-	**B**	-	-	-	-	-	**D (27.4)**
		• 95th Queue Length (ft)	-	23	-	-	-	-	3	-	-	-	-	-	-
	B. 2027 No-Build (See Exhibit 5)	• LOS	>	**D**	<	-	-	-	**B**	-	-	-	-	-	**D (28.4)**
		• 95th Queue Length (ft)	-	25	-	-	-	-	3	-	-	-	-	-	-
	C. 2027 Total (See Exhibit 7)	• LOS	>	**D**	<	-	-	-	**B**	-	-	-	-	-	**D (30.1)**
		• 95th Queue Length (ft)	-	30	-	-	-	-	5	-	-	-	-	-	-

Jackson Avenue and Wesley Avenue
Under both existing and future traffic conditions (No-Build and Total), the unsignalized intersections of Jackson Avenue at Foster Street and Wesley Avenue at Foster Street operate at an overall LOS "A" during both the weekday AM peak hour and weekday PM peak hour.

Both intersections experience minimal increases in delay, less than 0.5 seconds overall, and no change in LOS, as a result of the proposed development. No changes to the existing operations are required to accommodate the development traffic.

Green Bay Road and Foster Street
Under existing and future (No-Build and Total) traffic conditions, the eastbound approach of the unsignalized intersection of Green Bay Road and Foster Street operates at an overall LOS "D" or better during both the weekday AM peak hour and weekday PM peak hour.

This intersection experiences a minimal increase in delay, less than 2 seconds overall, and no change in LOS, as a result of the proposed development. No changes to the existing operations are required to accommodate the development traffic.

Traffic Evaluation
In order to understand the impact of the residential development on the surrounding roadway network, the following provides an easy to understand summary of the projected amount of traffic that is to be generated (*see* ***Exhibit 6***):

- AM Peak Hour = 16 expected trips = **About 1 trip every 3-4 minutes**
- PM Peak Hour = 22 expected trips = **About 1 trip every 2-3 minutes**

Accordingly, the amount of site-generated traffic is expected to have minimal effects on the operations of the external street network and no external street improvements would be required. Thus, the recommendations focus on site plan elements, including parking and access operations.

Part IV. Site Plan Elements

Parking Analysis
Based on the parking requirements outlined in the City of Evanston Code of Ordinances, 42 parking spaces are required for the proposed site use. The City's parking requirements are summarized in the ***Table 6*** on the following page.

Table 6: City of Evanston Parking Requirements

Use	Size	Bedrooms	Parking Requirement	Parking Spaces	
				Required	Provided
Dwelling, Single-family attached	21 Units	N/A	1.5 spaces per Dwelling Unit	32	**47 off-street spaces[A] and 7 on-street spaces[B] = 54 total spaces**
Dwelling, Multiple-family	4 Units	1 Bedroom	0.75 spaces per Dwelling Unit	3	
Dwelling, Multiple-family	3 Units	2 Bedroom	1.25 spaces per Dwelling Unit	4	
Dwelling, Multiple-family	2 Units	3 Bedroom	1.5 spaces per Dwelling Unit	3	
Dwelling, Multiple-family Affordable	3 Units	N/A	0 spaces per Dwelling Unit	0	
TOTAL				**42**	

[A] 40 Garage spaces (+/- 2 / townhome unit) plus 7 car garage for the apartment building

[A] 7 on-street spaces along the extension of Jackson Street

As proposed, the development will provide 47 parking spaces on-site. Roughly two garage parking spaces will be provided for each townhome unit, which is a total of 40 garage parking spaces. In addition to the townhome garages, an attached 7 car garage will be located on the east side of the apartment building, bringing the total parking spaces provided to 47. It should be noted that seven new on-street parking spaces will be provided on the east side of Jackson Avenue along the new extension that will replace the existing cul-de-sac, bringing the proposed total to 54 parking spaces.

The Institute of Transportation Engineers (ITE) *Parking Generation, 5th Edition* publication provides a compilation of parking demand surveys from across the country for a wide variety of land uses. ITE LUC 220, Multi-Family Housing (Low-Rise) and ITE LUC 221, Multi-Family Housing (Mid-Rise), were referenced for the proposed development (see ***Appendix G***). The following timeframe represents the peak period for the proposed use; Multi-Family Housing - between 11:00 PM and 6:00 AM on a weekday. Using the ITE data, ***Table 7*** presents a summary of the projected peak parking demand for the proposed development.

Table 7: Projected Peak Parking Demand: ITE – Parking Generation

Land Use	ITE LUC	Size	Peak Parking Demand			
			Average		85th Percentile	
			Rate/Unit	Spaces	Rate/Unit	Spaces
Multifamily (Low-Rise - Townhomes)	220	21 Units	1.07	22	1.31	**28**
Multifamily (Mid-Rise - Apartments)	221	12 Units	1.12	13	1.27	**15**
TOTAL			**43 Spaces**			

<u>*Key Finding.*</u> Based on the above, the anticipated peak parking demand should be readily accommodated on site.

Access Operations

Access is provided via a new one-way westbound loop street that will connect to the existing dead end cul-de-sacs of Jackson Avenue and Wesley Avenue. The garages of the townhomes will front the new loop street, which will be 20 feet wide to facilitate one-way traffic. The north/south public alleyway between Wesley Avenue and Jackson Avenue will provide access to the 7 car garage that will serve the 12-unit apartment building. Additionally, the proposed development would connect the sidewalk network between Jackson Avenue, Wesley Avenue, and Green Bay Road. The current site plan promotes good access design, and no new operational changes are recommended as exiting site traffic is stop controlled from both Jackson Avenue and Wesley Avenue to Foster Street.

Part V. Conclusion

A traffic impact and parking study was conducted for the proposed multi-family residential development to be located along the west side of Green Bay Road north of Foster Street in Evanston, Illinois. The proposed development is expected to generate 16 to 22 trips (combined inbound and outbound) during the weekday AM and PM peak hours. The overall delay increase as a result of the proposed development at each of the study area intersection is below two seconds, with most study area intersections experiencing less than one second of delay increase. As such, the development is anticipated to have minimal effect on the operations of the area roadway network. And, based on the parking analysis, it can be concluded the site provides adequate supply to accommodate the anticipated resident parking demands of the proposed development.

Part VI. Technical Addendum

The following *Appendices* were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

Appendices

A. Photo Inventory
B. GHA Traffic Counts
C. IDOT Crash Data
D. CMAP Correspondence
E. ITE 10th Trip Generation Excerpts
F. Capacity Analysis Printouts
G. ITE Parking Generation Excerpts

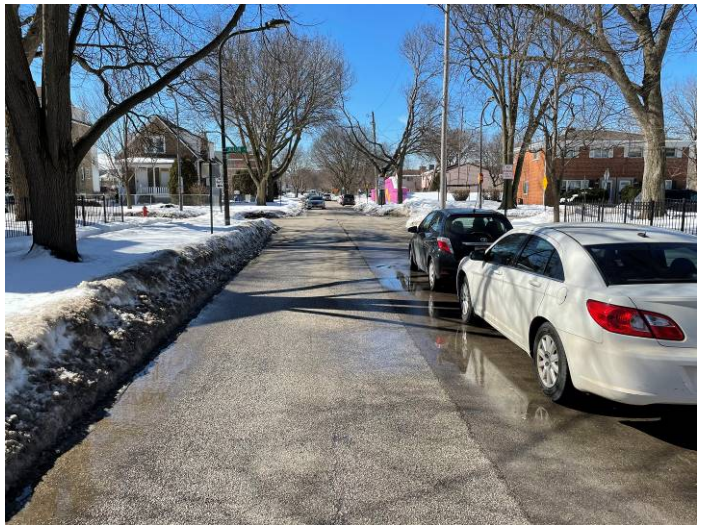
APPENDIX A
Photo Inventory

Looking east along Foster St at Jackson Ave

Looking north along Jackson Ave at Foster St

Looking south along Jackson Ave at Foster St

Looking north along Jackson Ave at Cul-de-sac



Looking west along Foster St at Jackson Ave

Looking east along Foster St at north/south alleyway

Looking east along Foster St at Wesley Ave

Looking north along Wesley Ave at Foster St

Looking south along Wesley Ave at Foster St

Looking west along Foster St at Wesley Ave

Looking east along Foster St at Green Bay Rd

Looking south along Green Bay Rd at Foster St

APPENDIX B
GHA Traffic Counts

Foster St & Green Bay Rd - TMC

Thu Feb 25, 2021
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814360, Location: 42.054001, -87.69035

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Foster Eastbound					Green Bay Northbound					Green Bay Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2021-02-25 6:00AM	2	1	0	**3**	0	0	18	0	**18**	0	21	1	0	**22**	0	**43**
6:15AM	2	0	0	**2**	0	0	28	0	**28**	0	22	3	0	**25**	0	**55**
6:30AM	1	1	0	**2**	1	0	35	0	**35**	0	27	0	0	**27**	0	**64**
6:45AM	3	3	0	**6**	0	2	61	0	**63**	0	34	0	0	**34**	0	**103**
Hourly Total	8	5	0	**13**	1	2	142	0	**144**	0	104	4	0	**108**	0	**265**
7:00AM	0	1	0	**1**	0	2	54	0	**56**	0	32	3	0	**35**	0	**92**
7:15AM	4	6	0	**10**	0	3	69	0	**72**	0	58	4	0	**62**	0	**144**
7:30AM	3	3	0	**6**	0	1	112	0	**113**	0	47	2	0	**49**	0	**168**
7:45AM	4	3	0	**7**	0	3	96	0	**99**	0	79	2	0	**81**	0	**187**
Hourly Total	11	13	0	**24**	0	9	331	0	**340**	0	216	11	0	**227**	0	**591**
8:00AM	4	4	0	**8**	1	3	100	0	**103**	0	91	1	0	**92**	0	**203**
8:15AM	9	3	0	**12**	0	4	100	0	**104**	0	99	7	0	**106**	0	**222**
8:30AM	5	5	0	**10**	0	4	111	0	**115**	0	103	4	0	**107**	0	**232**
8:45AM	4	4	0	**8**	1	3	78	0	**81**	0	99	3	0	**102**	0	**191**
Hourly Total	22	16	0	**38**	2	14	389	0	**403**	0	392	15	0	**407**	0	**848**
3:00PM	2	8	0	**10**	2	8	85	0	**93**	0	111	13	0	**124**	0	**227**
3:15PM	4	7	0	**11**	5	9	99	0	**108**	0	104	8	0	**112**	0	**231**
3:30PM	6	2	0	**8**	2	4	87	1	**92**	0	120	8	0	**128**	0	**228**
3:45PM	3	2	0	**5**	2	3	115	0	**118**	0	150	11	0	**161**	0	**284**
Hourly Total	15	19	0	**34**	11	24	386	1	**411**	0	485	40	0	**525**	0	**970**
4:00PM	2	13	0	**15**	5	8	80	0	**88**	0	130	6	0	**136**	0	**239**
4:15PM	3	8	0	**11**	4	7	100	0	**107**	0	118	8	0	**126**	0	**244**
4:30PM	3	6	0	**9**	1	8	87	0	**95**	0	117	8	0	**125**	0	**229**
4:45PM	4	6	0	**10**	3	5	110	0	**115**	0	115	6	0	**121**	0	**246**
Hourly Total	12	33	0	**45**	13	28	377	0	**405**	0	480	28	0	**508**	0	**958**
5:00PM	3	6	0	**9**	3	5	106	0	**111**	0	132	12	0	**144**	0	**264**
5:15PM	3	5	0	**8**	5	5	99	0	**104**	0	141	7	0	**148**	0	**260**
5:30PM	10	14	0	**24**	3	11	102	0	**113**	0	114	6	0	**120**	0	**257**
5:45PM	2	11	0	**13**	2	9	69	1	**79**	0	133	4	0	**137**	0	**229**
Hourly Total	18	36	0	**54**	13	30	376	1	**407**	0	520	29	0	**549**	0	**1010**
Total	86	122	0	**208**	40	107	2001	2	**2110**	0	2197	127	0	**2324**	0	**4642**
% Approach	41.3%	58.7%	0%	**-**	-	5.1%	94.8%	0.1%	**-**	-	94.5%	5.5%	0%	**-**	-	-
% Total	1.9%	2.6%	0%	**4.5%**	-	2.3%	43.1%	0%	**45.5%**	-	47.3%	2.7%	0%	**50.1%**	-	-
Lights	83	118	0	**201**	-	101	1946	2	**2049**	-	2140	125	0	**2265**	-	4515
% Lights	96.5%	96.7%	0%	**96.6%**	-	94.4%	97.3%	100%	**97.1%**	-	97.4%	98.4%	0%	**97.5%**	-	97.3%
Articulated Trucks	0	0	0	**0**	-	0	1	0	**1**	-	2	0	0	**2**	-	3
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	3	4	0	**7**	-	6	52	0	**58**	-	52	2	0	**54**	-	119
% Buses and Single-Unit Trucks	3.5%	3.3%	0%	**3.4%**	-	5.6%	2.6%	0%	**2.7%**	-	2.4%	1.6%	0%	**2.3%**	-	2.6%
Bicycles on Road	0	0	0	**0**	-	0	2	0	**2**	-	3	0	0	**3**	-	5
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0.1%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	34	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	85.0%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	15.0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Green Bay Rd - TMC

Thu Feb 25, 2021
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814360, Location: 42.054001, -87.69035

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Foster Eastbound					Green Bay Northbound					Green Bay Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2021-02-25 8:00AM	4	4	0	**8**	1	3	100	0	**103**	0	91	1	0	**92**	0	**203**
8:15AM	9	3	0	**12**	0	4	100	0	**104**	0	99	7	0	**106**	0	**222**
8:30AM	5	5	0	**10**	0	4	111	0	**115**	0	103	4	0	**107**	0	**232**
8:45AM	4	4	0	**8**	1	3	78	0	**81**	0	99	3	0	**102**	0	**191**
Total	22	16	0	**38**	2	14	389	0	**403**	0	392	15	0	**407**	0	**848**
% Approach	57.9%	42.1%	0%	**-**	-	3.5%	96.5%	0%	**-**	-	96.3%	3.7%	0%	**-**	-	-
% Total	2.6%	1.9%	0%	**4.5%**	-	1.7%	45.9%	0%	**47.5%**	-	46.2%	1.8%	0%	**48.0%**	-	-
PHF	0.611	0.800	-	**0.792**	-	0.875	0.876	-	**0.876**	-	0.951	0.536	-	**0.951**	-	0.914
Lights	20	15	0	**35**	-	12	375	0	**387**	-	377	14	0	**391**	-	813
% Lights	90.9%	93.8%	0%	**92.1%**	-	85.7%	96.4%	0%	**96.0%**	-	96.2%	93.3%	0%	**96.1%**	-	95.9%
Articulated Trucks	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	2	1	0	**3**	-	2	13	0	**15**	-	15	1	0	**16**	-	34
% Buses and Single-Unit Trucks	9.1%	6.3%	0%	**7.9%**	-	14.3%	3.3%	0%	**3.7%**	-	3.8%	6.7%	0%	**3.9%**	-	4.0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Green Bay Rd - TMC

Thu Feb 25, 2021
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814360, Location: 42.054001, -87.69035

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Foster Eastbound					Green Bay Northbound					Green Bay Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2021-02-25 4:45PM	4	6	0	**10**	3	5	110	0	**115**	0	115	6	0	**121**	0	**246**
5:00PM	3	6	0	**9**	3	5	106	0	**111**	0	132	12	0	**144**	0	**264**
5:15PM	3	5	0	**8**	5	5	99	0	**104**	0	141	7	0	**148**	0	**260**
5:30PM	10	14	0	**24**	3	11	102	0	**113**	0	114	6	0	**120**	0	**257**
Total	20	31	0	**51**	14	26	417	0	**443**	0	502	31	0	**533**	0	**1027**
% Approach	39.2%	60.8%	0%	**-**	-	5.9%	94.1%	0%	**-**	-	94.2%	5.8%	0%	**-**	-	**-**
% Total	1.9%	3.0%	0%	**5.0%**	-	2.5%	40.6%	0%	**43.1%**	-	48.9%	3.0%	0%	**51.9%**	-	**-**
PHF	0.500	0.554	-	**0.531**	-	0.591	0.945	-	**0.961**	-	0.888	0.646	-	**0.899**	-	0.978
Lights	19	31	0	**50**	-	26	410	0	**436**	-	493	31	0	**524**	-	1010
% Lights	95.0%	100%	0%	**98.0%**	-	100%	98.3%	0%	**98.4%**	-	98.2%	100%	0%	**98.3%**	-	98.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	1	0	0	**1**	-	0	6	0	**6**	-	6	0	0	**6**	-	13
% Buses and Single-Unit Trucks	5.0%	0%	0%	**2.0%**	-	0%	1.4%	0%	**1.4%**	-	1.2%	0%	0%	**1.1%**	-	1.3%
Bicycles on Road	0	0	0	**0**	-	0	1	0	**1**	-	1	0	0	**1**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.2%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	12	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	85.7%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	14.3%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Jackson Ave - TMC

Thu Feb 25, 2021
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814362, Location: 42.053921, -87.69286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Foster						Foster						Jackson						Jackson						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-02-25 6:00AM	1	1	1	0	**3**	3	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
6:15AM	0	0	0	0	**0**	0	1	1	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
6:30AM	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**3**
6:45AM	0	3	0	0	**3**	0	1	3	0	0	**4**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**8**
Hourly Total	1	7	1	0	**9**	3	2	4	0	0	**6**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	1	**16**
7:00AM	0	1	1	0	**2**	0	0	4	1	0	**5**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**7**
7:15AM	0	4	0	0	**4**	0	1	8	1	0	**10**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	2	**15**
7:30AM	0	3	3	0	**6**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	**12**
7:45AM	0	3	1	0	**4**	2	0	8	0	0	**8**	0	1	0	0	0	**1**	0	1	1	0	0	**2**	1	**15**
Hourly Total	0	11	5	0	**16**	2	1	24	2	0	**27**	1	1	0	0	0	**1**	0	2	2	1	0	**5**	4	**49**
8:00AM	1	5	6	0	**12**	2	4	1	0	0	**5**	0	0	0	0	0	**0**	1	0	1	1	0	**2**	1	**19**
8:15AM	0	6	3	0	**9**	0	1	7	1	0	**9**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	4	**20**
8:30AM	0	10	2	0	**12**	0	2	5	0	0	**7**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**20**
8:45AM	0	2	3	0	**5**	0	1	6	0	0	**7**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**12**
Hourly Total	1	23	14	0	**38**	2	8	19	1	0	**28**	0	0	0	0	0	**0**	1	0	4	1	0	**5**	6	**71**
3:00PM	1	7	2	0	**10**	0	1	5	1	0	**7**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	1	**18**
3:15PM	0	6	1	0	**7**	0	2	8	0	0	**10**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**17**
3:30PM	1	2	3	0	**6**	0	3	4	0	0	**7**	1	0	0	0	0	**0**	1	1	0	0	0	**1**	0	**14**
3:45PM	1	5	2	0	**8**	0	2	10	2	0	**14**	2	0	0	0	0	**0**	1	0	0	0	0	**0**	6	**22**
Hourly Total	3	20	8	0	**31**	0	8	27	3	0	**38**	3	0	0	0	0	**0**	2	1	1	0	0	**2**	7	**71**
4:00PM	0	13	2	1	**16**	3	2	6	0	0	**8**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	**26**
4:15PM	0	13	4	0	**17**	0	6	5	0	0	**11**	2	0	0	0	0	**0**	0	0	0	1	0	**1**	2	**29**
4:30PM	0	5	3	0	**8**	1	2	7	0	1	**10**	1	0	0	0	0	**0**	0	1	0	0	0	**1**	6	**19**
4:45PM	0	4	6	0	**10**	5	5	11	1	0	**17**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**27**
Hourly Total	0	35	15	1	**51**	9	15	29	1	1	**46**	3	0	0	0	0	**0**	2	2	0	2	0	**4**	8	**101**
5:00PM	1	4	5	0	**10**	5	5	5	1	0	**11**	0	0	0	0	0	**0**	4	1	0	0	0	**1**	2	**22**
5:15PM	0	6	4	0	**10**	0	0	4	1	0	**5**	0	0	0	0	0	**0**	1	0	1	0	0	**1**	6	**16**
5:30PM	1	12	1	0	**14**	0	1	9	0	0	**10**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	1	**25**
5:45PM	0	11	3	0	**14**	0	3	11	0	0	**14**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	**28**
Hourly Total	2	33	13	0	**48**	5	9	29	2	0	**40**	0	0	0	0	0	**0**	5	2	1	0	0	**3**	11	**91**
Total	7	129	56	1	**193**	21	43	132	9	1	**185**	7	1	0	0	0	**1**	10	7	9	4	0	**20**	37	**399**
% Approach	3.6%	66.8%	29.0%	0.5%	**-**	-	23.2%	71.4%	4.9%	0.5%	**-**	-	100%	0%	0%	0%	**-**	-	35.0%	45.0%	20.0%	0%	**-**	-	-
% Total	1.8%	32.3%	14.0%	0.3%	**48.4%**	-	10.8%	33.1%	2.3%	0.3%	**46.4%**	-	0.3%	0%	0%	0%	**0.3%**	-	1.8%	2.3%	1.0%	0%	**5.0%**	-	-
Lights	7	119	51	1	**178**	-	39	124	9	1	**173**	-	0	0	0	0	**0**	-	7	9	4	0	**20**	-	371
% Lights	100%	92.2%	91.1%	100%	**92.2%**	-	90.7%	93.9%	100%	100%	**93.5%**	-	0%	0%	0%	0%	**0%**	-	100%	100%	100%	0%	**100%**	-	93.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	5	4	0	**9**	-	3	5	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	17
% Buses and Single-Unit Trucks	0%	3.9%	7.1%	0%	**4.7%**	-	7.0%	3.8%	0%	0%	**4.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	4.3%
Bicycles on Road	0	5	1	0	**6**	-	1	3	0	0	**4**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	11
% Bicycles on Road	0%	3.9%	1.8%	0%	**3.1%**	-	2.3%	2.3%	0%	0%	**2.2%**	-	100%	0%	0%	0%	**100%**	-	0%	0%	0%	0%	**0%**	-	2.8%
Pedestrians	-	-	-	-	-	21	-	-	-	-	-	7	-	-	-	-	-	10	-	-	-	-	-	37	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Jackson Ave - TMC

Thu Feb 25, 2021
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814362, Location: 42.053921, -87.69286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Foster						Foster						Jackson						Jackson						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-02-25 7:45AM	0	3	1	0	**4**	2	0	8	0	0	**8**	0	1	0	0	0	**1**	0	1	1	0	0	**2**	1	**15**
8:00AM	1	5	6	0	**12**	2	4	1	0	0	**5**	0	0	0	0	0	**0**	1	0	1	1	0	**2**	1	**19**
8:15AM	0	6	3	0	**9**	0	1	7	1	0	**9**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	4	**20**
8:30AM	0	10	2	0	**12**	0	2	5	0	0	**7**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**20**
Total	1	24	12	0	**37**	4	7	21	1	0	**29**	0	1	0	0	0	**1**	1	1	5	1	0	**7**	6	**74**
% Approach	2.7%	64.9%	32.4%	0%	**-**	-	24.1%	72.4%	3.4%	0%	**-**	-	100%	0%	0%	0%	**-**	-	14.3%	71.4%	14.3%	0%	**-**	-	-
% Total	1.4%	32.4%	16.2%	0%	**50.0%**	-	9.5%	28.4%	1.4%	0%	**39.2%**	-	1.4%	0%	0%	0%	**1.4%**	-	1.4%	6.8%	1.4%	0%	**9.5%**	-	-
PHF	0.250	0.656	0.500	-	**0.708**	-	0.438	0.625	0.250	-	**0.778**	-	-	-	-	-	**-**	-	0.250	0.625	0.250	-	**0.875**	-	0.908
Lights	1	18	11	0	**30**	-	5	19	1	0	**25**	-	0	0	0	0	**0**	-	1	5	1	0	**7**	-	62
% Lights	100%	75.0%	91.7%	0%	**81.1%**	-	71.4%	90.5%	100%	0%	**86.2%**	-	0%	0%	0%	0%	**0%**	-	100%	100%	100%	0%	**100%**	-	83.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	3	1	0	**4**	-	2	1	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	7
% Buses and Single-Unit Trucks	0%	12.5%	8.3%	0%	**10.8%**	-	28.6%	4.8%	0%	0%	**10.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	9.5%
Bicycles on Road	0	3	0	0	**3**	-	0	1	0	0	**1**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	5
% Bicycles on Road	0%	12.5%	0%	0%	**8.1%**	-	0%	4.8%	0%	0%	**3.4%**	-	100%	0%	0%	0%	**100%**	-	0%	0%	0%	0%	**0%**	-	6.8%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Jackson Ave - TMC

Thu Feb 25, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814362, Location: 42.053921, -87.69286

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Foster Eastbound						Foster Westbound						Jackson Northbound						Jackson Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-02-25 4:00PM	0	13	2	1	**16**	3	2	6	0	0	**8**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	**26**
4:15PM	0	13	4	0	**17**	0	6	5	0	0	**11**	2	0	0	0	0	**0**	0	0	0	1	0	**1**	2	**29**
4:30PM	0	5	3	0	**8**	1	2	7	0	1	**10**	1	0	0	0	0	**0**	0	1	0	0	0	**1**	6	**19**
4:45PM	0	4	6	0	**10**	5	5	11	1	0	**17**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**27**
Total	0	35	15	1	**51**	9	15	29	1	1	**46**	3	0	0	0	0	**0**	2	2	0	2	0	**4**	8	**101**
% Approach	0%	68.6%	29.4%	2.0%	**-**	-	32.6%	63.0%	2.2%	2.2%	**-**	-	0%	0%	0%	0%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	-
% Total	0%	34.7%	14.9%	1.0%	**50.5%**	-	14.9%	28.7%	1.0%	1.0%	**45.5%**	-	0%	0%	0%	0%	**0%**	-	2.0%	0%	2.0%	0%	**4.0%**	-	-
PHF	-	0.688	0.625	0.250	**0.766**	-	0.700	0.700	0.250	0.250	**0.688**	-	-	-	-	-	**-**	-	0.500	-	0.500	-	**0.500**	-	0.898
Lights	0	32	14	1	**47**	-	14	28	1	1	**44**	-	0	0	0	0	**0**	-	2	0	2	0	**4**	-	95
% Lights	0%	91.4%	93.3%	100%	**92.2%**	-	93.3%	96.6%	100%	100%	**95.7%**	-	0%	0%	0%	0%	**-**	-	100%	0%	100%	0%	**100%**	-	94.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses and Single-Unit Trucks	0%	2.9%	6.7%	0%	**3.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	2.0%
Bicycles on Road	0	2	0	0	**2**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	0%	5.7%	0%	0%	**3.9%**	-	6.7%	3.4%	0%	0%	**4.3%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	4.0%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Wesley Ave - TMC

Thu Feb 25, 2021
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814361, Location: 42.053953, -87.691444

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	West						East						South						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-02-25 6:00AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	2	0	**2**	1	0	0	0	0	**0**	0	**3**
6:15AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	1	0	**1**	0	0	0	1	0	**1**	0	**3**
6:30AM	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	1	**5**
6:45AM	0	3	0	0	**3**	0	0	1	1	0	**2**	1	1	0	1	0	**2**	2	0	0	1	0	**1**	1	**8**
Hourly Total	0	7	0	0	**7**	0	0	2	1	0	**3**	1	1	1	5	0	**7**	3	0	0	2	0	**2**	2	**19**
7:00AM	0	1	0	0	**1**	0	0	3	0	0	**3**	0	1	0	1	0	**2**	1	0	0	1	0	**1**	0	**7**
7:15AM	0	5	0	0	**5**	0	0	5	0	0	**5**	0	4	1	2	0	**7**	0	0	0	1	0	**1**	1	**18**
7:30AM	0	3	0	0	**3**	0	0	0	2	0	**2**	0	2	1	1	0	**4**	2	3	0	2	0	**5**	1	**14**
7:45AM	1	4	0	0	**5**	1	0	4	0	0	**4**	0	2	0	4	0	**6**	0	1	0	0	0	**1**	1	**16**
Hourly Total	1	13	0	0	**14**	1	0	12	2	0	**14**	0	9	2	8	0	**19**	3	4	0	4	0	**8**	3	**55**
8:00AM	0	6	0	0	**6**	0	0	1	0	0	**1**	0	1	2	3	0	**6**	1	1	0	3	0	**4**	0	**17**
8:15AM	0	6	0	0	**6**	2	0	6	0	0	**6**	0	3	0	6	0	**9**	0	0	0	1	0	**1**	0	**22**
8:30AM	0	11	0	0	**11**	0	0	5	0	0	**5**	0	2	2	3	0	**7**	0	1	0	0	0	**1**	1	**24**
8:45AM	0	5	0	0	**5**	1	0	4	1	0	**5**	0	2	2	5	0	**9**	0	1	0	1	0	**2**	1	**21**
Hourly Total	0	28	0	0	**28**	3	0	16	1	0	**17**	0	8	6	17	0	**31**	1	3	0	5	0	**8**	2	**84**
3:00PM	0	7	0	0	**7**	0	0	8	2	0	**10**	0	4	1	4	0	**9**	0	1	0	0	0	**1**	1	**27**
3:15PM	1	5	0	0	**6**	1	0	4	1	0	**5**	0	2	1	5	0	**8**	2	2	1	3	0	**6**	0	**25**
3:30PM	0	3	0	0	**3**	0	0	8	1	0	**9**	0	2	0	5	0	**7**	0	0	0	0	0	**0**	2	**19**
3:45PM	1	3	0	0	**4**	4	0	6	0	0	**6**	0	6	0	5	0	**11**	1	0	0	2	0	**2**	3	**23**
Hourly Total	2	18	0	0	**20**	5	0	26	4	0	**30**	0	14	2	19	0	**35**	3	3	1	5	0	**9**	6	**94**
4:00PM	0	14	0	0	**14**	1	0	6	0	0	**6**	0	1	0	4	0	**5**	0	0	0	1	0	**1**	1	**26**
4:15PM	0	12	1	0	**13**	0	0	6	0	0	**6**	0	6	0	3	0	**9**	1	0	0	0	0	**0**	2	**28**
4:30PM	1	6	1	0	**8**	0	0	5	1	0	**6**	0	5	1	6	0	**12**	1	0	0	0	0	**0**	1	**26**
4:45PM	0	3	0	0	**3**	0	0	5	0	0	**5**	1	8	2	4	0	**14**	2	3	0	1	0	**4**	1	**26**
Hourly Total	1	35	2	0	**38**	1	0	22	1	0	**23**	1	20	3	17	0	**40**	4	3	0	2	0	**5**	5	**106**
5:00PM	0	4	0	0	**4**	0	0	6	0	0	**6**	4	3	0	3	0	**6**	1	0	0	0	0	**0**	2	**16**
5:15PM	0	6	0	0	**6**	0	0	3	1	0	**4**	0	3	2	3	0	**8**	1	1	0	1	0	**2**	2	**20**
5:30PM	1	12	0	0	**13**	0	0	7	0	0	**7**	0	3	0	5	0	**8**	0	0	0	0	0	**0**	1	**28**
5:45PM	0	12	0	0	**12**	1	0	12	0	0	**12**	0	4	0	4	0	**8**	0	0	0	2	0	**2**	0	**34**
Hourly Total	1	34	0	0	**35**	1	0	28	1	0	**29**	4	13	2	15	0	**30**	2	1	0	3	0	**4**	5	**98**
Total	5	135	2	0	**142**	11	0	106	10	0	**116**	6	65	16	81	0	**162**	16	14	1	21	0	**36**	23	**456**
% Approach	3.5%	95.1%	1.4%	0%	**-**	-	0%	91.4%	8.6%	0%	**-**	-	40.1%	9.9%	50.0%	0%	**-**	-	38.9%	2.8%	58.3%	0%	**-**	-	**-**
% Total	1.1%	29.6%	0.4%	0%	**31.1%**	-	0%	23.2%	2.2%	0%	**25.4%**	-	14.3%	3.5%	17.8%	0%	**35.5%**	-	3.1%	0.2%	4.6%	0%	**7.9%**	-	**-**
Lights	5	126	0	0	**131**	-	0	99	7	0	**106**	-	62	16	81	0	**159**	-	12	1	20	0	**33**	-	429
% Lights	100%	93.3%	0%	0%	**92.3%**	-	0%	93.4%	70.0%	0%	**91.4%**	-	95.4%	100%	100%	0%	**98.1%**	-	85.7%	100%	95.2%	0%	**91.7%**	-	94.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	5	0	0	**5**	-	0	6	2	0	**8**	-	1	0	0	0	**1**	-	1	0	1	0	**2**	-	16
% Buses and Single-Unit Trucks	0%	3.7%	0%	0%	**3.5%**	-	0%	5.7%	20.0%	0%	**6.9%**	-	1.5%	0%	0%	0%	**0.6%**	-	7.1%	0%	4.8%	0%	**5.6%**	-	3.5%
Bicycles on Road	0	4	2	0	**6**	-	0	1	1	0	**2**	-	2	0	0	0	**2**	-	1	0	0	0	**1**	-	11
% Bicycles on Road	0%	3.0%	100%	0%	**4.2%**	-	0%	0.9%	10.0%	0%	**1.7%**	-	3.1%	0%	0%	0%	**1.2%**	-	7.1%	0%	0%	0%	**2.8%**	-	2.4%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	6	-	-	-	-	-	15	-	-	-	-	-	22	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	93.8%	-	-	-	-	-	95.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	6.3%	-	-	-	-	-	4.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Wesley Ave - TMC

Thu Feb 25, 2021
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814361, Location: 42.053953, -87.691444

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-02-25 8:00AM	0	6	0	0	**6**	0	0	1	0	0	**1**	0	1	2	3	0	**6**	1	1	0	3	0	**4**	0	**17**
8:15AM	0	6	0	0	**6**	2	0	6	0	0	**6**	0	3	0	6	0	**9**	0	0	0	1	0	**1**	0	**22**
8:30AM	0	11	0	0	**11**	0	0	5	0	0	**5**	0	2	2	3	0	**7**	0	1	0	0	0	**1**	1	**24**
8:45AM	0	5	0	0	**5**	1	0	4	1	0	**5**	0	2	2	5	0	**9**	0	1	0	1	0	**2**	1	**21**
Total	0	28	0	0	**28**	3	0	16	1	0	**17**	0	8	6	17	0	**31**	1	3	0	5	0	**8**	2	**84**
% Approach	0%	100%	0%	0%	**-**	-	0%	94.1%	5.9%	0%	**-**	-	25.8%	19.4%	54.8%	0%	**-**	-	37.5%	0%	62.5%	0%	**-**	-	-
% Total	0%	33.3%	0%	0%	**33.3%**	-	0%	19.0%	1.2%	0%	**20.2%**	-	9.5%	7.1%	20.2%	0%	**36.9%**	-	3.6%	0%	6.0%	0%	**9.5%**	-	-
PHF	-	0.694	-	-	**0.694**	-	-	0.667	0.250	-	**0.708**	-	0.875	0.750	0.708	-	**0.833**	-	0.750	-	0.417	-	**0.500**	-	0.909
Lights	0	22	0	0	**22**	-	0	13	1	0	**14**	-	6	6	17	0	**29**	-	3	0	5	0	**8**	-	73
% Lights	0%	78.6%	0%	0%	**78.6%**	-	0%	81.3%	100%	0%	**82.4%**	-	75.0%	100%	100%	0%	**93.5%**	-	100%	0%	100%	0%	**100%**	-	86.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	3	0	0	**3**	-	0	3	0	0	**3**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	7
% Buses and Single-Unit Trucks	0%	10.7%	0%	0%	**10.7%**	-	0%	18.8%	0%	0%	**17.6%**	-	12.5%	0%	0%	0%	**3.2%**	-	0%	0%	0%	0%	**0%**	-	8.3%
Bicycles on Road	0	3	0	0	**3**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	0%	10.7%	0%	0%	**10.7%**	-	0%	0%	0%	0%	**0%**	-	12.5%	0%	0%	0%	**3.2%**	-	0%	0%	0%	0%	**0%**	-	4.8%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Foster St & Wesley Ave - TMC

Thu Feb 25, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 814361, Location: 42.053953, -87.691444

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	West						East						South						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-02-25 4:00PM	0	14	0	0	**14**	1	0	6	0	0	**6**	0	1	0	4	0	**5**	0	0	0	1	0	**1**	1	**26**
4:15PM	0	12	1	0	**13**	0	0	6	0	0	**6**	0	6	0	3	0	**9**	1	0	0	0	0	**0**	2	**28**
4:30PM	1	6	1	0	**8**	0	0	5	1	0	**6**	0	5	1	6	0	**12**	1	0	0	0	0	**0**	1	**26**
4:45PM	0	3	0	0	**3**	0	0	5	0	0	**5**	1	8	2	4	0	**14**	2	3	0	1	0	**4**	1	**26**
Total	1	35	2	0	**38**	1	0	22	1	0	**23**	1	20	3	17	0	**40**	4	3	0	2	0	**5**	5	**106**
% Approach	2.6%	92.1%	5.3%	0%	**-**	-	0%	95.7%	4.3%	0%	**-**	-	50.0%	7.5%	42.5%	0%	**-**	-	60.0%	0%	40.0%	0%	**-**	-	-
% Total	0.9%	33.0%	1.9%	0%	**35.8%**	-	0%	20.8%	0.9%	0%	**21.7%**	-	18.9%	2.8%	16.0%	0%	**37.7%**	-	2.8%	0%	1.9%	0%	**4.7%**	-	-
PHF	0.250	0.654	-	-	**0.673**	-	-	0.917	0.250	-	**0.958**	-	0.679	0.375	0.708	-	**0.750**	-	0.250	-	0.500	-	**0.333**	-	0.935
Lights	1	33	0	0	**34**	-	0	22	1	0	**23**	-	19	3	17	0	**39**	-	2	0	2	0	**4**	-	100
% Lights	100%	94.3%	0%	0%	**89.5%**	-	0%	100%	100%	0%	**100%**	-	95.0%	100%	100%	0%	**97.5%**	-	66.7%	0%	100%	0%	**80.0%**	-	94.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	2.9%	0%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Bicycles on Road	0	1	2	0	**3**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1	0	0	0	**1**	-	5
% Bicycles on Road	0%	2.9%	100%	0%	**7.9%**	-	0%	0%	0%	0%	**0%**	-	5.0%	0%	0%	0%	**2.5%**	-	33.3%	0%	0%	0%	**20.0%**	-	4.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	20.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

APPENDIX C
IDOT Crash Map

IDOT Crash Data (2015-2019)

Proposed Multi-Family Residential Development
Evanston, IL

APPENDIX D
CMAP Correspondence

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

February 19, 2021

Justin Opitz, AICP
Transportation Planner
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

Subject: ***Green Bay Road south of Simpson Street***
IDOT

Dear Mr. Opitz:

In response to a request made on your behalf and dated February 18, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Green Bay Rd south of Simpson St	20,600	22,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
\2021_CY_TrafficForecast\Evanston\ck-21-21\ck-21-21.docx

APPENDIX E

ITE 10th Edition Trip Generation Excerpts

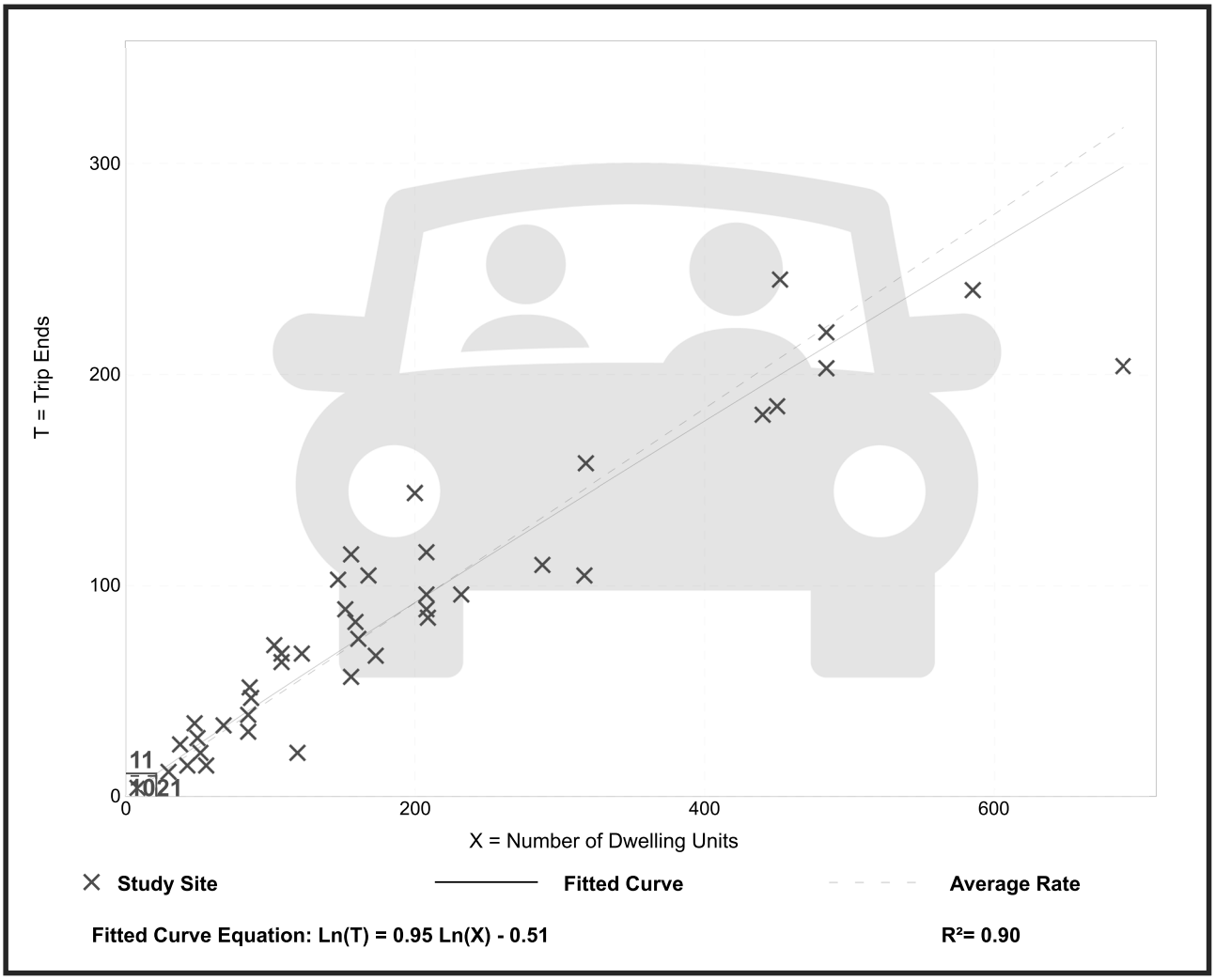
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	42
Avg. Num. of Dwelling Units:	199
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



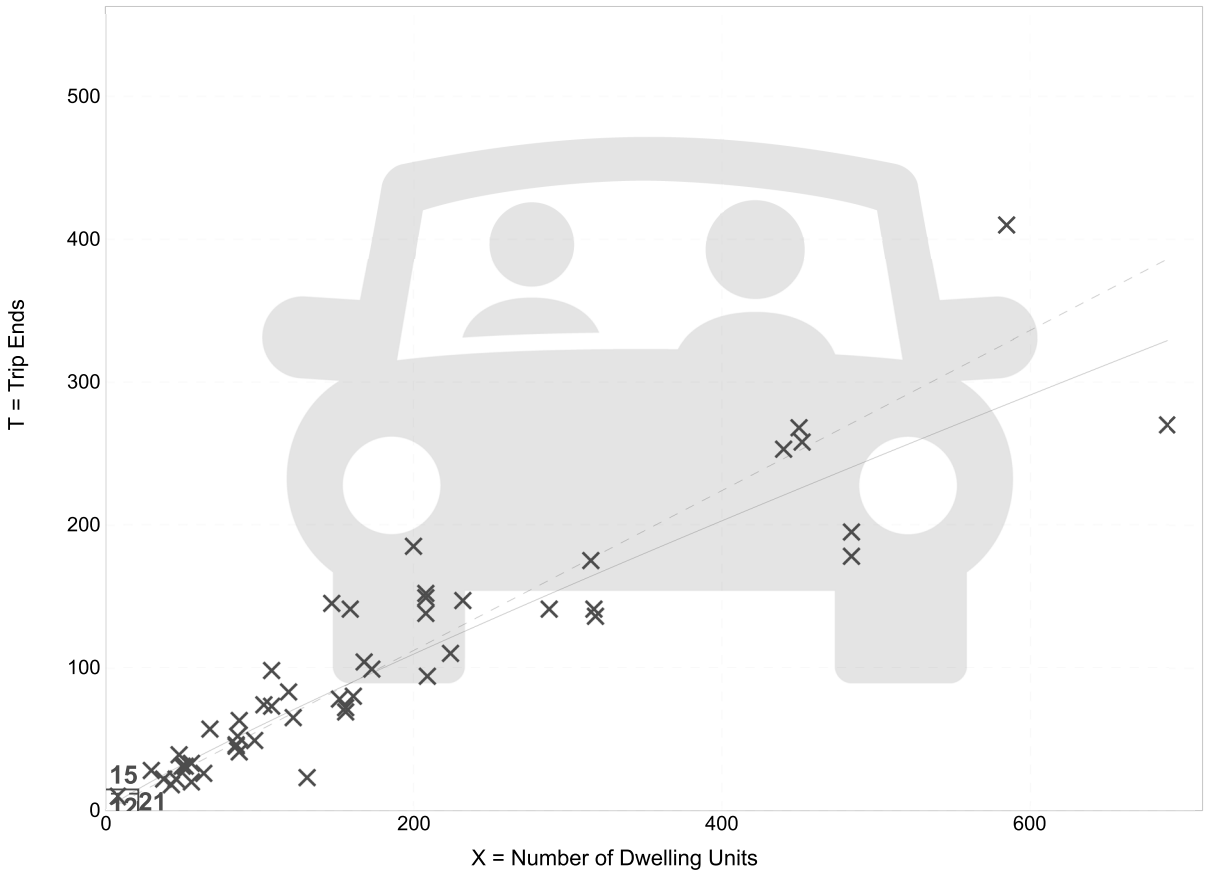
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	50
Avg. Num. of Dwelling Units:	187
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) - 0.02

R^2= 0.86

Multifamily Housing (Low-Rise)
(220)

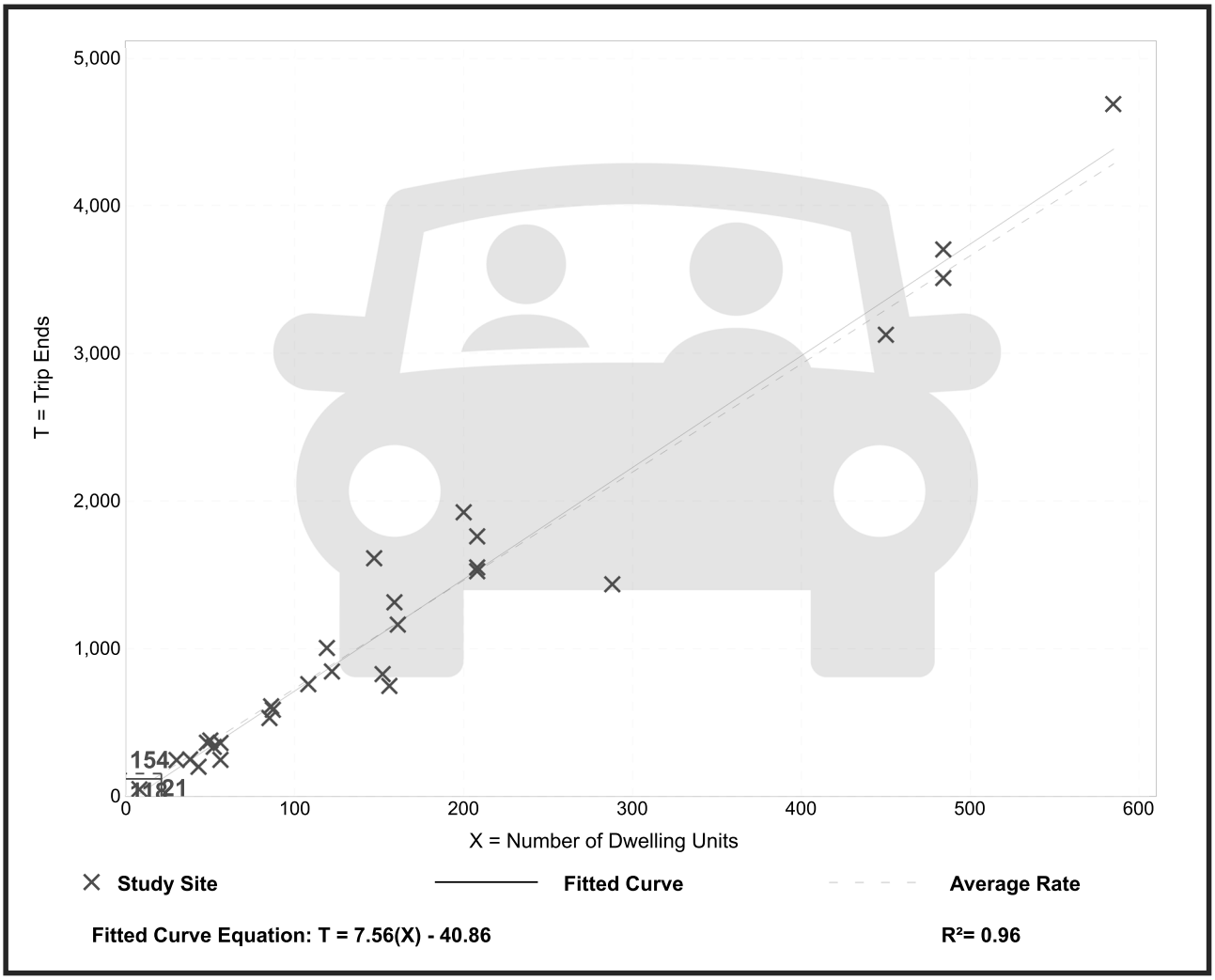
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



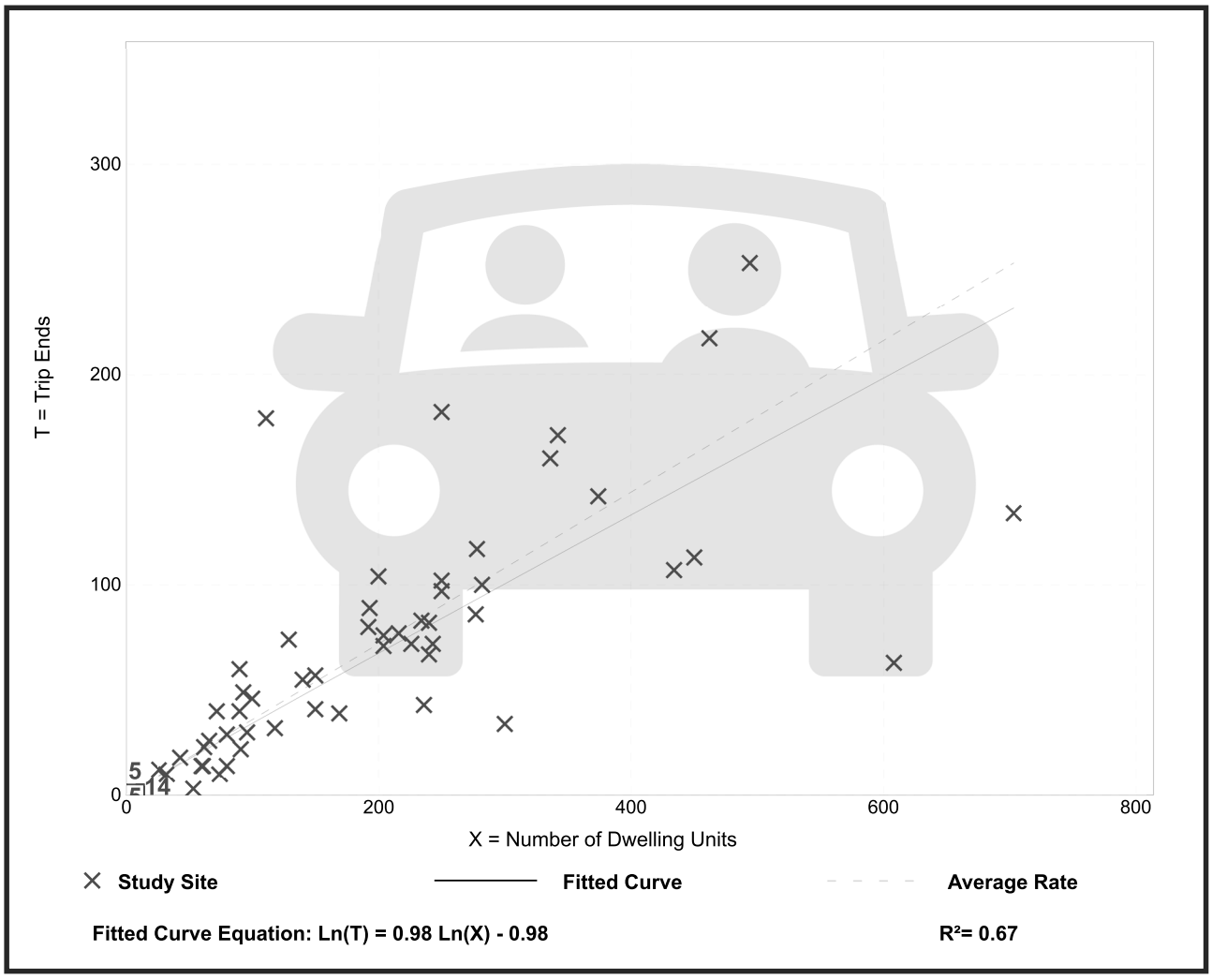
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	53
Avg. Num. of Dwelling Units:	207
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



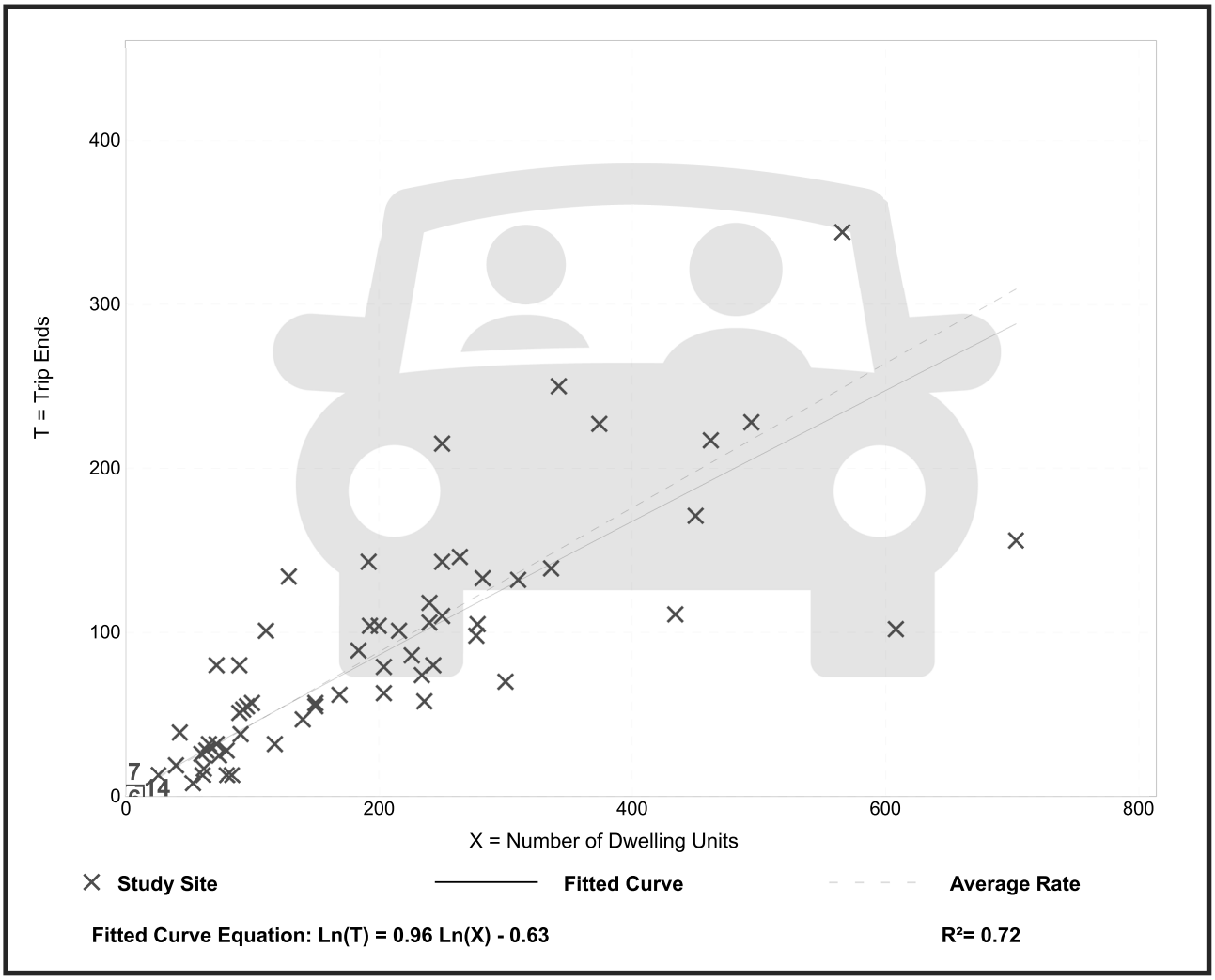
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise)
(221)

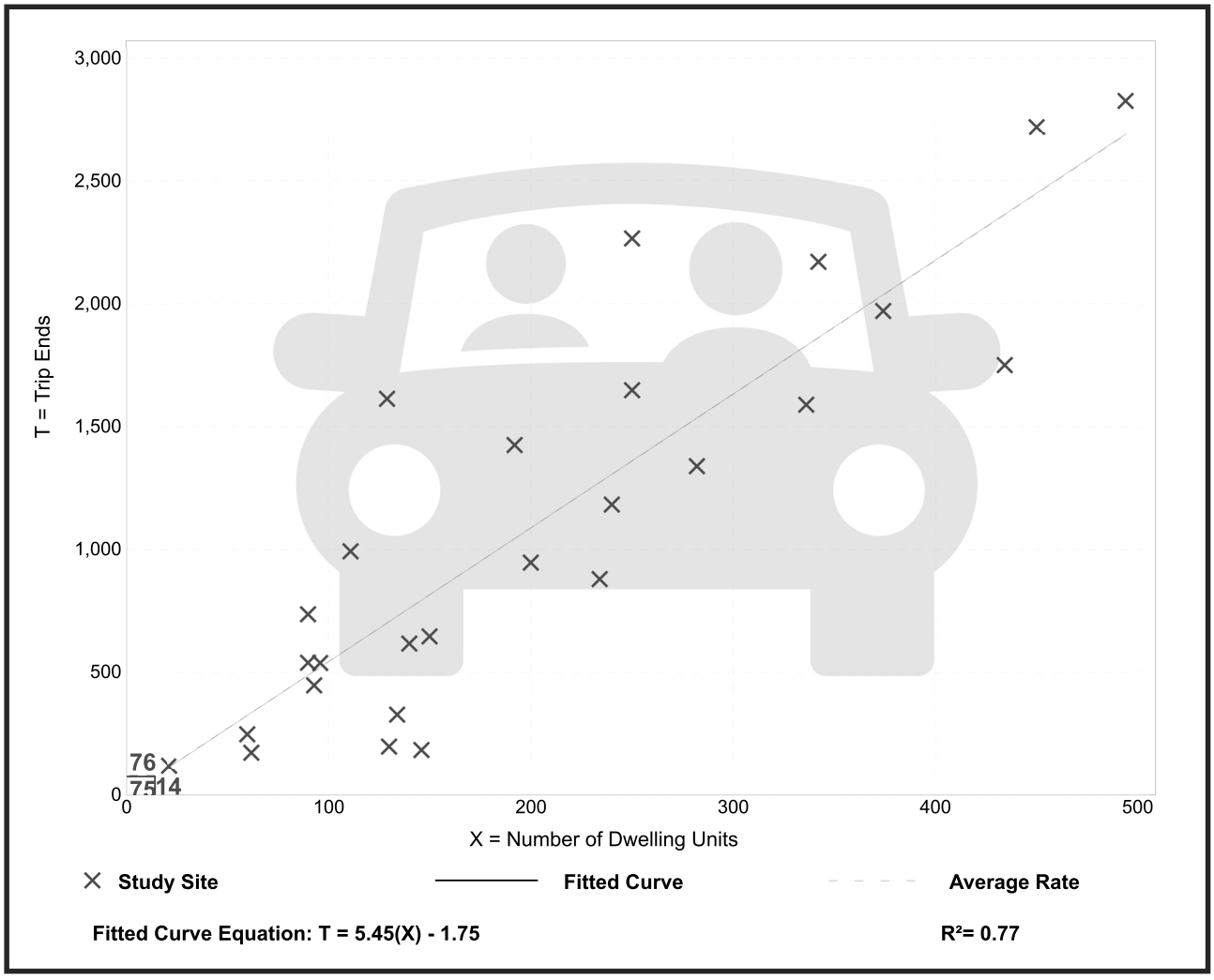
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



APPENDIX F

Capacity Analysis Worksheets

HCS7 Two-Way Stop-Control Report

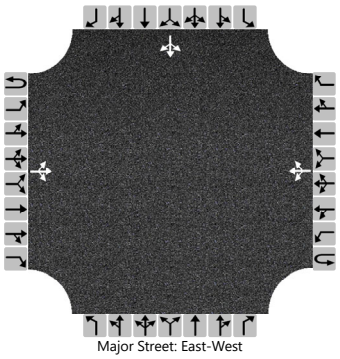
General Information

Analyst	JTO
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2021
Time Analyzed	EX AM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Jackson Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Jackson Ave
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		1	24	12		7	21	1						1	5	1
Percent Heavy Vehicles (%)		0				29								0	0	0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1	6.5	6.2
Critical Headway (sec)		4.10				4.39								7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2								3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.46								3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				8									8	
Capacity, c (veh/h)		1587				1413									839	
v/c Ratio		0.00				0.01									0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.3				7.6									9.3	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)		0.2				1.9								9.3		
Approach LOS														A		

HCS7 Two-Way Stop-Control Report

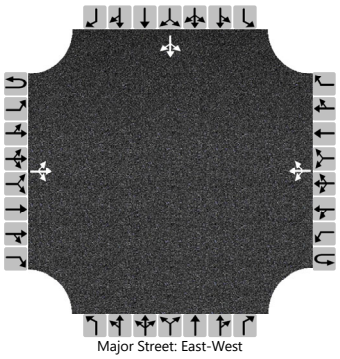
General Information

Analyst	JTO
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2021
Time Analyzed	EX PM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Jackson Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Jackson Ave
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		0	35	15		15	29	1						2	0	2
Percent Heavy Vehicles (%)		0				0								0	0	0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10								7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2								3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20								3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				17									4	
Capacity, c (veh/h)		1569				1562									915	
v/c Ratio		0.00				0.01									0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.3				7.3									9.0	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	0.0				2.5								9.0			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

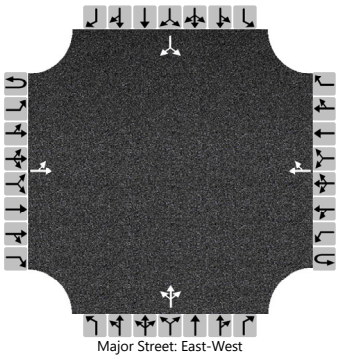
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2021
Time Analyzed	EX AM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Wesley Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Wesley Ave
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration		LT						TR			LTR				LR	
Volume (veh/h)		0	28				16	1		8	6	17		3		5
Percent Heavy Vehicles (%)		0								13	0	0		0		0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.10								7.23	6.50	6.20		7.10		6.20
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.20								3.62	4.00	3.30		3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0									34				9	
Capacity, c (veh/h)		1605									963				996	
v/c Ratio		0.00									0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0									0.1				0.0	
Control Delay (s/veh)		7.2									8.9				8.6	
Level of Service (LOS)		A									A				A	
Approach Delay (s/veh)		0.0								8.9				8.6		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

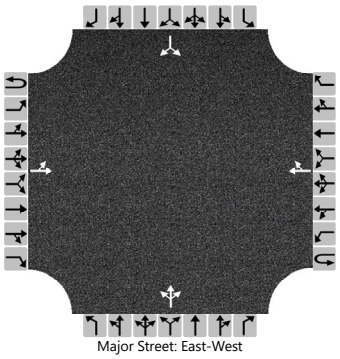
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2021
Time Analyzed	EX PM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Wesley Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Wesley Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration		LT						TR			LTR				LR	
Volume (veh/h)		1	35				22	1		20	3	17		3		2
Percent Heavy Vehicles (%)		0								0	0	0		0		0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.10								7.10	6.50	6.20		7.10		6.20
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.20								3.50	4.00	3.30		3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1									43				5	
Capacity, c (veh/h)		1592									957				947	
v/c Ratio		0.00									0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0									0.1				0.0	
Control Delay (s/veh)		7.3									8.9				8.8	
Level of Service (LOS)		A									A				A	
Approach Delay (s/veh)	0.2								8.9				8.8			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

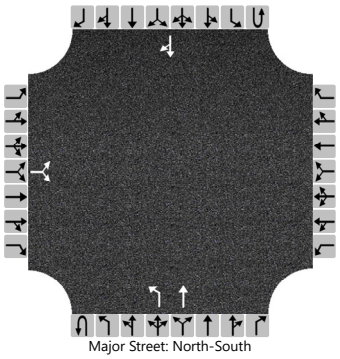
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2021
Time Analyzed	EX AM
Intersection Orientation	North-South
Project Description	5788.900

Site Information

Intersection	Green Bay Rd & Foster St
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Green Bay Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		22		16						14	860				866	15
Percent Heavy Vehicles (%)		9		6						14						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.49		6.26						4.24						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.35						2.33						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42							15						
Capacity, c (veh/h)			227							663						
v/c Ratio			0.18							0.02						
95% Queue Length, Q_{95} (veh)			0.7							0.1						
Control Delay (s/veh)			24.4							10.6						
Level of Service (LOS)			C							B						
Approach Delay (s/veh)		24.4								0.2						
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

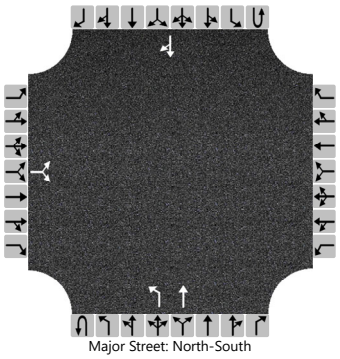
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2021
Time Analyzed	EX PM
Intersection Orientation	North-South
Project Description	5788.900

Site Information

Intersection	Green Bay Rd & Foster St
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Green Bay Rd
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		20		31						26	892				1074	31
Percent Heavy Vehicles (%)		5		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.45		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			52							27						
Capacity, c (veh/h)			212							613						
v/c Ratio			0.25							0.04						
95% Queue Length, Q_{95} (veh)			0.9							0.1						
Control Delay (s/veh)			27.4							11.1						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		27.4								0.3						
Approach LOS		D														

HCS7 Two-Way Stop-Control Report

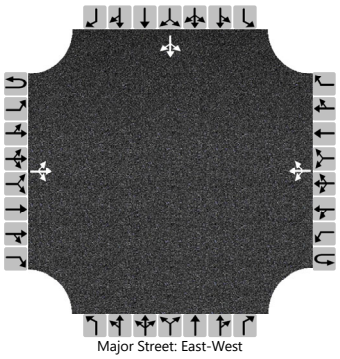
General Information

Analyst	JTO
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 NB AM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Jackson Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Jackson Ave
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		1	24	12		7	21	1						1	5	1
Percent Heavy Vehicles (%)		0				29								0	0	0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1	6.5	6.2
Critical Headway (sec)		4.10				4.39								7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2								3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.46								3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				8									8	
Capacity, c (veh/h)		1587				1413									839	
v/c Ratio		0.00				0.01									0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.3				7.6									9.3	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)		0.2				1.9								9.3		
Approach LOS														A		

HCS7 Two-Way Stop-Control Report

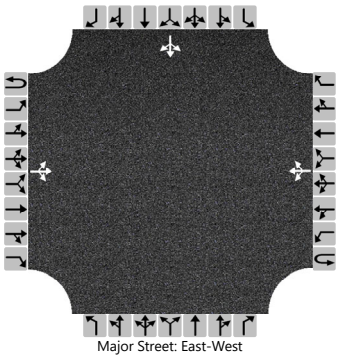
General Information

Analyst	JTO
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 NB PM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Jackson Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Jackson Ave
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		0	35	15		15	29	1						2	0	2
Percent Heavy Vehicles (%)		0				0								0	0	0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10								7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2								3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20								3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				17									4	
Capacity, c (veh/h)		1569				1562									915	
v/c Ratio		0.00				0.01									0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.3				7.3									9.0	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	0.0				2.5								9.0			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

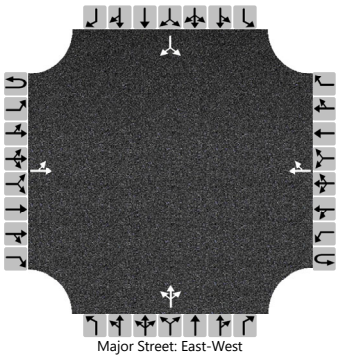
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 NB AM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Wesley Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Wesley Ave
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration		LT						TR			LTR				LR	
Volume (veh/h)		0	28				16	1		8	6	17		3		5
Percent Heavy Vehicles (%)		0								13	0	0		0		0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.10								7.23	6.50	6.20		7.10		6.20
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.20								3.62	4.00	3.30		3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0									34				9	
Capacity, c (veh/h)		1605									963				996	
v/c Ratio		0.00									0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0									0.1				0.0	
Control Delay (s/veh)		7.2									8.9				8.6	
Level of Service (LOS)		A									A				A	
Approach Delay (s/veh)	0.0								8.9				8.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

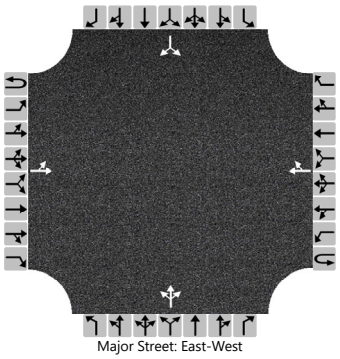
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 NB PM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Wesley Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Wesley Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration		LT						TR			LTR				LR	
Volume (veh/h)		1	35				22	1		20	3	17		3		2
Percent Heavy Vehicles (%)		0								0	0	0		0		0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.10								7.10	6.50	6.20		7.10		6.20
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.20								3.50	4.00	3.30		3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1									43				5	
Capacity, c (veh/h)		1592									957				947	
v/c Ratio		0.00									0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0									0.1				0.0	
Control Delay (s/veh)		7.3									8.9				8.8	
Level of Service (LOS)		A									A				A	
Approach Delay (s/veh)		0.2								8.9				8.8		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

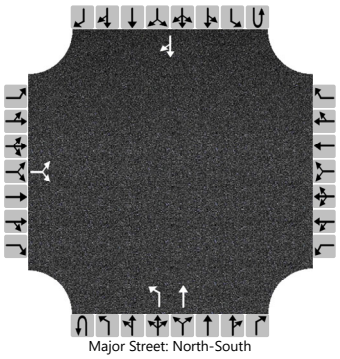
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 NB AM
Intersection Orientation	North-South
Project Description	5788.900

Site Information

Intersection	Green Bay Rd & Foster St
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Green Bay Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		22		16						14	880				886	15
Percent Heavy Vehicles (%)		9		6						14						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.49		6.26						4.24						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.35						2.33						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42							15						
Capacity, c (veh/h)			220							650						
v/c Ratio			0.19							0.02						
95% Queue Length, Q_{95} (veh)			0.7							0.1						
Control Delay (s/veh)			25.1							10.7						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		25.1								0.2						
Approach LOS		D														

HCS7 Two-Way Stop-Control Report

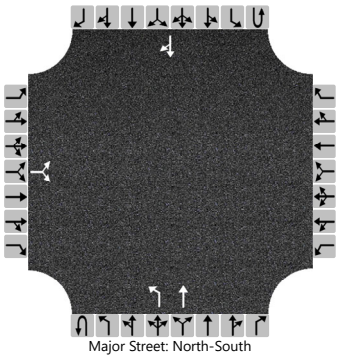
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 NB PM
Intersection Orientation	North-South
Project Description	5788.900

Site Information

Intersection	Green Bay Rd & Foster St
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Green Bay Rd
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		20		31						26	913				1099	31
Percent Heavy Vehicles (%)		5		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.45		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			52							27						
Capacity, c (veh/h)			205							600						
v/c Ratio			0.25							0.04						
95% Queue Length, Q_{95} (veh)			1.0							0.1						
Control Delay (s/veh)			28.4							11.3						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		28.4								0.3						
Approach LOS		D														

HCS7 Two-Way Stop-Control Report

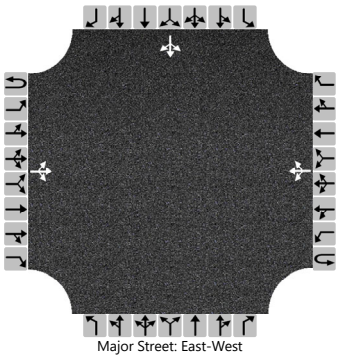
General Information

Analyst	JTO
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 TOTAL AM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Jackson Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Jackson Ave
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		1	24	12		7	21	2						6	6	2
Percent Heavy Vehicles (%)		0				29								0	0	0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1	6.5	6.2
Critical Headway (sec)		4.10				4.39								7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2								3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.46								3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				8									15	
Capacity, c (veh/h)		1585				1413									869	
v/c Ratio		0.00				0.01									0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.1	
Control Delay (s/veh)		7.3				7.6									9.2	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	0.2				1.8								9.2			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

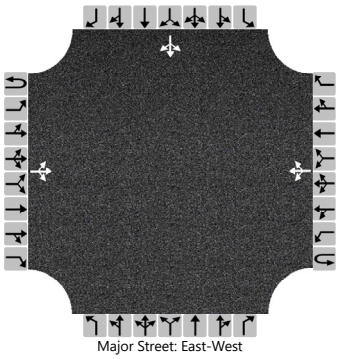
General Information

Analyst	JTO
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 TOTAL PM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Jackson Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Jackson Ave
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		1	35	15		15	29	5						5	1	3
Percent Heavy Vehicles (%)		0				0								0	0	0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10								7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2								3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20								3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				17									10	
Capacity, c (veh/h)		1563				1562									871	
v/c Ratio		0.00				0.01									0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.3				7.3									9.2	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)		0.1				2.3								9.2		
Approach LOS														A		

HCS7 Two-Way Stop-Control Report

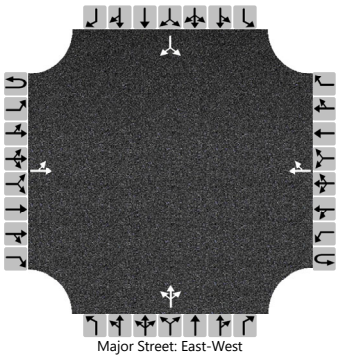
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 TOTAL AM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Wesley Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Wesley Ave
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration		LT						TR			LTR				LR	
Volume (veh/h)		0	33				17	2		8	7	17		9		5
Percent Heavy Vehicles (%)		0								13	0	0		0		0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.10								7.23	6.50	6.20		7.10		6.20
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.20								3.62	4.00	3.30		3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0									35				15	
Capacity, c (veh/h)		1602									950				949	
v/c Ratio		0.00									0.04				0.02	
95% Queue Length, Q_{95} (veh)		0.0									0.1				0.0	
Control Delay (s/veh)		7.2									8.9				8.9	
Level of Service (LOS)		A									A				A	
Approach Delay (s/veh)		0.0								8.9				8.9		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

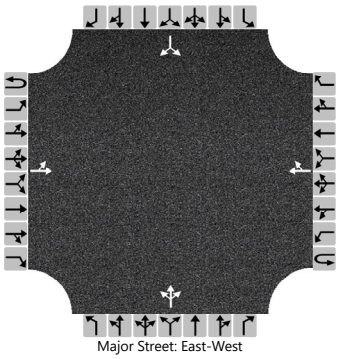
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 TOTAL PM
Intersection Orientation	East-West
Project Description	5788.900

Site Information

Intersection	Foster St & Wesley Ave
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Wesley Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration		LT						TR			LTR				LR	
Volume (veh/h)		1	38				26	8		20	4	17		7		2
Percent Heavy Vehicles (%)		0								0	0	0		0		0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.10								7.10	6.50	6.20		7.10		6.20
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.20								3.50	4.00	3.30		3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1									44				10	
Capacity, c (veh/h)		1576									941				906	
v/c Ratio		0.00									0.05				0.01	
95% Queue Length, Q_{95} (veh)		0.0									0.1				0.0	
Control Delay (s/veh)		7.3									9.0				9.0	
Level of Service (LOS)		A									A				A	
Approach Delay (s/veh)		0.2								9.0				9.0		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

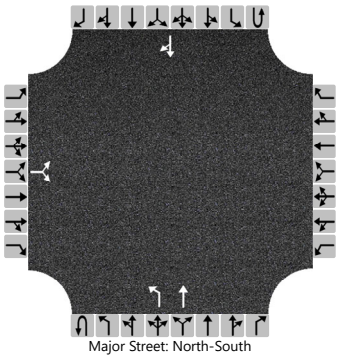
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 TOTAL AM
Intersection Orientation	North-South
Project Description	5788.900

Site Information

Intersection	Green Bay Rd & Foster St
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Green Bay Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		28		21						15	880				886	16
Percent Heavy Vehicles (%)		9		6						14						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.49		6.26						4.24						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.35						2.33						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54							16						
Capacity, c (veh/h)			221							650						
v/c Ratio			0.24							0.03						
95% Queue Length, Q_{95} (veh)			0.9							0.1						
Control Delay (s/veh)			26.5							10.7						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		26.5								0.2						
Approach LOS		D														

HCS7 Two-Way Stop-Control Report

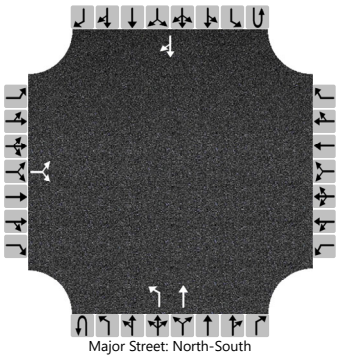
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	3/5/2021
Analysis Year	2027
Time Analyzed	2027 TOTAL PM
Intersection Orientation	North-South
Project Description	5788.900

Site Information

Intersection	Green Bay Rd & Foster St
Jurisdiction	Local
East/West Street	Foster St
North/South Street	Green Bay Rd
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		24		34						31	913				1099	37
Percent Heavy Vehicles (%)		5		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.45		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			59							32						
Capacity, c (veh/h)			202							597						
v/c Ratio			0.29							0.05						
95% Queue Length, Q_{95} (veh)			1.2							0.2						
Control Delay (s/veh)			30.1							11.4						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		30.1								0.4						
Approach LOS		D														

APPENDIX G

ITE 5th Edition Parking Generation Excerpts

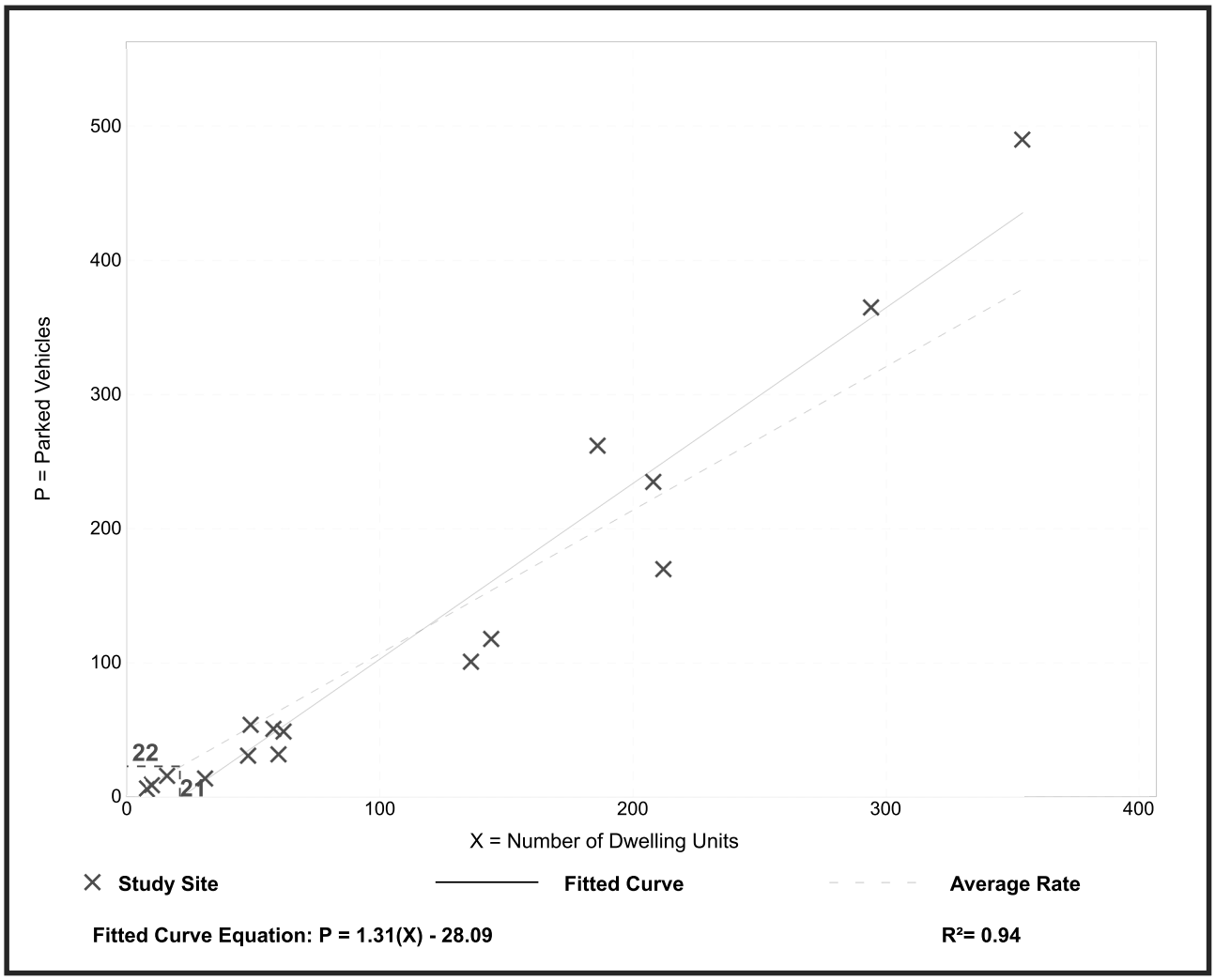
Multifamily Housing (Low-Rise)
(220)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: **11:00 p.m. - 6:00 a.m.**
Number of Studies: 16
Avg. Num. of Dwelling Units: 117

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.07	0.45 - 1.41	0.77 / 1.31	***	0.29 (27%)

Data Plot and Equation



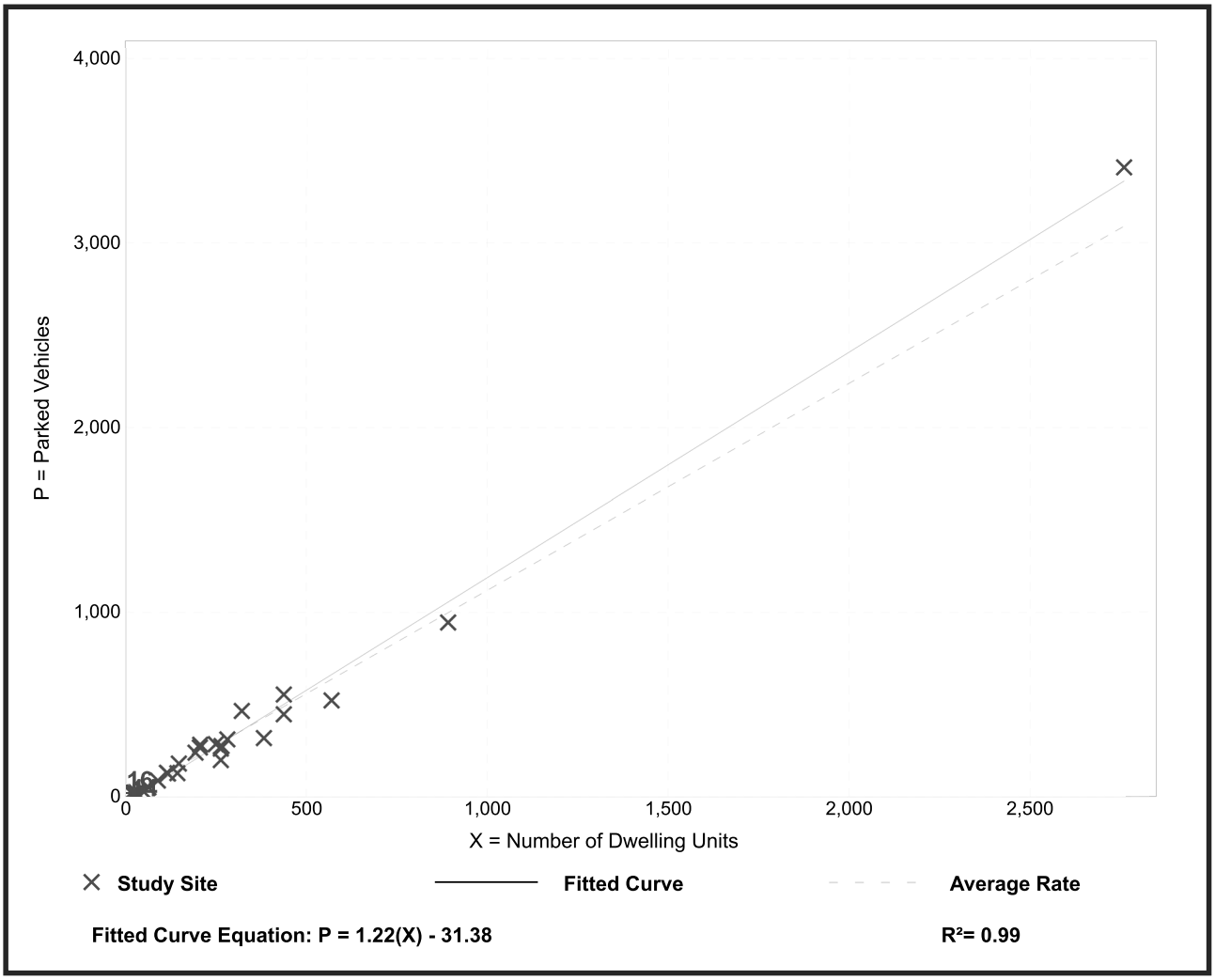
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: **10:00 p.m. - 5:00 a.m.**
Number of Studies: 27
Avg. Num. of Dwelling Units: 318

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.12	0.55 - 1.45	0.91 / 1.27	1.06 - 1.18	0.17 (15%)

Data Plot and Equation



APPROVED

DESIGN AND PROJECT REVIEW COMMITTEE (DAPR) MINUTES
April 21, 2021

Voting Members Present: J. Nyden, L Biggs, E. Cano, I. Eckersberg, C. Venatta, M. Tristan, J. Hyink, M. Jones, C. Sterling

Staff Present: M. Rivera, M. Callahan, M. Griffith

Others Present:

Presiding Member: J. Nyden

A quorum being present, J. Nyden called the meeting to order at 2:32 p.m.

Suspension of the Rules

1. Members participate electronically or by telephone.

L. Biggs made a motion to suspend the rules to allow members to participate electronically or by telephone, seconded by J. Hyink.

The Committee voted by roll call vote, 8-0, to suspend the rules allowing members to participate electronically or by telephone.

Ayes: J. Nyden, L Biggs, M. Callahan, I. Eckersberg, C. Venatta, J. Hyink, M. Jones, C. Sterling

Nays:

Minutes

1. April 14, 2021, meeting minutes.

L. Biggs made a motion to approve the April 14, 2021, meeting minutes, seconded by M. Jones.

The Committee voted by roll call vote, 5-0, to approve the April 7, 2021, meeting minutes with three abstaining.

Ayes: J. Nyden, M. Callahan, I. Eckersberg, C. Venatta, M. Tristan, J. Hyink,

Abstained: L Biggs, M. Jones, C. Sterling

New Business

1. 1601 Payne Street **Outdoor Dining Cafe**
Soul & Smoke, submit for an outdoor cafe for use of the parkway for seating, in the MXE Mixed Use Employment District.

APPLICATION PRESENTED BY: Heather Bublick

DISCUSSION:

- Applicant proposes to place 4 picnic tables in the parkway just for seating, no service to be provided.
- M. Callahan stated the parkway will be required to be restored.
- Applicant stated they will keep the area clean.
- J. Nyden asked if the tables will be placed in front of their building.
- Applicant stated yes, they own the building.
- J. Nyden asked the applicant to reach out to the neighbors and to provide them a heads up.
- E. Cano asked when the season ends.
- J. Nyden stated November 1 is the typical end date, consistent with sidewalk cafes.

L. Biggs made a motion to approve the outdoor cafe, seconded by J. Hyink.

The Committee voted by roll call vote, 9-0, to approve the outdoor cafe.

Ayes: J. Nyden, L Biggs, E. Cano, I. Eckersberg, C. Venatta, M. Tristan, J. Hyink, M. Jones, C. Sterling

Nays:

2. 2044 Wesley Avenue Concept Review

John Cleary, applicant, submits for concept review of a proposed zoning map amendment removing certain property from the oWE West Evanston Overlay District and rezoning certain property from the R5 General Residential District to the R4 General Residential District, and for a planned development with 33 residential dwelling units consisting of 21 townhomes and a 12-unit multi-family dwelling, 54 parking spaces in total, and a new private street connecting Jackson Avenue with Wesley Avenue. Portions of the parcel are currently located in the R4 General Residential District, R5 General Residential District, and oWE West Evanston Overlay District.

APPLICATION PRESENTED BY: John Cleary, applicant

DISCUSSION:

- Applicant stated the plan redevelops old railroad property, he owns the property. An additional property along Green Bay Road is under contract to purchase.
- Applicant stated the site is contaminated and will require clean-up. The railroad concrete wall will be removed as part of the development.
- Applicant stated the required affordable dwelling units will be on-site, 3 are proposed.
- Applicant stated the proposed plan meets most of the West Evanston Overlay requirements.
- C. Vanetta asked if the new street will be private or public right-of-way.
- Applicant stated the new street will be private, Jackson Street will be public.
- C. Vanetta stated the new street will be required to be built to City standards. He stated the new street at 16’ wide is narrow, asked if there will be on-street parking and if it will be one-way.
- Applicant stated the street width was reduced as requested from the zoning review. The new street will be on-way, east to west. The narrow street width provides an apron

between the garages and the street. A firetruck will be able to access the street as proposed.

- L. Biggs stated a typical alley is 20' wide. The street does not provide space for people to park; concerned parking will be pushed onto Jackson and Wesley.
- M. Tristan stated 21' width is the minimum requirement per the Fire Code.
- C. Vanetta asked about sidewalks and lighting.
- Applicant stated lighting will be provided along the new street.
- J. Hyink stated the sidewalks at Wesley need to align for ADA requirements.
- E. Cano asked if there would be a sidewalk along the new street.
- Applicant stated the driveways could be connected by a sidewalk if needed.
- C. Sterling stated the new street functions more like an alley than a street.
- E. Cano stated snow storage needs to be considered, snow cannot be stored on City streets.
- C. Vanetta stated the turnaround at the north end of Jackson needs to be considered, a 3-point turn is acceptable.
- J. Hyink stated a sidewalk on the west side of Jackson should be included.
- J. Nyden stated traffic flow is a concern.
- M. Griffith stated the narrow street is better than the initial plan reviewed. The proposed street provides distance between the garages and the street. The garage orientations need to be considered with the traffic flow.
- M. Rivera asked if the 54 parking spaces proposed included the on-street spaces on Jackson. He asked how many handicapped accessible spaces will be provided.
- Applicant stated yes, 7 on-street spaces provided on Jackson. One handicapped accessible parking space will be provided at the multi-family building.
- M. Callahan recommended using native plantings, something other than turf grass.
- C. Sterling stated the plan shows good design, generally follows the West Evanston plan. He stated exterior building materials along Green Bay Road should be more sensitive to the brick storage building along Green Bay Road. Proposed architecture is contemporary and contextual. He wondered how the townhomes along Green Bay Road could embrace the street better.
- Applicant stated the property line varies along Green Bay Road.
- C. Sterling stated there could be an argument to reduce the required setback off Green Bay Road.
- M. Tristan asked how emergency vehicles would access building 7.
- Applicant stated access could be off Jackson, the building is 20' from the street.
- M. Tristan the fire truck needs to be closer; it is 149' to the back of the building.

Adjournment

L. Biggs made a motion to adjourn, seconded by J. Hyink. The Committee voted by voice vote, 9-0, to adjourn. The Committee adjourned at 3:28 p.m.

Ayes: J. Nyden, L Biggs, E. Cano, I. Eckersberg, C. Venatta, M. Tristan, J. Hyink, M. Jones, C. Sterling

Nays:

The next DAPR meeting is scheduled for Wednesday, April 28, 2021, at 2:30 p.m. via a virtual meeting. Additional information will be provided on that meeting agenda.

APPROVED

Respectfully submitted,
Michael Griffith

APPROVED

DESIGN AND PROJECT REVIEW COMMITTEE (DAPR) MINUTES
May 17, 2022

Voting Members Present: J. Nyden, A. Schnur, L. Biggs, D. Cornelius, I. Eckersberg, R. Papa, M. Tristan, C. Pratt, M. Jones, K. Ashbaugh

Staff Present: M. Griffith

Others Present:

Presiding Member: J. Nyden

A quorum being present, J. Nyden called the meeting to order at 2:03 p.m.

Minutes

April 26, 2022, and May 3, 2022, meeting minutes

L. Biggs made a motion to approve both the April 26, 2022, and May 3, 2022, meeting minutes, seconded by C. Pratt.

The Committee voted by voice vote, 10-0, to approve both sets of minutes.

New Business

1. 500 Davis Street **Sign Variation**

Daryl Staback, Applicant, requests a Sign Variation to allow a wall sign to be installed at a height of approximately 29' above grade where a height of no greater than 15.5' is permitted [Section 4-10-10(A)(4)] and to allow an awning sign to be 4.23 square feet where a maximum of 2.88 square feet is permitted [Section 4-10-10(F)(2)] for the 500 Davis Center, 500 Davis Street, in the D1 Downtown Fringe District. The Design & Project Review Committee will make a final determination on this request per Section 4- 10-17 of the Evanston City Code.

APPLICATION PRESENTED BY: Daryl Stack, applicant

DISCUSSION:

- Applicant stated the proposed signage is part of the exterior renovation for the building reviewed by DAPR previously.
- Applicant stated the proposed awning sign is smaller than the existing sign, but the proposed size is still over what is permitted. The proposed sign is consistent with other similar signs in the area.
- L. Biggs asked if the sign would be illuminated.
- Applicant stated it will be backlit.
- Applicant stated the proposed wall sign is intended to increase visibility to the building from Chicago Avenue and Davis Street, asking for a height variation. The current sign is not visible. The sign will be backlit. They removed a similar sign proposed for the east side of the building.
- L. Biggs asked if the awning sign extends over the sidewalk.
- Applicant stated the awning extends out slightly.

L. Biggs made a motion to approve the sign variation, seconded by M. Jones.

The Committee voted by voice vote, 10-0, to approve the sign variation.

2. 1026 Davis Street Recommendation to LUC

Renee Ruffing, applicant, requests a Special Use Permit for a Private Educational Institution at 1026 Davis Street in the D2 Downtown Retail Core District (Zoning Code Section 6-11-3-4), Beacon Academy. The Land Use Commission 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 and Ordinance 92-O-21.

APPLICATION PRESENTED BY: Renee Ruffing, applicant
Steve Friedman, attorney for applicant

DISCUSSION:

- Applicant stated Beacon Academy intends to lease the 1st floor space at 1026 Davis Street and use it for classroom, workspace, and offices. Currently the space is vacant. The location is a few blocks from their main building. The classroom space will be mostly for arts, including performing arts; they may use the space for school events.
- J. Nyden asked if students would be dropped off and picked up at this location.
- Applicant stated no. While they are still working out logistics, students are to report to the main building in the morning and then head to class at other sites. Students currently travel between sites. This space will have between 40-45 students at a time.
- L. Biggs stated there is another school within the vicinity and asked if complaints had been received regarding the other school.
- Committee members indicated they were not aware of any complaints.
- K. Ashbaugh stated the school is not adding students; there will be the same number of students downtown.
- L. Biggs stated the block appears to be able to handle the use.
- Applicant stated many students use public transportation to get to school and walk to other sites.
- J. Nyden stated students should not be dropped off and picked up at this location.
- J. Nyden asked if the windows would be covered.
- Applicant stated no. They plan to display student artwork in the window, and there will be a space at the front for collaborative work, classroom space will be in the back.
- J. Nyden stated the windows should not be covered or screened which deadens the block; people should be able to see into the space.
- D. Cornelius asked if students drive to school.
- Applicant stated a small number do, they park in public garages and pay for parking.
- K. Ashbaugh asked what type of events would be held at this location.
- Applicant stated faculty meetings, open space for art exhibits, and small performances. People attending would park in downtown garages.

L. Biggs made a motion to recommend approval to the LUC subject to the following conditions:

1. No morning drop-offs and afternoon pick-ups at this location,
2. No window screening to block the view into the space,

seconded by C. Pratt.

The Committee voted by voice vote, 10-0, to recommend approval to the LUC subject to the conditions noted above.

3. 2044 Wesley Avenue Planned Development

John Cleary, applicant, submits for a Zoning Map Amendment and a Special Use for a Planned Development. The Map Amendment is for removing certain property from the oWE West Evanston Overlay District and to rezone certain property from the R5 General Residential District to the R4 Residential District. The Planned Development is for the construction of 31 residential dwelling units consisting of 19 townhomes and a 12-unit multi-family dwelling, 48 parking spaces provided, a new private street connecting Jackson Avenue with Wesley Avenue, in the R4 General Residential and R5 Residential Districts and partially in the oWE West Evanston Overlay District. The applicant seeks site development allowances for:

1. Impervious surface coverage of 59.9% where 55% is the maximum permitted,
2. Building height of 44.7' and 4 stories where 47' and 3.5 stories is the maximum allowed,
3. Single-family attached dwellings (townhomes) not having frontage on a public street where frontage on a public street is required,
4. Elimination of the required 10' wide transition landscape strip along the north, east, and south boundary lines,
5. Reduction of the required setback from any street or development boundary line to a dwelling from 15' to 4.8'. Additional dimensions needed on the plan to confirm.
6. Reduction of the required setback from any development boundary line to a yard obstruction (roofed terraces, balconies, porches) from 13.5' to 2.8'.
7. Reduction of the required separation between residential buildings from 12' to 7.1'. Additional dimensions needed on the plan to confirm.

APPLICATION PRESENTED BY: John Cleary, applicant
Abhi Veer, engineer
Jack Stoneberg, architect
Dan Lauer, attorney

DISCUSSION:

- Applicant stated the size of the development site had increased from when DAPR did a concept review, briefly going over the proposed site plan. Applicant stated the plan includes a total of 31 dwelling units, 19 townhomes and a 12-unit multi-family dwelling.
- Applicant stated he is requesting a map amendment so the entire site is within one zoning district. He also noted plat/GIS corrections, noting an east-west alley that had been shown is non-existent and has been corrected.
- Applicant briefly noted a few development plan details:
    - Jackson Avenue will be extended north by approximately 200' with additional on-street parking provided.
    - Railroad embankment along Green Bay Road will be removed along with contaminated soil. Soil removal will cost approximately $750,000.
    - A billboard has already been removed.
    - The site is within a TIF district but TIF money is not being requested.
    - Buildings will meet LEED Silver standards.
    - A fire truck can access the site.
    - A pedestrian connection will be provided to Green Bay Road.
    - Native shrubs will be used. Each townhome will have a tree and small garden area.

    - Three new affordable housing units are proposed in the multi-family dwelling, but waiting to hear back from staff regarding alternatives.
    - Creating additional on-street parking on Jackson Avenue.
    - Increased tax base.
    - Will use minority contractors, will try to hire from local residents.
- Applicant stated the new proposed 5th Ward elementary school will increase demand for housing, displacing existing residents, additional housing is needed in the area.
- A. Schnur asked if the new dwellings will be rentals, if rentals they will be required to be registered. She asked who will maintain common areas.
- Applicant stated the dwellings in the multi-family building will be rentals, the townhomes will be condos. The condo association will maintain common areas, including the private street and walks.
- M. Griffith asked how maintenance will be shared among townhome and multi-family building owners
- Applicant stated the multi-family dwelling building owner will maintain the area around that building; one condo association will be created.
- J. Nyden stated she'd like to go through the DAPR standards, building location and arrangement:
    - L. Biggs stated there are alot of driveways in a short distance at the Wesley Avenue cul-de-sac. The driveways are at awkward angles. There are many conflict points with pedestrians. New street right-of-way isn't clearly shown on the plan, public vs. private areas need to be better defined.
    - R. Papa stated private water and sewer lines need to be clarified, water and sewer lines relocated.
    - M. Griffith stated the building locations are tight and there are awkward driveway alignments for Building 4 that cause a safety concern.
    - Applicant stated Building 4 is oriented to provide a view of downtown. Vehicles can access the garages.
    - Committee discussed driveway and street alignment and safety of vehicle maneuvering.
    - M. Tristan stated the street width meets Fire Code standard.
    - J. Nyden asked where snow will be stored.
    - Applicant noted two areas at the northeast corner of the site and at the north end of Jackson Avenue.
    - D. Cornelius stated City snow plows will end up plowing snow at the new street.
    - Applicant stated the condo association will have to handle the snow pile at the new street.
    - I. Eckersburg asked if the street flow can be reversed to address the awkward driveway alignment at Building 4.
    - L. Biggs asked where visitors would park.
    - Applicant stated visitors will park behind garages and on Jackson Avenue, adding on-street parking.
    - L. Biggs stated she's concerned about telling multi-family dwelling visitors to park on the street.
    - Applicant stated that many residents in Evanston, even those in single-family homes, have visitors park on the street.
    - M. Griffith reviewed the parking requirement, noting the on-street parking located within the private portion of Jackson Avenue was counted as meeting the requirement since it is private, if the private portion of the street is dedicated as public then those on-street spaces do not count towards the parking requirement. He noted the IHO bonus was not applied since the IHO is not met.

  - J. Nyden asked about property ownership north of Jackson Avenue.
  - Applicant stated additional parking can be located at the north end of Jackson Avenue.
  - L. Biggs stated the plan is over on impervious coverage, concerned with long term flooding.
  - Applicant stated the site has contaminated soil and the street is intended to cap some of the soil. It isn't economical to have less coverage that would require more soil removal. The detention basin can be designed to store more water.
  - K. Asbaugh stated all of the comments lead to there being too much on the site.
  - Applicant stated he isn't willing to reduce the number of dwelling units.
  - J. Nyden asked if impervious coverage could be reduced if containment isn't needed.
  - Applicant stated yes.
  - There was discussion on whether the site will be cleaned up completely or partially cleaned up with encapsulating some of the contaminated soil. Applicant stated some of the soil will be capped.
  - I. Eckersburg asked what material will be under the detention basin, this needs to be clarified.
  - K. Asbaugh stated additional information is needed regarding environmental clean-up.
  - J. Nyden asked the applicant to have their environmental consultant available the next time DAPR reviews this project.
- J. Nyden went onto the next DAPR standard, building design and appearance:
  - Applicant stated four different bricks will be used along with metal siding to vary building design, character.
  - J. Nyden asked the applicant to bring a material board the next time DAPR reviews this project, noting breaking up the building design is desirable.
  - J. Nyden stated the bike parking location is not the best location to be visible.
  - D. Cornelius asked about refuse for the multi-family dwelling.
  - Applicant stated there is a trash room, residents will have to bring their trash to the trash room.
  - D. Cornelius stated a dumpster may be needed for the multi-family dwelling. He stated City trucks will pick up the trash from the townhomes from the new street. The new street is required to meet City standards.
  - I. Eckersburg asked if gas or electricity would be provided.
  - Applicant stated this is still being looked into, considering solar and geo-thermal also.
- I. Eckersburg asked about light pole locations.
- Applicant stated light poles will be located between buildings, not on the street.
- I. Eckersburg noted the grade change between the site and property to the north and at the west end of the site, additional grading details needed.
- M. Griffith asked if the detention basin will be wet or dry.
- Applicant stated the basin wil have a wetland bottom.
- J. Nyden stated additional details are needed, including right-of-way details, parking, snow storage area, IHO, this item needs to come back to DAPR.

The Committee held the item to allow the applicant to provide additional details.

APPROVED

Adjournment

L. Biggs made a motion to adjourn, seconded by C. Pratt. The Committee voted by voice vote, 10-0, to adjourn. The Committee adjourned at 3:36 p.m.

Respectfully submitted,
Michael Griffith, Planner

APPROVED

DESIGN AND PROJECT REVIEW COMMITTEE (DAPR) MINUTES
June 7, 2022

Voting Members Present: J. Nyden, A. Schnur, L. Biggs, B. Zimmerman, I. Eckersberg, R. Papa, M. Tristan, C. Pratt, M. Jones

Staff Present: M. Klotz, M. Rivera, M. Griffith

Others Present: E. Revelle, B. Burns, J. Nieuwsma

Presiding Member: J. Nyden

A quorum being present, J. Nyden called the meeting to order at 2:05 p.m.

Minutes

May 17, 2022, meeting minutes

L. Biggs made a motion to approve the May 17, 2022, meeting minutes, seconded by C. Pratt.

The Committee voted by voice vote, 9-0, to approve the May 17, 2022, meeting minutes.

Old Business

1. 2044 Wesley Avenue **Planned Development**

John Cleary, applicant, submits for a Zoning Map Amendment and a Special Use for a Planned Development. The Map Amendment is for removing certain property from the oWE West Evanston Overlay District and to rezone certain property from the R5 General Residential District to the R4 Residential District. The Planned Development is for the construction of 31 residential dwelling units consisting of 19 townhomes and a 12-unit multi-family dwelling, 48 parking spaces provided, a new private street connecting Jackson Avenue with Wesley Avenue, in the R4 General Residential and R5 Residential Districts and partially in the oWE West Evanston Overlay District. The applicant seeks the following site development allowances (plan revisions submitted but staff did not have time to review in order to update details):

1. Impervious surface coverage of 59.9% where 55% is the maximum permitted,
2. Building height of 44.7’ and 4 stories where 35’ and 2.5 stories is the maximum allowed,
3. Single-family attached dwellings (townhomes) not having frontage on a public street where frontage on a public street is required,
4. Elimination of the required 10’ wide transition landscape strip along the north, east, and south boundary lines,
5. Reduction of the required setback from any street or development boundary line to a dwelling from 15’ to 4.8’. Additional dimensions needed on the plan to confirm.
6. Reduction of the required setback from any development boundary line to a yard obstruction (roofed terraces, balconies, porches) from 13.5’ to 2.8’.
7. Reduction of the required separation between residential buildings from 12’ to 7.1’. Additional dimensions needed on the plan to confirm.

APPLICATION PRESENTED BY: John Cleary, applicant

Abhi Veer, engineer
Jack Stoneberg, architect
Dan Lauer, attorney
Nicholas Cuzzone, environmental consultant

DISCUSSION:

- Applicant stated the stormwater detention basin capacity has been increased to address impervious surface coverage, additional parking has been provided, 67 spaces provided where 47 are required, revised the curb cuts onto Wesley Avenue at the cul-de-sac, proposing two 3-bedroom dwellings off-site and one 1-bedroom dwelling on-site to address the IHO requirements, the garage door for the east dwelling in building 4 has been moved to the east side for better access, have revised utility locations and will install a fire hydrant where the water main off Simpson will terminate.
- M. Griffith stated the revisions do not significantly change the required site development allowances, the proposed amount of impervious surface coverage increased slightly from the previous plan.
- L. Biggs stated water and sewer connections for Building 5 need to be revised so there isn't a connection from Green Bay Road.
- J. Nyden asked if people who don't live in the development will be able to use the walk through the site. She stated there should be a condition that there is not a No Trespassing sign placed at the walk.
- Applicant stated he hadn't thought of that, but the walk can be accessible to the public.
- I. Eckersburg asked if the public will be able to access the new street.
- L. Biggs stated the new street should be treated like an alley, the cul-de-sacs at the street ends allow drivers to turn around. She stated No Through Traffic signs can be placed at the new street.
- C. Pratt stated impervious surface coverage remains a concern.
- M. Griffith the new street creates the impervious surface coverage issue. He stated reducing the street width would not meet Fire access requirements and eliminating the street would require a complete site plan redesign.
- Applicant stated the street is needed to cap the contaminated soil.
- C. Pratt stated density was brought up as a concern at the last meeting.
- M. Griffith stated the density concern for him is the number of buildings and the awkward alignment of the driveways and new street particularly for Building 4. He stated the proposed alignment is poor planning.
- Applicant reviewed the diagram showing a vehicle can get in/out of the garages.
- J. Nyden asked if there is room to reconfigure Building 4.
- Applicant stated no. The building is oriented to provide views and light and air on all four sides for each townhome.
- I. Eckersburg asked the applicant to explain the soil removal, what is being done.
- Applicant stated several soil borings were done. The soil is fine where the detention basin will be located, the contaminated solid is mostly on the east side of the site.
- J. Nyden asked if an environmental report has been provided.
- Applicant stated one has not been requested at this time.
- I. Eckersburg asked if contaminated soil extends into the public right-of-way. She stated an environmental report is needed and being requested.
- Applicant stated it is possible it does.
- Applicant stated snow pile areas are noted on the site plan.
- J. Nyden stated snow may need to be removed from the site if needed.

L. Biggs made a motion to recommend approval to the Land Use Commission subject to the following:
1. No posting of No Trespassing signs at the walk,
2. Snow is to be hauled away if needed,
seconded by A. Schnur.

The Committee voted by voice vote, 9-0, to recommend approval to the Land Use Commission subject to the conditions noted above.

New Business

1. 1200 Davis Street **Preliminary/Final Review**
Richard Klein, applicant, submits for construction of a 154 SF exit stair addition at the northeast area of the building, Roycemore School, in the R4 General Residential District.

APPLICATION PRESENTED BY: Richard Klein, applicant
Vicky Pickett, Roycemore School
Muqeeth Raheem, Roycemore School

DISCUSSION:
- Applicant described the proposed addition briefly, it's for an exit stairwell to allow other space to be freed up to be used as an innovation room. The exit is needed to comply with exit code requirements. The addition's exterior will match the other tower.
- The Committee didn't have any questions.

L. Biggs made a motion to grant preliminary and final approval to the project, seconded by M. Tristan.

The Committee voted by voice vote, 9-0, to grant preliminary and final approval to the project.

2. 1801 Central Street **Preliminary/Final Review**
James Hennessey, property owner, submits for interior and exterior renovation of a one-story commercial building, and construction of a second story addition featuring one dwelling unit, retail space, a rooftop deck at the front of the property, and off-site parking, in the B1a Business District and the oCSC Central Street Overlay District.

APPLICATION PRESENTED BY: Donley Klug, project manager
Mason Miller, architect
Eliot Wexler, attorney

DISCUSSION:
- Applicant reviewed the proposed plan briefly, plan changed to a 2nd story addition and reduced the number of dwelling units from 4 to 1, rear deck removed, ground floor stays the same.
- I. Eckersburg stated stormwater management details are still needed.
- Applicant stated civil drawings will be submitted, wasn't aware they were needed at this stage.
- I. Eckersburg stated the front sidewalk needs to be replaced and the curb restored where the current driveway exists.

- L. Biggs stated civil drawings are needed to show what is proposed for the sidewalk and alley areas and isn't comfortable moving this project forward without those details.
- There was a discussion on what details are still needed, such as: parkway and alley details, water and sewer utilities, and meter location.
- Applicant stated there is a timing issue with the tenant.
- J. Nyden stated it is exciting for the building to be renovated and asked how the Joe-N-Juice use is considered under the zoning code.
- M. Klotz stated the use is considered an accessory to the fitness establishment.

Public Comment:

- Mary Therese Staub stated parking is a concern, other businesses take up street parking and the dwelling unit should be given a residential parking permit.
- Robert Shepard stated stormwater is a concern, concerned about water backing up onto his property, if the roof trusses are structurally sound, and lighting including stairwell lighting.
- L. Biggs stated the roof trusses are a building code matter.
- Applicant stated roof lighting is on the inside of the parapet and will not be visible from other properties.
- Robert Shepard asked if there will be a screen at the back of the building and where dumpsters will be located.
- Applicant stated there is a parapet that extends above the roof, dumpsters will be inside the building.
- Robert Shepard asked who will remove the snow from the alley.
- J. Nyden stated some of these questions are code issues that staff can answer.
- Elizabeth Roussil stated it is good to hear a healthy food option will be coming to Central Street, it will bring value to the neighborhood.

- B. Zimmerman asked about the dumpster size, noting a 10-yard dumpster may be difficult to service from the alley. He noted that waste and recycling areas are located at opposite sides of the building. Asked the applicant to consider composting.
- M. Rivera noted the City's parking lease with Northwestern, the City leases 100 spaces at the stadium, use of these spaces needs more discussion. He noted there is 2-hr on-street parking and the residential parking districts do not extend onto Central Street. He noted other long-term parking locations in the area.
- J. Nyden stated that restoring the curb on Central Street adds an on-street parking space.

Item held in Committee to allow the applicant additional time to address staff comments.

3. 718 Main Street **Preliminary/Final Review**

Charles Davidson, Catapult Real Estate Solutions, submits for construction of a new 5-story mixed use building with 3,310 SF of commercial retail space, enclosed parking, and 120 dwelling units in the B2 Business District and oDM Dempster-Main Overlay District, in accordance with Planned Development Ord. 5-O-21 that includes Site Development Allowances for density to allow 100 dwelling units plus 20 IHO bonus units where a maximum of 84 dwelling units plus IHO bonus units are permitted, building height of 57' where 45' is allowed, a 0' rear yard setback for open parking and loading where 15' is required, 47 parking spaces where 70 parking spaces are required, and a 22' parking drive-aisle where 24' is required.

APPLICATION PRESENTED BY: Charles Davidson, applicant

DISCUSSION:

- Applicant stated the building plans have not changed significantly from what was approved.
- J. Nyden went through the conditions of approval from the ordinance approving the planned development.
- A. Schnur stated the Construction Management Plan (CMP) is being worked on.
- Applicant stated he has met with area businesses regarding the construction.
- L. Biggs asked about the Main Street streetscape wrapping around the corner onto Sherman Avenue.
- Applicant stated he has talked to C. Vennetta regarding this and it was decided it didn't make sense to do the streetscape on Sherman Avenue due to existing parkway configuration and tree, but will continue to work with the City on the matter.
- J. Nieuwsma asked about the fence and gates behind the townhomes on Sherman Avenue.
- Applicant stated the residents haven't decided on gate locations. The fence will go along the property line, still talking to the neighbors.
- M. Klotz stated the ordinance requires the fence and may include gates allowing access to the alleyway for the townhome residents.
- B. Zimmerman asked how building residents get their trash to the trash room, and asked if the loading dock is at grade.
- Applicant stated there is a trash shoot on each floor, recycling will need to be brought down. The loading dock is at grade.
- B. Zimmerman encouraged composting.
- Applicant stated composting services can be provided if there is demand from building residents.
- C. Pratt asked about the LEED Silver process.
- Applicant stated the building was designed to meet the Green Building Code.
- L. Biggs asked about the construction schedule, noting the City is planning the alley reconstruction for September-November and the alley will be closed for about 4 weeks.
- Applicant stated construction is expected to begin this month and take about 15 months. He stated they will likely be inside the building by the time the Main Street work begins and will coordinate with the City on the alley reconstruction.

B. Zimmerman made a motion to grant preliminary and final approval to the project, seconded by M. Jones.

The Committee voted by voice vote, 9-0, to grant preliminary and final approval to the project.

Adjournment

L. Biggs made a motion to adjourn, seconded by C. Pratt. The Committee voted by voice vote, 9-0, to adjourn. The Committee adjourned at 3:55 p.m.

Respectfully submitted,
Michael Griffith, Planner

Memorandum

To: Chair and Members of the Plan Commission

From: Johanna Leonard, Director of Community Development
Scott Mangum, Planning and Zoning Manager
Melissa Klotz, Zoning Administrator

Subject: Zoning Ordinance Map Amendment
Removal of oWE West Evanston Overlay at 2044 Wesley Ave.
20PLND-0002

Date: February 6, 2020

Request

Staff recommends the Plan Commission consider the intent of the West Evanston Master Plan and logistical development issues at 2044 Wesley Ave. and surrounding parcels to determine if it is appropriate to remove the oWE Overlay regulations for future development at the site. Special attention should be given to the Plan and Overlay details that require the extension of Jackson Ave. and Wesley Ave. that should one day become complete through-streets. If deemed appropriate for the removal of the oWE Overlay, the site would follow the zoning regulations of the underlying R4 General Residential District. Following the intent of the West Evanston Master Plan, the applicant intends to submit a planned development proposal for townhomes on the site in the near future.

Notice

The application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on January 23, 2020.

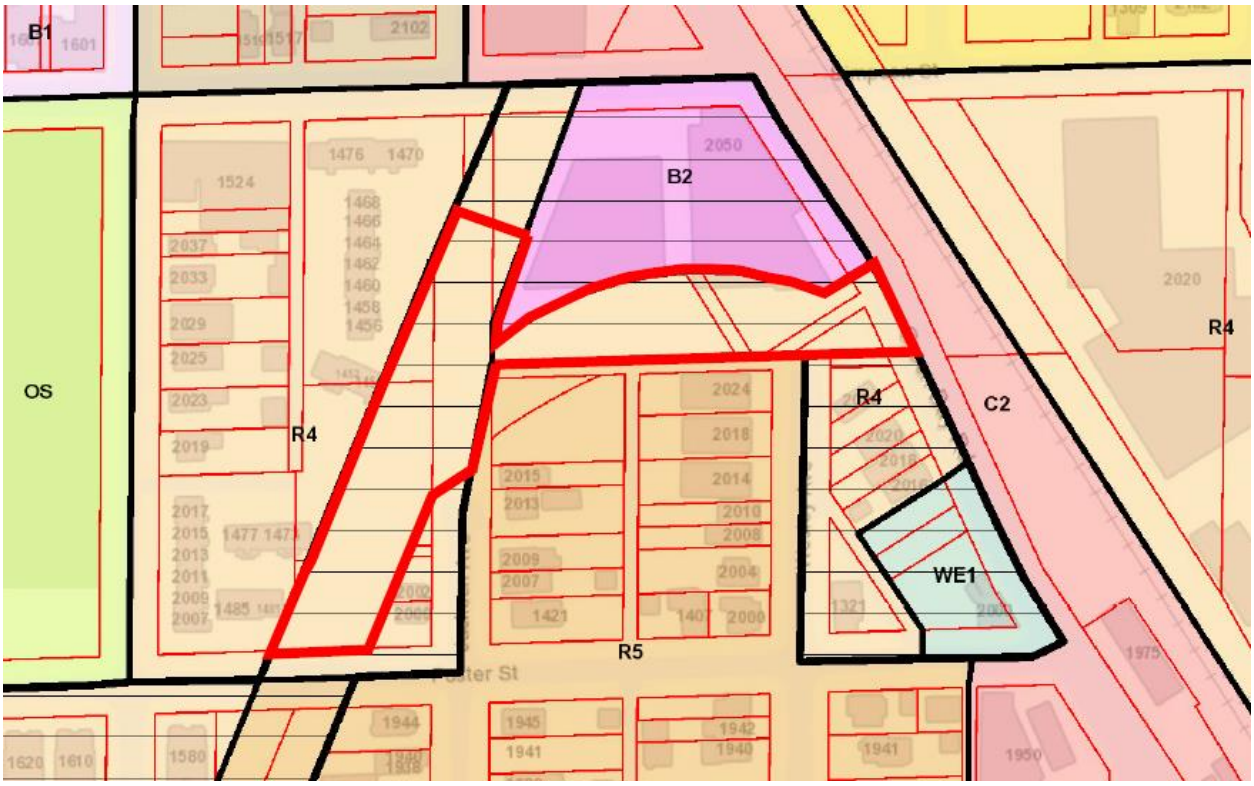
Analysis

Background

The applicant is the property owner and/or contract purchaser of five contiguous parcels that are between Foster St. and Simpson St., and Green Bay Rd. and just west of Jackson Ave. All parcels are currently vacant. Three of the parcels are located within the R4 General Residential District as well as the oWE West Evanston Overlay District. The other two parcels (just east of Jackson Ave.) are within the R5 General Residential District and are not within the Overlay District, and are therefore not part of the proposed map amendment but will be part of the future planned development proposal.

Common Address	Parcel PIN	Existing Zoning	Proposed Zoning
2044 Wesley Ave.	10-13-204-021-0000	R4 & oWE	R4
Old Mayfair ROW/ extended Jackson Ave.	10-13-203-024-0000	R4 & oWE	R4
Old Mayfair ROW/ extended Jackson Ave.	10-13-203-021-0000	R4 & oWE	R4
2017-21 Jackson Ave.	10-13-204-023-0000	R5	No change
2017-21 Jackson Ave.	10-13-204-022-0000	R5	No change

The parcels proposed for rezoning are outlined in bold red.



West Evanston Master Plan

The West Evanston Master Plan was adopted following an extensive planning process that heavily involved the community and called for the type of infill development appropriate to certain vacant properties, underutilized properties, and the vacated Mayfair railroad right-of-way. The Plan acknowledges incomplete streets such as Jackson Ave. and Wesley Ave. north of Foster St. that should be extended in conjunction with redevelopment. Much of the suggested development in the Plan could only be accomplished if multiple properties are aggregated together or consolidated. The Plan was based largely on the housing and development market at the time, which was in a boom that encouraged property owners to sell and also yielded high profit margins for developers. The Plan was adopted by City Council on May 14, 2007.

The Plan is based on five Guiding Principles:

1. Reconnect the Community: Complete terminating streets and sidewalks and

remove old railroad retaining walls.

2. Maintain the Green Character of the Community: Protect landscaping and mature trees, maintain front yard setbacks of 8 feet to 25 feet, and incorporate wide parkways with street trees.
3. Increase the Walkability of the Neighborhood: Provide a walkable block pattern with continuous and wide sidewalks and provide safe passage for bicyclists.
4. Provide a Lifecycle of Housing Choices: Expand the housing stock with additional types of housing, provide opportunities for affordable housing, and respond to the current real estate market.
5. Provide Feasible Neighborhood-Scaled Commercial Space: Protect small neighborhood business districts by encouraging small-scale commercial and retail uses.

More specifically, the subject properties are located within Subarea 1 of the Plan, which is designated for the following redevelopment:

This area of the Plan can only be accomplished if many separate properties are redeveloped at the same time, including the property at the southwest corner of Simpson St. and Green Bay Rd. where a self-storage business with a large commercial building currently sits. The self-storage property is not currently for sale. Without that property (as well as portions of others), Jackson Ave. cannot be extended all the way to

Simpson St., and the new connection of Wesley Ave. and Jackson Ave. cannot be accomplished. In general, the Plan calls for townhomes in this area.

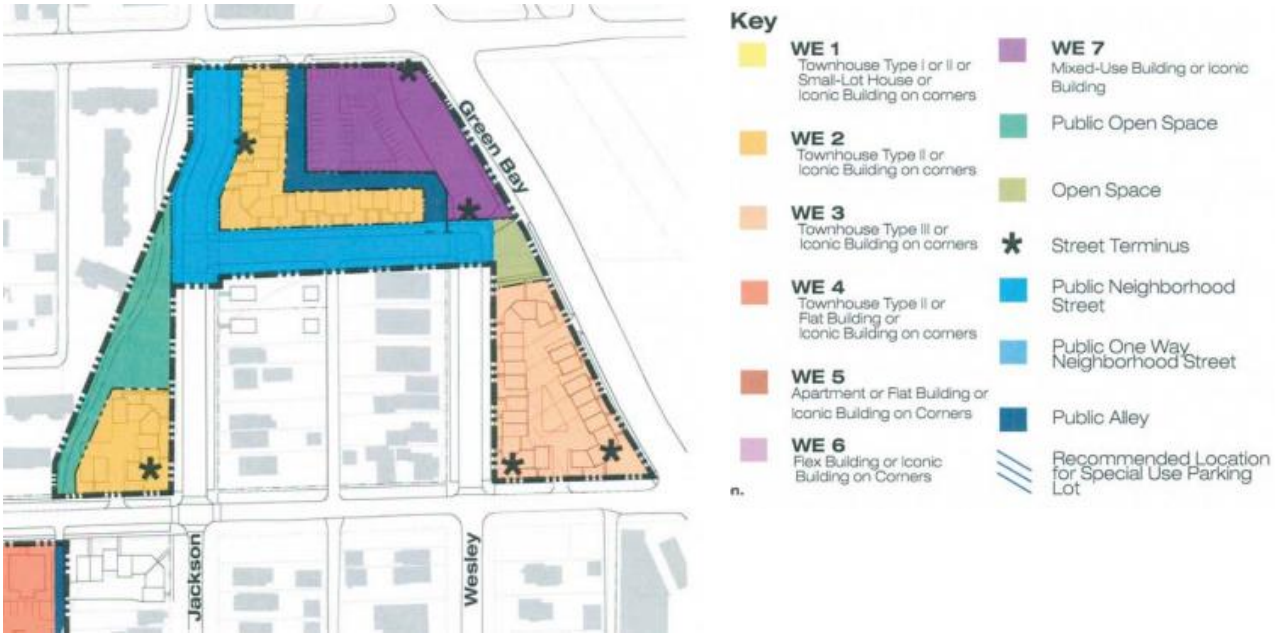
In 2007, the housing market crashed and caused a reevaluation of the value of residential properties and developments. Housing prices dropped and profit margins for developers also dropped (due to resale value), in conjunction with tight lending restrictions, which significantly changed the redevelopment market and feasibility of large-scale developments. Tight lending restrictions also made it extremely difficult for developers to access funds to cover extensive site engineering and infrastructure that could previously be accomplished. The combination of these things and the drastic market change meant areas noted in the Plan that require the aggregation of multiple properties and the extension of public streets and infrastructure are exceptionally difficult or impossible to redevelop exactly as the Plan directs. The West Evanston Master Plan is a guiding document that specifies the ideal redevelopment of the area in question, but is not specifically a requirement that must be followed exactly. The Plan is not the City Code, and may be deviated from if the intent of the Plan is followed.

City staff is aware of multiple properties noted in the Plan that can be easily redeveloped in accordance with the Plan without consolidation of ownership, as well as multiple properties that are extremely difficult or impossible to redevelop based on the Plan and current separate ownership that therefore continue to be underutilized or vacant.

oWE West Evanston Overlay District

Since the West Evanston Master Plan is a guiding document, the Plan called for establishing an overlay district with exact zoning regulations codified in the Zoning Ordinance. The intent of the oWE District is to require implementation of the West Evanston Master Plan, and was adopted on January 26, 2009. The regulations detail the exact location and layout of extended public streets, sidewalks, right-of-ways, and landscaping, as well as specifically required housing types with exact building locations, setbacks, height, and building styles. The oWE is a form-based code that allows the community and potential developers to understand up front the requirements and expectations for redevelopment of specific sites. Properties within the oWE District may only redevelop with new structures if the oWE regulations are followed. Variations may be requested for façade requirements in addition to eligible major and minor variations listed in the Zoning Ordinance, but other requirements such as the layout of public streets and other infrastructure cannot be deviated from by more than 10 feet from the location of the centerline depicted in the overlay or without approval through the site plan review process if deemed necessary by the City for public safety or fire protection purposes. As an overlay district, subject properties must follow the requirements of the underlying zoning district as well as the requirements of the overlay district's form based code, with the overlay requirements superseding any conflicting code requirements.

The oWE District requires Townhouse Type II and extensions to Wesley Ave. and Jackson Ave., including sidewalks and landscaped right-of-ways, on the applicant's subject properties. However, the townhouse and street layout required by the oWE District are partially located on other properties that are not available for redevelopment at this time.



Specific regulations of the oWE District and the applicant's properties include:

Two-way neighborhood streets (ie. extensions of Jackson Ave. and Wesley Ave. as shown above) require a 54 foot typical right-of-way width with a minimum of 28 feet of pavement including parking on both sides and a yield lane with a minimum width of 14 feet, in addition to typical curbs, sidewalks at least 5'4" in clear width, lighting, street trees, and stormwater infrastructure. Locations of street extensions are specified and the centerline of street extensions cannot deviate by more than 10 feet from the location shown within the oWE Overlay.

Townhouse Type II (housing type required at the subject properties) require a 15-30 foot front yard build-to zone (minimum and maximum front yard setbacks), a 15-30 foot street side yard build-to zone, 5 foot interior side yard setback, 10 foot minimum between structures, 5 foot rear yard setback, 50% building lot coverage, 55% impervious surface coverage plus 15% semi-impervious surface coverage, parking in the rear only and not visible from any street, minimum building height of 2 stories and maximum building height of 3.5 stories or 42 feet (measured to the midpoint of a sloped roof), maximum building height at the street façade of 2.5 stories or 35 feet, additional 8 foot rear yard setback for additional height, 8-14 foot minimum lower and upper floor's height (each), minimum 12% upper story front and street side yard window transparency, maximum façade area without transparency, principal entrance on front or street side yard façade, and a minimum of two continuous attached townhomes and maximum of five per overall building footprint. The oWE District includes additional specific regulations for building style, design, materials, window openings, balconies, and landscaping (see attached).

The oWE District includes diagrams and pictures to further clarify the myriad of regulations of the form based code, including but not limited to:

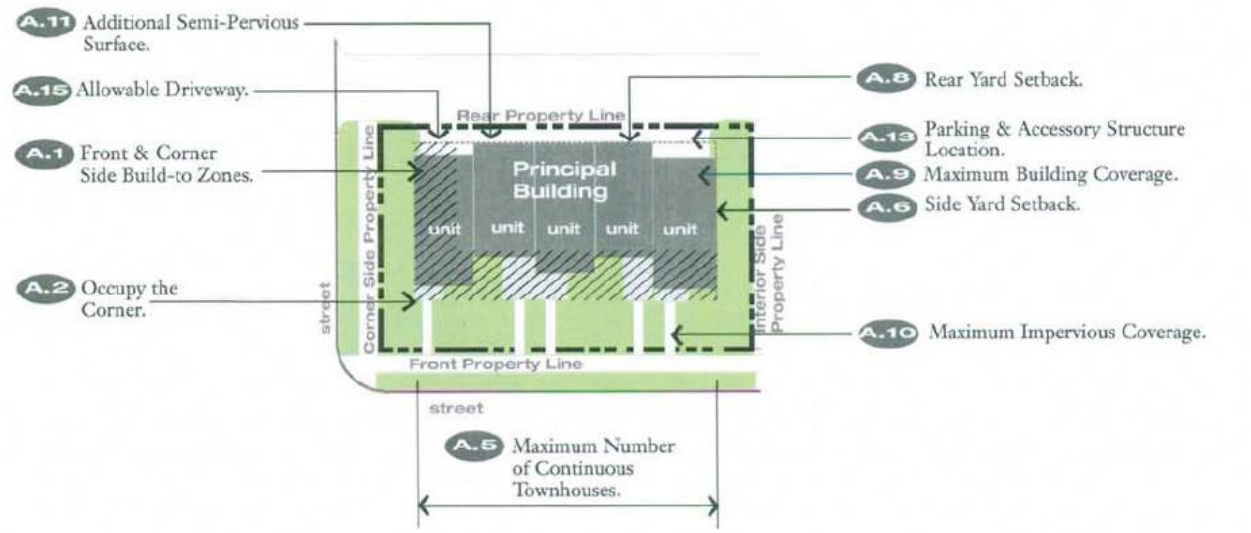


Figure XIV-A: Building Siting.

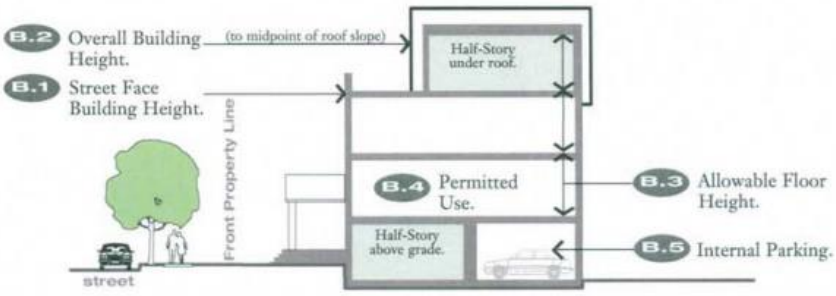


Figure XIV-B: Height & Use Requirements.

Figure XIV-C: Facade Requirements.

Specific form based code, such as the oWE West Evanston Overlay District, serves a purpose by informing the surrounding community and potential developers of the exact development that must occur on a specific property. When such development is feasible, form based code provides clarity and certainty for all parties involved. There are many properties throughout the oWE District that could and will benefit from the form based code when they are redeveloped. However, such detailed and specific requirements, along with the need for substantial specific infrastructure improvements such as public street extensions, may be problematic for certain properties.

<u>Canal-Green Bay Road/Ridge Avenue Church Street Study Area Report</u>

In September of 2005 City Council adopted the Canal-Green Bay Road/Ridge Avenue-Church Street Study Area Report. This report looked at the area defined by the Metropolitan Water Reclamation District (MWRD) Canal, Green Bay Road/Ridge Avenue and Church Street, analyzing existing conditions, identifying issue groups

(Economic Development; Urban Design, Community Character, & Zoning; Public Infrastructure, Services, Streets and Transportation; Housing; Public Safety and Community Cohesion; and Youth) and creating a vision. The Plan was adopted prior to the West Evanston Master Plan and the oWE West Evanston Overlay District, but provides important information about what the area lacked and what the surrounding community wanted.

The Plan reports the community specifically noted additional housing types other than single family detached homes are needed in the area, and especially housing that encourages more homeownership. The Plan also notes infrastructure improvements are needed to both existing streets and sidewalks as well as terminated streets that lack vehicular, pedestrian, and bicycle connection points to other transportation points across the city.

The Plan notes portions of Jackson Ave. were renovated and adaptively reused, and other portions of Jackson Ave., specifically including the area southeast of Jackson Ave. and Simpson St., should be immediately (circa 2005) redeveloped with the goal of enhancing the urban design clarity of the community. That area includes the applicant's properties, and has seen no redevelopment. The Plan also calls for the removal of the old Mayfair viaducts and development of infill residential in the existing residentially zoned areas with retail and mixed-use along commercial corridors such as Simpson St. and Green Bay Rd.

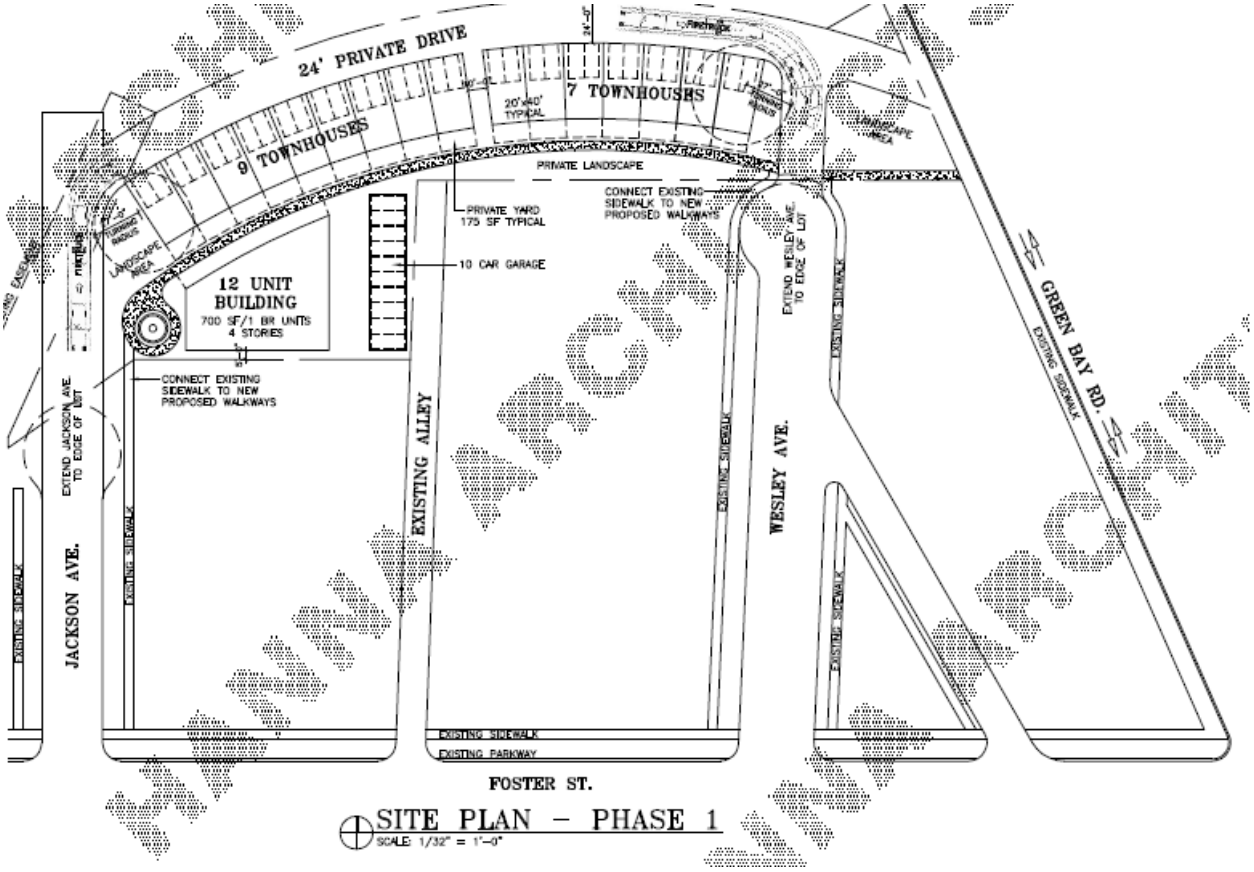
The Plan details controversy among the community relating to the existing R5 General Residential zoning surrounding the area (note – the applicant's properties feature underlying R4 General Residential zoning, with the R5 immediately abutting). Members of the community noted much of the existing R5 area features single family homes (including multiple family structures that were converted from previously single family homes and still appear in bulk and style as single family homes) so the R5 maximum building height of 50 feet is not appropriate. On the other hand, it was seen that downzoning the area would take away significant value to the properties and make it impossible to provide affordable housing and redevelopment opportunities. The Plan called for establishing an R5a area (surrounding the applicant's properties) with a lowered maximum building height of 42 feet. While this zoning change was not enacted in 2005, and was recently revisited by the Plan Commission and recommended for denial to City Council, it is apparent much of the surrounding community favors a lower building height more similar to the existing single family homes.

Proposal Overview

The applicant requests removal of the oWE District so that the numerous and extremely detailed regulations of the form based code, including the specific location of buildings and street extensions, does not have to be followed. The applicant has a preliminary site plan to redevelop the properties in phases that follow the intent of the West Evanston Master Plan by extending Jackson Ave. to the extent possible, connecting Wesley Ave. to Jackson Ave. by an alley, and to construct townhomes. The extended Jackson Ave. and townhomes are roughly in the locations specified by the West Evanston Master Plan and oWE District, but do not follow the exact regulations of the oWE District – many of which are not eligible variation requests. It is not feasible to

construct the Wesley Ave. extension west to Jackson Ave. and fit any dwelling units on the site unless the storage facility that fronts Simpson St. is included in the development (it is not currently for sale).

The applicant submitted the following preliminary site plan to staff to show the intended redevelopment of the applicant's properties:



The preliminary site plan has been vetted by the City's Fire Department and Public Works Agency for preliminary acceptability to ensure the extended Jackson Ave. and connecting alley meet City standards. If the oWE District designation is removed from the applicant's properties, the applicant states that he would then work towards a more complete proposal that follows the West Evanston Master Plan and the underlying R4 General Residential District, and will submit for a Planned Development that requires a public hearing with the Plan Commission and City Council approval. However, there would be no legal obligation to follow the Master Plan. The exact development proposal has not been applied for and is not under consideration as part of this map amendment request.

The applicant also submitted an alternate preliminary site plan that does not extend or connect any terminating streets and instead incorporates the Mayfair right-of-way area into the proposal for all subject properties to feature townhomes and a private drive connecting to Foster St. and Green Bay Rd (see attached). This plan is not acceptable to the Public Works Agency or Planning & Zoning Division, and does not follow the intent of the West Evanston Master Plan. This development proposal has not been

applied for and is not under consideration as part of this map amendment request.

It is of interest to note that if the oWE District is removed from the applicant's properties, the maximum building height is reduced from 42 feet to the midpoint of the roof (oWE regulation) to 35 feet to the peak (R4 regulation). Additional R4 General Residential District regulations that the properties would revert to include reduced building lot coverage of 40% and impervious surface coverage of 55%, 27 foot front yard setbacks, and 30 foot rear yard setbacks. Complete R4 District regulations are attached.

If the oWE District is removed as requested, the applicant plans to then proceed with more detailed plans for redevelopment at the properties and will apply for a Planned Development. Any proposal should still follow the intent of the West Evanston Master Plan. As a Planned Development, certain regulations are eligible for Site Development Allowances to override the R4 District maximums. Planned Developments require a public hearing with the Plan Commission and City Council approval.

Standards of Approval
Pursuant to Section 6-3-4-5 Standards for Amendments:

> The wisdom of amending the text of the Zoning Ordinance or the Zoning Map is a matter committed to the sound legislative discretion of the City Council and is not controlled by any one standard. In making their determination, however, the City Council should, in determining whether to adopt or deny, or to adopt some modification of the Plan Commission's recommendation consider, among other factors, the following:
>
> (A) Whether the proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive General Plan, as adopted and amended from time to time by the City Council.
> (B) Whether the proposed amendment is compatible with the overall character of existing development in the immediate vicinity of the subject property.
> (C) Whether the proposed amendment will have an adverse effect on the value of adjacent properties.
> (D) The adequacy of public facilities and services.

The proposed map amendment to remove the oWE West Evanston Overlay District from 2044 Wesley Ave. and the adjacent Mayfair right-of-way property may be consistent with the goals, objectives, and policies of the Comprehensive General Plan. The Comprehensive Plan notes Evanston faces the challenge of having a "housing market perceived as comparatively expensive necessitating efforts to promote housing affordable for low-, moderate-, and middle-income households. The West Evanston Master Plan and current oWE District call for townhomes, a needed housing type in Evanston, at 2044 Wesley Ave. However, the exact regulations of the oWE District cannot be feasibly carried out at 2044 Wesley Ave. unless additional parcels are aggregated, including the self-storage facility to the north that is not for sale. The exact requirements of the oWE District could be carried out if properties from four other owners were added to the development.

Recommendation

Staff recommends the Plan Commission discuss the facts presented and make a recommendation to the City Council regarding the proposed map amendment to remove 2044 Wesley Ave. and surrounding parcels from the oWE West Evanston Overlay District.

Attachments

Map Amendment Application – submitted November 12, 2019
Plats of Survey
Preliminary Site Plan
Alternate Preliminary Site Plan
West Evanston Master Plan
oWE West Evanston Overlay District
Canal-Green Bay Road/Ridge Avenue Church Street Study Area Report
Townhouse Type II oWE Regulations (excerpt)
R4 General Residential District Regulations
Zoning Map of Properties
Aerial View of Properties

2/24/2020

34-O-20

AN ORDINANCE

Amending the Zoning Map to Remove 2044 Wesley Avenue from the oWE West Evanston Overlay District

WHEREAS, the City of Evanston is a home-rule municipality pursuant to Article VII of the Illinois Constitution of 1970; and

WHEREAS, as a home rule unit of government, the City has the authority to adopt ordinances and to promulgate rules and regulations that protect the public health, safety, and welfare of its residents; and

WHEREAS, Article VII, Section (6)a of the Illinois Constitution of 1970, which states that the "powers and functions of home rule units shall be construed liberally," was written "with the intention that home rule units be given the broadest powers possible" (*Scadron v. City of Des Plaines*, 153 Ill.2d 164); and

WHEREAS, it is a well-established proposition under all applicable case law that the power to regulate land use through zoning regulations is a legitimate means of promoting the public health, safety, and welfare; and

WHEREAS, Division 13 of the Illinois Municipal Code (65 ILCS 5/11-13-1, *et seq.*) grants each municipality the power to establish zoning regulations; and

WHEREAS, pursuant to its home rule authority and the Illinois Municipal Code, the City has adopted a set of zoning regulations, set forth in Title 6 of the Evanston City Code of 2012, as amended, ("the Zoning Ordinance"); and

WHEREAS, on February 12, 2020, the Plan Commission held a public hearing, pursuant to proper notice, regarding case no. 20PLND-0002, to consider amendments to the Zoning Map, cited in Section 6-7-2 of the Zoning Ordinance, to remove 2044 Wesley Avenue from the oWE West Evanston Overlay District;

WHEREAS, at its February 12, 2020 meeting, the Plan Commission received testimony and made findings pursuant to Subsection 6-3-4-6 of the Zoning Ordinance and recommended City Council denial thereof; and

WHEREAS, at its meeting of March 9, 2020, the Planning and Development Committee of the City Council considered and reviewed the findings and recommendation of denial of the Plan Commission in case no. 20PLND-0002 and recommended City Council approval thereof; and

WHEREAS, at its meetings of March 9, 2020 and April 13, 2020, the City Council considered and adopted the records and recommendations of the Planning and Development Committee; and

WHEREAS, it is well-settled law that the legislative judgment of the City Council must be considered presumptively valid (see *Glenview State Bank v. Village of Deerfield,* 213 Ill.App.3d 747) and is not subject to courtroom fact-finding (see *National Paint & Coating Ass'n v. City of Chicago*, 45 F.3d 1124),

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EVANSTON, COOK COUNTY, ILLINOIS, THAT:

SECTION 1: The foregoing recitals are found as fact and incorporated herein by reference.

SECTION 2: The City Council hereby amends the Zoning Map to remove the property listed in Exhibit A and identified in Exhibit B, both attached hereto and incorporated herein by reference, from the oWE West Evanston Overlay District.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4: If any provision of this ordinance or application thereof to any person or circumstance is held unconstitutional or otherwise invalid, such invalidity shall not affect other provisions or applications of this ordinance that can be given effect without the invalid application or provision, and each invalid provision or invalid application of this ordinance is severable.

SECTION 5: This ordinance shall be in full force and effect from and after its passage, approval and publication in the manner provided by law.

SECTION 6: The findings and recitals contained herein are declared to be prima facie evidence of the law of the City and shall be received in evidence as provided by the Illinois Compiled Statutes and the courts of the State of Illinois.

Introduced: March 9, 2020

Adopted: April 13, 2020

Approved:

April 23, 2021

Stephen H. Hagerty, Mayor

Attest:

Devon Reid, City Clerk

Approved as to form:

Kelley A. Gandurski, Corporation Counsel

EXHIBIT A

Legal Description of Property Removed from the oWE West Evanston Overlay District

That part of Lots 11 and 12 in Block 2 in Grant & Jackson's Addition to Evanston, Lots 6-10 in Block 1 in Doyle's Addition to Evanston, vacated Jackson Ave., and the vacated alleys in said Block 1 in Doyle's Addition to Evanston, all being bounded and described as follows: Commencing at the Southeast corner of Block 3 in Grant and Jackson's Addition to Evanston; thence Westerly along the South line of said Block 3 a distance of 71.82 feet; thence Northeasterly along a line forming an angle of 65 degrees 25 minutes 30 seconds, measured counterclockwise from the last described course, a distance of 150.20 feet; thence continuing Northeasterly along a line forming an angle of 167 degrees 40 minutes, measured counterclockwise from the alst described course, a distance of 26.26 feet, more or less, to a point on the East line of said Block 3 distant 157 feet, more or less, northerly from the Southeast corner of said Block 3, said point being the point of beginning of the parcel of land herein described; thence Southerly along said East line of Block 3 a distance of 5 feet, more or less, to a point distanct 152 feet Northerly from the Southeast corner of said Block 3; thence Northeasterly along a straight line a distance of 45 feet, more or less, to a point on the Southerly extension of the centerline of vacated Jackson Ave., said straight line being drawn from the last described point on the East line of said Block 3 to the Southwest corner of Lot 11 in Block 2 in Grant and Jackson's Addition to Evanston; thence Northerly along said centerline of vacated Jackson Ave., extended, a distance of 20 feet, more or less, to a point on a line drawn parallel with and distant 32 feet Southerly, measured radially, from the centerline of the most Southerly main track (now removed) of the East wye tracks of the Mayfair to Evanston Line of the Chicago and Northwestern Transportation Company, as said main track was previously located; thence Northeasterly parallel with said centerline of the most Southerly main track a dstance of 195 feet, more or less, to a point on the North line of said Block 2 in Grant and Jackson's Addition to Evanston; thence Easterly along said North line of Block 2, and the Easterly extension thereof, a distance of 310 feet, more or less, to a point on the South line of Lot 8 in Block 1 in Doyle's Addition to Evanston, distant 19 feet Westerly from the most Easterly corner of said Block 1, said point being also the Southwest corner of that certain parcel of land dedicated for public street by plat dated February 2, 1935 and recorded April 1, 1936, as document number 11785127; thence Northwesterly along the Southwesterly line of said parcel dedicated for street purposes, a distance of 101 feet, more or less, to a point distant 91.5 feet Southeasterly, measured at right angles, from the Northwest line of Lot 6 in Block 1 in Doyle's Addition to Evanston; thence Southwesterly parallel with said Northwest line of Lot 6 a distance of 32 feet, more or oess, to a point distant 28 feet Northerly, measured radially, from the centerline of the msot Northerly main track (now removed) of said Chicaog and Northwestern Transportation Company's East wye tracks; thence Westerly parallel with said main track centerline a distance of 380 feet, more or less, to a point on the East line of vacated Jackson Ave.; thence Southwesterly

along a straight line a distance of 165 feet, more or less, to the point of beginning, in the Northeast 1/4 of Section 13, Township 41 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois.

PIN: 10-13-204-021-0000

That part of Lots 4-6 in Block 12 in Evanston Centre Addition, Block 13 in Evanston Centre Addition, Lots 1-7 in Block 3 in Grant and Jackson's Addition to Evanston, the vacated North South alley in said Block 3, and vacated Jackson Ave., all being bounded and described as follows: Commencing at the Southeast corner of Block 3 in Grant and Jackson's Addition to Evanston; thence Westerly along the South line of said Block 3 a distance of 71.82 feet to the point of beginning of the parcel of land herein described; thence Northeasterly along a line forming an angle of 65 degrees 25 minutes 30 seconds, measured counterclockwise from the last described course, a distance of 150.30 feet; thence continuing Northeasterly along a line forming an angle of 167 degrees 40 minutes, measured counterclockwise from the last described course, a distance of 26.26 feet, more or less, to a point on the East line of said Block 3, distant157 feet, more or less, Northerly from the Southeast corner of said Block 3; thence Northeasterly along a straight line a distance of 165 feet, more or less, to a point on the East line of vacated Jackson Ave., distant 26 feet Northerly, measured radially, from the centerline of the most Northerly main track (now removed) of the Chicago and Northwestern Transportation Company's East wye tracks; thence Northerly along said East line of vacated Jackson Ave. a distance of 37 feet, more or less, to a point distant 44 feet Easterly, measured at right angles from the centerline of the original main track (now removed) of the Westerly leg of the Chicago and Northwestern Transportation Company's Mayfair to Evanston Line; thence Northeasterly parallel with said original main track centerline to a point on the North line of Block 13 in Evanston Centre Addition; thence Westerly along the North line of said Block 13 to the Northwest corner thereof; thence Southwesterly along a straight line a distance of 174 feet, more or less, to a point on the East line of Lot 4 in Block 12 in Evanston Centre Addition, distant 7.7 feet Southerly of the Northeast corner of said Lot 4, said point being also 50 feet Northwesterly, measured at right angles, from the original main track centerline (now removed) of said transportation company"s Mayfair to Evanston Line; thence Southwesterly parallel with said original main track centerline a distance of 475 feet, more or less, to a point on the South line of Lot 7 in Block 3 of Grant and Jackson's Addition to Evanston; thence Easterly along the South line of said Block 3 a distance of 112 feet, more or less, to the point of beginning, excepting therefrom that part of Block 13 in Evanston Centre Addition, and vacated Jackson Ave., all being bounded and described as follows: beginning at the Northwest corner of Lot 1 in Public Storage Consolidation Subdivision per document no. 49142050 recorded March 13, 1989; thence Southwesterly along the Westerly line of aforesaid Lot 1, also being a curve concave to the Northwest, having a chord length of 156.72 feet, and an arc length of 156.80 feet; thence Northwesterly along a line making an angle of 85 degrees 50 minutes 56 seconds measured counterclockwise from the last described course, a distance of 91.78 feet; thence Northeasterly 110.76 feet to the South line of Simpson St. 68.80 feet West from the Northwest corner of said Lot 1 in Public Storage Consolidation

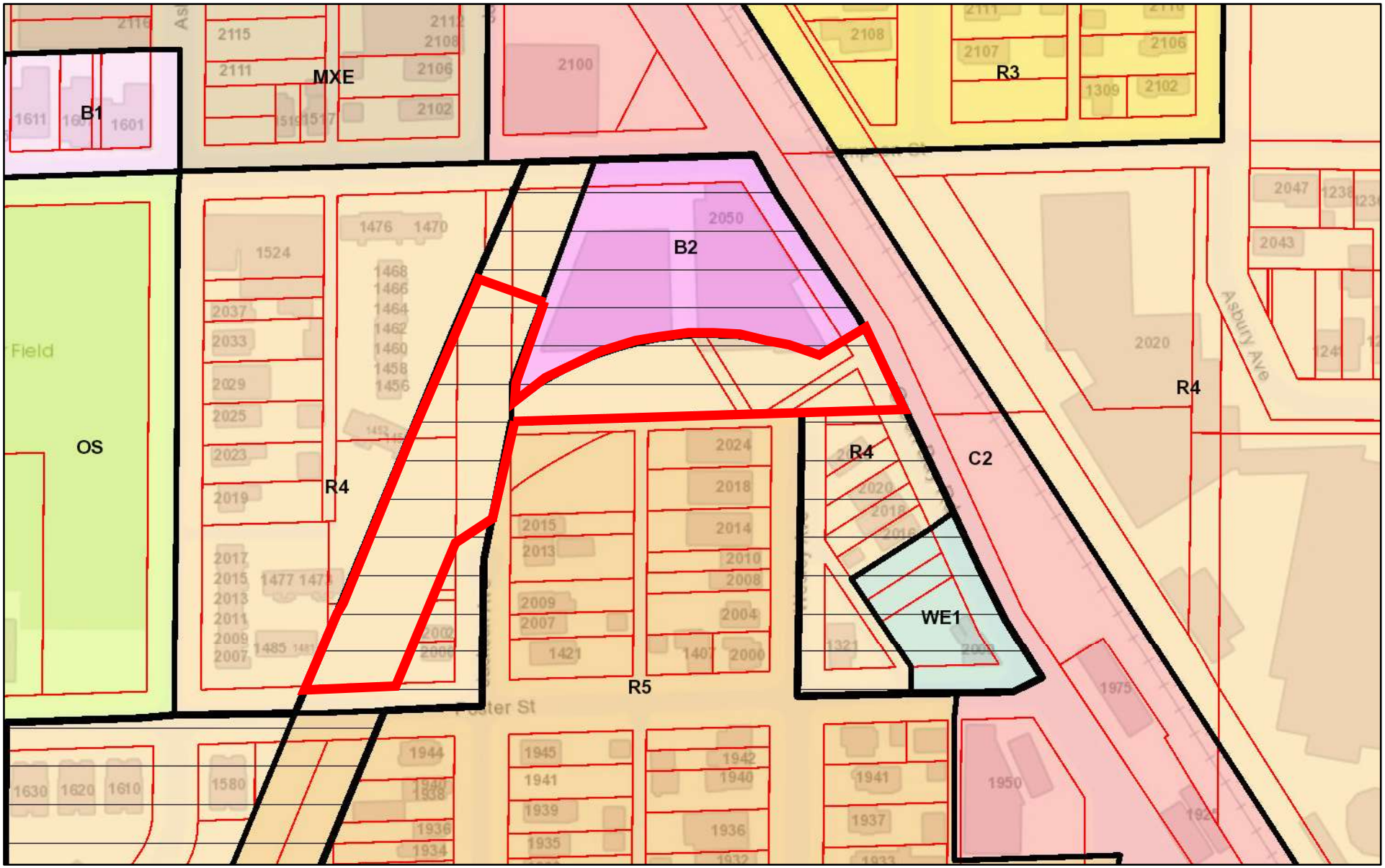
Subdivision; thence East along the North line of Block 13, also South line of Simpson St. a distance of 86.60 feet to the point of beginning, in the Northeast 1/4 of Section 13, Township 41 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois.

PINs: 10-13-203-024-0000 & 10-13-203-021-0000

EXHIBIT B

Map of Properties Removed from the oWE West Evanston Overlay District

My Map



January 30, 2020

1:2,000

0 0.015 0.03 0.06 mi

0 0.0275 0.055 0.11 km

- Zoning Boundaries & Labels
- oDM - Dempster-Main Overlay
- oWE- West Evanston Overlay

Zoning Overlay Districts

- oCSC - Central Street Corridor
- oH - Hospital Overlay
- Tax Parcels
- oRD - Redevelopment Overlay

MEETING MINUTES EXCERPT

PLAN COMMISSION
Wednesday, February 12, 2020
7:00 P.M.
Evanston Civic Center, 2100 Ridge Avenue, James C. Lytle Council Chambers

Members Present: Peter Isaac (Chair), Jennifer Draper, Carol Goddard, John Hewko, Brian Johnson, Jane Sloss

Members Absent: George Halik, Andrew Pigozzi

Staff Present: Scott Mangum, Planning and Zoning Manager
Meagan Jones, Neighborhood and Land Use Planner
Brian George, Assistant City Attorney

Presiding Member: Chair Isaac

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1. NEW BUSINESS

A. Map Amendment
2044 Wesley Avenue **20PLND-0002**

John Cleary, owner, submits for a Zoning Ordinance Map Amendment pursuant to City Code Title 6, Zoning, to remove property, known as 2044 Wesley Ave., from the West Evanston Overlay (oWE) District. This map amendment is in anticipation of a future planned development that would include this and additional properties, and consist of 3-story townhouses and one 4-story apartment building with indoor and outdoor parking.

Mr. Mangum provided an overview of past plans for the area such as the West Evanston Master Plan and the Canal-Green Bay Road- Ridge Avenue-Church Street Study Area Report. He then reviewed some existing regulations for the West Evanston Overlay District and properties within the district that had been developed. He then introduced the proposed map amendment.

Chair Isaac opened the hearing up to questions from the Commission. He then asked why the removal from the overlay was needed. Mr. Mangum replied that it was a request from the applicant due to not owning enough of the needed properties (such as the Public Storage and Parking Lot) to fully comply with the overlay.

Commissioner Sloss then asked how the development would follow the West Evanston Master Plan versus the overlay district and does that relate the form-based code. Mr.

Mangum replied that the form based code of the West Evanston Overlay District implements the West Evanston Plan.

Mr. John Cleary, the applicant, stated he moved to Evanston in 2013 and lives near the site with children in the local schools. He then expressed that the overlay is very restrictive. He then explained that part of the overlay requirements include connecting the streets; on a lot that is 100 ft. deep this would be restrictive for building once the streets are in place. Mr. Cleary then stated that he is looking to build 2.5 to 3 –story townhouses; the proposed apartment building is not within the overlay district. If the properties are not in the overlay he would seek to build within the underlay zoning code regulations

Chair Isaac inquired why the applicant was not applying for the map amendment and planned development at the same time. Mr. Cleary responded that due to cost, approximately $100,000 in plans, civil engineering and environmental work, it makes more sense to do the map amendment first then apply for the development. If the City wants only townhouses, he would agree to sign an agreement or undertaking to proceed and appear before City Council. He went on to state that there is very little new affordable housing construction and townhomes are a form of housing that is missing.

Commissioner Draper asked Mr. Cleary what his plans would be if the proposed text amendment does not pass. Mr. Cleary responded that building a road between Wesley Ave. and Jackson St. would be impossible, however, if the overlay is removed then the site would be developed and generate taxes.

Commissioner Hewko stated that the materials indicate a need for the Public Storage lot along Simpson St. to be a part of development and inquired if the development is contingent on obtaining that property. Mr. Cleary responded that the proposal has nothing to do with the Public Storage facility and the parking owned by Walgreens.

Chair Isaac then opened up the hearing to questions from the public.

Mr. Marcus Lechleidner asked if all of the parcels are needed for the project to make financial sense. Mr. Cleary responded that the way the plan is laid out, development would require the purchase of the public storage facility, Walgreen's parking lot, and property along Green Bay Road as well as putting in a road, which would be very expensive. He added that the plan was created in an era when a lot of development was occurring.

Mr. Lechleidner then asked what the expected cost of the townhomes would be. Mr. Cleary replied that townhomes costs are proposed to be $500,000 - $550,000 once complete, approximately $2,000 per month mortgage. Expected to be 2,000 square feet with 2-car garages.

Mr. Lechleidner then stated that a lot of people walk through the property and asked if it would still be possible with the development? Mr. Cleary responded that it could be possible to have access. He has an option on the properties but the City may have to foot the bill to clean the property. It would still be possible to walk through from Jackson St.

Jeff Masters inquired if the public storage facility does not go away if there would still be a road between the two properties. Mr. Cleary responded that there would be a private drive linking Jackson Ave. and Wesley Ave. between the facility and the townhome buildings, owned by the townhome owners.

Chair Isaac stated that it appears that the front of the townhomes would be south facing and to access the homes, one would need to go from the public street to the private sidewalk to access the townhomes and there would be a private alley to access public streets to get to the garages in the back.

Jeff Masters asked for clarification on the zoning change. Mr. Cleary stated that the Plan calls out the layout of roads and development. The underlying zoning would remain R4 and building could occur. Mr. Mangum stated that the overlay calls out the area for the public roads and then calls for development regulations. If it is removed, the underlying zoning district regulations would have to be followed. The R4 District provides for a wider variety of housing than the overlay. Mr. Cleary added that the R4 District has lower height restrictions as well as density.

Ms. Carolyn Dellutri asked what the maximum height is for the R4 District. Mr. Mangum responded that the maximum height is 35 ft. or 2.5 stories. R5 is 50 ft. or five stories.

Ms. Amy Masters voiced concern over the amount of greenspace and asked if removing the property from the overlay would remove those requirements? Mr. Mangum responded that the overlay requirements would be removed. One way to ensure keeping the greenspace could be to tie the two together, the map amendment and planned development. Chair Isaac stated the other option would be to amend the plan.

Ms. Dellutri asked if the property is removed and a planned development follows, could variances be granted regarding height. Mr. Mangum confirmed that could be done.

Chair Isaac then opened the hearing up to public comment.

Mr. Masters voiced concern of the proposal coming in two parts. There was a long process to implement the plan. If the proposed change occurs but the property is sold, there are no guarantees that “good faith” would be followed.

Ms. Dellutri asked for the Commission to consider the character of the area which should be kept. In the discussion about the R5a zoning Commissioners stated that the

study should be looked at again. The Study called for downzoning. If the parking lot and storage facility are sold then they are stuck so the entire area should be considered.

Ms. Masters stated that there is a lot of resentment in the 5th Ward towards developers and residents are angry. The whole area should be restudied and the people in the area should be considered, not add too many people and density to the area.

Mr. Chris Gotschall stated that there are decisions being made based on old plans and data. There is a lot of tension. He added that townhomes are not necessarily bad but items addressed in the plan spoke to density.

Mr. Cleary stated that part of the parcel does not restrict but extends Jackson St. at his cost. He has no problem committing to just townhomes. There is density further south with very dense zoning, this area is less dense.

Chair Isaac closed the public hearing and the Commission began deliberations.

Commissioner Goddard asked what has been developed within the overlay. Mr. Mangum reviewed three properties, Emerson Square, Y.O.U. building and a ComEd station. He added that some properties have become available but not enough TIF increment has been created for public aggregation of properties.

Commissioner Draper asked if there was a public-private partnership possible for the street. Mr. Mangum stated that there would have to be a discussion with the City Council.

Commissioner Johnson stated in looking at the 5 principles, how would principles one and three affect connectivity. Mr. Mangum responded that the project would create a connection with the private drive. There would be some extension of the road, but it would compromise the quality of the connections contemplated including the orientation of development towards public streets as a traditional neighborhood design would.

Commissioner Isaac asked the Commissioners how they feel about a partial removal and not having a continuous block.

Commissioner Goddard stated that they need to consider if the overlay has accomplished its goals. If it has, it should be kept; if not, it should be removed. Chair Isaac inquired why one parcel should be removed that is the central area of this portion of the overlay district. It could be compromising that portion of the overlay.

Commissioner Draper stated that it would be difficult to development the site and has not been done in 15 years. Rather than leave the property vacant, attempts could be made at figuring out a compromise.

Chair Isaac stated that the proposal is a smart use of space but that he has an issue of doing so piecemeal without knowing what is being done with it. Only one step could be compromising the overlay, so there is the need to see the next step.

Commissioner Johnson agreed with Chair Isaac. He explained that while it is less expensive this way, there is a great amount of uncertainty. If it were done with a developed plan it would ensure greater certainty.

Commissioner Draper stated that the applicant should work more with the City on the drives and roads. Cannot guarantee the proposal will be built so she agreed with previous comments.

The Commission then reviewed the standards. There was some disagreement on the 1st standard. The property would be removed from the overlay but still meet the intent of the Comprehensive Plan; however, there is no guarantee that the proposal would be built. Standard 2 was met as the underlying zoning is not changing. Standard 3 could possibly not be met. There is the possibility that the change could adversely affect other properties but no testimony was provided proving this. Standard 4 does not apply to the proposed amendment.

Commissioner Goddard stated that she is not sure that the plan has been successful and the TIF has not been at this point. If the amendment is not approved the property may sit vacant.

Commissioner Hewko made a motion to recommend approval of the proposed map amendment to remove 2044 Wesley from the West Evanston Overlay District. Seconded by Commissioner Goddard.

A roll call vote was then taken and the motion failed, 2-4.

Ayes: Goddard, Hewko
Nays: Draper, Johnson, Sloss, Isaac

5. PUBLIC COMMENT

There was no public comment provided.

6. ADJOURNMENT

Commissioner Johnson made a motion to adjourn the meeting. Commissioner Goddard seconded the motion.

A voice vote was taken and the motion was approved by voice vote 6-0.
The meeting was adjourned at 8:27 pm.

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