



LAND USE COMMISSION

Wednesday, January 29, 2025 | 6:00 P.M.
James C. Lytle City Council Chamber, Second Floor
Lorraine H. Morton Civic Center, 2100 Ridge Avenue

AGENDA

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

I. CALL TO ORDER/DECLARATION OF A QUORUM

II. OLD BUSINESS

A. Public Hearing | Comprehensive Plan - Envision Evanston 2045

The City of Evanston is proposing a new Comprehensive General Plan to guide development for the next 20 years. The draft plan includes a vision statement, goals, policies and actions related to the environment; land use; transportation; housing; economic development; placemaking, arts and culture; parks and open space; and preservation.

III. OTHER BUSINESS

A. Election of Chair

IV. COMMUNICATIONS

V. PUBLIC COMMENT

VI. ADJOURNMENT

Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>. Questions can be directed to Meagan Jones, Neighborhood and Land Use Planner, at mmjones@cityofevanston.org or 847-448-4311. The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-866-2919 (Voice) or 847-866-5095 (TTY). Requests for access assistance must be made 48 hours (two working days) in advance. Requests received with less than 48 hours (two working days) advance notice will be attempted using best efforts, but cannot be guaranteed.

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).

The next Evanston Land Use Commission meeting will be held **on Wednesday, February 12, 2025, at 6:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Community Systems

- I. Intro
- II. Table: Policy Policy Statement Goals
- III. Existing Conditions
 - A. Institutions
 - Park district
 - Nonprofits
 - Senior Communities
 - Hospitals
 - Churches
 - Coalitions
 - B. Education
 - Northwestern University
 - District 65
 - District 202
 - Private Institutions
 - C. City Facilities
- IV. Existing Infrastructure
 - A. Water Supply and System
 - B. Sewer System
 - C. Stormwater Management
 - D. Broadband
 - E. Energy Utilities
- V. Key Challenges and Opportunities

Policies and Action

1. Collaborate with large and mid-sized institutions to implement Envision Evanston 2045 and address emerging trends
 - a. 1.1 Schools
 - b. 1.2 NU
 - c. 1.3 Hospitals
 - d. 1.4 Nonprofits
 - e. etc.
2. Ensure public facilities are carbon neutral, support workforce and customer needs, and improve service delivery

3. Prioritize efficient utility planning to sustain system adequacy, manage costs, and keep the City's utility rates competitive while addressing sustainability and climate resiliency
4. Ensure equitable and proper stormwater management by improving infrastructure, programs, and regulations to improve the health of urban watersheds
5. Ensure universal broadband access across all neighborhoods in Evanston by prioritizing underserved areas to close the digital divide to achieve 100% broadband availability by 2045
6. Collaborate with energy utilities to continue to modernize, decarbonize, and increase efficiency

Timestamp	Email Address	Name (first and last)	Address of residence or property owned	Meeting date	Agenda Item (Property address or description of agenda item)	Position on Agenda Item (as applicable)	How would you like to make your public comment?	If you are providing a written comment, please leave here:	Are you representing yourself as an individual or speaking on behalf of a group?	Please name the group of people for whom you are the designated speaker.																								
								<p>City of Evanston January 22, 2025 Land Use Commission Meeting Date: Jan. 22, 2025 Re: Agenda Item: II Old Business A. A. Public Hearing Text Amendment Zoning Code - Envision Evanston 2045 24PLND-0043.</p> <p>The authors of this paper conducted an analysis of the proposed Zoning Code 11.26.2024 Draft Text Amendment (Proposed Zoning Code). The purpose of our analysis was to determine if the Proposed Zoning Code would increase housing diversity and/or affordability in Evanston. We found that no housing units that could be constructed under the Proposed Zoning Code would meet the requirements of Affordable Housing for a family of 3 with a moderate income. Instead, several existing affordable housing units would be torn down and replaced with higher cost dwelling units. As a result, we are opposed to the rewriting of the existing Zoning Code as proposed. It appears that this text amendment will reduce housing diversity and/or affordability throughout the city. These effects would be contrary to the statements provided to the Evanston Press as justification for enacting the proposed text amendment. It should be noted that we did not conduct this analysis for each Zoning District listed in the proposed text amendment. We only analyzed those subject properties that were found to be for sale at the time of our evaluation. Several Zoning Districts were not evaluated. A description of our analysis is listed below.</p> <p>Definitions</p> <p>The following definitions were used: Affordable Housing - the United States Department of Housing and Urban Development (HUD) defines the following categories of Area Median Income (AMI) with their associated maximum affordable rents in 2024 in the Chicago area for Moderate Income families. The table used assumes that tenants pay for gas heat, cooking gas and other electric. Relevant excerpts from the table are listed below. Our analysis included the same values and assumptions for monthly payments for home ownership (principal, interest, taxes, utilities) in lieu of tenancy.</p> <p>Moderate income: (100% AMI, Low Rise)</p> <table border="1"> <thead> <tr> <th>Household Size</th> <th>100% AMI</th> <th>Maximum Monthly Housing Costs</th> </tr> </thead> <tbody> <tr> <td>Single person Family</td> <td>\$78,500 (Studio)</td> <td>\$1,901</td> </tr> <tr> <td>2-person household</td> <td>\$89,700 (1BR)</td> <td>\$2,023</td> </tr> <tr> <td>3-person household</td> <td>\$100,900 (2BR)</td> <td>\$2,425</td> </tr> </tbody> </table> <p>(https://www.chicago.gov/content/dam/city/depts/doh/general/income_and_rent_limit_tables/2024%20income%20and%20rent%20limits.pdf) For the purposes of our evaluation, the maximum Monthly Housing Cost for a 3-person household in a 2-bedroom dwelling unit (\$2,425) was used for comparison.</p> <p>Evanston City Ordinance 107-0-18 Amending Portions of the City Code Title 5 Chapter 7 to Expand the Application of the Inclusionary Housing, provides the method for calculating the sales price of affordable dwelling units based on the "relationship between unit size and household size that shall be used to determine the income figures at which affordable housing payments are calculated (https://www.cityofevanston.org/home/showpublisheddocument9540563850076537770000):</p> <table border="1"> <thead> <tr> <th>Unit Size</th> <th>Income Level for Household Size</th> </tr> </thead> <tbody> <tr> <td>Efficiency</td> <td>1 person</td> </tr> <tr> <td>1 Bedroom</td> <td>2 persons</td> </tr> <tr> <td>2 Bedrooms</td> <td>3 Persons</td> </tr> <tr> <td>3 Bedrooms</td> <td>4 Persons</td> </tr> <tr> <td>4 Bedrooms</td> <td>5 Persons</td> </tr> </tbody> </table> <p>Numerical Values contained in columns of the attached spreadsheet and cited in the Methodology and Results section of this letter are identified by column letter (').</p> <p>Methodology</p> <p>Our analysis compared the potential selling price of condominium units built in a multi-unit building constructed as-of-right under the Proposed Zoning Code against Moderate Income Housing Costs as defined by HUD and the City of Chicago for a 3-person household.</p> <p>On January 16, 2025, a brief internet search on Zillow revealed 24 non-condominium properties for sale in Evanston. These properties became the subjects of our analysis. The Property Sale Prices (A), addresses (B), current zoning District (C), Proposed Zoning District (D) and lot size (E), were recorded for each subject property.</p> <p>Allowable Build Sq. Ft. per property was calculated depending on which Zoning District the property was located.</p> <p>R1, R2 (L) For properties located in Zoning Districts R1 and R2, the lot size (E) was multiplied by the percentage of allowable coverage (I, J), to obtain a building footprint. The resulting footprint was multiplied by 3 (L) which is the allowable number of stories in both the R1 and R2 Zoning Districts to get an Allowable Build Sq. Ft.</p> <p>R4, M1, M2 (M) For properties located in Zoning Districts R4, M1, and M2, the total building sq. footage was calculated by multiplying the lot size (E) by the allowable FAR (K).</p> <p>Dwelling Unit Numbers per property were calculated in the following ways depending on which Zoning District the property was located.</p> <p>R1, R2 (O) For properties located in Zoning Districts R1 and R2, the maximum number of permitted dwelling units on a single property is 4.</p> <p>R4, M1 and M2 (P) For properties located in more densely defined Zoning Districts such as R4, M1 and M2 The Allowable Build Sq. Ft. was divided by 1000 sq. ft. to get a number of dwelling units per property.</p> <p>1000 sq. ft. was used in our analysis as a typical 2-bedroom unit.</p> <p>Total Build Sales Costs (W) were calculated by adding the following figures:</p> <ul style="list-style-type: none"> o Property Sales price (A) o \$15,000 per property for demolition cost (S) o \$275 per sq. ft. construction cost multiplied by the Allowable Build Sq. Ft. (L, M) o 5% of construction cost for architectural fees (T) o 5% of construction cost for broker sales fee (U) o 5% builder/developer profit (V) <p>1 Chicago Area Construction Costs were obtained from Home Builder Digest Article How Much Does it Cost to Build a House in Chicago? https://www.homebuilderdigest.com/cost-guides/how-much-does-it-cost-to-build-a-house-in-chicago/ Accessed 1-21-2025 Proposed Price / Unit (Y) was calculated by dividing the New Build Sales Costs by the Dwelling Unit Number for the associated property (O, P).</p> <p>The resulting Proposed Price / Unit was converted to a Monthly Outlay (AE) assuming:</p> <ul style="list-style-type: none"> • A 30-year, 6% fixed mortgage with 10% down (AB) • 2% property taxes (AC) • \$200/month utility bills (AD) <p>Insurance and PMI were not included in our Monthly Outlay calculations.</p> <p>The resulting value was then compared with the HUD/City of Chicago Monthly Housing Cost for a 3-person household in a 2-bedroom dwelling unit (\$2,425). If the Monthly Outlay was greater than the value of \$2,425 then the unit was listed as not meeting the requirements for Affordable Housing for a family of 3 with a moderate income (AG).</p> <p>The same monthly Outlay was calculated in the same manner for the subject properties in their existing configurations to determine if any of would meet the requirements for Affordable Housing (AH).</p> <p>Conclusion</p> <p>Using our methods listed above, no housing units that could be constructed under the Proposed Zoning Code would meet the requirements of Affordable Housing for a family of 3 with a moderate income. Put another way, per the HUD guidelines, a family of three with an annual income of \$100,000 could not afford any of the housing that could be built under the proposed Zoning Code. Using the existing Sales Price for the existing properties in their current configurations, 4 Properties representing 8 housing units would qualify as Affordable Housing.</p> <p>Our analysis, using conservative, or referenced values for each component of our calculations, and what we believe to be strict adherence to the requirements for the proposed Zoning Districts for each subject property demonstrated that if approved, the Proposed Zoning Amendment would drive new development to reduce Affordable Housing in Evanston. We strongly believe that this proposed text amendment be rejected by the City of Evanston Land Use Commission and City Council.</p>	Household Size	100% AMI	Maximum Monthly Housing Costs	Single person Family	\$78,500 (Studio)	\$1,901	2-person household	\$89,700 (1BR)	\$2,023	3-person household	\$100,900 (2BR)	\$2,425	Unit Size	Income Level for Household Size	Efficiency	1 person	1 Bedroom	2 persons	2 Bedrooms	3 Persons	3 Bedrooms	4 Persons	4 Bedrooms	5 Persons		
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1/22/2025 17:06	dcookala@gmail	David Cook	2683 Prairie Ave	1/22/2025	Public Hearing	Opposed	Written comment	David Cook RA Registered Architect 7th Ward																										
1/22/2025 17:18	leah.shaman@gmail	Leah Shaman	2121 Bennett Av	1/22/2025	Envision Evanston	In favor	In person		Group	E-Town Sunrise																								
1/22/2025 17:29	maryrosinski@gmail	mary rosinski	1729 chancellor	1/22/2025	zoning code	Opposed	In person		Self																									
1/22/2025 17:46	lbollom@yahoo	Lori Bollom	108A South Blvd	1/22/2025	Rezoning	Opposed	Written comment	Do not rezone Evanston as proposed. Residents value green space and parking and do not want increased density.																										

1/22/2025 18:39	bruce@delahorn	Bruce Delahorne	2148 Lincolnwood Drive	Evanston Zoning	Opposed	Written comment	I write as a long time Evanston resident and member of the Board of the Chicagoland chapter of Habitat for Humanity. I urge the Land Use Commission to skeptically reexamine the proposals related to zoning changes outlined in Envision 2045. There is confusion and a lack of clarity on the key objective of the overall plan. The proposed remedy of upzoning all R1 property in Evanston is absolutely not the best solution to any of the challenges that this plan is supposed to address. Upzoning will be a boon for developers and not the means to provide "affordable" housing and it poses significant negative consequences for the quality and character of our neighborhoods. If we are trying to simply provide more housing units to address the projected population increases, then high-density units such as the apartment buildings in downtown Evanston would be the solution. If the problem is housing for a growing homeless population, none of these "affordable" homes will be "affordable." Why aren't we considering building a permanent shelter that can provide temporary housing for homeless people and concurrent mental health and counseling services to help these individuals establish more sustainable existences? I urge you to consider alternatives to the current proposal, analyze key learning from communities similar to the character and demographics of Evanston and build a new plan, however long that takes, with sufficient time for community involvement and feedback before consequential changes to the city's zoning code are enacted. Thank you for your consideration.		
1/23/2025 22:37	jeff@jefflaw.com	Jeff Smith	2724 Harrison St	1/29/0025 Presentation re C	Opposed	In person		Group	Central Street Neighbors Ass'n
1/24/2025 20:30	gulsataygen@gm	Nigar Gulsat Ayg	208 South Blvd	1/22/2025 elimination of zo	Opposed	Written comment	Please don't eliminate zoning restrictions. Pple in Evanston value our green spaces and don't want increased urban density.		
1/25/2025 14:38	serdarcizmecic@	Serdar Cizmecic	208 South Boule	1/22/2025 Eliminating zonir	Opposed	Written comment	W do not want high rises and preserve all green spaces		



President
Jeff Smith

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Mary Lou Smith
David Staub

Central Street Neighbors Association

24 January 2025

Meagan Jones
Neighborhood & Land Use Planner
2100 Ridge Ave.
Evanston, IL 60201

Re: Text Amendment | Zoning Code (24PLND-0043)
Map Amendment | Zoning Map (24PLND-0044)

Ms. Jones:

Pursuant to the Rules of the Land Use Commission, Central Street Neighbors Association (“CSNA”) has continued its request for 10 minutes to offer testimony in form of a presentation at the January 29, 2025 hearing on the above-referenced matters, or as continued.

The bona fides of our group are as previously submitted. **When the American Planning Association in 2013 honored Central Street as one of the “Great Places in America,” it noted CSNA as “instrumental to the success of neighborhood planning” and as part of the “active citizenry” that made the neighborhood award-worthy.**

I transmitted to you yesterday evening links to three different formats (Keynote, PowerPoint, PDF) of the draft slide deck I anticipate presenting. These may be accessed at

<https://jefflaw.com/docz/Evanston/LUC/>

In order to make the presentation as efficient as possible, I am also sending, via (3) separate e-mails due to size, the following for review by the Commission in advance, subject of course to the Commissioners’ individual time constraints:

- (1) Cover and introduction to the 2007 Central Street Master Plan
- (2) Screenshots from American Planning Association page on Central Street
- (3) A 2008 Text summary of the zoning implementation

Thank you,

Jeff Smith, President

Evanston, Illinois

Central Street Master Plan



THE LAKOTA GROUP
Gewalt Hamilton & Associates
Infrastructure Engineering Inc.

FINAL DRAFT FOR COMMISSION/COUNCIL REVIEW

June 2007

Overview

In 2006, the City of Evanston engaged The Lakota Group, Gewalt Hamilton Associates, and Infrastructure Engineering Inc. to create a Master Plan and Streetscape Design for Central Street. The City’s planning mission was to evaluate Central Street’s land use setting, physical conditions, and streetscape, and make recommendations for enhancing its mixed-use, pedestrian-oriented character. The planning process included the following phases:

State of the Corridor: An inventory of existing conditions were created through fieldwork, meetings with City staff, stakeholder interviews, and two community workshops.

Community Visioning: Strategies and concepts for improving and developing Central Street were presented at a community workshop.

Master Plan and Streetscape Design: Preparation of a final Master Plan, with preferred development strategies, as well as a refined streetscape approach for enhancing Central Street’s character.

The Master Plan, which was completed in the Summer of 2007, will be used by City officials and staff as a guide for planning and development decisions along Central Street over the next 5 to 10 years.



Specialty shops and services on the retail blocks between Hartrey and Green Bay.

Background



Northwestern University's Ryan Field, located at Central and Ashland.

Central Street is 2.6 miles long and the primary east-west travel route in northern Evanston, providing access to Lake Michigan, Northwestern University's Ryan Field, Evanston Hospital (ENH), and several neighborhoods. Central Street has a small-scale, "Village feel" with a "funky," eclectic, "hodge podge," quirky character that encourages people to walk, shop and interact. Residents appreciate the "walkability" of the street, the human scale of the buildings, independent "Mom and Pop" retailers, and a varied retail and service base, including auto-service businesses.

Despite its many positive attributes, there are a number of issues and constraints present along Central Street, including:

- Recent developments have caused concerns regarding building height, scale, massing, lack of open glass storefronts, narrow sidewalks, architectural design, poor materials, and physical character.
- Narrow, deteriorated, or non-existent sidewalks and fair to poor streetscape conditions detract from a walkable, pedestrian-friendly environment.
- Some narrow alleys cause conflicts between commercial uses/deliveries and residents attempting to access their garages.
- Alley conditions are generally poor with deteriorated paving, potholes, standing water and drainage problems. Obstructions, including utility poles and loading/service areas, are present in many alleys.
- The Ryan Field parking lot does not drain effectively resulting in pooling water, lacks landscaping, and has fencing, driveways and asphalt in fair to poor condition.
- The commercial area east of Green Bay is less vibrant than other areas due to an inconsistent building "streetwall" and the physical barrier created by the Metra viaduct.
- Parking is perceived as difficult to find in some locations at peak times, including near the retail blocks between Hartrey and Green Bay.
- Most parking lots lack adequate screening and landscaping. Some lots have inefficient layouts or lack proper drainage.
- Congestion is causing some "spill-over" traffic on residential streets.

Master Plan

The Master Plan provides a vision for the enhancement of Central Street and is based on the community’s desire for higher-quality development and streetscape improvements that maintain the area’s “European Village,” “small town” character. The following are key Master Plan goals:

- Sustain and enhance Central Street as an attractive, mixed-use, pedestrian- and neighborhood-oriented street with its own distinct character.
- Encourage commercial development, including office uses, in key locations to provide a diverse mix of goods and services to residents and visitors.
- Enhance existing housing and provide diverse residential opportunities.
- Improve the appearance and use of existing open space.
- Improve the appearance and safety of the area’s streetscape.
- Improve pedestrian, bicycle, and vehicular access and circulation.
- Encourage the use of sustainable building and site design, both in new buildings and in adaptive reuse/renovations/ façade improvements.

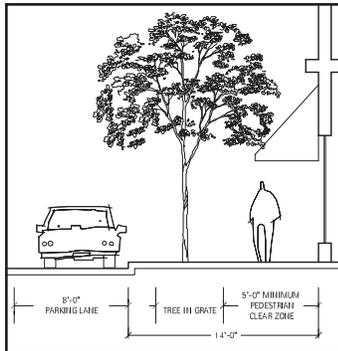


The Master Plan recommends facade improvements, such as the building on the left, and infill redevelopment, such as the building on the right.

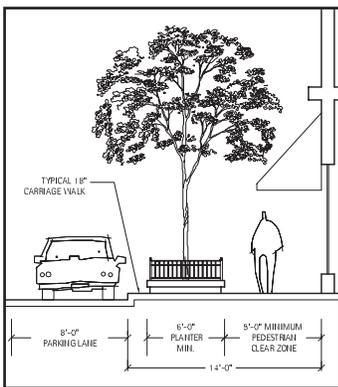
To achieve these goals, the Master Plan recommends the following strategies.

Building Envelope

- Consistent setbacks to create a shopping “streetwall” of buildings façades.
- 14-foot setbacks from curb to building in commercial areas. 20-foot setbacks from curb to building on side streets for corner lots.
- 30-foot setbacks from curb to building for properties abutting the Central/Gross Point/Crawford intersection.
- Upper-story stepbacks to articulate buildings and reduce perceived height and mass.



Optimal 14-foot sidewalk cross-section with tree in a tree grate.



Optimal 14-foot sidewalk cross-section with tree in a low planter.

Sidewalks

- 14-foot minimum sidewalks for new developments in commercial areas.
- Along the commercial blocks west of Lincolnwood Drive, Central Street should be narrowed to allow the addition of 5 feet to the sidewalks on both sides of the street, where feasible.

Zoning

- Rezone B2 district between Hartrey and Prairie to B1a.
- Rezone C1 district on Green Bay to B2.
- See Table 1 for maximum height recommendations.
- Zoning changes to allow mixed-used development and structured parking near Ryan Field.
- Zoning changes to encourage optimal setbacks and shared parking/curb cuts/access drives.
- Consider form-based code approach for Central Street.

Transportation

- Standard alley width of 18 feet, free of obstructions.
- Review parking ratios for office uses.
- Improve drop-off zones at Metra and CTA stations.

Table 1: Maximum Height Recommendations

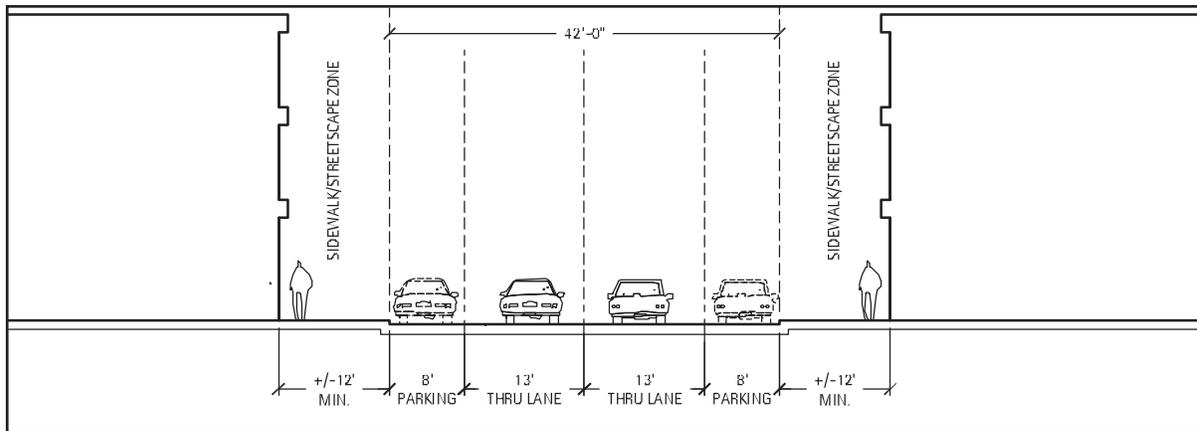
Zoning District	Current Height	Maximum Height (Stories)	Maximum Height (Feet)
R4: General Residential	35 feet/2.5 stories	2.5 stories	30 feet
R5: General Residential	50 feet/5 stories	4 stories	45 feet
O1: Office*	52 feet	5 stories	52 feet
B1a: Business	40 feet/3 stories	3 stories	35 feet
B2: Business	45 feet	4 stories	45 feet
C1: Commercial	45 feet	4 stories	45 feet
C2: Commercial	45 feet	4 stories	45 feet
U2: University Athletic Facilities	45 feet	4 stories	45 feet
T1: Transitional University	35 feet/2.5 stories	2.5 stories	35 feet
OS: Open Space	35 feet/2.5 stories	2.5 stories	35 feet

Recommended heights (in bold) are shown in both feet and stories. Maximum height would be the lesser of the two.

*Height limit "steps down" near adjacent residential uses.

Central Street Master Plan

Report Summary



Proposed cross-section west of Lincolnwood, with narrower travel lanes and wider sidewalks.

- Consider feasibility of expanding frequency of local bus routes.
- Upgrade bus stops with new benches and shelters.
- Reduce roadway width west of Lincolnwood to 40 or 42 feet to calm traffic and reduce traffic merging confusion.
- Encourage bike routes where street width allows.
- Improve and standardize crosswalks.
- Install bump-outs where appropriate.

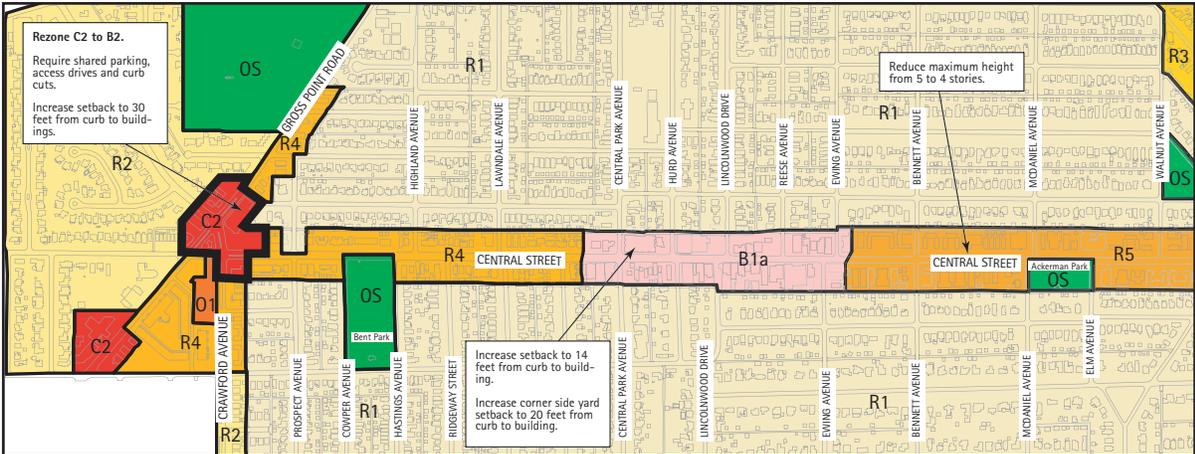
Design Guidelines

To complement the City’s “Design Guidelines for Planned Development,” additional design guidelines should be developed to encourage high-quality development in neighborhood-oriented commercial areas. These guidelines should encourage building articulation and fenestration, minimum retail depths, and landscaping.

Streetscape

- Improve paved surfaces for pedestrians, cyclists, and vehicles.
- Upgrade quality and increase amount of street furniture, landscaping, street trees, lighting, and crosswalks.
- Additional recommendations are provided in a separate document, “Central Street: Streetscape Design Study.”

Zoning Recommendations



Zoning recommendations for the western half of Central Street include rezoning the C2 district at the intersection of Central/Gross Point/Crawford to B2, and reducing the height of the R5 districts to 4 stories/45 feet.

Development Concepts



At Crawford, Gross Point, and Central, the Plan recommends a green gateway space with signage and/or public art, as well as new development set back 30 feet around the intersections. The Plan also shows an alternate for redevelopment of the CVS site.



The Plan envisions narrowing the traffic lanes west of Lincolnwood to allow for wider sidewalks and streetscape improvements. High-quality, mixed-use development with appropriate sidewalk widths is also recommended for the commercial blocks.

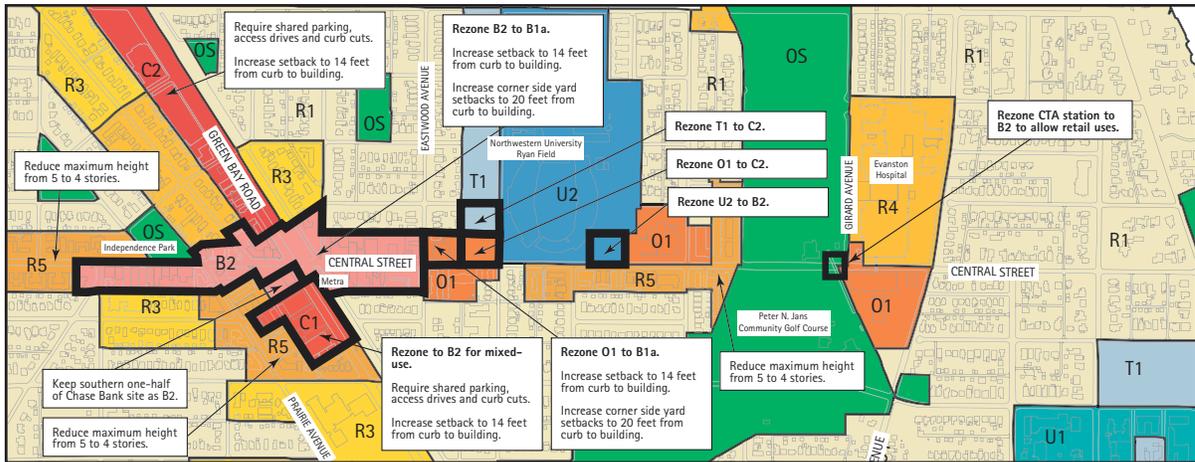


Central Street's main commercial blocks between Hartrey and Green Bay have a successful mix of shops, restaurants and services. The Plan improves the public parking lot, Independence Park, and the streetscape to enhance the existing uses. Mixed-use developments are also envisioned for Green Bay with ground floor retail and upper story office or residential uses.

Central Street Master Plan

Report Summary

Zoning Recommendations

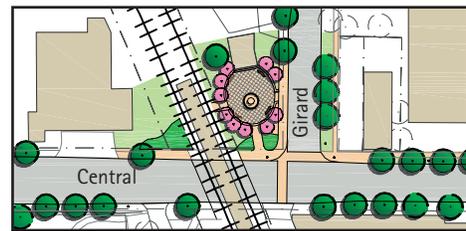


Zoning recommendations for the eastern half of Central Street include rezoning much of the B2 district east of Hartrey to B1a, and rezoning the C1 district on Green Bay south of Central to B2.

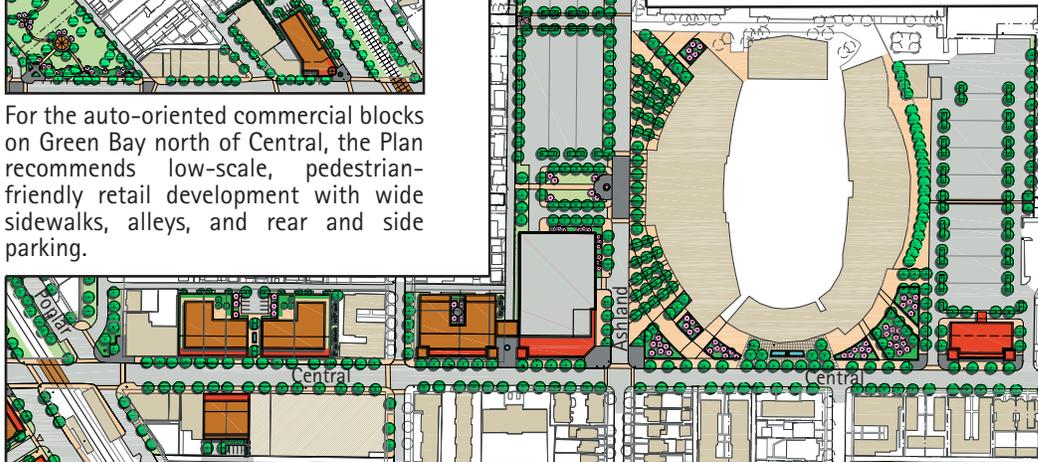
Development Concepts



For the auto-oriented commercial blocks on Green Bay north of Central, the Plan recommends low-scale, pedestrian-friendly retail development with wide sidewalks, alleys, and rear and side parking.



For the CTA station, the Plan envisions a plaza that would create an attractive place for people to wait for transit or to enter the golf course "starter shack."



East of the Metra Station, the Plan envisions changes that would foster more vibrant retail activity. Mixed-use development would create a more continuous and active "streetwall." The Ryan Field parking lots would be upgraded with new paving, landscaping, and plazas. Structured parking with a retail frontage would provide additional parking for stadium functions, hospital and university employees, commuters, and shoppers.

Implementation

The Master Plan recommends the following priority projects and initiatives:

Priority Projects

- Enhance Independence Park’s landscaping and features.
- Reorganize the City’s Stewart Avenue parking lot and realign Stewart to add green space and improve traffic flow.
- Streetscape/gateway improvements, including a green gateway element at Central/Gross Point/Crawford.
- Improve the Ryan Field parking lot.
- Assess the feasibility of developing structured parking with new commercial space at Ryan Field.
- Add 3-hour parking spaces east of Hartrey for longer activities, such as dining out.
- Add 15-minute spaces east of Hartrey for quick trips.
- Improve or reconstruct to the Metra and CTA viaducts.
- Encourage high-quality development of the CVS, Blockbuster/White Hen, and Chase Bank sites.

Priority Initiatives

- Adopt recommended changes to the existing zoning districts to facilitate development consistent with the Plan.
- Study whether zoning recommendations may be applied citywide or will require overlays.
- Create additional design guidelines that apply to small-scale commercial districts.
- Study the potential of form-based code.
- Encourage participation in the City’s facade improvement program.
- Implement design and engineering for the streetscape.
- Identify funding for Master Plan projects in the City’s Capital Improvement Program.
- Consider a variety of funding sources.
- Encourage communication/coordination between the City, local residents, regional authorities, and the State.

Acknowledgments

CITY COUNCIL

Lorraine H. Morton, Mayor
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The City of Evanston wishes to thank all those who contributed to the content and review of this Plan, especially the Central Street residents, property owners, and institutions.

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Central Street Master Plan prepared by:
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Central Street Neighborhood: Evanston, Illinois



Summary

Combine an edgy urban vibe with a small-town pace and sensibility and the result is Evanston's Central Street neighborhood. A traditional neighborhood in many respects, Central Street also is a regional destination with an eclectic mix of homegrown businesses and eateries.

DESIGNATED AREA

The neighborhood is bounded by the Village of Wilmette to the north, Colfax Street to the south, Lake Michigan to the east, and Gross Point Road and Crawford Avenue to the west.



The Central Street neighborhood includes single-family detached homes with front yards, tall trees, and well-utilized sidewalks. Photo courtesy City of Evanston.

PLANNING EXCELLENCE

Located 18 miles north of Chicago, Central Street is home to Evanston Hospital, with 3,500 employees, and Northwestern University's athletic facilities. On fall weekends, the street turns purple as thousands of Wildcat fans flock to football games at Ryan Field. Despite its proximity to the university, Central Street is distinctive and unique. It is not just another campus town area.

Central Street is a waterfront community with numerous historic and recreational resources. Grosse Point Lighthouse, built in 1873 following several shipwrecks on Lake Michigan, rises into view toward the eastern end of Central Street. This National Historic Landmark — one of more than 100 local or national landmarks in the neighborhood — is undergoing a \$350,000 renovation. The adjacent Lighthouse Beach is a popular summer destination for residents and visitors. Winter activities include outdoor skating at Ackerman Park and sledding at Lovelace Park. Perkins Woods, Cook County's smallest forest preserve, is a bird watching hotspot. And, Lawson Park features Noah's Playground for Everyone, a \$400,000 accessible play space that opened in 2008.

Bicyclists and pedestrians — both visitors and those from the neighborhood's many single- and multi-family residences — find Central Street welcoming. A network of sidewalks, now being widened and improved based on recommendations in the 2007 Central Street Master Plan, is shaded by mature trees and lined with picturesque store fronts. The plan has resulted in the addition of traffic calming features — such as bump-outs at intersections, dedicated bike lanes, and bike parking.

Long served by public transportation, Central Street boasts both Metra commuter rail and Chicago Transit Authority (CTA) rapid transit stations. Two CTA bus routes traverse Central Street, transporting shoppers, workers, and middle- and high-school students, eliminating the need for school buses. A suburban Pace bus route also passes through the neighborhood.

Noting the neighborhood's transportation assets, Evanston's 2000 comprehensive plan encourages transit-oriented development. The recently opened Central Station Apartments, a LEED Silver mixed-use project, features 80 residential units, 11,000 square feet of retail, and a car-sharing parking space.

Several earlier multi-story, mixed-use structures, built to the lot line and larger in scale than surrounding commercial buildings, raised concern among residents about the potential for overdevelopment and loss of the neighborhood's "European Village" charm. In 2005, the city responded by amending its zoning ordinance, reducing building heights and residential densities for mixed-use structures in certain districts. Instrumental to the success of neighborhood planning is the Central Street Neighbors Association, a resident advocacy group. The Central Street Business Association not only supports planning efforts but programs community and retail events.



A Fourth of July parade featuring unique floats draws many visitors and residents to the Central Street neighborhood. Photo courtesy City of Evanston.

DEFINING CHARACTERISTICS, FEATURES

History, Planning and Design

- Father Jacques Marquette, one of first two Europeans to traverse what is now Chicago, camped on and mapped Lake Michigan's Grosse Point (1673)
- Platted as the Village of North Evanston (1868); annexed by Evanston (1874); growth guided by city's numerous comprehensive plans (1916-2000). Completely built out; only redevelopment options remain
- Illinois Historic Structures Survey of Evanston (1972) identified historic buildings in neighborhood; 100-plus structures — cottages, mansions, school, municipal water plant, church, lighthouse, and gas station — designated as local or national landmarks
- Construction of mixed-use buildings to lot line raised concern about potential for over-development (2004); city amends zoning code (2005) to reduce building heights, lower residential densities
- Central Street Master Plan (2007) results in streetscape rehab, including improved sidewalks, added traffic-calming features, dedicated bicycle lane
- Adoption of two zoning ordinances (2008) lays foundation for use of form-based zoning in Central Street commercial area, allows a block-by-block approach that better accounts for existing conditions

Active and Engaged Citizenry

- Central Street Neighbors Association evolves as a result of Central Street Master Plan public participation process (2006)
- Central Street Business Association includes 50-plus retailers; programs and markets events, such as sidewalk sales, green market, holiday open house
- Nonprofit Evanston 4th of July Association plans Independence Day parade, activities, fireworks; event held annually since 1922, attracts 15,000 people to Central Street

-
- Lincolnwood Garden Club and the City of Evanston sponsor Central Street Garden Fair in Independence Park; proceeds from 64-year-old event benefit beautification projects throughout city
 - Privately owned Curt's Café provides job and life-skills training to at-risk, young adults (ages 15-22); job placement assistance offered to those successfully completing food preparation and service training



Central Street's business district draws residents, Northwestern University students, and visitors from not only the neighborhood, but all of Evanston. Photo courtesy City of Evanston.

Hometown and Destination

- Pedestrian- and transit-friendly with local businesses along 2.6 miles of Central Street
- Niche retail includes specialty foods, regionally renowned spice and cooking-oil shops; bakeries, delis
- Strong town-and-gown relationship; Northwestern University's Ryan Field and Welch-Ryan Arena attract 400,000-plus fans annually to football, basketball, volleyball games
- Employment center; Evanston Hospital (circa 1891) has 3,500 on staff, serves 435,000 patients yearly, ranks among nation's top 100 hospitals (*Becker's Hospital Review* and Truven Health Analytics)
- Transit hub; served by Metra and CTA rail and CTA and Pace buses
- Accessible to walkers and bicyclists; widened sidewalks, mature trees and picturesque storefronts welcome those on foot; dedicated bike lanes enhance travel for those on bicycles
- Year-round recreation — swimming, bird watching, ice skating, sledding — at neighborhood's beach, forest preserve, and parks, one of which houses a family-friendly accessible playground
- Cultural offerings include Grosse Point Lighthouse (circa 1873), a National Historic Landmark, and Mitchell Museum of the American Indian (circa 1977)

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 setbacks 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 setbacks, 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.

Design Evanston comments on the Envision Evanston 2045 Comprehensive Plan presented to the Land Use Commission

January 29, 2025

Overview

Design Evanston conducted three workshops to evaluate the Envision Evanston 2045 Plan, focusing on key chapters related to future land use and housing. Based on these sessions, along with subsequent engagements among our members and input from local architects, urban planners, designers, and zoning and real estate experts, we have prepared the following comments and recommendations.

Key Chapters Reviewed

- 1. Introduction**
- 2. Chapter 1: Future Land Use Strategy**
- 3. Chapter 2: Land Use**
- 4. Chapter 7: Housing**

Key Points and Recommendations

Introduction

We support the Plan's Vision Statement and goals, including fostering community health, strengthening the economy, prioritizing sustainability, increasing housing diversity, and celebrating arts and culture.

General Comments

1. The Envision Evanston 2045 Plan establishes a strong foundation by addressing key priorities such as sustainability, housing diversity, and economic growth. However, we believe there is an opportunity to further tailor the Plan to reflect Evanston's unique character, challenges, and opportunities.
2. To strengthen its impact, the Plan would benefit from much deeper integration of local data and specific examples that resonate with Evanston's distinctive urban fabric. For instance, clearer explanations of proposed concepts, paired with relevant illustrations and case studies, could help residents and stakeholders better understand and engage with the Plan's recommendations. Additionally, a more comprehensive exploration of land use strategies and housing solutions could provide the necessary details to support informed decision-making and ensure the Plan's long-term success.

Chapters 1 & 2: Future Land Use Strategy and Land Use

Recommendations:

1. Clearly articulate the "land constraints" that challenge future development.
2. Provide substantiating data on the need for additional housing units in Evanston, specifying the types of housing required.
3. Quantify the city's affordable housing needs and clarify strategies to meet those needs for Evanston residents, rather than neighboring municipalities.



www.designevanston.org



4. Define and illustrate key urban terms used in the plan—such as “Neighborhood Centers,” “Mixed-Use Corridors,” and “Rail Transit Nodes”—with maps, photos, and data specific to Evanston.
5. Reevaluate the emphasis on “Centers and Corridors,” considering their feasibility and advisability in the context of Evanston’s unique urban fabric. Evaluate the feasibility and viability of development in the other key areas indicated above across the city.
6. Assess current traffic patterns in development areas outside rail transit nodes and propose public transit improvements, such as expanded bus routes, bicycle lanes, and connectivity solutions.
7. Develop strategies for the adaptive reuse of public-school properties, should they become available, and locate them on a map.
8. Strategize the use of city-owned properties (City Hall, Fire & Police Headquarters, maintenance facilities, parking garages, etc.), identifying their locations on a map.
9. Create a comprehensive map of vacant and underutilized properties in Evanston and propose potential best-use scenarios.

Chapter 7: Housing

Recommendations:

1. Provide detailed information, written and graphic, on “Missing Middle Housing”(1) its benefits, and potential applications, in various areas of the city. Document examples of “Missing Middle Housing” types that already exist in Evanston. Indicate locations on a map and provide representative photos.
2. Map and document the variety of single-family neighborhoods in Evanston, showcasing their lot sizes, architectural styles, and current conditions.
3. Explore and illustrate non-traditional housing models such as Community Land Trusts, Co-Housing, Shared Housing, and Limited Equity Cooperatives.
4. Include data on car ownership and usage patterns among residents, with projections for future trends and insights from comparable cities.
5. Address the growing demands of delivery services and their impact on urban living.
6. Encourage initiatives to help current homeowners retain their residences, including:
 - a. Allowing additional non-family residents.
 - b. Support renovations for additional dwelling units in existing residences (e.g., in basements, attics, at grade, adding an additional floor.
 - c. Adding an ADU.
 - d. Offering financial aid or low-interest loans.
7. Permit ADUs on all single-family properties, potentially with pre-approved designs to lower costs and expedite approvals.
8. Promote adaptive reuse of existing structures.
9. Avoid blanket allowance of up to four units on single-family properties without careful neighborhood-specific zoning considerations. Any development form must respect the neighborhood context.
10. Encourage sustainable building practices, including Green Building practices, LEED, WELL, passive house zero-emissions building codes, solar installations, heat pumps, and other green technologies.
11. Retain the Preservation Commission’s authority to oversee alterations of landmark buildings and the built environment within historic districts.

12. Allow increased density in certain multi-family districts, transit nodes, and mixed-use areas. Utilize a form influenced, context-based process to better communicate resulting project configurations and scale. These may also expedite review and approval processes. Projects could be subject to review by a designated Design Review Authority.
13. The Plan must clearly define the term “affordable housing”.
14. Prioritize thoughtful, design-driven strategies to ensure affordable housing is achieved across all districts utilizing all types of relevant building types.
15. Increase density downtown in ways that promote economic vitality, do not overburden the existing infrastructure, preserve pedestrian-friendly streetscapes, and ensure skyline harmony. Taller buildings should include step-backs and form influenced design standards. They should be subjected to review by a designated Design Review Authority.

Conclusions

Design Evanston supports the overarching goals of the Envision Evanston 2045 Plan but finds the document lacking in depth and specificity necessary to address Evanston’s distinct characteristics and challenges. The current draft requires significant refinement and changes to serve as an effective foundation for the new Zoning Code.

We believe that Evanston requires a broader range of affordable and attainable housing options to meet the needs of aging residents, young professionals, families and students. These housing solutions should be thoughtfully distributed across the city, balancing density with neighborhood context and scale.

To advance the goals of the Envision Evanston 2045 Plan, we recommend a greater emphasis on form influenced or context-based approaches that integrate visual and spatial outcomes with established regulatory frameworks such as FARs, setbacks, and lot coverage. This combination allows for clear communication of urban design objectives while maintaining the necessary technical specificity. A form influenced approach also provides a more accessible framework for public engagement, enabling residents to better understand and evaluate the anticipated impacts of new development on their neighborhoods.

By focusing on contextual and design-sensitive strategies, the Comprehensive Plan can more effectively address Evanston’s diverse needs and opportunities, ensuring that future development enhances the city’s character while meeting economic, social, and environmental objectives.

Definitions

(1) Missing Middle Housing

A term coined by Daniel Parolek, architect and urban designer, describing attainable housing that many people across the country are struggling to find. These housing types span the void between single family residences and multi-story residential buildings. “Missing middle housing is a range of multi-unit or clustered housing types, compatible in scale with single-family homes, that help meet the growing demand for walkable urban living, respond to shifting household demographics, and meet the need for more housing choices at different price points”.



To the members of the Land Use Commission;

Thank you for listening to my recommendations tonight. As requested, below are my suggestions for replacements for action items H 2.1 and 2.2 in the Comprehensive Plan, along with supporting rationale.

At last week's meeting the commission voted to recommend striking from the Comprehensive Plan items H 2.1 and 2.2 regarding zoning issues, based on the items being overly specific. If these items are to be removed, it would be best if the commission recommended less-specific replacements that address the same objectives.

Among the largest problems Evanston faces, a number can be helped through changes in the zoning code, including:

- Extreme segregation (both by race and class)
- Housing affordability at all levels*
- Housing shortage
- Displacement – the people who work here can't afford to live here

Evanston shouldn't go into the next 20 years without a long term approach to help address these issues through zoning. To that end, I offer these suggestions for less-constraining language that gives this and future Land Use Commissions more flexibility, while maintaining the objectives.

- H 2.1 Encourage the development of a variety of housing types, including 'missing middle' housing, throughout the city to improve housing diversity and affordability.
- H 2.2 Promote housing affordability by supporting policies and practices that increase the overall housing supply and provide equitable housing options for all residents.

Allowing more "missing middle housing," which bridges the gap between single-family homes and large apartment complexes, is one way of helping to address these issues. This would introduce relatively less expensive housing options throughout the city, catering to diverse needs. It would also benefit individuals and families seeking residence who don't need a large house, such as:

- smaller families
- couples without children
- empty nesters
- single professionals
- and seniors looking to downsize

Although these actions alone won't solve Evanston's problems, they're important pieces in a larger solution set.

Thank you for your consideration and volunteer service to our community,

Scott Roberts

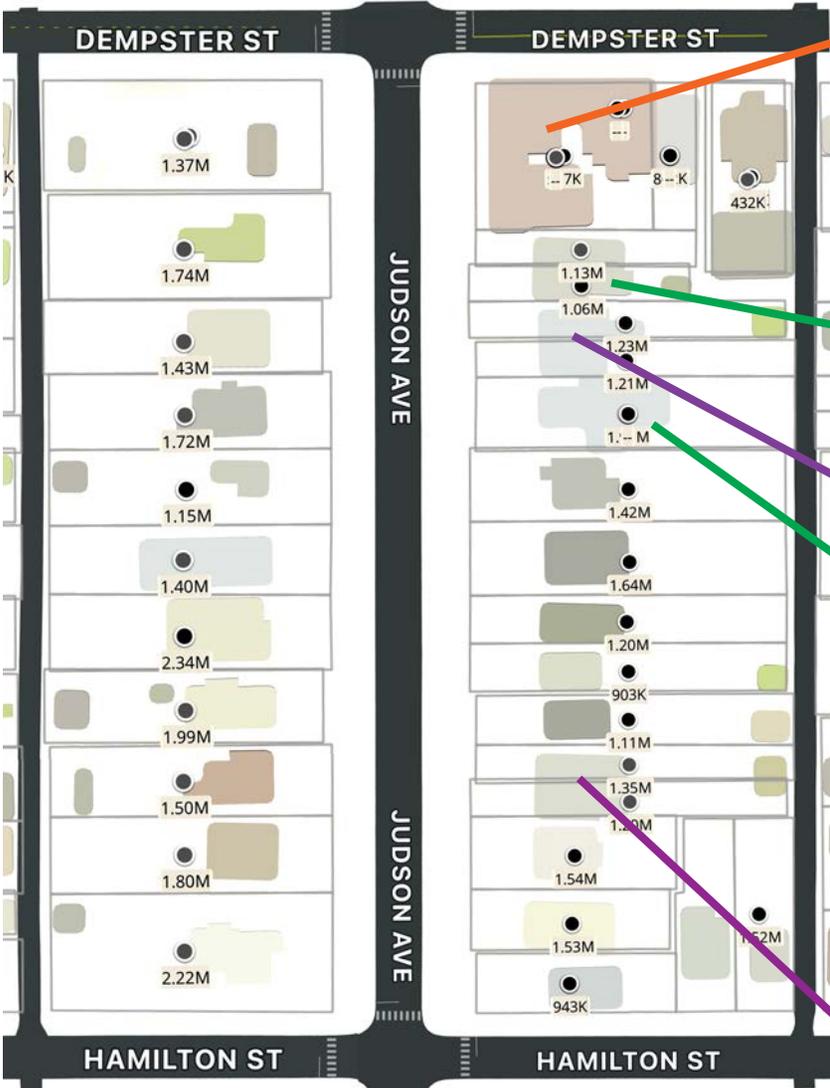
320 Dempster Street (a duplex in an R1 zone), 3rd Ward

*"Affordable" is a relative term. Many of those who currently live in pre-zoning middle housing, while being of means, couldn't have afforded to move to our neighborhoods if these options didn't exist.

The block of Judson between Dempster and Hamilton in ward 3 is zoned R1. It includes several historic non-conforming units, including an 18-unit apartment building*, three duplexes, and one 4-unit "quadplex."

The presence of non-single-family homes hasn't negatively affected property values on this block. It is among the most expensive blocks in the city, and home prices have skyrocketed over recent years. Even the duplexes sell for over \$1 million.

*Apartment buildings would not be allowed under the proposed zoning.



price estimates from Zillow



Meagan Jones <mmjones@cityofevanston.org>

Please consider the case against New R1-4:

1 message

hammeleff@comcast.net <hammeleff@comcast.net>

Sat, Jan 25, 2025 at 3:43 PM

To: "dbiss@cityofevanston.org" <dbiss@cityofevanston.org>

Cc: "smendoza@cityofevanston.org" <smendoza@cityofevanston.org>, "ckelly@cityofevanston.org" <ckelly@cityofevanston.org>, "kharris@cityofevanston.org" <kharris@cityofevanston.org>, "mwynne@cityofevanston.org" <mwynne@cityofevanston.org>, "jnieuwsma@cityofevanston.org" <jnieuwsma@cityofevanston.org>, "bburns@cityofevanston.org" <bburns@cityofevanston.org>, Tom Suffredin <tsuffredin@cityofevanston.org>, "erevelle@cityofevanston.org" <erevelle@cityofevanston.org>, "dreid@cityofevanston.org" <dreid@cityofevanston.org>, "jgeracaris@cityofevanston.org" <jgeracaris@cityofevanston.org>, "lstowe@cityofevanston.org" <lstowe@cityofevanston.org>, "mmjones@cityofevanston.org" <mmjones@cityofevanston.org>

Dan,

Please consider the case against New R1-4:

1) Transparency - New R1-4 rezoning codes should be immediately added to city comparative rezoning maps:

- Only with new R1-4 zoning fully disclosed will residents be able to make an informed choice of which candidate they support for mayor, alderman or alderwoman.

- As it is, city comparative zoning maps show almost everyone in old R1 remaining unchanged even though many are actually being rezoned to new R1-4.

2) Affordability - No, new R1-4 does not provide increased affordability:

- Not only are you robbing Peter to pay Paul to build new R1-4 on old R1 affordable single family lots, but it's downright impossible to think that Evanston could ever build enough "affordable" units to have its own pricing difference within a 10 MM metropolitan area.

- Any additional "affordable" Evanston units would quickly be swept up by residents from surroundings areas because in a 10 MM metropolitan area pricing differences simply can't exist separately for any period of time.

- To boot, you want to use the private market to build the additional "affordable" units so there is absolutely no reason for that market to show any restraint as new R1-4 easily provides much greater leeway than old R1.

- Further, any new additional "affordable" units don't serve the same family sizes as the families of the single family homes being replaced to make room for new R1-4. So how is new R1-4 affordable for the family being replaced?

- Ironically, though, this does bring home a key point - Families living in expensive homes and/or a historic preservation district are much less likely to be affected by new R1-4. However, that is a privileged situation that doesn't apply to the families living in ordinary affordable single family homes; the very families most likely to bear the adverse consequences of new R1-4.

3) Environmentally friendly - No, new R1-4 is not environmentally friendly:

- The math just doesn't add up. Lot by lot the number of cars actually increases when new R1-4 four dwelling buildings are added with a minimum four car parking need per new R1-4 building while replacing old R1 single family homes with just a two car parking need per old R1 single family home.

- Besides, not everyone can live within walking distance of a train station!

4) Infrastructure requirement -

- Regardless of the ultimate zoning outcome, wording should already now be added to the proposed zoning that the city would require a city assessment that parking, water and sewer would be adequate before allowing any developer to develop a four dwelling building on any qualified lot greater than 6,500 SF in new R1-4.

Ben