



LAND USE COMMISSION

Wednesday, March 19, 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. APPROVAL OF MEETING MINUTES: October 9, 2024 (amended), October 16, 2024 (amended), and November 13, 2024

III. 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. **Note: The Commission is expected to close in-person testimony for this hearing but will accept written comment until April 4, 2025.**

IV. COMMUNICATIONS

V. PUBLIC COMMENT

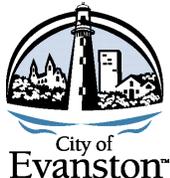
VI. ADJOURNMENT

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 is scheduled to be held **on Wednesday, March 26, 2025, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Draft Meeting Minutes



MEETING MINUTES

LAND USE COMMISSION

Wednesday, October 9th, 2024

7:00 PM

Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: Max Puchtel, George Halik, Jeanne Lindwall, Jameika Mangum, Myrna Arevalo, Brian Johnson

Members Absent: Kiril Mirintchev, Darush Mabadi, Matt Rodgers

Staff Present: Neighborhood and Land Use Planner Meagan Jones, Zoning Administrator Melissa Klotz, Senior Planner Sam Hubbard, Assistant City Attorney Brian George

Presiding Member: Max Puchtel

I. CALL TO ORDER/DECLARATION OF A QUORUM

Vice Chair Puchtel opened the meeting at 7:00 PM. A roll call was then done and a quorum was determined to be present.

II. APPROVAL OF MEETING MINUTES: August 14, 2024 and August 28, 2024

Commissioner Lindwall Moved to approve the August 14th meeting minutes
Commissioner Johnson Seconded.

Ayes: Puchtel, Halik, Lindwall, Mangum, Arevalo, Johnson

Nays:

Abstain:

Commissioner Lindwall Moved to approve the August 14th meeting minutes
Commissioner Arevalo Seconded.

Ayes: Puchtel, Halik, Lindwall, Mangum, Arevalo, Johnson

Nays:

Abstain:

III. NEW BUSINESS

A. 910-938 Custer Avenue | Planned Development | 24PLND-0031

Charles Davidson, CDG Capital, and Andy Ahitow, City Pads, submit for a Planned Development to construct a 5-story multifamily residential building with 230 dwelling units including 23 inclusionary dwelling units and 50 open parking spaces. The applicants request Site Development Allowances in the MXE Mixed-Use Employment District for 1) 0' front yard setback where 10' is required; 2) 10' rear yard setback where 15' is required; 3) 50 parking spaces where 127 parking spaces are required; 4) 22' drive-aisle where 24' is required; 5) zero loading berths where 2 short loading berths are required; 6) no landscaping buffer where a 25' wide landscaping buffer is required surrounding the side and rear yards; 7) 192 dwelling units (including 10% on-site inclusionary) + 38 market rate bonus units for 230 total dwelling units where a maximum Site Development Allowance of 53 dwelling units plus IHO bonus units are allowed; 8) 56' building height at 5 stories where a maximum Site Development Allowance of 56' at 4 stories is allowed. In addition, 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. PIN: 11-19-117-063-0000

Charles Davidson, CDG Capital introduced himself and the development team, including Andy Ahitow of City Pads, Danny Ziven, Partner at City Pads, Paul Denson of Real Estate Solutions, and Arden Freeman of Built Form, the Architectural firm working on the project.

Commissioner Questions/Discussion

Commissioner Halik inquired about the program and targeted residents for the proposed building, noting the high number of studios and one-bedroom units. He asked why the project includes many small units instead of a co-living model like CityPads offers and questioned the intended market. The developer clarified their decision was based on market research and preferences, aiming to meet demand for smaller, more affordable units suitable for singles or couples, rather than a co-living format, to attract a diverse tenant base.

Andy Ahitow explained that the project focuses on attainable-priced housing, including efficiently designed studios, one-bedroom, and two-bedroom units. These are targeted at middle-income earners ranging from 60% to 130% of the area median income (AMI). The goal is to lower rent costs by maximizing design efficiency while ensuring project profitability. He referenced the success of similar projects, such as Tapestry, which has reached 96% occupancy since March, noting that studios are in high demand and lease quickly due to their limited supply in the market.

Commissioner Johnson questioned how much on site parking Tapestry had.

Andy Ahitow responded there were 48 spaces for that project, then elaborated on the parking strategy for the proposed project, highlighting that the 50 spaces provided are sufficient based on trends observed in similar developments. He noted that when parking is available, it is utilized, but buildings with reduced or no parking have still achieved high occupancy rates. Creative transportation solutions like electric bikes, scooters, and ample bike storage will support residents. Projects in Chicago, including in Lincoln Park and Uptown, have demonstrated that housing targeting affordability often aligns with residents who forgo cars to reduce costs.

Commissioner Halik raised a common concern about parking, questioning the assumption that reducing on-site parking discourages car ownership. He highlighted neighbors' worries that residents unable to park in developments might use neighborhood street parking instead. Halik inquired whether any complaints had been received from the neighborhood surrounding the Tapestry project to provide insight into how this dynamic plays out in practice.

Andy Ahitow clarified that no complaints about parking have been reported from the neighborhood around the Tapestry project. He noted that tenants there are not permitted to obtain residential zone parking stickers, per the ordinance for that development. While Tapestry identified two off-site lots for additional parking, no residents have utilized them. The nearby city lot and a private lot west of the project provide additional monthly parking options, but demand for these has also been minimal.

Commissioner Lindwall raised several questions during the discussion:

Port-Cochère Wing Wall: She asked about its height and purpose. The developer clarified it is about 50 feet tall, with a 14-foot clearance for vehicles, accommodating delivery vans and trucks. They are exploring potential programming for the space, such as balconies or a "tech niche" for a few units.

Alley Easement: Commissioner Lindwall suggested dedicating the alley as a public right-of-way instead of retaining it as an easement. She highlighted potential long-term issues with maintenance and improvements if it remains private. The developers were asked to consider this option.

Commissioner Lindwall asked about the potential to convert the 14 parking spaces along the north side of the development into bicycle parking or other uses. She raised concerns about whether this change, suggested by staff, could be beneficial given the connection between the drive aisle and the north-south alley. The developers were asked for their opinion on eliminating these parking spaces.

Andy expressed concerns about the challenge of securing financing if parking spaces were eliminated, stating that while he believes fewer cars on the streets is a positive future trend, investors and lenders may not be as supportive. He emphasized that maintaining the proposed number of parking spaces would be more feasible for

convincing financing partners and lenders to support the project, suggesting that going beyond this number could complicate the capital-raising process.

Commissioner Lindwall raised concerns about access to the building via the north side and how it would affect public safety, especially in terms of fire trucks. She inquired whether this access was desirable or if it should be rethought. She also mentioned staff's suggestion of converting the area into landscaping if the parking requirement is waived. Lindwall sought clarification on balancing access, safety, and the potential for landscaping as part of the project design.

Andy Ahitow explained that the north-side access would not pose significant circulation problems because it primarily serves the development and the adjacent lumber yard. He suggested that if parking demand decreases in the future, the space could be converted to outdoor space, but maintaining the access point for passage through the alley would make sense. He indicated that there should be no major concerns with this plan, particularly in terms of site circulation and safety.

Commissioner Halik inquired about the parking drive aisle and loading.

Andy Ahitow confirmed that they managed to secure the 24-foot width for the drive aisle, addressing the concern about narrowing it to 22 feet. Regarding loading docks, he explained that the design includes a loading circle that can accommodate smaller moving vans, allowing cars to pass through without obstruction. He emphasized that larger trucks typically don't service smaller apartment buildings, so the design should suffice for typical delivery and moving needs.

Commissioner Halik asked if the development would consider offering cars for rent, such as through a car-sharing program like Zipcar, to address potential transportation needs for tenants who might occasionally need a vehicle. This could be useful for residents who don't own a car but may need one for specific trips, like traveling to a distant area.

Andy confirmed they are looking into it.

Commissioner Lindwall asked about the likelihood of the alleys being improved with pavement, referring to it as one of the suggested public benefits, and whether the developer might contribute toward those improvements. She acknowledged that this might be more of a question for city staff.

Melissa Klotz confirmed that the development team has committed to contributing toward alley improvements, and the city is exploring additional funding options to fully improve the alley.

Commissioner Johnson asked about the relocation of two utility boxes, which are telecom boxes located in the south section of the site. The development team acknowledged that while the boxes are regularly hit by trucks, particularly garbage trucks, relocating them may not be ideal. They suggested that if relocating the boxes is

considered a public benefit, the cost would need to be assessed, or it could fall to the city to handle. The boxes are located near the corner of the building.

Commissioner Puchtel made a disclosure regarding his involvement with the Green Globes standards writing body and that he does not see a conflict between that activity and this hearing. He raised concerns about the intersection of Kuster and Main streets, noting that the viaduct creates sightline obstructions for both drivers and pedestrians. Despite stop signs for north-south traffic, the lack of stop signs for east-west traffic can make the intersection challenging. He asked if anything could be done to improve safety at this location, particularly in light of these visibility issues.

The developer has worked on improvements to Main Street since the earlier photograph. These include relocating the crosswalk to improve sightlines and pedestrian access, widening the sidewalk, and working with Metro to clean up the right-of-way for better visibility and lighting. As a public benefit, improved signage is also planned. Staff will discuss further with Public Works regarding potential stop signs for the east-west direction at the intersection.

Commissioner Mangum inquired about charging stations for electric vehicles. The developers confirmed.

Commissioner Lindwall asked what the developers are going to do about non authorized parking.

The developers said there will be assigned parking spaces.

Commissioner Halik asked about the height of the proposed building in comparison to Tapestry and another building on Central, which he mentioned has a very tall retail floor. He also inquired about the height of the first-floor units, whether the building had live-work units, and the design of the first-floor spaces. Additionally, he asked about the program and the layout of the floors.

The developer confirmed that the building's height is 60 feet, similar to the Tapestry building. The first floor is 10 feet, which is slightly higher, and the remaining floors are also around 10 feet. There are no live-work units, though some first-floor units on Custer will have direct sidewalk access. The first-floor amenities are for residents only, and the program does not include live-work spaces. The building's design maximizes public area use while maintaining residential functionality.

Public Comment

Elizabeth (Bess) Schenkier, 936 Sherman Ave., voiced concerns about the zero setbacks, zero loading bays, zero landscaping, five stories instead of the allowed 4, 230 units instead of the maximum 88, and only 50 parking spaces.

Scott Bernstein, 917 Elmwood Ave., stated that he thinks there is a way the city and the developers could incentivize an acceptable situation with this development.

Ellen Frank Miller, 924 Sherman Ave., stated that she is delighted there's another residential proposal. Ellen is happy that this type of space will be good for residential. She does feel like this building will be too dense and that parking will be inadequate.

Martin Reinke, 931 Sherman Ave., expressed worry about the zero buffer area, that the building will tower over their homes and disrupt the solar panels from being effective. Martin also voiced the dumpsters being close to homes, and wonders if they will be enclosed.

Mary Laney McComus, 810 Main St., talked about her family history and the history of Evanston. She is against the proposed building.

Pete DeJong 833 Sherman Ave., voiced concerns about the building and over population of the area.

Emily Maloney, 827 Sherman Ave., mentioned similar points previously stated. She also voiced generator noise as an issue as well as trash pick-up noise. She then suggested that the applicant think about burying power lines at the site.

Steve Miller, 924 Sherman Ave., voiced that parking will probably be an issue.

The applicant then addressed the concerns mentioned and Public Comment was closed.

Deliberations

Ms. Klotz mentioned that the City is trying to increase the housing supply while not increasing the vehicle supply, especially in areas near public transit. The site is in a time of transition, with recent rezoning approximately 5 years ago. The City is in a transitional time with the Comprehensive Plan and Zoning Code currently being rewritten. Additional discussion occurred around proposed public benefits and Ms. Klotz stated that further discussion and finalization of them will be done by City Council.

Commissioner Halik voiced that he was in favor of this project and that it is the type of project that Evanston needs. He also expressed that the number of floors does not matter as much as the overall height, and the height does comply with the zoning code. Commissioner Halik also voiced that Zipcar is a great solution to the parking issue.

Commissioner Lindwall voiced that she was also in favor of this project. She voiced some concerns about condition 3 relating to not developing the north parking lot if elimination of parking minimums is adopted with the new zoning code and supported adding a condition prohibiting on-street parking permits for building tenants.

Commissioner Arevalo Voiced that she too was in favor of the project. Arevalo suggested removing one of the studios to have more room for the trash room.

Commissioner Johnson is in favor of the project, and agrees with transit passes being included with rent. He also thinks the project is in a great location.

Commissioner Mangum is in favor of the project. She noted it is adding affordable housing to the community and that she is happy it is transit orientated.

Vice Chair Puchtel stated this and projects like it are the future for Evanston. He expressed that concerns are heard and conditions will be added to mitigate those concerns. He then stated this is a “no brainer” and is exactly what Evanston needs.

The Chair reviewed the Standards for Special Use for Planned Developments (Section 6-3-6-9).

1. 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 Allowance(s) of the Planned Development location: There are allowances being sought but the case has been made that this is a unique site and benefits outweigh the adverse impacts. Additionally current zoning is outdated and likely to change to accommodate development like what is proposed so this standard is met
2. The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property: The streetscape has a lot of similar developments that provide a business friendly pedestrian experience and residential use is prevalent west on Main Street. Standard is met.
3. The development site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area: Layouts have been provided for fire access and traffic patterns and the alley will be expanded to better serve the area so this standard is met.
4. The proposed development aligns with the current and future climate and sustainability goals of the City: Green building ordinance will be followed so this standard is met.
5. Public benefits that are appropriate to the surrounding neighborhood and the City as a whole will be derived from the approval of the requested Site Development Allowance(s): An extensive list of public benefits is proposed with possible additional benefits being proposed by the Commission so this standard is met

The Chair reviewed the Standards for a Special Use (Section 6-3-5-10).

1. Is one of the listed special uses for the zoning district in which the property lies: Multi-family is a listed permitted use in the MXE zoning district.

2. Complies with the purposes and the policies of the Comprehensive General Plan and the Zoning ordinance as amended from time to time: Interpreting this with an eye to the future of what zoning and land use will be this project meets the future goals as proposed but currently the proposed development also expands housing options as listed in the current Comprehensive Plan. Standard is met.
3. 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 cumulative effect is positive and the development eliminates an underutilized industrial use so this standard is met.
4. Does not interfere with or diminish the value of property in the neighborhood: As previously mentioned, the cumulative economic effect will be positive to the business and there are buildings of similar height and density in the area with no documentation showing decreased value. Standard is met.
5. Is adequately served by public facilities and services: Development is transit oriented so it is adequately served by existing infrastructure and will need to meet other City requirements. Standard is met.
6. Does not cause undue traffic congestion: Site is transit oriented, being very close to both CTA and Metra stations. The traffic study provided showed minimal increase in traffic that is being mitigated by other parts of the plan. Standard is met.
7. Preserves significant historical and architectural resources: not applicable as there are no significant historical and architectural resources that need to be preserved.
8. Preserves significant natural and environmental resources: not applicable as there are no significant natural or environmental resources that need to be saved.
9. 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: Packet has shown that all applicable regulations and rules have been or will be followed by the applicant. Standard is met.

Commissioner Lindwall moved for the Land Use Commission to recommend approval of this project to City Council with the following conditions:

- 1. Construction Management Plan: A construction management plan should be reviewed and approved before the building permit is issued.**
- 2. Compliance with Regulations: The project must comply with all applicable local ordinances, including the Inclusionary Housing Ordinance and the Green Building Ordinance.**
- 3. Parking Permit Restriction: Tenants of this development should not be eligible for residential parking permits if a residential parking district is established in the neighborhood.**
- 4. Noise Mitigation for Generators: The developer should work with city staff to mitigate sound impacts from the generator, either through relocation or soundproofing measures.**

5. **Project Compliance:** The project should maintain substantial compliance with all submitted documents and testimony.
6. **Consider public benefits of:**
 1. **Provision of transit passes to tenants for a specified period, as an incentive to support public transportation usage.**
 2. **Consider establishing an on-site Zipcar location to enhance transportation options for tenants**

Commissioner Halik Seconded. A roll call vote was taken.

Ayes: Halik, Lindwall, Arevalo, Johnson, Mangum, Puchtel

Nays:

Abstain:

6-0 in favor. The Land Use Commission will make a positive recommendation to the city council.

IV. PUBLIC COMMENT

None.

V. COMMUNICATION

None.

VI. ADJOURNMENT

Commissioner Arevalo motioned to adjourn. Commissioner Lindwall seconded. Motion carried, 6-0.

Adjourned at

The next meeting of the Evanston Land Use Commission will be held **on Wednesday, October 16th, 2024, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Respectfully submitted,
Justin Bock, Administrative Assistant



MEETING MINUTES

LAND USE COMMISSION

Wednesday, October 16th, 2024

7:00 PM

Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: Max Puchtel, George Halik, Jameika Mangum, Kiril Mirintchev, Darush Mabadi, Matt Rodgers, Brian Johnson

Members Absent: Myrna Arevalo, Jeanne Lindwall

Staff Present: Neighborhood Land Use Planner Meagan Jones, Zoning Administrator Melissa Klotz, Senior Planner Sam Hubbard, Planning Manager Liz Williams

Presiding Member: Matt Rodgers

I. CALL TO ORDER/DECLARATION OF A QUORUM

Chair Rodgers opened the meeting at 7:00 PM. A roll call was then done and a quorum was determined to be present.

II. NEW BUSINESS

A. Planned Development | 1621-1631 Chicago Avenue | 24PLND-0036

Jeffrey Michael, applicant, Horizon Group XXIII, LLC, submits for a Special Use for a Planned Development for the construction of a new 12-story mixed-use building with approximately 10,832 square feet of ground floor and basement commercial space, 110 dwelling units (including 32 bonus dwelling units per IHO), and 48 parking spaces within a 2-level parking garage in the D4 Downtown Transition District. The applicant requests the following site development allowances: 1) 78 dwelling units (including 10% on-site inclusionary) + 32 market rate bonus units for 110 total dwelling units where a maximum site development allowance of 54 dwelling units plus IHO bonus units is allowed; 2) increase to the maximum allowed building height to 114.7' where a maximum height of 105' is allowed in the D4 District; 3) reduction to the number of required parking spaces from 91 to 48 (includes 2 compact spaces); and 4) to allow two parking stalls at 15' in length where 18' in length is required. The applicant may seek and the Land Use Commission may consider additional site development allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a recommendation to the City Council, the determining body for this case. PIN: 11-18-403-021-0000

Commissioner Questions/Discussion

Michael Ezgur from the law firm of Acosta Ezgar representing Horizon Group XXIII LLC introduced himself and his partners and the property owner on the project. Rolando Acosta, partner, Dan Egan, associate, Jeff Michael, property owner, Tim Kent, project architect, Michael Werthmann, Traffic engineer, Jonathan Perman, Managing Director of the Perman Group.

Michael Werthmann of KOA, the traffic engineer, and Jonathan Perman, Managing Director of the Perman Group, discussed the evolution of the "Legacy" project, which now includes 110 dwelling units, 32 affordable housing units, and 7300 sq. ft. of commercial space. The 12-story building fits into downtown Evanston's transit-oriented development model with bike lanes, parking, and internal trash management. They also addressed community concerns about alley conditions, committing to a \$400,000 contribution for repairs, enhancing pedestrian spaces, and aligning with city planning standards.

The presentation outlines the evolution of a development project, noting changes in design based on community feedback. The building height was reduced from a proposed 25 stories in 2017 to the current 12 stories, with attention to pedestrian experience and design improvements. The project aims for sustainable features, including an all-electric residential section and bird-friendly lighting. Site allowances requested include higher density and reduced parking. The developers emphasized their commitment to addressing community needs and safety, including a plan for improved alley conditions.

Commissioner Halik expressed support for the improvements in the project, particularly in its architectural aspects. He raised a question about the provision of Zip Cars in response to concerns over reduced parking. The developer confirmed this would be part of the plan. Halik also asked staff about the restriction of residential parking passes for the new tower's residents, noting concerns that they may park in nearby residential neighborhoods. This is intended to prevent overflow parking in surrounding areas.

Commissioner Mabadi asked for clarification on the retail space of the project, noting that the packet mentions 6,800 square feet but the presentation mentioned 7,300 square feet. He also expressed concerns based on another project, which includes larger retail spaces that struggle with vacancy. Mabadi inquired about how much of the retail space would be subdivided to better accommodate tenants.

The developer clarified that the retail space includes some basement storage, reducing the active retail area to approximately 6,700 square feet. The space can potentially be subdivided into three smaller spaces, depending on the tenant's needs. They hope to attract a restaurant tenant, ideally using the full space, but are flexible to accommodate different types of tenants. The floor-to-floor height of 16 feet is considered appropriate for retail and restaurant use, not too large to discourage leasing.

Jeff Michael, property owner, clarified that the building is not intended for student housing but will offer market-rate housing. The target residents include young professionals, empty nesters, retirees, and young couples. One-bedroom units will make up around 40% of the unit mix, with rents averaging \$2,500 per month. The developer noted that while some graduate students might rent units, the project is not designed for undergraduate students. The unit mix and pricing were informed by market studies.

Commissioner Puchtel asked for more information on the profile of renters in the area who live in similar one-bedroom units. The developer noted that the profile of renters varies, with a mix of young professionals, retirees, and empty nesters. The one-bedroom units are also suitable for some graduate students and university affiliates, although they are not specifically targeted at undergraduates.

Jeff Michael mentioned that at Park Evanston, there is a higher student population, especially closer to campus, with student housing increasing as you approach the university. However, further west, such as along Ridge, the number of students decreases. He clarified that while this is anecdotal, it aligns with the typical trend of student housing near campus. He also noted that he does not have specific data on other nearby developments.

Commissioner Mabadi inquired about the turning radius in the alley and whether it is sufficient for maneuvering a garbage truck into the facility. He asked if one or two trucks would be required and whether the alley design would allow this.

Jeff confirmed that turning radius diagrams have been reviewed by LRS (the trash collection service), and they confirmed that the garbage trucks used will fit and maneuver properly within the space provided in the alley. The plan ensures that trash collection can be carried out effectively within the project's property boundaries.

Commissioner Mabadi asked about what they will be doing about animals and humans that could create some mischief around the trash.

Jeff explained that pest control is managed proactively in all of their buildings. Newer, airtight construction makes it less susceptible to infestations compared to older buildings. With a professional management team and on-site staff, they address pest issues aggressively and efficiently to maintain a clean and well-managed property.

Commissioner Mabadi asked about E-bike charging. Jeff Michael replied that it would be provided.

Commissioner Puchtel raised a concern about the intersection of the loading zone on Chicago Avenue and the bike lane. Given the potential for pedestrian and cyclist conflicts, he asked if additional safety measures, such as signage, lighting, or other technologies, could be incorporated into the plan to improve safety in that area.

Michael Werthmann acknowledged the concern about the loading zone and bike lane interaction. They emphasized that while the details are still being finalized, they are

working with city staff to implement signage and lighting. They also mentioned considering additional safety measures, such as raised conditions in the area, to address potential conflicts between cyclists, pedestrians, and vehicles. They are aware of the issue and are taking steps to ensure safety in this area.

Commissioner Mirintchev inquired as to why they are not utilizing the full basement. Jeff Michael explained that the basement space is primarily for storage purposes, helping attract tenants by offering them a dedicated area for back-of-house functions. This is especially important for restaurants, as it prevents them from using valuable ground-floor space for storage.

Commissioner Mirintchev questioned why the developer does not use the rest of the basement for functions typically placed on the ground floor, such as commercial space or parking. His point was that significant structural work had already been planned for the basement, making it financially beneficial to utilize the space more effectively.

Tim Kent explained that using the basement for additional commercial space isn't deemed necessary or financially viable. The cost of constructing the basement is significant, and there's limited return from adding deep retail space in the back, which could become less desirable. The decision is based on a cost versus feasibility analysis, and it is not considered a practical option for this development.

Commissioner Johnson asked about the southernmost retail space and its access to the alley, trash room, and loading area. Specifically, he inquired whether the door in the southeast corner of the building opens into the lobby or directly into those service areas.

Michael Werthmann explained that the configuration of the southernmost retail space and its access to the alley and service areas, like the trash room and loading zone, is flexible. While the initial plan might not show direct access, they would add a corridor to ensure the tenant can access these spaces without going through the lobby, as it's necessary for functional reasons.

Commissioner Mangum asked about the long-term usage of the area on Chicago Avenue. She noted a reference to three 30-minute parking spaces and inquired whether this space would always be designated as a loading zone or if its use might change.

Michael Werthmann stated that they are still working with the city on the final details of the Chicago Avenue area. Their preference is for it to be a short-term parking area intended for standing and loading, similar to spaces with pay-and-display systems. However, the specific designation and pricing will depend on the city's decision. They are collaborating to finalize these aspects.

Commissioner Mangum asked if they looked into underground parking and the developers responded that it was too expensive.

Chair Rodgers raised a question about the increase in base units from 54 to 78, noting that the project appears to meet only the minimum inclusionary housing requirements. He inquired whether the developer had considered increasing the percentage of

inclusionary housing, pointing out that other projects have offered a higher percentage to enhance the overall trade-off in benefits.

Michael Werthmann responded that the request for increasing the inclusionary housing was a recent consideration and that they have worked on the project for several months. They highlighted the public benefits already included, such as the all-electric design, alley improvements costing \$400,000, and scholarships for training. They believe these contributions place the project at the higher end of what others have done and feel comfortable with the current level of inclusionary housing, as they had already complied with the required minimum.

Public Comment

Milton Zimmerman, 1629 Judson, expressed excitement for the project.

Paul Breslin, 1635 Hinman, expressed many qualms he had with the project then spoke on behalf of Gretchen Brewster, who could not attend the meeting and expressed the need for a wind study.

Terry Wendt, 807 Colfax St., stated that the developer and City should work to provide more units within the development and that the zoning district should change at the east alley instead of in the middle of the street. He is also excited about the project and expressed it is beautifully designed.

Barbara Reusine, 522 Church, cannot believe that the site can house that type of building and that parking should be built below ground. She said that site cannot take on that kind of development with the existing alley design.

Bruce Baumberger, 807 Davis St., spoke in favor of the project.

William Brown, 1200 Mulford St. and Pastor of First United Methodist Church of Evanston to the east of the site, spoke against the project.

Meg Welch shared concerns about the building and housing affordability issues in Evanston. She stated that the building will appeal more to students due to proximity to campus and the number of studios and one-bedrooms in the building.

Michelle Zimmerman, 1629 Judson, spoke in favor of the project. Stating she sees positives of having a mix of people in the building and improving the alley.

Michael Ezgur responded to the issues presented and public comment was closed.

Deliberations

Commissioner Halik voiced he will be voting for this project. There are number of positive items about this project and he agreed with positive comments provided

Commissioner Mabadi said he is for the project. Agrees with the gentleman who suggested more housing should be on the site. Stated he does have concerns about parking but the parking lot near the site mitigates that concern. The design of the building is wonderful and avoids creating a wall on the east side of Chicago Ave.

Vice chair Puchtel expressed he is for the project. There are aspects of the development that are great including the building setbacks, use of the alley and having the building be all electric. Design achieves transition from the downtown to residential area to the east.

Commissioner Mirintchev voiced support for the project. Suggested making a full basement and using that space for parking or commercial space. Expressed that there are 40 units facing north that need to have more sun exposure and architectural changes could resolve that along with other improvements to the glass design of the building.

Commissioner Johnson expressed support for the project. The project will utilize the alley and there will be minimal impact to the existing bike lane. Having more housing is in line with City goals and will help support the retail downtown

Commissioner Mangum stated she plans on supporting the project. Great location and changes have been made to accommodate concerns of neighbors in the area.

Chair Rodgers explained that the proposed development has improved over the several iterations that have been reviewed and mentioned the several recommendations for conditions and public benefits stated within the staff report.

The Chair reviewed the Standards for Special Use for Planned Developments (Section 6-3-6-9).

1. 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 Allowance(s) of the Planned Development location: There has been much discussion of various issues to resolve and the proposed development resolves those issues and is acceptable as this is a transition area and the height is appropriate so this standard is met.
2. The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property: The proposed development is in the downtown transitional area. Given the proposed setbacks of the buildings, that helps the building fit into the existing context of the block so this standard is met.
3. The development site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area: Anytime more people are brought in, more traffic will occur, this is a major road and there are ways to accommodate various

means of transportation. Not having a driveway off of Chicago Ave and taking operations to the alley helps the project meet this standard.

4. The proposed development aligns with the current and future climate and sustainability goals of the City: The project intends to meet requirements of the Green Building Ordinance and bird friendly measures so, through the permitting process of the final plans, this standard will be met.
5. Public benefits that are appropriate to the surrounding neighborhood and the City as a whole will be derived from the approval of the requested Site Development Allowance(s): The alley improvement in particular is long overdue and will be a great benefit to the block so this standard is met.

The Chair reviewed the Standards for a Special Use (Section 6-3-5-10).

1. Is one of the listed special uses specifically listed in the zoning ordinance: Planned Developments are listed as special uses in the D4 zoning district so this standard is met.
2. It is in keeping with the purposes and the policies of the Comprehensive General Plan and the Zoning ordinance as amended from time to time: The City is in the process of revising both the plan and the code, however, a number of the things seen and heard through the process for this project are being codified in the new documents. Additionally, we want to see development and density in the downtown and the proposed development achieves both so this standard is met.
3. 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: Higher density and height is expected in this area. This property has been looked at several times and the current development is more appropriate and will not have a big negative effect on the surrounding neighborhood so this standard is met.
4. Does not interfere with or diminish the value of property in the neighborhood: The proposed development brings more vibrancy and density into the neighborhood which should have a positive effect on the value of properties in the neighborhood so this standard is met.
5. Is adequately served by public facilities and services: There will have to be accommodations made for the increased density but there is no reason to believe it cannot be accomplished with current regulations and requirements. Standard is met.
6. Does not cause undue traffic congestion: Some comments have been made regarding alley congestion and the three parking spaces in front of the building with pedestrian traffic crossing the bike lane. This is not excessive and the neighborhood should be able to absorb the change that occurs so this standard is met.
7. Preserves significant historical and architectural resources: There are no significant historical and architectural resources at this site so this standard is met.

8. Preserves significant natural and environmental resources: There are little natural or environmental resources at this site; landscaping will help to bring in environmental features that do not currently exist so this standard is met.
9. 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 applicant owns the building next door; to the Commission's knowledge, no problems have arisen via complaints and the applicant is willing to work with the City on necessary permits and meeting additional requirements proposed for the project. Standard is met.

The Commissioners then discussed the following recommendations for conditions for City Council Approval:

- Construction Safety and Access: The applicant should work closely with city staff to develop strategies to enhance safety at the loading zone and intersection areas, with particular focus on pedestrian and cyclist safety.
- Car-Sharing Program: The applicant should include at least two designated spaces for a car-sharing service, such as Zipcar, available primarily for tenant use, though public access may also be permissible as per the car-sharing company's policies.

The Commission briefly discussed the current availability of Zipcars in nearby locations and how a car-sharing program within the development could alleviate parking concerns by providing convenient access for tenants without a personal vehicle. The Commission raised questions about security and building access related to public use of car-sharing vehicles within the property. They advised the applicant to work with city staff to ensure public car-sharing does not compromise building security.

Staff clarified that, under current regulations, car-sharing programs are typically managed by private entities rather than the city, though future zoning updates could potentially incorporate provisions for car-sharing programs as a requirement in new developments.

Vice chair Puchtel moved to recommend the project to City Council with conditions as listed on page 17 of the staff report and the following additional conditions:

- **The applicant and city staff work together to consider aggressive measures to improve pedestrian and bike safety between the short term parking stalls and the bike path.**
- **The applicant shall provide two parking spaces within the development for use by car share vehicles**

Seconded by Commissioner Halik.

Ayes: Puchtel, Halik, Mangum, Mirintchev, Mabadi, Rodgers, Johnson

Nays:

Abstain:

Motion passed, 7-0. The Land Use Commission will make a positive recommendation to the city council.

IV. DISCUSSION

A. Envision Evanston 2045: Landscaping & Greenspace Referral

Planning staff will facilitate a discussion regarding a City Council referral seeking new landscaping and green space standards as part of Envision Evanston 2045.

Neighborhood Land Use Planner Meagan Jones opened the discussion and presented information regarding the referral and preliminary draft regulations. The discussion focused on updating the City's zoning code to include specific landscaping standards to increase the urban tree canopy, support environmental goals, and align with the Climate Action and Resilience Plan. Key points raised included: Applicability, Flexibility and Practicality, Cost and Feasibility, Environmental and Aesthetic Goals, Parks and Green Spaces.

The consensus leaned towards promoting landscaping goals through encouragement and providing guidelines, with specific requirements reserved for larger developments or city projects rather than individual residences.

Commissioner Halik expressed concern about the mandatory nature of the landscaping standards in the report. He questioned whether such requirements, especially for single-family homeowners, might infringe on private property rights. He noted that while the idea may be acceptable for projects like Planned Developments or those using public funds, making it mandatory for individual homeowners to install or maintain trees or landscaping feels too intrusive. He plans to ask related questions regarding this issue.

Commissioner Johnson raised a question about the specific planting requirements listed on page six of the report, particularly regarding native plants, tree diversity, and invasive species. He was curious about which property types these requirements would apply to. Meagan Jones clarified that the intention was for these guidelines to be broadly applied across various property types, but it is important to note that the standards do not mandate tree planting in all situations, as there may be practical limitations based on the specific property.

Chair Rodgers expressed concerns about the mandatory landscaping requirements, especially for single-family homeowners. He questioned whether it was too intrusive to mandate planting trees or specific landscaping. He emphasized the importance of being flexible and not overly prescriptive. Halik suggested a balance between promoting green spaces and allowing for exceptions based on property types, climate, and practicality. He also mentioned the potential cost burdens for residents and favored more flexibility, particularly for smaller-scale projects, while being more specific for larger developments

or projects seeking city approval.

Commissioner Mangum expressed agreement with the concerns raised about mandatory landscaping requirements. She emphasized that landscaping could be expensive and burdensome, especially with potential flooding risks. Mangum suggested that while landscaping improvements could be encouraged, they should not be mandatory, as imposing fines for insufficient trees or gardens could be problematic. She supported the idea of offering suggestions rather than enforceable requirements for residents.

Commissioner Halik raised several concerns, including:

Parks Board Feedback: He mentioned receiving complaints from Parks Board members about not being listened to.

Native Plants in Parks: He questioned the requirement that 80% of parks should consist of native plants, suggesting that recreational areas need lawns and play areas.

Deck Requirements: He criticized the 10% deck area requirement for buildings over 20 units as financially unfeasible.

Expanding Parks: He asked for more details on where new parks could be located, noting the city owns some land.

Chair Rodgers highlighted that Ridgeville, a non-home-rule park district, could be impacted by the proposed requirements for parks. He emphasized the need for a discussion with Ridgeville before implementing new rules that might affect their properties, ensuring that they are either involved in the conversation or potentially exempt from certain regulations.

Commissioner Mabadi expressed concerns about imposing stringent landscaping requirements on single-family homeowners, noting that most already maintain their yards responsibly. He emphasized focusing on enhancing green spaces in city parks, public facilities, and new developments like planned developments rather than burdening homeowners. Mabadi advocated for prioritizing replanting trees in areas where mature canopies are being lost and ensuring new developments integrate green infrastructure. He cautioned against over-regulating private properties, which could add unnecessary stress and financial burdens.

Chair Rodgers summarized the commission's overall perspective, noting that most members are leaning away from mandatory landscaping requirements, especially for individual properties and developments other than planned developments. He sought confirmation from staff, emphasizing that the commission prefers a more flexible and non-prescriptive approach to landscaping regulations.

Liz Williams responded positively to the commissioners' feedback, aligning staff's concerns with theirs. She summarized the commission's preferences, emphasizing

standards for planned developments that allow flexibility, options to opt out with fees, and alignment with climate action goals and stormwater management objectives. Williams suggested exploring a model similar to Ann Arbor's standalone landscaping guidelines, separate from the zoning ordinance, as a potential framework. She confirmed that this direction would guide the feedback provided to the consulting team.

Chair Rodgers expressed concerns about the commission being tasked with evaluating landscaping specifics, as they are not experts in landscape architecture or horticulture. He emphasized fairness for both the commission and homeowners. Additionally, he advocated for the city to recommit to maintaining and replacing its trees, suggesting the revival of a program where homeowners could contribute to planting parkway trees. Chair Rodgers stressed that the city's green space initiatives should not solely rely on residents and encouraged city council to consider broader city-led efforts in tree care and green space maintenance.

Commissioner Halik expressed openness to having requirements for Planned Developments (PDs) but cautioned against being overly prescriptive. He referenced Chicago's historical zoning approach, which included specific incentives like plazas and arcades, noting it ultimately failed and was phased out. Halik emphasized the importance of avoiding rigid regulations that attempt to predetermine project designs, as such approaches are unlikely to be successful in Evanston either.

Commissioner Puchtel expressed strong support for vegetative screening around dumpsters, HVAC units, and similar structures. He emphasized the importance of applying landscaping requirements to residential areas, as they constitute a significant portion of Evanston's land and provide an opportunity to enhance biodiversity and ecological value. Puchtel advocated for prioritizing native plants, noting their ecological benefits over non-native species, which offer little value. He suggested leveraging local expertise, such as habitat organizations, to create guidelines for native plant selection but left the balance between prescriptive and voluntary approaches open for further discussion.

Commissioner Puchtel emphasized the importance of native plants for ecological value, suggesting clear guidelines to distinguish native from non-native species. He acknowledged the practical challenges, like soil differences and maintenance needs, and advocated for education and encouragement rather than strict mandates. Other commissioners expressed concerns about overregulation, questioning enforcement on private property and advocating flexibility for homeowners and developers. The discussion highlighted balancing biodiversity goals with practical implementation, ensuring standards align with Evanston's varied conditions and fostering community support for green initiatives.

Liz Williams acknowledged the commission's input and confirmed that the feedback provided sufficient direction for staff to refine the draft ordinance. She noted that the draft would evolve through the legislative process, with adjustments to address concerns and align with the goals discussed. Ms. Williams validated the commission's concerns, recognizing shared challenges, and expressed appreciation for their

thoughtful input in shaping the regulations.

Commissioner Halik raised concerns about city regulations limiting private property owners' ability to cut down trees. He shared an example of a large oak tree on his property that fell unexpectedly after being checked, suggesting potential flaws in the current system. He emphasized the need for the city to establish a significant liability fund to address damages if it continues restricting tree removal, as property owners may face risks and losses due to these policies.

Discussion covered several points, including the schedule for upcoming meetings. The staff confirmed that the extended meeting schedule for Envision Evanston had been adopted. Hearings would begin on November 20th and continue through January 15th, with sessions starting at 6 PM instead of 7 PM. A follow-up with the exact dates will be provided to the commission.

V. PUBLIC COMMENT

Mary Rosinski, a realtor and member of the Parks and Recreation Board, emphasized the importance of green space in Evanston for residents' well-being and the city's appeal. She highlighted concerns about the limited amount of park space per resident compared to surrounding communities. She urged the commission to further consider strategic green space planning and to delay decisions until the final reports are reviewed. She also advocated for more focus on tree canopy and green roofs in new developments to address environmental and community health issues.

VI. COMMUNICATION

None.

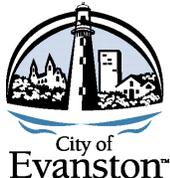
VII. ADJOURNMENT

Commissioner Puchtel moved to adjourn. Seconded by Commissioner Johnson. Motion carried, 7-0. Meeting Adjourned at 9:27 PM

The next meeting of the Evanston Land Use Commission will be held **on Wednesday, October 23, 2024, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Respectfully submitted,
Justin Bock, Administrative lead

Reviewed by
Meagan Jones, Neighborhood and Land Use Planner
Sam Hubbard, Senior Planner



MEETING MINUTES

LAND USE COMMISSION

Wednesday, November 13th, 2024

7:00 PM

Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: George Halik, Jameika Mangum, Kiril Mirintchev, Darush Mabadi, Matt Rodgers, Myrna Arevalo, Jeanne Lindwall, Brian Johnson

Members Absent: Max Puchtel

Staff Present: Neighborhood Land Use Planner Meagan Jones, Zoning Administrator Melissa Klotz, Senior Planner Sam Hubbard, Planning Manager Liz Williams, Community Development Director Sarah Flax

Presiding Member: Matt Rodgers

I. CALL TO ORDER/DECLARATION OF A QUORUM

II. APPROVAL OF MEETING MINUTES: September 11, 2024, September 25, 2024, October 9, 2024, and October 16, 2024

Commissioner Halik questioned why the Discussion minutes were in a different format than normal meeting minutes. Planning Manager Liz Williams explained new staff are doing minutes, she also explained that the minutes aren't the official record and that every meeting is video recorded.

Chair Rodgers voiced he would like clarification if the meeting minutes were the official record or if the video was.

Commissioner Lindwall moved to approve the September 11th meeting minutes. Commissioner Arevalo seconded.

Ayes: Halik, Mangum, Mirintchev, Mabadi, Rodgers, Arevalo, Lindwall, Johnson

Nays:

Abstain:

Commissioner Lindwall moved to approve the September 25th meeting minutes with edits. Commissioner Mirintchev Seconded.

Ayes: Halik, Mangum, Mirintchev, Mabadi, Rodgers, Arevalo, Lindwall, Johnson

Nays:

Abstain:

Commissioner Lindwall moved to approve the October 9th meeting minutes with corrections. Commissioner Arevalo seconded.

Commissioner Halik noted that October 9th and October 16th meeting minutes didn't seem finished as there were no answers to the commissioners questions.

Commissioner Halik moved to table the October 9th and October 16th meeting minutes for further review. Commissioner Lindwall Seconded

Ayes: Halik, Mangum, Mirintchev, Mabadi, Rodgers, Arevalo, Lindwall, Johnson

Nays:

Abstain:

III. NEW BUSINESS

A. Major Variation | 318 Greenleaf Street | 24ZMNV-0037

John Gonzalez, applicant, submits for a Major Variation requesting building lot coverage of 30.7% where 30% is the maximum coverage permitted (Section 6-8-2-7) and to establish open parking located more than 30' from the rear property line or alley on the existing driveway in the west interior side yard where open parking is required to be located within 30' of the rear property line or alley (Section 6-4-6-3, Table 4-B.19), in order to construct a roof/canopy over a new front entry, eliminate the existing interior garage parking spaces on the west side of the structure, create one interior garage space on the east side of the structure off the alley, and establish open parking on the existing driveway in the R1 Single-Family Residential District. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8 of the Evanston Zoning Code. PIN: 11-19-216-021-0000.

Chair Rogers swore in John Gonzalez. John Gonzalez, 2181 North Stonehenge Court, Round Lake Beach IL, Presented and told the board about the proposal. He stated it had historical roots but needs updating and renovating.

Commissioner Questions/Discussion

Chair Rogers asked if there were any questions from the other commissioners, there were none.

Chair Rogers asked if there was anything Mr Gonzalez would like to say in summation. John Gonzalez said he feels like the proposed changes will be tasteful and appropriate to the neighboring context. He also hopes the Land Use commission can share the vision with him.

Public Comment

Nicole Berger, 1045 Jensen Ave, owner of the coach house that this address was attached to, wanted to make sure nothing would interfere with her use of the driveway and questioned how far their driveway would be.

It was shown that the drive would not be changed or “messed with”, She asked for more details on the driveway details shown on the screen. John Gonzalez then went over driveway size and layout.

Public testimony was closed.

Deliberations

Chair Rogers asked if there were any additional comments from Commissioners.

Commissioner Lindwall noted that the Preservation Commission reviewed and recommended approval of this project.

Chair Rogers was confused that the Preservation Commission “checked yes and no” as part of the recommendation. Zoning Administrator Melissa Klotz informed Chair Rogers that the Preservation Commission recommended the historic aspect of the project, just not the zoning aspect.

Chair Rogers stated he had issues at first with the project but after reviewing the plans, saw the property and realized that it's a circular drive that kind of serves both properties it seemed kind of foolish to make a curb cut go away to inconvenience the next door neighbor.

The Chair reviewed the seven Standards for Major Variations (Section 6-3-8-12.E).

1. The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties: Testimonies from neighbors were made and no foreseeable adverse impact is expected so this standard is met.
2. The requested variation is in keeping with the intent of the zoning ordinance: Intent of the ordinance is to get cars off of the street off of the alley. Project is in line with this intent so this standard is met.
3. The alleged hardship or practical difficulty is peculiar to the property: Chair Rogers stated that this was a unique property but the change should not create any issues. This standard is met
4. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out: If the garage were to try to fit two vehicles in the garage, that would lead to a number of interior changes that would cause issues. This standard is met.
5. Either the purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or, while the granting of the variation

will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2 of this Chapter, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of Section 6-3-6-3 of this Chapter: Property will not be used as income property and brings the property more into compliance for the owner so this standard is met.

6. The alleged difficulty or hardship has not been created by any person having an interest in the property: The homes were built when both held in common ownership (home and a coach house) and current owners have done nothing to create the existing situation on the property. This standard is met.
7. The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use Commission issues its decision or recommendation to the City Council regarding said variation: Adding a front stoop is not excessively large and keeping the driveway intact helps to still serve the neighbor and bring a vehicle off of the street. This standard is met.

Commissioner Lindwall recommended that the Land Use Commission approved the requested variations. Commissioner Mabadi Seconded. A roll call vote was taken and the motion passed 8-0.

Ayes: Halik, Mangum, Mirintchev, Mabadi, Rodgers, Arevalo, Lindwall, Johnson

Nays:

Abstain:

IV. DISCUSSION

A. Envision Evanston 2045: Referral Regarding R1-R3 Residential Zoning Districts

Planning staff will facilitate a discussion regarding a City Council referral to increase the maximum number of permitted dwelling units per zoning lot to four in the R1, R2, and R3 Residential zoning districts as part of Envision Evanston 2045.

Neighborhood Land Use Planner Meagan Jones led the commission through the discussion. City Council referred a proposal to the Land Use Commission to revise zoning regulations to allow up to four housing units in R1 through R3 residential districts and to reduce minimum lot size requirements.

Goals of the Referral:

1. Increase Housing Supply and Affordability: Address housing shortages, rising costs, and promote socioeconomic diversity, accommodating residents like young professionals, families, and retirees.
2. Promote Housing Equity: Foster inclusivity in neighborhoods previously restricted

- by exclusionary zoning, reducing social and economic disparities.
3. Efficient Land Use: Optimize limited land resources, supporting climate action goals and efficient housing solutions.
 4. Boost Local Economy: Increase population density to attract businesses, services, and public transportation while stimulating economic activity.
 5. Meet Evolving Housing Needs: Provide flexible housing options for diverse household types, including single-person homes and multigenerational families.
 6. Preserve Neighborhood Scale: Introduce incremental density changes without drastically altering the character of neighborhoods.

She then provided details on current zoning requirements in the R1 -R3 Zoning Districts and provided data that had been compiled regarding the number of non-conforming lots within those zoning districts, as they relate to the minimum lot size requirements.

Staff then posed the following for Consideration by the Commission:

1. General thoughts on the proposed zoning changes.
2. Guidelines or standards to implement as part of this change.
3. Ways to expand housing choices while minimizing negative impacts.
4. Additional methods to expand housing in R1–R3 districts.
5. Information required from City staff for further deliberation.

Commissioner Questions/Discussion

Commissioner Halik stated he has several issues to talk about. He asked if the idea is to eliminate all lots because to his understanding the commission deals with a lot of non-conforming lots and they're smaller than the regulation size, he asked if the idea was to eliminate all non-conforming and go the smallest lot or or eliminate lot size requirements.

Neighborhood Land Use Planner Meagan Jones said they were not looking to eliminate lot size requirements all together.

Chair Rodgers brought up outdated code. Planning Manager Liz Williams spoke about helping properties to be conforming to new regulations.

Commissioner Lindwall said it would be helpful to have some sort of chart that shows you which lots would be conforming. She then asked what size lot would accommodate three to four units.

Commissioner Halik inquired whether there is any concern that reducing the minimum lot size significantly might encourage property owners with larger lots to subdivide them into smaller lots. Planning Manager Liz Williams explained that the intention of the policy is not to drastically alter the built form of neighborhoods but to allow for incremental changes. The goal is to maintain existing height and density requirements while slightly increasing lot coverage to accommodate up to four units per lot. However, they clarify that the current draft proposal does involve reducing the minimum lot size,

which could enable subdivision. The speaker concludes by noting that this conversation involves two distinct issues that require further clarification.

Commissioner Halik expressed concern that with the new regulations, buildings will look too much like the City of Chicago.

Senior Planner Sam Hubbard explained that the height regulations in the proposed policy would remain consistent with current regulations. For instance, if the current zoning allows a 35-foot-tall single-family home, the same height limit would apply to a four-unit building. This ensures that the overall built form remains comparable.

Chair Rodgers interjected and expressed skepticism about the feasibility of fitting four units into the same height limit, suggesting that might not be realistic. They highlight a concern, drawing from his experience living in Edgewater, where similar changes led to single-family homes being replaced by more intensive housing, potentially altering the neighborhood's character. He also had concerns about the potential aesthetic and functional outcomes of increasing housing density on narrow lots.

Chair Rodgers is particularly concerned about the practicality and desirability of such developments on narrow lots, such as 25-foot-wide lots. He suggests that these constraints could lead to "shotgun" style apartments or condos, which might maximize density but could compromise the quality or appeal of the homes. He acknowledges that people have purchased similar homes in the past but questions whether this type of housing truly meets residents' needs or preferences.

Commissioner Mabadi highlighted challenges with subdividing R1 properties, as many existing homes occupy the center of their lots, making division unfeasible without significant costs. He emphasized that high land and construction costs in Evanston make building affordable housing difficult.

Instead, he suggested focusing on legalizing existing non-conforming units, promoting accessory dwelling units (ADUs), and using zoning changes to create flexible, affordable housing options. He proposes requiring wider lot sizes (e.g., 60 feet) for multi-unit developments to ensure green space, parking, and neighborhood compatibility. Mabadi notes Evanston's history of diverse housing types as a model for balanced, incremental density changes.

Commissioner Halik said he thinks the needs of single families need to be preserved.

Commissioner Mirintchev called for clear goals and data on density in Evanston, noting the comprehensive plan lacks specific targets. He highlights a surplus of 6,000 housing units from the 2020 Census and questions the need for more density without understanding its impact. While acknowledging benefits, he raised concerns about green space, parking, and habitable space per person. He emphasizes the need for measurable density goals as part of a comprehensive plan before proceeding.

Commissioner Johnson expressed concern that the proposed changes would drastically alter the existing character of the city. He acknowledged that cities evolve but feels the proposed changes are too extreme. He also pointed out a paradox in the proposal, where the emphasis on promoting families seems at odds with moving away from the

current single-family home areas in the city.

Commissioner Lindwall stated she had a number of thoughts and questions. She raised a question about the proposal to eliminate minimum parking requirements, asking whether it would apply citywide or only in areas near downtown and transit. She believes this issue is relevant to the current discussion. Liz Williams said the city council directive on policy reform as it relates to Envision Evanston and minimum parking requirements is to eliminate them across the city.

Commissioner Lindwall then raised concerns about the impact of increased density in areas of West Evanston, which are not close to public transit and have heavy parking. She questions where the proposed development would occur, particularly in areas currently zoned R1 with expensive homes. She seeks clarification on which parts of the city would likely see this kind of development if the proposal moves forward.

Liz Williams responded that the council directive is to allow this type of development to incur in what is currently zoned R1 through R3

Chair Rodgers expressed concerns about the potential equity implications of increased development in poorer neighborhoods, noting that wealthier areas like Orrington may not be as affected. He questions whether the city is prepared for development to be more concentrated in these lower-income areas. He also raised caution about the permanence of a decision to allow four-flats citywide, suggesting that once such a policy is implemented, it would be difficult to reverse. While he supports the idea of increasing density with two-flats in some areas, he has reservations about the broader impact of allowing four-flats across the city. He emphasized the importance of community input before making any final decisions.

Commissioner Lindwall emphasized the challenges of reducing zoning density once it has been increased, noting that it could lead to legal action. She also highlights the importance of considering equity, pointing to Evanston's history of segregation and redlining. She discusses how zoning changes in the past, particularly in the Fifth Ward, led to higher-density residential areas, and how this has affected the community. Lindwall stresses the need for caution when making zoning changes and suggests that public input is crucial in shaping decisions. She also encouraged residents to ensure their elected officials understand their concerns.

Commissioner Mabadi discussed a specific property in Evanston (a \$1.25 million home on a 5,800 square foot lot) and argues that focusing on increasing density for affordable housing may not be the solution. He suggests the problem lies elsewhere and advocates for exploring alternative property types and designs, such as smaller duplexes or townhomes, rather than vertical development. He proposes expanding R1 zoning to allow additional units while maintaining community compatibility. He also stresses the importance of design considerations to avoid issues like blocking sunlight for neighbors.

Public Comment

Alex Palmer expressed support for the zoning reform proposal, emphasizing that zoning decisions today will have a lasting impact on future generations. He argued that expanding housing types in R1, R2, and R3 districts will promote economic and racial diversity, helping to prevent marginalized communities from being pushed out due to rising housing costs. Palmer highlighted the importance of equitable zoning reform while preserving the city's diversity and natural beauty. He urged the commission to vote in favor of the proposal.

Stuart Cleland, a member of the Evanston Lighthouse Rotary Club and Joining Forces for Affordable Housing, spoke in favor of the zoning reform referral. He shared his experience living in a home on Maple that had a variety of housing types around it. He used this example to argue that similar developments could help provide more housing in Evanston without disrupting neighborhood character, urging the commission to approve the referral.

Roger Williams, a real estate broker in Evanston, expressed support for the zoning reform but criticized the city's current approach to housing. He highlighted a disparity in home prices—single-family homes averaging \$888,000 and multi-family homes \$346,000—and argues that current zoning, both old and new, perpetuates racial and class segregation. He contends that without making it more attractive for developers to build affordable housing throughout the city, low- and moderate-income people will continue to struggle with housing affordability. He emphasizes that failure to reform will exacerbate racial and class segregation in housing.

Michael Bruning raised concerns about the speed and timing of the zoning changes proposed in the *Envision Evanston 2045* plan. He suggested that more time should be given for careful consideration and citizen input, possibly through a referendum vote. He points out a contradiction between the preservation plan, which aims to retain neighborhood character, and the zoning proposal, which could alter it by introducing multi-family housing in R1 areas. He highlighted potential challenges related to parking, city services, and environmental impacts, and argues that the plan should place greater emphasis on promoting business and industry, which could bring in significant tax revenue and could help fund housing and other services.

Jeff Smith raises several concerns about the *Envision Evanston 2045* plan, particularly regarding the rapid implementation of zoning changes without enough community discussion. He criticized the top-down nature of the process, driven by ideology rather than careful planning. He argues that Evanston already has a diverse housing stock, and that further density may not lead to more affordable housing. Increased density in recent decades has not made housing more affordable and has instead driven up prices. He then highlighted potential negative consequences for single-family homeowners and questioned the environmental impact of increased density, such as greater energy consumption and loss of green space.

He then expressed concern about the social and economic impacts of these changes, particularly how they may disproportionately affect Black residents and lower-income communities in Evanston. He called for more community input and a more thoughtful discussion before proceeding with any major zoning changes, asking the commission to delay a decision until that is done.

Sue Loellbach, representing Connections for the Homeless, supports the proposed zoning changes in Evanston, emphasizing the need for more affordable housing. She pointed out the disparity in life expectancy between different wards in the city, particularly in the Fifth Ward, which has a lower life expectancy and fewer housing options for low-income and minority residents. She then argued that increasing housing choice, is essential to providing affordable options for residents who currently spend a disproportionate amount of their income on housing. She then addressed concerns about the potential loss of single-family neighborhoods, asserting that the changes would not lead to the destruction of these areas, especially in wealthier northern districts where development would be slow and expensive. She emphasized that the zoning changes are meant to benefit the future, providing more housing choices and addressing long-term needs. She concludes by reiterating the importance of creating more diverse housing options for all residents.

Thomas Hughes raised concerns about the planning documents and proposals related to zoning and neighborhood changes, highlighting the potential for high-density development in residential areas. He then critiqued the planning maps, pointing out discrepancies and missing information. He also mentioned that certain areas, like the one where he lives, appear to have incorrect zoning designations, causing confusion about the proposed changes. He then expressed concern about the long-term impact of the proposals, noting the lack of discussion about significant local developments like the University's new stadium or future transportation needs, such as self-driving cars and the status of transit systems. He concluded by suggesting that the plan is incomplete and not yet ready for implementation, urging a more thorough review.

Paula Twilling expressed concern that many residents in Evanston are unaware of the details of the Envision Evanston 2045 plan. She feels more explanation is needed, as people are confused about the proposed zoning changes. She also argued that higher density does not necessarily improve living conditions and could harm the environment by reducing green spaces. Paula criticizes the public notice process, saying that many residents don't see the notices due to the declining circulation of the Evanston Review. She believes the community should be more involved and suggests a referendum could be a good idea.

George Kripkin advocated for changes to zoning laws in Evanston to increase the availability of multifamily housing, particularly in his North Evanston neighborhood. He highlighted the lack of diversity in his area, both racial and socioeconomic, and points out that housing prices have made it difficult for young families, including himself, to

stay or buy homes. He supports land use changes that would allow for more diverse housing options, believing this would lead to a more inclusive, connected community. He urges the commission to support the Envision Evanston 2045 plan to create a fairer, more equitable city.

Commissioner Lindwall emphasized the importance of supporting proposed zoning changes with data. She suggests that conclusions about the impact of increasing housing density should be backed by facts, particularly in terms of financial impacts, affordability, and the potential for displacement. She highlighted the need for data on how similar changes in other cities, like Minneapolis or Anchorage, have affected property values and housing stock and called for a better understanding of how this plan aligns with the goal of avoiding displacement and how it would impact families with children in Evanston.

Commissioner Halik shared several points in response to the discussions on zoning and density changes. He questions the idea that the push for eliminating single-family zoning comes from a bottom-up approach, suggesting it may have been more driven by elected officials rather than the community. He also challenged the claim that increased density automatically leads to more affordable housing, arguing that prices are determined by market factors like location and land cost, not just the type of housing. He emphasized that while he believes multifamily housing is appropriate in some areas, but it should not be applied uniformly across the city. He raised concerns about parking and the compatibility of more density with existing infrastructure and critiqued the example of Raleigh, North Carolina, as a comparison for Evanston, noting the need for similar cities in terms of size and demographics for an effective analysis.

Commissioner Mabadi emphasized the complexity of creating affordable housing, especially given factors like the current housing market dynamics and interest rates. He explains that many homeowners with low mortgage rates are unlikely to sell their properties, which reduces the housing inventory and inflates property prices. This makes it difficult to achieve affordable housing without intervention, such as adjusting taxes or land use policies. He stressed that while adding density might increase housing options, it's not a simple solution due to infrastructure and economic constraints. He proposes looking at ways to repurpose existing properties as a potential way to create more affordable inventory within the city. He also supports a slower, more measured approach to the issue, given its complexity.

Additionally, Commissioner Mabadi called for a more detailed, data-driven approach to urban planning that takes into account not just density, but also green spaces, infrastructure, and services, ensuring that any proposed changes are appropriate for Evanston's unique character.

Commissioner Mirintchev focused on a few key issues related to density and parking, emphasizing the unique circumstances of Evanston's proximity to Chicago. He raised concerns about the proposed changes in density, especially if they result in reduced parking requirements. He questioned how expanding density while simultaneously eliminating parking restrictions would work. He also highlighted the unique situation of Evanston as an extension of Chicago, pointing out that comparing Evanston to other cities like Minneapolis or Anchorage doesn't make sense due to their differing urban landscapes. He mentions that Evanston has a diverse and segregated population, with areas like the Fifth Ward differing significantly from other parts of the city. This leads him to consider how potential zoning changes, particularly in R1 through R3 districts, might impact the city in the long term.

He also expressed concern about change in general, noting that while people often resist change, it's crucial to think about how these decisions will affect the city 20 or 40 years from now. Finally, Commissioner Mirintchev touched on the need for staff to analyze which neighborhoods would be most impacted by these changes and pointed out that the odds of change in high-value neighborhoods are low compared to neighborhoods with smaller homes and lots. He asks staff to provide input on which neighborhoods are most likely to experience change and how factors like lot size may influence those changes.

Commissioner Arevalo expressed concerns about increasing density in Evanston without corresponding changes to parking regulations, suggesting that removing parking restrictions while expanding the population doesn't make sense. She also highlighted Evanston's unique position as an extension of Chicago, comparing it to other cities like Minneapolis and Anchorage, and points out how diversity and segregation within the city complicate planning. She emphasizes the importance of considering long-term impacts—20 to 40 years ahead—when making zoning decisions, particularly with regard to single-family R1 homes in more expensive areas versus lower-cost neighborhoods. She also requests staff's input on the likely impacts of zoning changes, especially regarding lot size, and expresses gratitude to staff for their hard work despite the challenging discussions.

Chair Rodgers expressed interest in understanding which neighborhoods in Evanston are most likely to see changes due to zoning adjustments, particularly focusing on the differences between high-value areas with expensive homes (e.g., \$1.5–1.7 million) and more affordable neighborhoods with homes priced around \$300,000. He seeks staff's input on whether his observations are accurate, asking for clarification on where the most significant changes are likely to occur. He also emphasizes the connection between lot size and density, noting that the ability to build multiple units on a larger lot versus a smaller one leads to different outcomes.

Chair Rodgers acknowledged the hard work of the staff, thanking them for their efforts and recognizing their challenges in balancing timelines, consultant work, community

feedback, and coordination with elected officials. He ended by inviting staff to provide further input or guidance.

Liz Williams clarified a recent referral made by some members of the City Council regarding zoning changes, specifically allowing up to four dwelling units per lot and reducing minimum lot size. She emphasizes that this referral, though proposed by several council members, is not a directive from the entire city council but is part of ongoing discussions. Liz also mentions that the referral is based on earlier council updates and engagement with the community, particularly ideas presented several months ago.

She also updated the commission on the upcoming release of portions of the zoning ordinance, which will be available next week in preparation for the public hearing on December 4th. Additionally, she informed the commission that mailings have been sent to every taxpayer of record in Evanston to notify residents, although she notes that the timing of these mailings depends on USPS delivery.

Finally, she provided an overview of the timeline, mentioning that the public will have several months of discussions on this matter, including six public hearings starting next week, followed by meetings in December to review the zoning text amendments and the official map. She thanks everyone for their hard work on the project.

V. COMMUNICATIONS

None.

VI. PUBLIC COMMENT

None.

VII. ADJOURNMENT

Commissioner Lindwall Moved to adjourn. Commissioner Johnson Seconded

Adjourned at 9:28 pm.

The next Evanston Land Use Commission meeting will be held **on Wednesday, November 20, 2024, at 6:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Respectfully submitted,
Justin Bock, Administrative lead

Reviewed by
Meagan Jones, Neighborhood and Land Use Planner
Sam Hubbard, Senior Planner

Envision Evanston 2045
Preliminary Preservation
Commission Comments

CHAPTER 1: INTRODUCTION WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a long-term planning document that outlines the vision, goals, policies, and actions for a city or town's growth. This plan serves as a guide for future development and decision-making related to land use, housing, transportation, economic development, infrastructure, parks, the environment, and more.

A comprehensive plan helps ensure that future development aligns with the community's values and needs. It provides guidelines for zoning decisions, investments, and public services. Additionally, it can be used as a tool to secure funding, promote consistency and transparency in decision-making, and improve the well-being of community members. Comprehensive plans typically cover a timeframe of 10 to 20 years and are periodically updated to reflect the changing circumstances and needs of the community.

Evanston's last Comprehensive Plan was approved in 2000. Since then, Evanston has experienced many socioeconomic events and shifts, such as the Great Recession, the housing crisis of 2008, and the COVID-19 pandemic, among other nationwide events. The development of a new Comprehensive Plan, part of Envision Evanston 2045, will help the City of Evanston navigate these socioeconomic and political shifts while preparing for future challenges and opportunities.

Envision Evanston 2045 is a community-driven process that will lead to a new Comprehensive Plan and zoning code. This initiative seeks to reflect a shared vision for the future of Evanston, addressing key areas such as land use, racial equity, affordable housing, and arts and culture. The Plan will provide a guiding framework to inform decision-making and prioritize resources. The Plan's contents and recommendations are developed from engaging with Evanston residents, reviewing existing plans and policies, taking stock of the city's resources and amenities, and identifying key challenges and opportunities.

ORGANIZATION OF THE PLAN

The Plan is structured into key sections, beginning with "What We Heard," which highlights major themes that emerged from engaging with the community. It then progresses to "Evanston Today," offering a historical overview, current demographics, key metrics for tracking community changes, and emerging trends to monitor. "Evanston Tomorrow" outlines the Plan's overarching goals, the vision statement derived from engagement, and the framework for guiding future development. The following sections focus on specific topic areas:

- Neighborhoods and Places
- Community Systems
- Getting Around
- Environment
- Parks, Recreation, and Open Spaces
- Housing • Health and Well-being
- Economic Development
- Arts and Culture- Community Building, Placemaking, and Connection Making

- Preservation

Each of these chapters reviews existing conditions, describes key challenges and opportunities, and recommends policies and actions.

USING AND UPDATING THE PLAN

The final chapter of the Plan, Implementation, provides a framework for evaluating progress toward carrying out the recommended policies and actions in the Comprehensive Plan. This critical part of the Plan includes an annual evaluation and a five-year assessment that will consider new trends; policy changes at the local, state, and federal levels; and land use dynamics.

Regularly evaluating the Plan will ensure its policies and actions are built for success and widespread support. This structured and consistent review process builds transparency and accountability into Envision Evanston 2045, ensuring the Plan remains flexible and reflective of the changing needs of the community. The Plan will allow for amendments to ensure it remains a forward-thinking guide for Evanston's future. Source: City of Evanston

Chapter 2: What We Heard

With Envision Evanston 2045, we aim to ensure that Evanston remains a thriving and inclusive community for people of all ages and abilities to live, work, and play. To achieve this, the plan must consider the community's diverse needs and expectations. To align the plan with lived experiences and community values, the City of Evanston designed a robust and inclusive engagement plan, divided into five phases:

- Phase 1 captured the lived experiences of thousands of community members.
- Phase 2 engaged stakeholders in developing a shared vision for Evanston's future based on the lived experiences.
- Phase 3 collaborated with stakeholders to shape strategies for realizing that vision.
- Phase 4 (current phase) aims to finalize the draft plan based on feedback.
- Phase 5 will incorporate additional feedback from final engagement activities to refine the plan.

Through these engagement phases, City staff provided community members with opportunities to shape the direction of Envision Evanston 2045. This revised version of the plan includes solutions and best practices to meet the needs and priorities voiced by community members throughout this process.

The City of Evanston's planning team launched public engagement efforts in February 2024 to inform the creation of Envision Evanston 2045, the draft Comprehensive Plan aimed at guiding progress and prosperity within our community. Between February and October 2024, City staff facilitated 70 in-person public engagement events and used various digital methods of engagement through the Envision Evanston 2045 website. To develop the Comprehensive Plan

collaboratively, City staff released a draft version of the Comprehensive Plan in November 2024, allowing community stakeholders to review and provide feedback.

Engagement Methods and Opportunities

Website

In February 2024, the City launched the Envision Evanston 2045 website, providing a convenient platform for community members to stay informed about upcoming events and updates. This website was created to support all phases of the process. Visitors could subscribe to the e-newsletter, review key documents, ask questions via email, and request office hours sessions with City staff. A “Big Idea” submission feature was also available on the website, giving residents the opportunity to share additional feedback regarding Evanston’s vision. The website was introduced at a launch event in February 2024, and between February and May 2024, it received nearly 5,700 visits.

Phases 1-3: Engaging and Collaborating with Community Stakeholders

During a series of in-person and digital engagements, we gathered and documented valuable input and direction from the Evanston community. We designed the engagement activities with community members of all ages and abilities in mind. To accommodate varying schedules and needs, we hosted the events at various locations, on different days of the week, and at various times of day. All feedback gathered through these efforts has been carefully analyzed and documented, forming the foundation of the Comprehensive Plan.

Survey #1:

Between February and May 2024, nearly 2,500 community members participated in a survey, offered in English and Spanish in digital and paper formats. The survey collected input on a range of topics including housing, transportation, downtown vibrancy, and parks and recreation, and prompted respondents to rate their level of agreement (Strongly Disagree, Disagree, Neutral, Agree, Strongly Agree) with a set of statements. An open response field allowed respondents to share more thoughts beyond the specific questions asked.

Survey #1 Outcomes:

The survey received 2,361 responses from the Evanston community, with white respondents making up the largest share at 60 percent, followed by Hispanic or Latino respondents at 16 percent, Black or African American respondents at 15 percent, and Asian respondents at 5 percent. Other racial groups accounted for the remaining 4 percent. The highest response rates came from Wards 3, 6, 4, and 7. Renters comprised 54 percent of respondents, while 42 percent were homeowners, and 4 percent did not live in Evanston but were stakeholders in other ways, such as business owners or nonprofit employees. An outreach partnership with Evanston Cradle to Career (EC2C) resulted in 28 percent of responses coming from those engaged through EC2C-led outreach.

In terms of age distribution, the largest group of respondents (31 percent) were between 45 and 64 years old, closely followed by those 65 and older at 30 percent. Individuals aged 25 to 44 made up 26 percent of responses, while those under 24 made up just 10 percent.

The survey results highlight several key insights related to housing, community needs, and perceptions of the city across various demographics. The data shows significant differences in housing satisfaction based on race/ethnicity, ownership status, and participation in Evanston Cradle 2 Career (EC2C)¹. Black or African American and Hispanic or Latino respondents were more likely to disagree that Evanston currently has housing options that meet their needs compared to White and Asian respondents. Similarly, renters and nonresidents of Evanston expressed less satisfaction with housing options than homeowners. Individuals engaged through EC2C outreach were also less likely to agree that their housing needs were being met, indicating a potential gap between community expectations and available housing solutions.

The report also explored perceptions of affordability and long-term housing security. Respondents generally expressed concerns about the affordability of housing in their neighborhoods, with Black or African American and “Other” race groups disagreeing the most. Confidence that Evanston’s housing options could meet future needs was relatively low among renters, nonresidents, and individuals engaged through EC2C-led outreach. Age and ward-based differences were also noted, with older respondents (65+) showing more confidence in housing options compared to younger groups. Additionally, residents from the 5th and 8th wards were the least likely to agree that current housing options met their needs, highlighting geographic differences in housing satisfaction.

On community vibrancy and economic opportunities, younger respondents were more optimistic about Evanston as a place to open a business, whereas older groups were more neutral or skeptical. There was also a common desire for mixed-use buildings combining housing, retail, and services, reflecting a community interest in dynamic, multifunctional urban spaces. However, opinions on the visual appeal and neighborhood integration of newer buildings varied, with Hispanic or Latino and Black or African American respondents showing more positive views than white respondents. These findings underline the importance of inclusive urban planning and the need to address demographic-specific concerns to improve community satisfaction and cohesion.

Community Perspective Meetings

The City’s planning team facilitated a series of in-person meetings between February and May 2024. Seven community-wide ‘Perspectives’ meetings were hosted in various locations and online formats. A list of these meetings is detailed in Appendix A: Public Engagement.

Organization Perspective Meetings

Between March and September 2024, the planning team held a series of in-person meetings with local organizations. A total of 12 “Organization Perspectives” meetings were hosted in various locations and online. A detailed list of these meetings is also available in Appendix A: Public Engagement.

Ward Meetings

Ward-specific meetings were held for all nine of Evanston's wards between March and October 2024. These meetings were led by the council members with support from City staff. A list of these meetings is detailed in Appendix A: Public Engagement.

Focus Groups

City staff facilitated eight focus group sessions in August 2024 covering the following topics:

- Jobs and economy
- Development
- Community design professionals
- Housing and community development
- Social gathering places
- Equity and prosperity
- Transportation and mobility
- Land use and the built environment

A digital version of the questionnaire used in the focus groups was posted on the Envision Evanston 2045 website to offer a convenient way for community members to provide feedback. A list of these focus groups is detailed in Appendix A: Public Engagement.

Pop-Up Sessions

A total of 15 pop-up engagement sessions were held by City staff and supporting consultants between April and August 2024 to provide information about Envision Evanston 2045 and allowed community members to ask questions or share their perspectives. Participants were encouraged to complete a survey and interact with boards to provide feedback via maps and sticky notes. These pop-up sessions were made possible through coordinated efforts with local organizations. A list of these pop-up sessions is detailed in Appendix A: Public Engagement.

"Meeting-in-a-Box"

To encourage further dialogue, City staff provided materials for community members to host a "meeting-in-a-box" through the Envision Evanston 2045 website. The materials included a meeting-in-a-box packet with a discussion guide related to each chapter of the Comprehensive Plan. Upon request, "meeting-in-a-box" events could be supported by City staff. A total of 42 "meeting-in-a-box" events were held between March and April 2024, with 184 participants. This engagement activity was popular among stakeholders between the ages of 35 and 70; 54 percent of participants were within this age range.

To expand outreach impact, the City of Evanston facilitated a partnership with EC2C, who gathered volunteers to host meeting-in-a-box activities, primarily through their networks of Advocates for Action and Advocates Para La Acción.² The volunteers were trained by City staff on how to conduct activities and perform survey outreach.

Board, Commission, and Committee Presentations

Group-specific presentations were facilitated between February and October 2024 for all of Evanston's administrative boards, commissions, and committees. A list of these presentations is detailed in Appendix A: Public Engagement.

Development Scenario Workshop

To inform the draft zoning code, project consultants led a development scenario workshop with key community members and decision-makers. Attendees were presented with development scenarios for three locations with future development potential. Participants worked with project consultants to finalize a scenario that included height, density, and other development regulations using real-time 3D visuals.

Arts and Culture Town Hall

On August 20, 2024, City staff and Morreale Communications facilitated guided group discussions at the Evanston Arts Council Town Hall Event, held at the Evanston Art Center. Attendees included individuals engaged with the Evanston Arts Council, who were split into small groups to discuss a guide of questions focused on Evanston's arts community and its future.

Visioning Workshop

On May 18, 2024, project consultant HDR led a visioning workshop to support the creation of the Envision Evanston 2045 vision statement. Community members were invited to participate and help inform the vision statement, which was posted on the Envision Evanston website and presented at other engagement events.

Perspective Posters

Interactive posters were posted in nine community centers and local businesses to collect feedback from community members. The posters encouraged community members to write three words that would describe their ideal vision of Evanston in 2045. A list of the poster locations is detailed in Appendix A: Public Engagement.

Local Boards

Group-specific presentations were facilitated for all of Evanston's administrative boards, commissions, and committees between March and April 2024. A list of these presentations is detailed in Appendix A: Public Engagement.

Phases 4-5: Incorporating Feedback Into Draft Plan, Releasing, and Revising

Survey #2

A second survey was launched digitally on the Envision Evanston 2045 website between November 2024 and February 2025, offering community members an opportunity to provide feedback on each of the chapters within the Comprehensive Plan.

Survey #2 Outcomes

Community members were asked to provide qualitative feedback, and a total of 206 respondents participated. The key takeaways of each section of the survey are detailed below.

Land Use:

- Adjust zoning regulations to encourage affordable housing.
- Include specific incentives for green-building practices.
- Maintain protections for open spaces and community gardens.
- Revise mixed-use guidelines to better balance commercial and residential needs.
- Add more detailed protections for historic districts.
- Remove restrictions perceived as barriers to accessory dwelling units.

Transportation:

- Improve pedestrian and bike infrastructure for safer routes.
- Add electric vehicle charging stations in public parking lots.
- Remove proposals that expand car-centric infrastructure.
- Maintain current funding for bike lane expansion.
- Increase public transit accessibility, especially in underserved areas.
- Include clearer goals for reducing greenhouse gas emissions.

Parks and Open Space:

- Enhance maintenance plans for existing parks.
- Add native plant landscaping initiatives.
- Remove underused facilities and repurpose for community needs.
- Retain large natural areas for conservation and wildlife habitats.
- Reevaluate park-use policies to better support community events.
- Include more playgrounds and facilities for all age groups.

Environment:

- Strengthen climate action goals with measurable targets.
- Introduce incentives for renewable energy adoption by residents and businesses.
- Remove reliance on nonrenewable energy sources in municipal operations.
- Retain environmental education initiatives and outreach programs.
- Update stormwater management policies to address increased flooding risks.
- Add urban tree canopy expansion targets.

Economic Development:

- Prioritize support for small, locally owned businesses over large chains.
- Add programs for workforce development and job training.
- Remove incentives for developments not aligned with sustainability goals.
- Maintain focus on revitalizing key commercial corridors.
- Streamline permitting processes to attract new businesses.
- Include provisions for equitable economic growth across neighborhoods.

Housing:

- Revise density limits to accommodate affordable housing.
- Add specific targets for affordable and senior housing development.

- Remove restrictions on multifamily housing in some areas.
- Retain existing policies that promote housing for diverse income levels.
- Enhance inclusionary zoning policies to require more affordable units.
- Include tenant protections and rent stabilization measures.

Placemaking:

- Expand community engagement in placemaking projects.
- Add art installations and cultural markers that reflect community identity.
- Remove overly prescriptive design guidelines that limit creativity.
- Continue emphasizing walkable, vibrant public spaces.
- Improve accessibility in public spaces.

Preservation:

- Update criteria for designating landmarks to include more diverse histories.
- Add funding opportunities for property owners to maintain historic homes.
- Remove unnecessary bureaucratic steps in the preservation approval process.
- Retain strong protections for culturally significant sites.
- Strengthen enforcement mechanisms for preserving historic properties.
- Include digital archives for historic resources.

Land Use Commission Meetings

The key takeaways below are based on public comments shared during meetings held from November 2024 through January 2025. These meetings fostered open discussions, ensuring a broad range of perspectives from residents, families, seniors, commuters, and other community members were heard and considered. The feedback highlights the importance of addressing housing diversity, environmental sustainability, transportation, and equitable development — all of which are essential for creating a thriving, inclusive, and balanced community. Include shade structures and seating in high-traffic areas.

Key Takeaways

Housing:

- Expand and diversify housing options to accommodate a wide range of needs.
- Support for increased housing density and transparent zoning.
- Prioritize affordable housing across all demographics and protect against displacement.
- Encourage mixed-use zoning and transit-oriented development.
- Assist both homeowners and renters.
- Provide data on housing stock, supply and demand, and needs and density.

Environmental and Sustainability:

- Strengthen resiliency and sustainability language in the plan.
- Provide detailed information on natural resource growth, parks, green space, and historical context on environmental injustices.
- Emphasize a zero-waste economy and revitalization of brownfield sites.

Transportation and Mobility:

- Expand transportation options and transit service offerings.
- Reduce car dependency.
- Reform parking policies to address parking in transit zones.

Zoning and Development:

- Examine R1 zoning (single-family districts).
- Create a more flexible approach to zoning.
- Safeguard existing homes and community character.

Community and Economic Development:

- Address the impact of the tax base, particularly for schools, on affordability and explore potential solutions.
- Support small businesses and strengthen local economies by improving job accessibility through improved transit options.
- Preserve community character, including architectural features, tree canopy, and green space.
- Promote repurposing existing structures, including historical buildings.

Seniors and Aging Population:

- Prioritize senior housing and aging in place.
- Ensure affordable housing options to prevent senior displacement due to rising costs.

Public Engagement:

- Facilitate an inclusive and comprehensive approach to community engagement, gathering diverse input.
- Promote communication and transparency in the planning and decision-making process.

Engagement Feedback Key Themes and Priorities (Across all engagement methods)

Neighborhoods and Places

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 5 - Neighborhoods and Places:

- Refine zoning maps: Adjust zoning maps to align with updated land-use priorities.
- Preserve local character: Uphold neighborhood-specific zoning guidelines to preserve local character.
- Support zoning clarity: Simplify zoning codes to reduce confusion for residents and potential developers.
- Promote sustainable development: Establish incentives for developments that meet sustainability standards.

Community Systems

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 6 - Community Systems:

- Address public safety: Empower our emergency responders to improve public safety.
- Sustain partnerships: Continue and strengthen partnerships between the City and local organizations and institutions that provide essential services for residents.
- Prioritize student needs: Employ student-centered decisionmaking across educational institutions.
- Embody fiscal responsibility: Demonstrate fiscal responsibility to continue providing essential services to community members.
- Maintain resources for vulnerable populations: Uphold the resources and staffing needed to support Evanston's homeless population and people with mental illness.

Getting Around

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 7 - Getting Around:

- Improved connections: Enhance connections between different modes of transportation to elevate transportation experience and safety.
- Need for bike lanes and increased safety: Increase the number of protected bike lanes and signage to support smooth traffic flow and improve safety for bicyclists.
- Improved sidewalks: Repair, maintain, and fill gaps in sidewalk infrastructure to support pedestrian safety and active transportation.
- Sufficient parking: Increase parking access so the community can enjoy Evanston's recreational and commercial amenities.
- Public EV charging: Increase electric vehicle charging stations in public parking lots.
- Maintain funding: Uphold current funding for bike lane expansion.
- Improved CTA access: Add connections to the CTA.

Environment

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 8 - Environment:

- Educate our community: Retain environmental education initiatives and outreach programs.
- Renewable energy incentives: Introduce incentives for residents and businesses to adopt renewable energy.
- Address flood risks: Update stormwater management policies and strategies to address increased flooding risks.
- Expand urban tree canopy: Set urban tree canopy expansion targets.

Parks, Recreation, and Open Spaces

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 9 - Parks, Recreation, and Open Spaces:

- Enhance public spaces and activities: Provide more parks and outdoor spaces and host more street activities.
- Maintain our parks: Enhance maintenance plans for existing parks and open spaces.
- Accommodate for community events: Reevaluate park-use policies to better support community events.
- Facilities for all ages: Develop more playgrounds and facilities for all age groups.
- Encourage native plant growth: Develop native plant landscaping initiatives.
- Maintain activities and events: Uphold existing community events such as the summer concert series.

Housing

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 10 - Housing:

- Make space for affordable housing: Revise current density limits to accommodate affordable housing needs for younger families and low-income populations.
- Establish targets: Develop specific targets for affordable and senior housing developments.
- Uphold diverse housing: Retain existing policies that promote housing for diverse income levels.
- Policies for affordability: Enhance inclusionary zoning policies to require more affordable units.
- Protect and empower renters: Establish tenant protections and rent stabilization measures.

Health and Well Being

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 11 - Health and Well-being:

- Celebrate culture: Support initiatives that recognize and celebrate Evanston's diverse cultural fabric.
- Support vulnerable populations: Strengthen existing community systems to empower our vulnerable populations.
- Promote inclusivity: Prioritize inclusive practices across all City-led initiatives and programs.
- Address brownfields: Identify programs and opportunities to address existing brownfields to mitigate their impacts.

Economic Development

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 12 - Economic Development:

- Support local businesses: Provide more resources and initiatives to local and family-owned businesses, instead of large franchises.
- Foster a vibrant downtown: Add more shops, restaurants, and entertainment options downtown.

- Revitalize key corridors: Maintain focus on revitalizing key commercial corridors, such as those along Central Avenue, Green Bay Road, Chicago Avenue, Main Street, Dempster Street, Dodge Avenue, Noyes Street, Asbury Avenue and Oakton Street.
- Balance new development with existing businesses: Maintain affordability for existing and family-owned businesses amid new development.
- Encourage partnerships: Maximize the local economy through partnerships between local businesses and community hubs such as Northwestern University.
- Refine permitting processes: Simplify permitting processes to attract new businesses.
- Promote equitable growth: Establish provisions for equitable economic growth across our neighborhoods.
- Uplift the workforce: Establish programs for workforce development and job training to promote career development and job security for Evanston’s residents.

Community Building, Arts and Culture, and Placemaking

- Engage the community: Expand community engagement in placemaking projects to promote Evanston’s diverse cultural heritage.
- Reflect identity: Create art installations and cultural markers that reflect community identity.
- Prioritize public spaces: Maintain walkable public spaces to encourage community building.
- Promote use of public spaces: Add shade structures and seating options in pedestrian-centric areas.
- Enhance access to public spaces: Design public spaces for people of all ages and abilities.
- Cultivate partnerships: Support public–private partnerships via technical assistance and financial support to implement more dynamic arts programming related to community building and placemaking.
- Follow the Evanston Thrives Plan: Implement marketing and financial sustainability strategies for community building and placemaking activities outlined in the Evanston Thrives Plan.³

Preservation

The following themes and priorities emerged from digital and in-person engagement activities and are supported by policies detailed in Chapter 14: Preservation:

- Preserve community character: Encourage adaptive use and rehabilitation projects that promote preservation-based development and retain cultural and built character.
- Establish ordinances: Enhance the ability to protect heritage and cultural assets through updated preservation ordinances.
- Protect natural features: Establish protective measures for Evanston’s tree canopy and lakefront.
- Neighborhood Conservation District (NCD) Program: Establish an NCD Program to support community-led preservation.

- Follow the roadmap: Implement guidance from Preserve 2040⁴ to encourage the preservation of Evanston's diverse heritage.
- Reinstate incentive programs: Restore incentive programs for maintaining the character-defining features of commercial historic or legacy buildings and businesses.
- Honor Indigenous heritage: Refine criteria for designating landmarks to recognize Indigenous heritage.
- Fund historical preservation: Establish funding opportunities for property owners to maintain historic homes.
- Develop digital archives: Establish and maintain digital archives that support the identification and documentation of Evanston's cultural assets and resources.

EVANSTON TODAY

EVANSTON'S HISTORY: HOW WE GOT HERE

Evanston Today: A Call to Acknowledge Our History

Evanston is not just a city; it is a rich tapestry woven from the stories of its residents — stories that deserve recognition and respect. From the Indigenous peoples who first walked this land to the settlers who built a thriving community, understanding our history is vital in shaping a more inclusive and just future.

Indigenous Presence

Long before European settlers arrived, the land that is now the City of Evanston was home to Indigenous peoples, including the Potawatomi, Ojibwe, and Odawa nations, who were part of the Council of Three Fires. These communities lived, traded, and traveled along the shores of Lake Michigan and throughout the region, relying on its rich natural resources for food and cultural practices. Their presence is an essential part of Evanston's history, though forced removals and land cessions due to treaties with the U.S. government significantly changed their way of life and access to ancestral lands.¹

Founding and Early Development

The City of Evanston's origins trace back to the mid-19th century, when settlers from the East Coast arrived in search of new opportunities. The City's development was significantly influenced by the founding of Northwestern University in 1851 by a group of Methodist business leaders and educators from Chicago, who wanted to establish a premier university in the Northwest Territory. One of these founders, John Evans, submitted city plans to the county judge, leading to its renaming as Evanston in 1857.

The arrival of the Chicago and North Western Railway sped Evanston's growth, making it an attractive option for those wanting a slower-paced environment than Chicago. Officially incorporated as a city in 1863, Evanston quickly developed into a cultural and educational hub. The Chicago Fire of 1871 prompted the arrival of many Chicagoans seeking to rebuild their homes elsewhere.

By the 1890s, Evanston had introduced several civic advancements, including telephone service, free mail delivery, and the expansion of local newspapers. During this time, a variety of social,

philanthropic, and cultural organizations were born, including the Woman's Club, founded in 1899, and the Rotary Club in 1920 (Rotary International moved its headquarters from Chicago to Evanston in 1954). As part of its expansion, Evanston added the former villages of North and South Evanston to the City, as well as valuable unincorporated land in the northwest and industrial zones in the west, solidifying its status as an independent city distinct from Chicago.

Neighborhoods and Business Districts

Evanston's development pattern is deeply reflected in its built environment. Originally made up of three distinct communities — South Evanston (Ridgeville), North Evanston, and Central Evanston — each area established unique commercial hubs. South Evanston thrived around Main Street, North Evanston around Central Street, and Central Evanston around the original downtown area. These areas remain vibrant mixed-use districts to this day, supporting the broader surrounding neighborhoods.

As Evanston grew, the City became known for its unique architecture and cultural vibrancy, even being known as the "City of Homes." From grand Victorian homes of the 19th century to groundbreaking modernist designs of the 20th century, Evanston's architectural heritage is preserved through its historic homes and landmarks. These distinct neighborhoods and business districts celebrate Evanston's rich social, political, cultural, and architectural history, fostering a strong sense of place and collective memory.

Segregation and Housing Inequity

Evanston's history is also marked by racial inequities in housing and land-use policies. While race-based zoning was ruled unconstitutional by the U.S. Supreme Court in 1917, discriminatory practices such as redlining and covenants emerged, shaping the City's housing landscape. The Great Migration brought a significant increase in Evanston's Black population, yet segregation efforts, including discriminatory steering, began as early as 1918.

By 1940, Evanston had over 6,000 Black residents, the largest Black suburban population in Illinois at the time, yet over 80% were concentrated in the 5th Ward, where homes were smaller, located near industrial zones, and lacked access to essential amenities. In the following decades, urban renewal projects, such as those led by the Land Clearance Commission, disproportionately displaced Black families. While the Fair Housing Act of 1968 banned explicit redlining, its impact continues to be felt through long-standing inequality in housing access, zoning policies, and economic opportunity.

Economic Evolution

Northwestern University's presence has been a key economic driver in Evanston's history. The addition of two commuter rail lines set Evanston further apart from its northern suburban peers, transforming it into the commercial hub of Chicago's North Shore. Downtown Evanston developed into a bustling hub featuring department stores, restaurants, and corporate headquarters, including Rotary International, which remains headquartered in Evanston today.

During the mid-20th century, Evanston also served as a prominent industrial center. By the 1960s, it was home to over 70 manufacturing companies producing a diverse range of goods, from textbooks and food products to machinery. However, like many Midwestern cities, Evanston experienced industrial decline as manufacturing relocated to larger greenfield sites or was impacted by globalization. In response, the City leveraged its transit accessibility and academic presence to move toward a knowledge-based economy, attracting a workforce focused on health care, education, and creativity.

Past, Present, and Future

Evanston's rich history is deeply intertwined with its people, institutions, transit infrastructure,

business districts, and architecture. Establishing Northwestern University and expanding rail lines kickstarted the City's early growth, while its economic evolution transformed it into a vibrant hub of education, commerce, and culture. However, the City's past is also marked by racial segregation and housing inequities, the effects of which persist to this day. Through its built environment, Evanston continues to reflect its storied past and look toward the future, offering a tangible connection between past, current, and future generations.

WHO WE ARE TODAY

When reviewing Census data, it is important to note that the U.S. Census Bureau has a difficult time keeping records on hard-to-count populations. This includes populations that are hard to find, contact, and/or interview, such as:

- Young children
- Racial and ethnic minorities
- People who speak languages other than English
- Low-income individuals
- Undocumented immigrants
- People who are LGBTQ+
- People with disabilities
- People who do not live in traditional housing

A subset of hard-to-count populations are historically undercounted populations, which have been undercounted in the 1990, 2000, 2010, and 2020 Censuses. These include:

- The Black or African American population
- People who indicate they are another race than the categories offered
- The Hispanic or Latino population
- Young children, ages 0 to 4
- Renters
- Males, ages 18 to 29 and ages 30 to 49

Population and Density

Evanston, located just north of Chicago, has a high population density of 9,840 people per square mile. Despite being a suburban area, it is relatively dense, likely due to its location near Chicago and its reputation as an educational and cultural hub. Northwestern University is a significant influence on the population, contributing to both the local economy and the City's cultural and intellectual vibrancy. Data on population and density can be found in Table 1 of Appendix B.

Households

Evanston has a relatively high number of smaller households, particularly one-person and two-person households. This is likely because students and young professionals are drawn to the City's urban amenities, closeness to Chicago, and the presence of Northwestern University. Household data can be found in Table 2 of Appendix B.

Group Quarters

Group quarters typically refer to housing where residents live in a collective setting, such as university student housing, nursing facilities, correctional facilities, and military quarters.

Evanston has a rather high percentage (9%) of its population living in group quarters, far above the county (2%) and Chicago (2%) averages. It's clear that Evanston is home to a large number of group-living arrangements, likely driven by Northwestern University. College towns or cities with large universities, such as Evanston, often have a high ratio of people living in group quarters due to on-campus housing, dormitories, or university-affiliated apartments. Data on group quarters can be found in Table 3 of Appendix B.

Race and Ethnicity

Evanston stands out in its diversity, especially when compared to other suburban areas like Wilmette and Lincolnwood, where the white population is far more dominant. However, it is less racially diverse than areas like Chicago and some urban neighborhoods like Rogers Park, which have more substantial Black, Hispanic, and Asian populations. Compared to other areas, Evanston has a balanced racial makeup, which contributes to the City's unique cultural identity and its reputation as a progressive, diverse university-driven community. Data on race and ethnicity can be found in Table 4 of Appendix B.

Age

Evanston's age distribution is relatively balanced, with 40% of its population between 18 and 44 years old. The City is also a hub for middle-aged and older residents, with 24% aged 45 to 64 and 18% aged 65+. The age diversity in Evanston reflects its role as a university town with a young, academic population, while also supporting a broad range of age groups, including a considerable number of older adults. Data on age distribution can be found in Table 5 of Appendix B.

Median Age

Evanston has a moderately older population compared to Chicago and Cook County, with a median age of 38.0. It strikes a balance between the younger population of urban areas like Chicago and the older populations of suburban areas like Wilmette and Lincolnwood, reflecting its unique mix of academic, residential, and professional communities. Data on median age can be found in Table 6 of Appendix B.

Household Income

Evanston has a higher-than-average median household income. The City has a relatively wealthy population compared to Chicago and Cook County, and is more economically diverse than wealthier suburbs like Wilmette. Evanston's income distribution highlights its status as a prosperous urban-suburban mix, with most of its residents in higher income brackets. Household data can be found in Table 7 of Appendix B.

Housing: Units in Structure

Evanston's housing stock is diverse, with a strong presence of detached single-family homes and a significant share of multifamily housing in higher-density buildings. This mix reflects its urban-suburban nature, influenced by the presence of Northwestern University and its closeness to Chicago. Compared to wealthier suburbs like Lincolnwood and Wilmette, Evanston has a more multifamily-oriented housing market. Data on units in structure can be found in Table 8 of Appendix B.

Housing: Bedrooms

Evanston has a diverse housing mix, with a significant number of one- and two-bedroom units that likely cater to students, young professionals, and smaller households. The City also has a notable share of three-bedroom to five-bedroom homes, accommodating families and larger households. Compared to suburban areas like Lincolnwood and Skokie, Evanston has a more urban housing profile with a higher proportion of smaller apartments, reflecting its university-town nature and closeness to Chicago. Data on bedrooms can be found in Table 9 of Appendix B.

Housing Vacancy

Evanston's housing vacancy rate is relatively low, with 93% occupancy, indicating a stable housing

market. A notable proportion of vacant homes are for rent or sale, suggesting a healthy level of property turnover. The percentage of vacant units due to other reasons is also typical, reflecting common housing dynamics in both urban and suburban areas. Evanston's vacancy rate is consistent with nearby regions but slightly higher than suburban areas like Skokie and Wilmette, which have near-full occupancy rates. Data on housing vacancy can be found in Table 10 of Appendix B.

Housing: Home Value

Evanston has a relatively high housing market value, especially for larger homes, indicating a wealthier and more desirable housing market compared to surrounding neighborhoods. Its three-bedroom and four-bedroom homes are significantly more expensive than those in Cook County and Chicago. Data on home value can be found in Table 11 of Appendix B.

Economy: Labor Force and Employment

Evanston's labor-force participation and unemployment rate are consistent with broader regional trends. With a 3.6% unemployment rate, Evanston outperforms Chicago. This suggests Evanston benefits from a stable economy and employment opportunities, likely influenced by Northwestern University and the City's wealthier population. Data on labor force and employment can be found in Table 12 of Appendix B.

Economy: Job Sector Share

Evanston's economy is heavily shaped by educational services, largely due to Northwestern University, and the health care sector, which account for a large share of jobs. The city has relatively fewer jobs in business services, retail trade, and manufacturing compared to Chicago. Data on job sector share can be found in Table 13 of Appendix B.

Transportation: Commuting

Evanston residents rely heavily on personal vehicles, with 42% driving alone to work. While lower than Cook County (56%) and Chicago (46%), it is still a high proportion compared to other suburban areas. In terms of alternative commutes, Evanston sees 13% of its residents using public transit, comparable to Cook County but lower than Chicago, where transit is central to commuting. Interestingly, 11% of Evanston residents walk to work, which is higher than both Cook County (4%) and Chicago (6%), indicating the City's walkability and presence of jobs within walking distance, particularly in areas around Downtown Evanston and Northwestern University. Overall, 26% of Evanstonians work from home. Community data can be found in Table 14 of Appendix B.

Transportation: Access to a Vehicle

In Evanston, most households have access to at least one vehicle (50%), and 27% have access to two vehicles. This reflects the City's more suburban nature, where personal vehicle ownership is typical, yet with a notable portion (16%) of households without a car. Data on personal vehicle access can be found in Table 15 of Appendix B.

KEY METRICS

Metrics are essential for tracking community change, as they provide a clear, data-driven overview of trends and progress over time. These metrics can help the City of Evanston and partner organizations identify areas of growth, challenges, and emerging needs, helping policies and initiatives to remain responsive and effective. Additionally, tracking these metrics fosters accountability, transparency, and community engagement, as community members can see the impact of strategies and call for adjustments to plans as needed. The following metrics were selected to align with the goals of the Plan:

Metric	Current Value	Unit	Goals
Population density	9,840	Population / square mile	Housing, Sustainability, Economy, Equity, Transportation
Race and ethnicity	42%	People of color / total population	Equity, Housing, Arts and Culture
Income distribution	0.55	Gini coefficient	Equity, Health, Economy, Housing, Arts and Culture
Life expectancy	82	Years	Health, Equity
Lead exposure	9	Lead Exposure Risk Index	Health, Economy, Sustainability, Housing, Equity
Commuting mode share	42%	Drive alone / workers 16+	Transportation, Housing, Equity, Sustainability, Economy
High-frequency transit access	10%	Population within 1/2 mile of high-frequency transit	Transportation, Sustainability, Housing, Equity
Greenhouse gas emissions	36%	Reduction from 2005 baseline	Sustainability, Health, Equity
Building energy consumption	669,900	Metric tons of CO2e	Sustainability, Health, Housing, Equity
Sales tax revenue	\$23,725,230	Annual sales tax dollars	Economy

Business ownership diversity	476	Businesses owned by women and/or people of color	Economy, Equity
Housing cost-burden	34%	Cost-burdened households / total households	Housing, Equity, Economy

EMERGING TRENDS

Several emerging trends are important to consider, as they may have a significant impact on the City of Evanston over the next 20 years. The following trends fall under the following categories: Demographic, Economic Restructuring, Governance, Housing, Resources, Technology, and Transportation.

Category	Trend
Demographic	Declining middle class
	Suburban remix
	Smart cities
	Aging populations
	Migration to the Rust Belt
	Declining life expectancy
	Rise in climate displacement
Economic Restructuring	Nomadic workforce
	Upskilling and reskilling
	Policy "pendulum shifts"
	Climate impacts
	Rising personal debt
Governance	Trust in government
	False information operations
Housing	Aging housing stock
	Gentrification and displacement
	The affordable housing crisis
	Zoning reform
Resources	Sustainable energy
	Food insecurity
	Sustainable architecture

Category	Trend
	Climate justice
	Water scarcity
Technology	Artificial intelligence (AI) regulations
	Sharing economy
	Digital inclusion
	Fourth Industrial Revolution
	Infrastructure overhaul
	Rise in innovation districts
Transportation	Carless households
	Rethinking the public right-of-way

The City of Evanston will greatly benefit from actively monitoring emerging trends to ensure sustainable growth, economic resilience, and community well-being. By staying ahead of these trends, the City will be better prepared to address community members' evolving needs, enhance quality of life, and attract investment. In a rapidly changing world, keeping a pulse on emerging trends will help Evanston remain a vibrant and inclusive community.

EVANSTON TOMORROW

A VISION OF EVANSTON IN 2045

The community was asked to imagine Evanston in 2045, a future shaped by the collective vision and aspiration of its residents. The shared dreams and aspirations of the community helped shape Envision Evanston 2045, a Comprehensive Plan and long-range policy guide for Evanston's future development. This vision reflects the valuable feedback and collaborative efforts of Evanston's residents, whose voices are essential in ensuring a thriving, growing community.

What does this community look like in 2045?

Evanston is a vibrant, resilient, and welcoming community for all, where arts, culture, history, and neighborhoods are celebrated. With easy and convenient access to parks and open spaces, and a commitment to preserving the City's heritage, we foster physical, emotional, and mental well-being.

Evanston is energy and resource efficient, decarbonized, and resilient to the effects of climate change. Our buildings and transportation systems are constructed of sustainable materials and powered by renewable energy. Our social and physical infrastructure are designed to withstand extreme weather events and protect residents.

Evanston neighborhoods offer diverse housing choices, ensuring residents feel secure in their homes. The housing supply aligns with the community's needs and residents enjoy a wide range of social and recreational amenities without fear of displacement.

Our strong circular economy provides job security and opportunity, with steady growth and innovation creating jobs in a wide range of fields. Evanston's small, minority-owned businesses are thriving, contributing to a vibrant and resilient local economy.

Neighborhoods are connected through a robust network of pedestrian, bike, and transit options, ensuring travel is safe, convenient, and affordable.

Envision Evanston 2045 outlines our ambitious yet attainable vision. We invite community members, like you, to join us in bringing this vision to life through proactive planning, community collaboration, and bold action.

VISION STATEMENT

In 2045, Evanston is a vibrant, resilient, and welcoming community for all. Evanston celebrates its diversity through our arts, culture, history, and neighborhoods. Steady growth in our local circular economy creates opportunities close to home while achieving ambitious and necessary climate action. Our abundant access to parks and open spaces promotes well-being, and extensive housing options make living in Evanston safe and within reach. Evanston's neighborhoods are connected through a robust network of transit, bike, and pedestrian options. We will achieve this vision through proactive planning, community collaboration, and bold action.

GOALS

Achieving the vision requires identifying specific and measurable steps that serve as a roadmap to completion. Based on the themes identified through public engagement, the following goals and action steps were developed:

FOSTER A HEALTHY COMMUNITY

We strive to build a vibrant, inclusive community for all residents by:

- Improving public health through programs that provide support and wrap-around services, while proactively preparing for emergency situations.
- Reimagining Evanston through design and decarbonization efforts to enhance livability and foster physical, mental, and social well-being.
- Ensuring equitable access to safe and attainable housing and daily needs, including food and medical services, while ensuring protection from pollution and environmental hazards.
- Promoting safety by designing accessible neighborhoods with well-lit streets, abundant sidewalks, and designated bike lanes to encourage active transportation for all.
- Fostering accessible transportation systems that support individuals of all abilities.
- Enhancing the aesthetics of the built environment through thoughtful urban design, green spaces, expanded biodiverse natural landscapes for people and wildlife, and the creation of visually pleasing and inspiring places for residents to live, work, and play.

STRENGTHEN THE LOCAL ECONOMY

We aspire to build a prosperous, inclusive community where economic vitality and quality of life are interconnected and beneficial for all by:

- Supporting local businesses and promoting workforce development initiatives.
- Encouraging entrepreneurial pursuits and small business development through accessible resources, streamlined development review, and financial incentives.

- Reviving and supporting business districts to create thriving hubs characterized by a mix of public spaces, retail, dining, entertainment, office spaces, and housing.
- Celebrating and retaining Evanston's unique identity and sense of place, encouraging adaptive use and rehabilitation projects, and increasing opportunities for heritage tourism to encourage preservation-based economic development.

PRIORITIZE ENVIRONMENTAL SUSTAINABILITY

We strive to actively preserve our natural environment for the benefit of current and future generations by:

- Fostering adaptive use and rehabilitation, repair, salvage and reuse of high-quality building materials, and prioritizing deconstruction rather than demolition.
- Conserving lakefront, beaches, and ecologically sensitive areas through sustainable management practices that build resilience to the effects of climate change, maintain water quality, support biodiversity, and provide public access and enjoyment.
- Integrating biodiverse ecosystems in parks and open spaces to promote health and well-being.
- Expanding green infrastructure to prevent flooding, reduce heat island effects, and provide nature-based solutions to stormwater management.
- Coexisting with and managing Evanston's local wildlife communities by encouraging positive nature experiences and using best practices to reduce human-wildlife conflict.

INVEST IN TRANSPORTATION OPTIONS

We strive to push for and invest in equitable, resilient, and environmentally sustainable transportation system where every resident has choices by:

- Eliminating greenhouse gas emissions through increasing active transportation and mass transportation options.
- Creating corridors that improve the reliability and safety of all modes of transportation.
- Working with transit agencies to ensure accessible and reliable transit for all who depend on it and seek to use it.
- Investing in transportation choices that meet the needs of all ages and abilities.

INCREASE HOUSING DIVERSITY

We strive to build resilient and inclusive neighborhoods where people can find suitable, efficient, and attainable housing by:

- Developing a wide range of housing types and sizes to meet our community's diverse needs.
- Implementing policies and programs that prevent displacement.
- Removing barriers to affordable housing solutions that bridge the gap between single-unit homes and large apartment complexes.
- Increasing the efficiency and resilience of housing and addressing health and safety concerns.

CREATE EQUITABLE OPPORTUNITIES FOR ALL

We strive to build an equitable, inclusive, and sustainable community where every community

member has the opportunity to thrive and enjoy a high quality of life and well-being by:

- Enhancing transportation options and access for all ages and abilities.
- Promoting local businesses and workforce development to enhance economic vitality.
- Removing barriers to housing choice in all neighborhoods.
- Celebrating arts and culture to bring the community together.
- Prioritizing environmental sustainability and access to nature spaces to enhance health and well-being for all residents.
- Fostering a culture of active community participation in decision-making.

CELEBRATE ARTS AND CULTURE

We aim to honor our history, celebrate our diversity, and foster a thriving cultural landscape for all by:

- Preserving, rehabilitating, and adapting our diverse historic resources to maintain Evanston's heritage and connect residents to our shared past.
- Supporting diverse cultural expressions and events that reflect our community's unique identity.
- Developing vibrant public spaces with impactful public art, fostering opportunities for people to gather, interact, and engage.

FACILITATING FUTURE DEVELOPMENT

Evanston must take bold action to achieve the goals of Envision Evanston 2045. The City's land constraints cause tension with important issues like increasing housing diversity and prioritizing climate mitigation and resilience. It is possible to reconcile these seemingly conflicting goals by integrating environmental justice, equitable development, and smart growth approaches to maintain healthy and inclusive neighborhoods. Envision Evanston 2045 provides a framework that can evolve and adapt as new trends emerge.

LAND-USE APPROACH

This Plan outlines a land-use strategy focused on connecting people and places through mixed-use centers and corridors. It also uses historic preservation as a land-use tool to maintain architectural diversity and celebrate cultural heritage. Additionally, the Plan incorporates a citywide analysis to identify existing community resources, amenities, and areas with development potential, supporting the development of centers and corridors.

Coordinated land use and transportation planning is essential to implementing the centers-and-corridors framework, as they have a direct impact on each other. For example, directing higher-density development toward transit stations and along major corridors is not sustainable without a robust transportation network. Mobility plans are successful when they connect people to places that meet their needs and lifestyles, which is largely influenced by land use. The Future Land Use Map, outlined in Chapter 5: Neighborhoods and Places (Figure X), serves as an important policy tool that will guide the City's development decisions over the next 20 years. Future changes to regulations such as zoning and development standards will be guided by this map.

POLICIES

In addition to land use and transportation, additional policies addressing quality-of-life factors including health and well-being, economic development, and housing work together to bring our vision to life. The chapters that follow outline recommended policies and actions in further detail.

CHAPTER 5: NEIGHBORHOODS & PLACES

Evanston's origin story is seen in its built environment today. The major economic and population boom between 1860 and 1870 allowed the City to grow and develop independently of Chicago through the 19th century. With the combination of Northwestern University, access to Lake Michigan, the mansion boom after the Great Chicago Fire in 1871, and easy access to city life in Chicago, Evanston developed a reputation as a cultural and educational hub.

Evanston was originally built as three separate communities, each with its own commercial hubs including South Evanston/Ridgeville centered around Main Street, North Evanston along Central Street, and Central Evanston as the original downtown area. These areas remain as mixed-use hubs that serve the surrounding neighborhoods. North Evanston was added in 1874, and South Evanston in 1892, to form the municipality of Evanston.

Evanston grew and developed in part because of two rail systems that provided fast and convenient public transportation within Evanston and to downtown Chicago.

The current Metra North Line started as the Chicago and Milwaukee line in 1854, was leased by the Chicago and North Western Railway (CNW) in 1866, and purchased by CNW in 1883. The Calvary station, original to the line, closed in 1958 with more than 20 stops in and near Chicago as CNW focused on suburban and long-haul traffic. The Metra North Line currently has three Evanston stations at Main, Davis, and Central streets.

The Northwestern Elevated Railroad extended its mainline service to the Evanston Line in 1908, which ran between Central Street and the Chicago Loop. The line was extended to Linden Avenue in Wilmette in 1912. The current Purple Line went into effect in 1949 as part of major service changes to the North-South rapid transit system by the Chicago Transit Authority (CTA). Several stops including Isabella and Calvary were closed, leaving the current South Boulevard, Main, Dempster, Davis, Foster, Noyes, and Central stops in Evanston. The Nilens Center Branch of the Chicago Rapid Transit Company (CRT) was placed in operation in 1925 with Evanston stops at Ridge, Asbury, and Dodge, and continued to Skokie. This service was discontinued in 1948 when the CTA purchased the CRT and was replaced by the 97 bus line. The Skokie Swift line went into service in 1964 from Howard to Dempster without any Evanston stops.

As the community developed, it became known for its unique architecture, from the grand Victorian homes of the 19th century to innovative modernist designs of the 20th century. Evanston is filled with historic homes and landmarks that embody the City's rich history and cultural diversity. Over the years, the City has cultivated distinct neighborhoods and business districts that showcase a development pattern that celebrates its heritage. This built environment supports tangible connections to, and a collective memory of, the past.

Evanston's neighborhoods offer a little bit of everything—as each ward showcases below. From a walkable and urban downtown to quaint residential blocks, each neighborhood has evolved and maintains a strong sense of community.

1ST WARD

The 1st Ward includes most of Downtown Evanston and a large area of the Northwestern University campus. This ward features a blend of historic and contemporary architecture, including early 20th-century commercial buildings and modern high-rises. Residential options range from vintage apartments to newer condominiums, catering to diverse needs. The ward's location near Lake Michigan offers scenic views and access to waterfront parks. The 1st Ward is home to a diverse mix of retail shops, restaurants, outdoor terraces, and rooftop spaces with panoramic views. It is a cultural and entertainment hub, featuring venues like the Evanston cinema and the upcoming opening of the Northlight Theatre. The area attracts millions of visitors annually, drawn by its dynamic urban atmosphere and cultural offerings.

2ND WARD

The 2nd Ward is known for its diverse residential neighborhoods and active community. Housing styles range from mid-20th-century bungalows and ranch-style homes to contemporary townhomes. Commercial activity takes place largely along Dodge Avenue and Church Street, where a variety of local businesses and services thrive. Key community assets include the Robert Crown Community Center, offering recreational and cultural programs, and Mason Park, which provides green space and sports facilities. The Ward is also home to Evanston Township High School, a key educational institution.

3RD WARD

The 3rd Ward is located in southeast Evanston and is characterized by its historic residential areas and proximity to Lake Michigan. The ward boasts tree-lined streets and well-preserved homes with architectural styles from the late 19th and early 20th centuries, such as Queen Anne, Colonial Revival, and Tudor Revival. Residents enjoy easy access to lakefront recreational spaces, including Garden Park and South Boulevard Beach. In addition to the ward's scenic and residential charm, it is home to the bustling Main-Dempster Mile, a walkable district that serves as a key corridor offering a variety of dining options, live music venues, and tasteful retail shops, galleries, and studios along Chicago Avenue, Main Street, and Dempster Street.

4TH WARD

The 4th Ward covers the central area of Evanston and includes a mix of residential and commercial spaces. Housing options range from single-family homes to apartment complexes, highlighting the ward's diverse community. The 4th Ward shares sections of Downtown Evanston with the 1st Ward, and features several local businesses and community resources that serve its residents.

5TH WARD

The 5th Ward is known for its rich cultural history and strong community ties. Its neighborhoods

feature a variety of housing styles, including single-family homes, apartments, lofts, and live-work units. The Hill Art District supports a variety of local businesses. Ongoing community initiatives and development projects work to enhance local facilities and preserve the ward's history and culture. The 5th Ward has lacked a neighborhood school since Foster School closed in 1967. However, District 65 is in the midst of constructing a new K-5 school, having started in July 2024, with plans to open for the 2026–2027 school year.

6TH WARD

Encompassing parts of northwest Evanston, the 6th Ward has a more suburban feel, with spacious residential areas, parks, and schools. The ward offers a peaceful environment with tree-lined streets and well-maintained public spaces, desirable for families with young children. Commercial areas in the 6th Ward include parts of the Central Street district, known for its local businesses, bakeries, coffee shops, boutiques, and restaurants. Willard Elementary School and Haven Middle School are key institutions that provide quality education to local students.

7TH WARD

The 7th Ward, bordered by Lake Michigan on the east, is known for its scenic beauty and residential neighborhoods with diverse housing styles. Quality of life is high, with easy access to beaches and recreational facilities. The 7th Ward also includes parts of the Central Street district and Northwestern University's athletic campus, providing a range of cultural and recreational activities. In addition, the ward is home to educational institutions including Orrington Elementary School and Haven Middle School.

8TH WARD

The 8th Ward is located in south Evanston and features a blend of residential and commercial areas. It is known for its active community associations and commitment to promoting local businesses and improving its neighborhoods. The ward includes the Howard Street district, which forms the southern border between Evanston and Chicago. The Howard Street CTA station is a vital transfer point for trains on the Red, Purple, and Yellow lines as well as several bus routes, offering ample connectivity for commuters.

9TH WARD

The 9th Ward stretches from south-central to southwest Evanston and comprises residential neighborhoods with a community-focused atmosphere. Housing options are diverse, and the area includes local parks, fostering a family-friendly environment. Its eastern border is part of the Chicago Avenue corridor, which runs parallel to rail lines and serves as the primary north-south route in Evanston. Chicago Avenue connects the Main Street, Dempster Street, and downtown shopping districts, so residents have access to diverse retail and dining options.

Key Challenges and Opportunities

Most of Evanston's land is developed, meaning any new development must be thoughtful and meet the community's needs. To foster a sense of place and preserve the unique identity of Evanston's neighborhoods, both new development and redevelopment should commit to quality design that reflects and enhances the defining features of surrounding areas. This encourages design solutions that are compatible with the existing built environment and responsive to the community's values and needs.

Developments should aim to complement the neighborhood's architectural style, scale, and materials while integrating modern elements that support functionality and sustainability. New projects must contribute positively to the neighborhood's sense of place by harmonizing new and existing structures. Emphasis will be placed on maintaining visual continuity, enhancing pedestrian experiences, and supporting a welcoming atmosphere that promotes community bonding.

In aligning with these principles, development should not only meet aesthetic and practical standards but also strengthen the social and cultural fabric of the neighborhood. By prioritizing quality design, we ensure our neighborhoods remain vibrant, inclusive, and resilient for future generations.

Development will also need to mitigate its impact to achieve the City's climate goals. The built environment accounts for over 70 percent of greenhouse emissions, split between natural gas and electricity. These emissions result in indoor and outdoor air pollution, which is harmful to the health and well-being of community members. The City must work to decarbonize existing buildings and ensure new development is carbon neutral to have a more resilient building stock and community.

To address these constraints, the Future Land Use Map and policies should encourage new development near transit and along major road corridors to connect people and places. The land use strategy should also prioritize the adaptive reuse of existing buildings and strategic opportunities to expand housing choices in all neighborhoods. Evanston's architectural history offers opportunities for adaptive reuse—transforming older, underused buildings into modern, energy-efficient spaces. This approach reduces demolition waste, preserves historic character, and contributes to a more sustainable built environment.

New developments and renovations must meet building codes such as LEED certification or similar standards to ensure energy efficiency, water conservation, and reduced carbon footprint. Development should also help expand the urban tree canopy and support public amenities such as parks and placemaking initiatives. These changes, combined with efforts to streamline the development review process, should improve predictability so people know what to expect as neighborhoods evolve.

FUTURE LAND USE MAP

A land use map guides development decisions and describes the scale and type of development suitable for each area. The map guides the community, City staff, and decision-makers when reviewing development proposals and zoning changes to determine if they are consistent with the Comprehensive Plan. The Future Land Use Map is designed to achieve the goals of Envision Evanston 2045 and implement the vision of new development near transit and along major road corridors to connect people and places. The following sections summarize the

intent of each land use category identified on the map.

RESIDENTIAL

The residential land use category includes a wide range of residential developments, from single-family neighborhoods to more densely developed areas featuring courtyards, walk-up apartments, and condominiums. This land use category should celebrate the diversity of housing types, accommodating both low-density, suburban-style homes and higher-density urban residences. Future development in these areas should preserve the defining features of each neighborhood that form their distinct identities. This includes integrating new housing types that complement existing architectural styles, harmonizing density and scale while enhancing community cohesion and accessibility. Whether in established low-density enclaves like the neighborhoods surrounding Central Street, or more urban and walkable neighborhoods surrounding downtown and local business districts, diverse housing supports a vibrant, inclusive fabric where all residents can live and thrive.

MIXED USE

The mixed-use land use category includes areas that blend residential, commercial, and service uses, supporting walkable neighborhoods that meet both the needs of residents and businesses. These areas range in scale and include small, locally oriented business areas tucked in residential neighborhoods. These pockets provide essential services, local shops, and small businesses that enhance the quality of life for nearby residents, encouraging a tight-knit environment. Future development and zoning in these pockets should continue to prioritize a balance of residential and commercial uses, fostering local commerce while maintaining the intimate, pedestrian-friendly nature of the area.

Mixed-use areas also include established commercial hubs and vacant land—including the abandoned Mayfair railroad—that can potentially accommodate additional development. With easy access to public transportation, these districts are well suited for strategic development opportunities that expand housing supply. Future development and zoning should prioritize a mix of businesses, offices, and residences to support the local economy and create desirable places to live, work, and play.

Finally, the most intense mixed-use neighborhoods have a dynamic mix of residential and commercial properties, often located along major roads or near transit options. While some of these areas still rely on car traffic due to their past uses, there remain strategic opportunities to support new development. As infrastructure improves and transportation options increase, these areas will continue to evolve, allowing for a mix of lower- and higher-density buildings to support sustainable, walkable neighborhoods. Future development and zoning should aim to enhance the synergy between residential and commercial uses, ensuring each mixed-use area contributes to a thriving, diverse urban fabric that supports local businesses, provides services, and encourages pedestrian activity.

DOWNTOWN

The downtown land use category captures a vibrant, mixed-use neighborhood that blends commercial, residential, institutional, and recreational uses. The area features a combination of historic mid-rise brick buildings, contemporary glass-and-steel towers, and traditional storefronts that contribute to a distinctive urban character. The neighborhood is anchored by a variety of

retail, dining, and entertainment establishments concentrated along key corridors such as Davis Street and Sherman Avenue. Office buildings, including those serving professional services and corporate tenants, are spread throughout, particularly near transit hubs. Residential development ranges from luxury high-rise apartments and condominiums to smaller-scale multifamily housing, fostering a diverse and active community. Northwestern University's presence along the north edge of downtown contributes to the area's economic and cultural vibrancy.

Future development and zoning regulations in Downtown Evanston must carefully balance the integration of new high-rise structures with the preservation of lower-density areas to maintain the district's character and livability. High-density projects should be strategically placed near transit nodes and commercial corridors, while mid-rise and low-rise buildings should be prioritized in areas that transition into surrounding neighborhoods. Thoughtful zoning and design guidelines must ensure harmony between architectural styles, walkable streetscapes, and green spaces to enhance the urban fabric. Sustainable development practices, including green-building initiatives and transit-oriented development, should be encouraged to support economic growth while maintaining Evanston's unique sense of place.

CREATION AND INNOVATION

These areas consist of industrial areas that host both retail and service businesses, along with some lighter industrial uses. This land use category attracts new types of businesses like research, technology, and labs to adapt and support local jobs. As these areas transition, they will reduce the impact on nearby homes and lead to fewer environmental issues.

EVALUATING ZONING PROPOSALS FOR CONSISTENCY WITH THE COMPREHENSIVE PLAN

The Future Land Use Map is based on the policies and data contained in the Comprehensive Plan. It shows the general land use recommended and corresponds to a range of land uses and intensities within each category. The designation of an area does not mean the most intense zoning district described in the land use categories is automatically recommended. A range of densities and uses are encouraged within each category, and zoning districts reinforce this range and balance infrastructure capacity. The future land use categories should not be interpreted to support or prevent development. Zoning proposals should support implementation of the Plan's vision, themes, and policies, and mitigate impacts on streets, schools, parks, and other community facilities.

When deciding whether a proposed use or zone aligns with the Comprehensive Plan, the following questions should be considered:

- Is the proposal consistent with the vision, themes, and policies contained within the Comprehensive Plan?
- Does the proposal significantly change the recommended land use of the area?
- Will transportation infrastructure and community facilities be available at City standards to serve the proposal?

CAMPUS COMMUNITY

These areas contain various institutional campuses, like universities, high schools, hospitals, sports facilities, and senior care communities. Land within this category typically contains multiple buildings that provide an array of programming and services. Campus communities evolve as institutions change their goals. Since these campuses mostly operate within their own boundaries, rules should allow flexibility to accommodate the changing needs of the community and emerging trends.

OPEN SPACE

This category includes open space that the community values and uses frequently. This land is usually owned by the City and is used for different recreational activities, including parks and community centers. Since these are public areas, rules should keep these green spaces intact and protect natural habitats while making them available for everyone's use.

POLICIES AND ACTIONS

To implement the vision established by the future land use strategy, Evanston will need to adopt policies and actions aimed at achieving goals of sustainable growth, climate resiliency, housing choice, and transportation accessibility.

1. SUPPORT FUTURE DEVELOPMENT NEAR TRANSIT AND MIXED-USE AREAS.

LU 1.1 Update zoning regulations to remove barriers to mixed-use development that support opportunities for people to live, work, and operate businesses near transit and within mixed-use areas.

LU 1.2 Require all development to be carbon neutral with zero on-site greenhouse gas emissions, while exploring on-site renewable electricity generation to achieve zero greenhouse gas emissions by 2050.

LU 1.3 Update the development review and permitting process to make it more predictable and remove barriers for property owners and potential community investors.

LU 1.4 Develop policies and update zoning regulations to attract, support, and retain local businesses.

LU 1.6 Regularly review and update zoning regulations to ensure they achieve the goals of the Comprehensive Plan.

2. ENSURE NEW DEVELOPMENT, INFRASTRUCTURE IMPROVEMENTS, AND ZONING DECISIONS IMPLEMENT THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP.

LU 2.1 Update zoning regulations to align with the Comprehensive Plan.

LU 2.2 Develop an implementation roadmap to prioritize the policies and actions of the Plan.

LU 2.3 Create a public dashboard to track the implementation of the Plan.

LU 2.4 Routinely review and update the Plan to ensure it achieves the stated goals and proactively addresses emerging trends

3. EVALUATE DEVELOPMENT AND REDEVELOPMENT PROPOSALS TO MEASURE THEIR IMPACT.

LU 3.1 Develop criteria to analyze the economic impact, emissions mitigation and climate resiliency measures, infrastructure and utility capacity, housing diversity, and environmental justice implications.

LU 3.2 Update development applications to require the data needed for evaluation.

LU 3.3 Include evaluation results in reports to inform decision-making and for public awareness.

4. PRIORITIZE CAPITAL IMPROVEMENT PROJECTS.

LU 4.1 Establish criteria to prioritize capital improvement projects based on equity and community impact.

LU 4.2 Develop a system to track maintenance needs and proactively invest in City facilities.

LU 4.3 Align capital improvement projects with private investment to leverage mutually beneficial outcomes.

5. ENCOURAGE THE TRANSITION OF INDUSTRIAL AREAS AND BUILDINGS TO SUPPORT INNOVATION, COLLABORATION, AND ECONOMIC DEVELOPMENT THROUGH SHARED RESOURCES.

LU 5.1 Streamline policies, regulations, or processes that remove barriers and support emerging sectors.

LU 5.2 Strengthen partnerships with local businesses, institutions, and community groups to achieve entrepreneurship goals that lead to the creation of innovation hubs in Evanston by:

- Establishing regular communication and setting goals with local partners.
- Encouraging and participating in networking events.
- Attracting and retaining startups and emerging markets that align with institutional programming.
- Ensuring land and spaces that support the creation of research and innovation hubs.

LU 5.3 Explore the use of city-owned properties to support the creation of innovation hubs.

6. COLLABORATE WITH LOCAL INSTITUTIONS TO IMPLEMENT ENVISION EVANSTON 2045 AND ADDRESS EMERGING TRENDS.

LU 6.1 Expand and encourage partnerships with local institutions through proactive planning and communication.

LU 6.2 Support innovations in healthcare programming and remove barriers to ensure equitable distribution of providers and services throughout the City.

LU 6.3 Update zoning regulations to support emerging trends in programming and the modernization of aging facilities on institutional campuses.

7. ENSURE NEW DEVELOPMENT SUPPORTS QUALITY DESIGN.

LU 7.1 Establish a Design Review Committee or process that provides technical assistance for new development and integrates it into a predictable review and approval process.

LU 7.2 Promote quality design and site planning early in the development process and before financial commitments to ensure design decisions align with the goals of the Plan and established guidelines.

LU 7.3 Develop guidelines for new development that align with the vision and goals of the Plan and consider the defining features of neighborhoods, sustainable materials, and energy efficiency.

8. ENCOURAGE THE ADAPTIVE REUSE OF EXISTING OR UNDERUSED BUILDINGS.

LU 8.1 Update zoning regulations to remove barriers and encourage the adaptive reuse of existing buildings in all neighborhoods.

LU 8.2 Promote incentives that support the adaptive reuse of historic buildings, including tax credits and other financial tools.

LU 8.3 Update zoning regulations to allow existing homes to add new units within the existing building footprint.

9. PROMOTE THE DEVELOPMENT OF DIVERSE HOUSING TYPES IN ALL NEIGHBORHOODS.

LU 9.1 Assess neighborhoods to identify opportunities to add diverse housing typologies that meet the needs of community members.

LU 9.2 Establish policies that reduce displacement of community members who would like to stay in Evanston.

LU 9.3 Update zoning regulations to allow diverse housing typologies based on the assessment.

LU 9.4 Streamline the approval process for new housing projects to reduce barriers that increase the cost of housing, even marginally.

Chapter 6: Community Systems

Introduction:

The City of Evanston has a vibrant network of community systems that deliver essential services to all who live, work, and learn here. Community organizations, nonprofits, schools, faith-based institutions, and businesses provide vital services and create opportunities for gathering and learning. These organizations inspire community engagement and fund local initiatives, while business alliances promote economic growth and financial resilience. Neighborhood groups and nonprofits offer crucial case-management and safety-net services, tirelessly advocating for residents' needs. Together, these community-focused organizations and local government agencies weave a connected, proactive, and resilient community system that empowers Evanston's residents to thrive.

Existing Conditions

Evanston's residents have access to diverse social services and community-based organizations, in addition to health care facilities and faith-based institutions. These deliver essential social services that local governments cannot provide. The Evanston Parks and Recreation Department offers a range of activities — from summer camps to senior programs — ensuring that residents of all ages and abilities can engage in community life.

Our community proudly hosts both public and private schools that provide safe spaces for our youth to learn and engage in extracurricular activities. Evanston/Skokie School District 65 caters to students from preschool through eighth grade at elementary, middle, and magnet schools throughout Evanston. All these schools feed into Evanston Township High School, the community's only public high school. District 65 has proposed a plan to address its budget deficit of approximately \$13.2 million in 2025, focused on achieving long-term financial stability, prioritizing student-centered solutions, aligning spending with revenue, enhancing operational efficiency, and upholding educational quality and support for historically marginalized students.

Northwestern University is a key player in Evanston's economic, educational, and cultural landscape, employing hundreds of residents and attracting diverse students and faculty. The university also opens its libraries, museums, concert halls, and theatres to the public and supports the City through investments in infrastructure projects and services. Its partnership with Evanston/Skokie School District 65 and Evanston Township High School enriches student experiences through tutoring, mentorship, scholarship, and research opportunities.

In support of individuals in crisis, Evanston boasts a robust emergency response and planning system through the Evanston Police Department and Fire Department, alongside the innovative Crisis Alternative Response Evanston (C.A.R.E.) program. Launched in February 2024, this initiative redefines public safety by providing a nonpolice response to specific low-risk service calls. Operating independently yet with the full support of the Evanston Police Department, the C.A.R.E. program lessens pressure on police resources, allowing officers to concentrate on crime prevention and community safety initiatives. The C.A.R.E. team is staffed by certified crisis responders with rigorous training from Oakton College, which covers various aspects of crisis intervention, mental health, restorative justice, and community resources to equip them with the necessary skills to respond to community crises.

Evanston is committed to building and nurturing community networks to support the needs of senior residents. The City provides a range of services for seniors, including subsidized transportation and utility discounts through the Access Evanston Program. The City of Evanston, private agencies, and community organizations are equipped with resources to support vulnerable populations in our community. Collectively, these groups work together to provide services related to housing, mental health, substance use, senior care, and more.

Evanston has a robust crisis management system, led by a division chief in Evanston's Fire Department who plans and conducts joint emergency response exercises to prepare for a wide range of scenarios including tornados, release of hazardous materials, and more using FEMA's National Incident Management System (NIMS). The City has partnered with Northwestern University, Red Cross, and other emergency responders to minimize the impact of disasters and to be eligible for federal preparedness grants. Evanston's Emergency Operations Center was activated to address the COVID-19 crisis in 2020.

EXISTING INFRASTRUCTURE

Just as community organizations and local government work in harmony, Evanston's infrastructure systems form the backbone that allows our community networks to flourish. These infrastructure networks are vital for daily functioning, and their availability and capacity play a crucial role in shaping the City's future land development and redevelopment. Evanston's multifaceted infrastructure encompasses transportation, telecommunications, energy utilities, water, wastewater, and drainage. While transportation is addressed in a separate chapter, this section highlights Evanston's water, wastewater, and drainage systems, along with the region's energy and broadband utilities. These essential infrastructure systems are key to the City's continued growth and development, fostering a foundation that enhances quality of life for all residents and considers our climate future.

WATER SUPPLY AND SYSTEM

Water, wastewater, and stormwater systems have a significant impact on the quality of our lakes, rivers, and surface waters. The Evanston Water Treatment Plant, located on the shores of Lake Michigan, delivers up to 108 million gallons per day of clean drinking water to approximately 400,000 residents in Evanston, Skokie, and neighboring communities. This facility is critical to ensuring reliable and safe water for the region. The municipal water system is evaluated based on volume, pressure, and quality. It must provide water for daily use, especially during peak summer months, while maintaining essential reserves for emergencies like fires. Consistent water pressure guarantees effective delivery to residents, lessening strain on the system and minimizing risk of bacterial contamination.

SEWER SYSTEM

The City of Evanston's sewers form a complex system of interconnected private and public infrastructure. While the City manages most of the drainage system, private landowners control or own the sewers that discharge into the system, and the Metropolitan Water Reclamation District (MWRD) operates and partially controls the interceptor sewers, deep tunnels, and the

North Shore Channel downstream. Some parts of the system are more than 100 years old, while other components are new — continuously added through redevelopment and public infrastructure improvements.

The original combined sewer system consists of a series of street sewers and trunk sewers that are subdivided into 15 drainage basins. Restrictors are used in combined sewer drainage inlets and catch basins to reduce the risk of sewer overload and backups during heavy rainfall. As part of the City's Long Range Sewer Program, relief sewers and storm sewers were installed between 1991 and 2008. The relief sewer system is organized into seven drainage basins that connect directly to the MWRD Tunnel and Reservoir Plan, a system of deep, wide tunnels and reservoirs. The storm sewer system is divided into 10 drainage basins that discharge into the North Shore Channel or Lake Michigan.

STORMWATER MANAGEMENT

Since the early 1990s, Evanston has made several large investments to improve the publicly owned drainage infrastructure. These projects resulted in a drainage system that can withstand intense storm events, protecting against widespread flood damage. As a result, reports of flood damage caused by surface floodwaters have been rare, while occasional basement backups from sewer overload have been reported and vary in location from storm to storm.

While the sewer system has performed as expected, climate change brings new challenges. The intensity and frequency of severe storm events are expected to increase in the Midwest. In 2023, the City completed a Stormwater Master Plan that included detailed modeling of the City's intricate sewer system. In the face of climate change, the model will allow for detailed analysis and evaluation of the system as we develop drainage projects and further investigate areas of concern. Comprehensive stormwater management will help reduce flooding, protect infrastructure and natural resources, and improve water quality.

BROADBAND

Evanston is well served by internet providers including AT&T, Xfinity, Verizon, RCN, and T-Mobile that provide up to 2 Gbps service, making it attractive for businesses and residents. As of 2023, 95.2% of households in Evanston have internet access, however, not all residents can afford broadband service. The City recognizes the importance of digital access to support daily life for work, education, health care, and commerce. The Evanston Public Library's free "Borrow the Internet" service provides Wi-Fi hotspots that can be checked out for 28 days at a time by Evanston residents 16 or older who are cardholders to boost digital access. The library also has job-search kits that include a Chromebook and a hotspot that can be checked out by Evanston residents 16 and older. As technology continues to evolve, promoting digital equity will become more important than ever. Ensuring access to clean and reliable energy to support digital infrastructure is also key to future planning.

ENERGY UTILITIES

ComEd provides electricity in Evanston. ComEd is a subsidiary of Exelon and a part of PJM, a regional transmission organization spanning 13 states in the Midwest and Mid-Atlantic. As of

2024, ComEd's electricity sources include natural gas-fired power (44%), nuclear power (34%), coal-fired power (15%), wind power (4%), solar power (1%), hydropower (1%), and other resources (1%). ComEd has pledged to achieve net zero emissions by 2050. Illinois has committed to 100% clean energy by 2050, aligning with the City's goal of community-wide carbon neutrality by 2050 and 100% renewable electricity supply for all Evanston accounts by 2030. Evanston makes progress on its goals through the community choice aggregation program, which allows the City to combine residential and small commercial retail electric accounts and seek alternative suppliers in search of cleaner electricity.

Nicor Gas provides natural gas to Evanston. Southern Company, Nicor's parent company, set a goal of making its enterprise-wide operations net zero by 2050.

Policies and Actions

Collaborate with large and midsized institutions, such as school districts, hospitals, nonprofits, and Northwestern University, to expand programming opportunities.

CS 1.1 Establish new programming opportunities for university students and residents to work, learn, and enjoy time together to foster a greater sense of community between residents and students.

CS 1.2 Strengthen and formalize internship programs for students with City staff and support workforce development partnerships.

CS 1.3 Create collaborative programming opportunities between the school districts and the City, and enter into agreements with the school districts when appropriate for the City to provide services such as afterschool programming.

CS 1.4 Engage medical facilities and organizations in programs that link lower-income residents with chronic or potential health conditions to existing health resources.

CS 1.5 Support community hospitals and medical organizations to provide more efficient and timely services using a shared electronic documentation and reporting system that community providers can access, allowing them to provide wraparound services.

CS 1.6 Provide robust case management and wraparound services to households with insufficient resources based on their individual needs.

CS 1.7 Expand the use of restorative justice practices alongside community nonprofits to prevent conflict, build relationships, and repair harm by enabling people to communicate effectively and positively.

CS 1.8 Incorporate principles of restorative justice in ordinances and policies instead of punishing actions such as fines or fees.

CS 1.9 Support and expand the C.A.R.E. team to respond to select emergency calls, and continue using alternative responders to connect residents to community services and resources.

Encourage space sharing among school districts, hospitals, nonprofits, and Northwestern University to foster economic development and placemaking opportunities.

CS 2.1 Design a strategy to adapt and reuse public buildings and spaces, including space sharing, and a policy for selling or buying properties among community partners.

CS 2.2 Work with Northwestern University to use their facilities for public access to arts and cultural events, recreational and sports opportunities, and educational programming and activities for community members.

CS 2.3 Expand community and facility agreements with school districts 65 and 202 to share indoor and outdoor spaces, including auditoriums, gymnasiums, playgrounds, and ball fields to expand resource access to community members of all ages.

Design and maintain emergency response systems with community partners.

CS 3.1 Expand National Incident Management System (NIMS) training for City staff and community partners.

CS 3.2 Develop and maintain a NIMS core curriculum and provide guidance to community stakeholders to develop their training plans.

CS 3.3 Develop emergency management in ways that go far beyond educating a Community Emergency Response Team (CERT), including communication plans, mitigation plans, hazard plans, and more.

CS 3.4 Design educational campaigns to include training on seasonal hazards, financial preparedness, cybersecurity training, and CPR; and host emergency preparedness and educational fairs to train community partners and residents.

CS 3.5 Establish disaster emergency shelter needs using city, school district, university, faith groups, and nonprofit facilities; and create communication systems for use in case of disaster or emergency.

CS 3.6 Support partnerships with local businesses and nonprofits to proactively build response and recovery capabilities through established agreements.

CS 3.7 Designate “resilience hubs” — community-serving facilities activated during emergencies — to support community members, coordinate communication, distribute resources, and reduce carbon pollution.

Strengthen, build, and maintain utilities and infrastructure necessities.

CS 4.1 Ensure infrastructure improvements implement the Comprehensive Plan and Future Land Use Map.

CS 4.2 Work with local institutions to implement Envision Evanston 2045 and address emerging trends.

CS 4.3 Ensure public facilities are carbon neutral, support workforce and customer needs, and improve service delivery.

CS 4.5 Ensure equitable and proper stormwater management by improving infrastructure, programs, and regulations to improve the health of urban watersheds.

CS 4.6 Ensure universal broadband access across all neighborhoods and expand free WiFi service in public spaces to close the digital divide and achieve 100% broadband access by 2045.

CS 4.7 Collaborate with energy utilities to modernize, decarbonize, and increase efficiency.

CS 4.8 Continue and expand the lead service line replacement program and replace all water mains over 80 years old over the next 20 years.

CS 4.9 Continue to provide excellent water service to wholesale customers and negotiate future contracts that comply with national standards.

Getting Around

INTRODUCTION

This chapter analyzes Evanston’s existing transportation infrastructure and mobility landscape. Historically, Evanston’s development has been closely tied to transportation planning and investments. This plan section focuses on creating a holistic, multimodal transportation system by expanding access to diverse transportation options. These efforts align with goals in regional and statewide transportation plans, including Connecting Cook County - 2040 Long Range Transportation Plan² and the Illinois Department of Transportation’s Long Range Transportation Plan³. Furthermore, this section supports local initiatives such as the Climate Action and Resilience

² Cook County. (August 3, 2016). *Connecting Cook County: 2040 Long Range Transportation Plan*. https://www.cookcountyil.gov/sites/g/files/yywepo161/files/service/cookcounty_lrtp_final_webversion_august_3_2016.pdf.

³ Illinois Department of Transportation. (2024). *Move Illinois: 2024 Long-Range Transportation Plan*. <https://idot.illinois.gov/transportation-system/transportation-management/planning/long-range-transportation-plan.html>.

Plan (CARP), the Multi-Modal Transportation Plan, the ADA Transition Plan, and the Complete and Green Streets policy.

As climate change intensifies, reducing emissions from transportation activities is crucial. In 2022, greenhouse gas emissions from vehicle miles traveled accounted for 22% of total emissions in Evanston. Investments in public and active transportation options are essential to reduce reliance on cars, decrease vehicle miles traveled, and ultimately lower greenhouse gas emissions from motor vehicles.

POLICY STATEMENTS

- 1) Work with regional transit partners to improve Evanston's transit network coverage, improve service levels, and further vehicle decarbonization efforts.
- 2) Enhance Evanston's transit infrastructure and programs to ensure transit is safe, accessible, affordable, desirable, and convenient for all.
- 3) Facilitate development that prioritizes safe, convenient access to public transit.
- 4) Invest in upgrades and policies that support a safe, accessible, and convenient pedestrian network.
- 5) Support walking as a preferred mode of transportation and recreation through targeted infrastructure and programs.
- 6) Enhance Evanston's active transportation network to support safe, convenient travel locally and regionally for people of all ages and abilities.
- 7) Enhance biking infrastructure to promote the use of Evanston's bike lane network.
- 8) Support programs and initiatives that make cycling more accessible to community members of all backgrounds and skill levels.
- 9) Integrate shared active transportation options into existing networks to enhance accessibility and maximize effectiveness.
- 10) Encourage a greater adoption of electric vehicles (EVs) to reduce emissions and support the EV infrastructure needed.
- 11) Support policies and infrastructure that enhance road safety and encourage responsible driving behavior.
- 12) Utilize data-driven strategies to optimize parking management and improve user experience.
- 13) Create a comprehensive network of Complete and Green Streets to support sustainable, multimodal travel throughout Evanston.

EXISTING CONDITIONS

The following sections provide a comprehensive overview of current transportation modes used to move people and goods in Evanston and highlights existing challenges. Six key themes have emerged through analyzing the City's transportation network: efficiency, equity, accessibility, safety, placemaking, and carbon neutrality. These themes were emphasized through engaging with the public throughout the planning process. Suggested policies and actions are outlined at the end of each section.

Efficiency: Does the transportation system facilitate timely and reliable movement of people?

Equity: Are burdens and barriers for marginalized communities reduced or mitigated? Are options affordable and diverse?

Accessibility: Does the system eliminate barriers to mobility and create affordable, desirable transportation options for people of all ages and abilities?

Safety: Can people of all ages and abilities travel safely and comfortably throughout our

transportation network?

Placemaking: Does transportation infrastructure foster community bonds and serve as a place for connection?

Carbon neutrality: Is the transportation system free from fossil fuels and resource efficient? What is its impact on air quality?

TRANSIT

Evanston's transit network includes a mix of bus and rail services connecting residents to local and regional destinations. The CTA and Pace operate nine bus lines, including the Pulse Dempster Line, which provides efficient service between Downtown Evanston and O'Hare Airport.

Commuter rail is provided by Metra's Union Pacific North (UP-N) line, with stations at Central Street, Davis Street, and Main Street. The CTA Purple Line also runs through Evanston with seven stops, offering access to Chicago. The CTA Yellow Line runs along the city's southern edge, though it lacks a stop within Evanston.

Transit usage in Evanston is relatively high, with 15.3% of workers commuting by transit — 1% higher than Cook County and more than double Illinois' average (7%).

While ridership has not fully recovered to pre-COVID-19 levels, the Regional Transportation Authority (RTA) reported in June 2024 that ridership is steadily increasing. May 2024 saw over 32 million rides, 64% of pre-COVID-19 levels.⁴

WALKING

Evanston's street network largely follows a grid pattern, which makes it pedestrian friendly. However, certain infrastructure elements — large arterials, rail tracks, and the North Shore channel — can disrupt neighborhood connectivity and obstruct foot traffic. Nevertheless, the sidewalk network is extensive and well maintained. Most neighborhoods feature approximately 5.3-foot detached sidewalks, separated from roadways by landscaped buffers, enhancing walkability. Additionally, back alleys used for trash collection and garage access minimize curb cuts along street fronts, promoting a comfortable walking experience.

The U.S. Environmental Protection Agency rates Evanston neighborhoods as either "Most Walkable" or "Above Average," highlighting the City's exceptional walkability.⁵ Residents often cite the ease of walking to the lake, grocery stores, parks, and other amenities as a key benefit of living in Evanston; this was a recurring theme across public engagement activities throughout the planning process.

⁴ Regional Transportation Authority (RTA). (June 2024). *Ridership Report: May 2024*.

⁵ U.S. Environmental Protection Agency (EPA). (n.d.). *National Walkability Index: Evanston Neighborhoods*.

BICYCLING AND OTHER ACTIVE TRANSPORTATION

Biking is a popular transportation and recreation choice in Evanston, supported by local bike shops and events like monthly rides hosted by Downtown Evanston and the Evanston Transit Alliance. The Evanston Bicycle Club's North Shore Century attracts around 2,000 cyclists each year.

Evanston features a range of biking facilities, including protected and unprotected bike lanes, bike routes, and shared-use paths, mostly along major roads and in parks like James Park and the North Shore Channel Trail. Protected bike lanes are limited to areas like Sheridan Road, Dodge Avenue, and Church Street.

The city promotes bike accessibility with racks at transit stops and retail areas, and secure, covered bike parking in two municipal garages. As of 2024, Evanston's bike share program has 14 stations and 140 bikes, supporting sustainable travel, reducing congestion, and enhancing connectivity.

DRIVING

Despite the variety of transit options, driving remains the primary mode of travel for Evanston residents. About 47.1% of workers aged 16 or older commute by car, whether driving alone or carpooling — a rate lower than that of Cook County (65.1%) and the Chicago Metropolitan Agency for Planning (CMAP) region (71.1%). Evanston car commuters drive an average of 10,996 miles per year, with vehicle miles traveled per person annually in Cook County and the CMAP region approximately 20% and 42% higher, respectively.

Most Evanston households own at least one vehicle. According to the 2018–2022 American Community Survey five-year estimates, around 16% of households do not own a vehicle, while 34.5% own at least two cars. This is slightly lower than in Cook County (41.4%) and the broader CMAP region (51.1%)⁶

ROAD INFRASTRUCTURE

Evanston has a strong network of north–south routes like Chicago Avenue, Dodge Avenue, Ridge Avenue, and Green Bay Road, along with key east–west roads such as Dempster, Central, and Oakton Streets, all crucial for traffic flow and access to I-94. Some major roads, like Dempster and Central, are state owned.

The city also has over 300 unpaved alleys, which are graded periodically to fix potholes. Paving these alleys — funded through special assessments — offers long-term benefits, including less wear on vehicles, reduced flooding, improved safety, and better access for emergency and delivery services.

ELECTRIC VEHICLES (EV)

The electrification of vehicles stands at the forefront of transportation policies across federal, state, and local levels — all aimed at combating climate change.

In Cook County, EV registrations saw significant growth from March 2019 to March 2024. In Evanston, the number of registered EVs increased from 316 to 1,239 during this same period.⁷ The

⁶ U.S. Census Bureau. (2023). *2018–2022 American Community Survey 5-Year Estimates: Commuting and Household Vehicle Ownership*.

⁷ Cook County Department of Transportation and Highways. (2024). *Electric Vehicle (EV) Registration Trends: March 2019 to March 2024*.

City has responded to this growing demand by installing 17 EV charging ports across five locations, in addition to public chargers managed by other entities.

Vehicle electrification is a key component of Evanston's Municipal Operations Zero Emissions Strategy, which aims for net zero municipal carbon emissions by 2035. The City has committed to transitioning its entire municipal fleet to zero-emission vehicles by 2035. As of 2024, Evanston's municipal fleet includes over 20 electric vehicles.⁸

PARKING

The City of Evanston owns and operates three parking garages and 37 surface lots across our neighborhoods. Real-time occupancy data for City-owned garages and lots is available on the City's website. Use of these parking spaces generally requires a fee. In Downtown Evanston, the City charges for on-street parking Monday through Saturday, with garage fees collected 24/7.

In residential areas outside downtown and business districts, on-street parking is generally available, governed by both permit-required and nonrestricted zones. Evanston's developmental guidelines historically require a minimum number of off-street parking spaces to accommodate the growing needs of residents and businesses.

TRUCK AND DELIVERY SERVICES

Efficient freight movement is vital for Evanston's residents and businesses. The State of Illinois, CMAP, and Cook County have developed plans for a multimodal freight network to meet current and future needs while advancing decarbonization.

In Cook County, trucks and trains account for 60% and 25% of freight⁹, respectively. Evanston, however, sees relatively low truck traffic, with heavy commercial vehicles making up less than 3% of daily traffic. To manage this, the City has designated truck routes, including Chicago Avenue and Central Street, while restricting other roads like Ridge Avenue and Sheridan Road.

Evanston's limited freight traffic is due to its location away from major truck routes. Although the Union Pacific railroad passes through, it primarily serves passenger rail, with minimal freight.

COMPLETE AND GREEN STREETS

The Complete Streets approach designs streets for safe and efficient travel for all users, regardless of age, ability, or transportation mode. It promotes equitable access for historically underserved populations, including seniors, children, people with disabilities, households without cars, and communities of color. Strategies are tailored to local needs and may include protected bike lanes, crosswalks, median islands, landscaping, curb extensions, and accessible transit stops.

Envision Evanston 2045 recommends Complete Streets for comprehensive road rehabilitation projects, focusing on connectivity and safety. It also supports the development of a strong active transportation network for bikes, e-scooters, and other sustainable modes.

Green Streets enhances Complete Streets by incorporating stormwater management solutions like

⁸ City of Evanston. (2023). *Municipal Operations Zero Emissions Strategy: Vehicle Electrification and Net Zero Carbon Emissions by 2035*.

⁹ Cook County Department of Transportation and Highways. (2024). *Freight Transportation in Cook County: Truck and Train Traffic Trends*.

permeable paving, vegetated swales, and stormwater planters. These systems help create safer, more resilient infrastructure, particularly for vulnerable road users.

Adopted in 2014 and updated in 2017, the Complete and Green Streets policy shifts focus on active transportation and flexible, context-sensitive design. It includes a Livability Checklist to ensure projects meet goals for livability, active transportation, and connectivity while addressing local needs.

KEY CHALLENGES AND OPPORTUNITIES

TRANSIT

Evanston offers public transit options that connect the community to local and surrounding areas; however, significant barriers to equity, efficiency, and accessibility remain, as voiced by the community during the planning process.

Transit Network Connectivity

Evanston's rail network provides good north–south connectivity, but limited access in the west. However, neighborhoods in the west and southeast lack direct connections to CTA and Metra stations, making commuting harder for those not near a rail station.

Transit Service Limitations

Bus service is sparse, ending by 9 p.m., with no Sunday service, affecting essential workers and evening travel. Inconsistent schedules also disrupt students' access to school, with buses often running late or operating at 30-minute intervals. Public feedback shows service is insufficient and unreliable.

Transit Infrastructure Challenges

Only one Purple Line station, Davis Street, is ADA-compliant, and Metra stations lack elevators. Many rail stations are far from pedestrian routes and lack amenities. Bus stops offer little shelter, seating, or lighting, making travel uncomfortable and unsafe.

Transitioning to Low-Emission Transit

As of 2025, Evanston has yet to realize any carbon-neutral transit services. Pace has committed to a 100% zero-emission fleet by 2040¹⁰, and CTA aims to electrify its bus fleet by the same year. Although CTA trains are electric, the power source is not yet zero emission, and Metra UP-N trains are currently diesel powered, though plans are in place to gradually adopt zero-emission locomotives.

WALKING

Community members at workshops and engagement sessions shared several concerns about walking in Evanston, especially on safety and gaps in infrastructure.

Sidewalk Gaps and Accessibility Issues

Evanston faces significant sidewalk gaps and accessibility challenges, particularly for residents using wheelchairs or mobility devices. Many sidewalks are only on one side of the street or are too narrow for safe use, creating mobility barriers and tripping hazards.

Safety Concerns

¹⁰ Pace Suburban Bus and Chicago Transit Authority (CTA). (2024). *Commitment to Zero-Emission Fleets by 2040*.

Residents report feeling unsafe crossing streets, backed by 2022 data showing 30 pedestrian and 31 bicyclist injuries¹¹. Factors include high-speed traffic, distracted driving, and limited crossing options, often forcing unsafe crossings. Crashes usually take place around downtown, especially on Ridge Avenue, Church Street, and Lake Street, with emerging hotspots in the southern part of the City.

Conflict Points on Sidewalks

The growing use of bicycles, scooters, and mobility devices creates crowded sidewalks and potential crashes. Focus-group participants noted the lack of a safe on-street cycling network, pushing cyclists onto narrow sidewalks and increasing safety risks. Continuous evaluation of policies and infrastructure is needed to ensure safe, shared use for all users.

Impact on Vulnerable Populations

Safety issues affect vulnerable groups, including children and the elderly, at similar levels as pedestrians in other age groups — highlighting the need to address these safety concerns to protect the more vulnerable population.

BIKING AND OTHER ACTIVE TRANSPORTATION MODES

Evanston has made significant progress toward creating a bike-friendly environment. However, the following challenges continue to limit those who choose to cycle.

Safety Concerns Due to Inadequate Infrastructure

Many Evanston bike routes lack proper separation from traffic, leaving cyclists vulnerable. Routes like Main, Dempster, Central, and Green Bay Road are particularly unsafe, discouraging potential cyclists including children, seniors, and inexperienced riders.

Sidewalk Biking and Shared Use Concerns

Biking on sidewalks is allowed in some areas but can lead to conflicts with pedestrians. As active transportation grows, the city must ensure safe, shared use of public spaces.

Challenges with Affordable Access

The cost of bikes, safety gear, and maintenance limits access for many residents. To address this, the city offers a bike share program to improve affordability.

Need for Education and Awareness

Most residents lack formal cycling and traffic safety training. The city should promote educational programs and improve signage to encourage safe biking practices.

Gaps in the Cycling Network and Trail Connectivity

Evanston's disconnected cycling network forces cyclists onto busy streets with minimal protection and lacks clear trail connections. Many trails require detours onto residential streets, and bike lanes often end suddenly without proper signage. Lakefront trails, especially in the south, are interrupted by private property, forcing cyclists and pedestrians onto roads and increasing safety risks.

SHARED ACTIVE TRANSPORTATION

Evanston's shared bike docking stations are poorly integrated with public transit, making transfers inconvenient. Four of the seven CTA stations lack nearby docking stations, and many are not near bus stops. Increasing docking stations near transit stops would improve mode transfers.

¹¹ City of Evanston. (2023). *2022 Pedestrian and Bicyclist Injury Report*.

Challenges with Access and Payment Options

The Divvy system requires a smartphone and cashless payment, which limits access for those without these tools. While some rentals are available at kiosks for single rides, they still require a debit card and can be more expensive. This system may exclude lower-income residents, highlighting the need for more accessible payment options.

DRIVING

Driving is costly and environmentally harmful. Traffic leads to lost time and increased fuel consumption, contributing to carbon emissions. While Evanston's car commute rate is lower than that of surrounding areas, car use remains dominant. The City's 2018 Climate Action Plan calls for reducing vehicle miles traveled (VMT) to create a more sustainable future.

Balancing EV Promotion with Investments in Transit and Active Transportation

Electric vehicles (EVs) help reduce emissions but don't address traffic congestion or reduce road space. Investments should focus on enhancing transit and active transportation to reduce car dependency and support sustainability goals.

Challenges with Speeding and Distracted Driving

A culture of speeding and distracted driving poses safety hazards on Evanston's roads, highlighting the need for continued education, enforcement, and infrastructure solutions to improve safety for all road users.

Use of Autonomous Vehicles (AVs)

Autonomous vehicles (AVs) could help with first- and last-mile connections but may contribute to congestion and exclude lower-income residents due to high costs. Cities must ensure AVs complement, not replace, public transit to meet mobility needs.

PARKING

Downtown Evanston has an extensive parking network. Despite that, challenges remain, and strategic actions are essential to ensure parking in Evanston is safe and convenient for everyone.

Land Use and Alternative Potential

Parking facilities occupy relatively large spaces, limiting opportunities for other uses. Parking lots cover approximately 5.5% of Evanston's total land area, with a larger percentage downtown. Many of these lots remain empty for most of the day, taking up space that could be repurposed for housing or other community-enhancing assets.

Impact of Minimum Off-Street Parking Requirements

Minimum off-street parking requirements force private developments to set aside space for parking that could be used for community, economic, or green spaces. These parking facilities, often along main streets and retail areas, disrupt the urban walking experience.

Consequences of Reducing Parking Fees

Lowering parking fees may make downtown more convenient but could increase traffic and economic costs and reduce space turnover. Longer parking stays could limit availability, impacting local businesses, especially during peak hours.

Financial Sustainability

Parking fees are important for funding the operations and maintenance of parking facilities. Reduced parking revenue would require reallocating other public funds, thereby reducing resources available for important municipal services that benefit the community.

TRUCK AND DELIVERY SERVICES

Managing truck and delivery services in Evanston presents unique challenges due to high demand on limited curbside space from a variety of users.

Demand on Limited Curbside Space

Although Evanston experiences relatively low freight traffic on its roads, challenges arise as commercial trucks compete with other transportation modes for limited roadway space. The growth of e-commerce has increased last-mile deliveries to homes and businesses, further increasing competition for roadway space and contributing to traffic.

Curbside Management

Implementing a comprehensive curbside management plan, similar to the Chicago Curbside Management Plan, could help manage and optimize curbside usage to balance the needs of diverse users effectively.

COMPLETE STREETS AND GREEN STREETS

Evanston's Complete and Green Streets policy faces challenges due to limited funding and competing priorities. Many guidelines are suggestions, leading to inconsistent implementation. While the policy encourages developers to adopt these principles, they are only required for projects that meet certain thresholds, limiting citywide adoption and funding.

POLICIES AND ACTIONS

Work with regional transit partners to improve Evanston's transit network coverage, enhance service levels, and advance transit vehicle decarbonization efforts.

T 1.1 Promote the expansion of transit lines, including arterial rapid transit, to improve access to both regional and local destinations, with a focus on enhancing east–west connections.

T 1.2 Collaborate with transit partners on opportunities to decarbonize the transit system.

T 1.3 Work with transit agencies to review service needs and increase service frequencies in areas that need it.

T 1.4 Partner with regional, state, and federal agencies to secure more funding for transit services in Evanston and the surrounding region.

Enhance Evanston's transit infrastructure and programs to ensure transit is safe, accessible, affordable, desirable, and convenient for all.

T 2.1 Encourage all transit stops and stations to be ADA accessible.

T 2.2 Explore programs and policies to expand the installation of shelters, benches, and other street furniture to improve the transit experience.

T 2.3 Remove barriers that limit access to transit stations.

T 2.4 Implement placemaking strategies around rail stations and key bus stops (e.g., Dempster and Dodge) to create inviting community gathering spaces.

Facilitate development that prioritizes safe, convenient access to public transit.

T 3.1 Update zoning regulations to support development and redevelopment near transit stations.

T 3.2 Coordinate with transit agencies to align decisions, strategies, and investments with the City's land use objectives.

T 3.3 Develop and implement specific station area mobility plans with transit agencies to provide seamless transitions between transportation modes and providers.

T 3.4 Establish designated passenger pick-up and drop-off zones at transit stations to support ride-share services, improve pedestrian safety, and enhance traffic flow.

T 3.5 Integrate curbside provisions for paratransit services, placing them as close as possible to primary entrances at transit stations.

Invest in upgrades and policies that support a safe, accessible, and convenient pedestrian network for all users.

T 4.1 Improve existing sidewalks to ensure ADA compliance and prioritize safe travel for people of all ages and abilities, with a focus on vulnerable populations.

T 4.2 Invest in pedestrian safety measures and traffic-calming designs.

T 4.3 Review and amend City Code and policies related to sidewalks, driveways, crosswalks, speed limits, alleys, parkway plantings, and other elements impacting pedestrian safety.

T 4.4 Collaborate with neighboring communities and organizations to develop, connect, and strengthen regional trails, such as the North Shore Channel Trail.

T 4.5 Provide public amenities, including benches, drinking fountains, and restrooms, to make transit use more accessible and comfortable for people of all ages and abilities.

Support walking as a preferred mode of transportation and recreation through targeted infrastructure and programs.

T 5.1 Review and update the Safe Routes to School program on an ongoing basis and as school attendance boundaries change.

T 5.2 Develop programs to promote and encourage walking for health and recreation.

T 5.3 Identify locations for temporary or permanent pedestrian malls or car-free streets.

Enhance Evanston's active transportation network to support safe, convenient local and regional travel for people of all ages and abilities.

T 6.1 Develop a complete, cohesive, and low-stress network of separated bike lanes on identified bike routes, allowing active transportation with minimal car interaction while

addressing pedestrian and traffic impacts.

T 6.2 Increase bike lane visibility through measures such as painting lanes at key conflict points, using bike traffic signals, and adding bike turn boxes at high-traffic intersections.

T 6.3 Prioritize infrastructure improvements that support safe access to schools for children using active transportation.

T 6.4 Focus on infrastructure improvements that facilitate multimodal access along the lakefront from Wilmette to Chicago.

T 6.5 Explore opportunities to deploy electric battery charging stations for active transportation.

Enhance biking infrastructure to promote the use of Evanston's bike lane network.

T 7.1 Install additional bike racks near commercial, retail, and institutional sites both inside and outside Downtown Evanston to encourage short bike trips.

T 7.2 Support improved bike parking at major destinations, in garages and lots, and at all transit stations outside downtown. Work to improve security and reduce bike theft.

T 7.3 Explore the installation of bike repair stations along key bike and transit routes and at popular biking destinations.

Support programs and initiatives that make cycling more accessible to community members of all backgrounds and skill levels.

T 8.1 Support, develop, and expand programs that facilitate bicycle ownership and access for community members with diverse needs.

T 8.2 Collaborate with area schools, including District 65, District 202, and Northwestern University, to educate on safe biking and commuting practices.

Integrate shared active transportation options into existing networks to enhance accessibility and maximize effectiveness.

T 9.1 Expand the bike share network by adding stations and prioritizing locations that connect existing transportation hubs with popular origins and destinations.

T 9.2 Partner with third-party providers to develop additional shared active transportation programs, increasing transportation options for the community.

T 9.3 Promote the collection and analysis of data on active transportation usage patterns and impacts to guide policy adjustments and infrastructure investments.

Encourage a greater adoption of electric vehicles (EVs) to reduce emissions and support the infrastructure needed.

T 10.1 Support car-sharing options through partnerships with existing third-party vendors or

Evanston-specific providers.

T 10.2 Invest proactively to decarbonize and electrify all City fleet vehicles in alignment with the City's Zero Emission Strategy.

T 10.3 Create a plan to expand the network of EV charging stations for public use, focusing on areas of high demand as well as broad geographic distribution for citywide EV access. Identify publicly owned properties that could serve as EV charging and mobility hub sites, and provide a publicly accessible map.

T 10.4 Develop pilot programs for curbside, public right-of-way, streetlight, or utility pole charging to provide charging access for residents without off-street parking options.

T 10.5 Explore infrastructure and programs to establish EV charging solutions that reduce barriers for lower-income households.

Support policies and infrastructure that enhance road safety and encourage responsible driving behavior.

T 11.1 Promote safety campaigns, including educational and enforcement efforts, that encourage seat belt use, reduce distracted driving, and mitigate speeding.

T 11.2 Implement policies and infrastructure that encourage slower vehicle speeds, reduce conflicts between different transportation modes, and improve visibility at key points.

T 11.3 Establish research partnerships with Northwestern University to study the safety impacts and feasibility of autonomous vehicles (AVs) on Evanston's transportation network.

Utilize data-driven strategies to optimize parking management and improve user experience.

T 12.1 Pilot automated parking garages to increase parking capacity within a smaller footprint.

T 12.2 Enhance mobile payment options for parking to enable real-time tracking of parking availability.

T 12.3 Continue to collect data on general parking conditions and usage of off-street parking lots over time. Use trends and insights to inform future parking policies, such as setting parking maximums or reducing parking lots.

Create a comprehensive network of Complete and Green Streets to support sustainable, multimodal travel throughout Evanston.

T 13.1 Identify and prioritize areas for potential Complete and Green Streets implementation.

T 13.2 Evaluate all modes of travel in street design to ensure a balanced, multimodal approach.

T 13.3 Consider a transportation impact fee for new developments to fund active transportation

infrastructure, mitigating land use impacts.

T 13.4 Review and update municipal code to include guidelines and examples for Complete and Green Streets features, ensuring alignment with best practices.

ENVIRONMENT

INTRODUCTION

The climate we live in, the air we breathe, our natural resources, and our ability to sustain them are foundational to every aspect of life. This chapter highlights the vibrant tapestry of Evanston's natural resources, ecosystems, green infrastructure, and urban tree canopy. Embracing nature-based solutions empowers us to tackle climate change, pollution, and resource scarcity. As our City continues to grow, investing in our natural resources is key to creating a sustainable future that benefits all residents.

POLICY STATEMENTS

1. Incorporate climate resilience measures into infrastructure projects to expand biodiversity and mitigate future climate impacts, including increased flooding, heat waves, and storm events.
2. Effectively manage and expand natural resources to optimize ecosystem and human and wildlife health.
3. Effectively manage and expand the tree canopy to maximize urban forest benefits.
4. Implement land use practices that benefit soil health.
5. Manage land along the lakeshore and the North Shore Channel to limit habitat degradation and protect and preserve water quality.
6. Ensure a sustainable water supply by protecting Lake Michigan and promoting water conservation practices across residential, commercial, and industrial sectors.
7. Prioritize stormwater management strategies that protect water quality, manage flood risks, and enhance the natural function of wetlands, floodplains, and water bodies.
8. Increase material and resource recycling to reduce environmental burden.

EXISTING CONDITIONS

ENVIRONMENTAL HEALTH

Even amidst dense development, Evanston boasts a diverse range of natural resources. Our green infrastructure promotes environmental stewardship through recreational opportunities, meaningful programming, and community engagement. Protecting this infrastructure during planning and development is important for sustaining ecosystem health. By preserving green spaces, we elevate quality of life for residents and enhance access to nature — all supported by a growing network of trails that connect neighborhoods with both natural beauty and urban vibrancy.

In our efforts to protect our infrastructure, we must bolster our community's resilience against extreme weather events and changes in climate patterns. Areas along the North Shore Channel remain vulnerable to flooding events, with the lake shore being particularly susceptible to fluctuating water levels in Lake Michigan. This presents challenges in managing both infrastructure and ecosystems.

WATERBODIES

Evanston boasts 4.25 miles of stunning shoreline along Lake Michigan, a defining feature of our City, complemented by six beaches. Lake Michigan is part of a globally significant ecoregion cherished for its freshwater supply and rich biodiversity. For over 10,000 years, people have been drawn to the Great Lakes, relying on its waters for fishing and transportation. Today, it serves as the largest public drinking water supply in Illinois, supporting nearly 6.6 million people. If the Great Lakes are not managed carefully, this vital resource may be threatened by invasive species, climate change, pollution, and habitat destruction.

Alongside Lake Michigan, the North Shore Channel serves as Evanston's main water corridor. Originally constructed to manage sewage in the early 20th century, it has transformed into a haven for migratory birds and other wildlife. This three-mile channel also offers numerous recreational opportunities from trails and canoeing to rowing and fishing.

ECOSYSTEMS AND TREE CANOPY

Northeastern Illinois is composed of a mosaic of prairies, woodlands, and wetlands. Forest preserves stretch across nearly 70,000 acres in Cook County — about 11% of the region. These areas are core habitats for native species and are integral to the local ecosystem. Striving for harmony between urban development and these vital habitats is key for Evanston. The City is devoted to preserving these natural communities through thoughtful policies, proactive practices, and community initiatives.

Evanston, with its vibrant tree canopy and prime location along Lake Michigan, embodies a strong commitment to environmental stewardship. This dedication has earned us prestigious titles such as Tree City USA, Bird City Illinois, and the Mayors' Monarch Pledge. Our urban forest includes over 32,000 trees throughout the City's parkways, parks, and other public spaces. According to data analyzed by the Chicago Region Trees Initiative, Evanston's tree canopy cover is around 39% — more than that of similar communities.¹² The urban forest not only improves water and air quality, but also mitigates flooding, reduces urban heat island effects, provides shade that reduces summer energy use, and improves the overall well-being of community members.

However, tree canopy cover is not uniform throughout the City. Certain areas of eastern and northern Evanston have canopy coverage above 44%, while parts of western and southwestern

¹² Chicago Region Trees Initiative, (n.d.). *Community Tree Canopy Summary: Evanston*. <https://mortonarb.org/plant-and-protect/chicago-region-trees-initiative/community-tree-canopy-summaries/>

Evanston fall below 20%.¹³ As we face rising temperatures and increasing extreme weather events, neighborhoods with lower tree coverage are at higher risk of heat-related illnesses, escalating cooling costs, and greater exposure to environmental toxins. Evanston must develop and implement strategies that address these challenges, ensuring that every community enjoys the benefits of a healthy environment.

Our urban trees experience significant challenges, including harsh conditions such as limited soil volume, poor soil quality, disturbances to root structures from utility work, and potential damage from community activities. These stressors make trees vulnerable to invasive pests, disease, and structural flaws. Furthermore, Evanston's tree canopy lacks age diversity. As the City's mature trees reach the end of their natural life, there are fewer midsized canopy trees to take their place.

Human activity and infrastructure development must harmonize with the natural environment to support a healthy and diverse ecosystem. To facilitate the coexistence and management of local wildlife, the City must encourage positive nature experiences and create best practices to reduce human-wildlife conflict. Supporting and protecting biodiversity requires thoughtful decision-making on the built environment, such as installing nondisruptive lighting systems, as well as stewardship of the natural environment, such as reducing pesticide and chemical fertilizer use.

KEY CHALLENGES AND OPPORTUNITIES

As development continues throughout Evanston, the City has to accommodate growth while preserving our natural environment and mitigating climate change effects. How do we plan for future growth while enhancing our natural resources?

Climate forecasts for northeastern Illinois reveal critical challenges, including rising average temperatures, increased frequency of extreme weather events, a shorter dormant season, and more polar vortex events in winter. Precipitation patterns are changing, leading to extended droughts followed by intense rainfall. These climate shifts stress our native ecosystems and provide openings for invasive species, mosquitoes, ticks, and other disease carriers to migrate into the area and thrive. Furthermore, rising national water insecurity adds urgency to our local efforts to conserve Lake Michigan's resources, making it nonnegotiable to maintain high water quality for both people and native species. As climate change drives migration toward the Great Lakes region, we must welcome innovative land-use strategies to accommodate an unknown number of climate migrants to our population.

Effective management of our natural resources depends on public entities, private developers, and engaged community members working together. The City is responsible for stewarding publicly owned resources, such as parks and other green spaces; and ensuring ecosystem health through invasive species control, habitat restoration, and strict water quality monitoring.

¹³ Chicago Region Trees Initiative. (n.d.). *Community Tree Canopy Summary: Evanston*. <https://mortonarb.org/plant-and-protect/chicago-region-trees-initiative/community-tree-canopy-summaries/>

We expect developers to prioritize the conservation of green infrastructure, reclaim and reuse building materials, and adopt innovative practices to reduce emissions and embedded carbon. We can enhance our tree canopy cover, plant native and site-appropriate species, and manage stormwater infiltration effectively. Together, Evanston can take bold steps to create a sustainable and resilient environment for everyone in the community.

POLICIES AND ACTIONS

Incorporate climate resilience measures into infrastructure projects to expand biodiversity and mitigate future climate impacts, including increased flooding, heat waves, and storm events.

ENV 1.1 Require higher building envelope standards and storm- and flood-resilient designs for new developments and redevelopments.

ENV 1.2 Incentivize green infrastructure efforts that mitigate heat island effects and provide access to green spaces, such as native tree replacement, green roofs, and community gardens.

ENV 1.3 Educate the community on climate change and resilience.

ENV 1.4 Require that outdoor lights in public areas follow dark-sky recommendations to reduce light pollution, including using light only where needed, targeting light downward, and using warm lighting at the lowest light level possible.

Effectively manage and expand natural resources to optimize ecosystem and human and wildlife health.

ENV 2.1 Monitor ecosystem health through assessments, inventories, and active management practices.

ENV 2.2 Protect, preserve, and increase habitat for native flora and fauna, using best practices as recognized by industry professionals.

ENV 2.3 Protect and manage larger green spaces, such as parks and the Ladd Arboretum, that provide critical habitats for native species.

ENV 2.4 Promote opportunities for education and outreach to community members on ecosystem management and support community organizations that work to protect and restore habitats.

ENV 2.5 Incentivize native plantings on private property.

ENV 2.6 Encourage positive nature experiences using best practices to reduce human–wildlife conflict.

Effectively manage and expand the tree canopy to optimize urban forest benefits.

ENV 3.1 Set annual tree-planting targets to increase overall tree canopy and sustainably offset projected tree losses, including setting targets by ward or neighborhood and adjusting for loss of large legacy trees.

ENV 3.2 Maintain an updated public tree inventory to capture species diversity and assess trends, patterns, and opportunities to guide urban forest management.

ENV 3.3 Promote urban forest health around vulnerable populations, prioritizing neighborhoods, public parks, schools, and transportation corridors.

ENV 3.4 Identify funding opportunities that support urban forest health, including removing hazardous trees and planting new trees.

ENV 3.5 Support efforts to improve tree canopy cover on private property in areas where it is limited, including the western parts of the City.

Implement land-use practices that optimize soil health.

ENV 4.1 Require developers to use environmental preservation methods during construction, including protective fencing and designated pathways.

ENV 4.2 Implement grading and erosion control standards to maximize plant buffers, replanting, and post-construction soil amendment and restoration.

ENV 4.3 Use best soil management practices, including reducing impervious surfaces and retaining vegetation during construction.

Manage land along the lakeshore and the North Shore Channel to limit habitat degradation and protect and preserve water quality.

ENV 5.1 Protect shoreland areas by encouraging buffer zones that maintain plant cover and reduce pollution in water bodies.

ENV 5.2 Maintain low-impact recreational infrastructure that allows public access to water bodies while maintaining ecosystem health.

ENV 5.3 Encourage watershed-based planning that considers human activities, land-water interactions, and impacts on aquatic life in making development decisions.

ENV 5.4 Develop lakefront-protection strategies that support climate resilience, provide drinking water security, and preserve recreational opportunities.

Ensure a sustainable water supply by protecting Lake Michigan and promoting water conservation practices across residential, commercial, and industrial sectors.

ENV 6.1 Continue to monitor water quality and make strategic investments to maintain long-term water supply stewardship.

ENV 6.2 Work together with regional and state regulators as well as community partners to support water conservation and protect Lake Michigan as a water source.

ENV 6.3 Promote residential conservation strategies, including replacing grass with native residential landscaping, restricting lawn watering in the middle of the day during summer, and requiring new developments to reduce watering demand.

ENV 6.4 Continue to use technology that allows water users to track their usage and encourage water-saving technologies in both new developments and retrofits.

ENV 6.5 Expand public education programs focused on protecting water sources, reducing water use, and promoting responsible watering practices.

Prioritize stormwater management strategies that protect water quality, manage flood risks, and enhance the natural function of wetlands, floodplains, and water bodies.

ENV 7.1 Encourage green infrastructure techniques in residential and commercial developments that slow, capture, and filter stormwater, helping to reduce runoff, prevent flooding, and protect waterways from pollutants.

ENV 7.2 Enhance public infrastructure by investing in modern stormwater drainage systems that prevent flooding and support long-term community resilience to extreme weather events.

ENV 7.3 Continue water-quality monitoring programs, including monitoring emerging pollutants like PFAS and microplastics to assess pollution levels and identify areas for intervention.

ENV 7.4 Support development that increases stormwater retention, such as bioswales, in public and private developments to reduce the burden on municipal infrastructure.

ENV 7.5 Support incentives for rainwater harvesting and infiltration systems, including permeable pavement, cisterns, and rain barrels.

Increase material and resource recycling to reduce burdens on the environment.

ENV 8.1 Recover food and compost organics to better manage waste locally.

ENV 8.2 [Implement a deconstruction ordinance to r](#)Reclaim and reuse building materials.

ENV 8.3 Make it easier to recycle effectively, including through educational and marketing campaigns.

ENV 8.4 Encourage waste reduction practices.

ENV 8.5 Attract more circular businesses like package-free shops and thrift stores.

ENV 8.6 Install better infrastructure and services to avoid litter in business districts.

ENV 8.7 Support local procurement of goods and services to build a circular economy.

ENV 8.8 Reduce embedded carbon in building materials and explore opportunities to lower emissions through innovative building material technologies.

Chapter 9: Parks, Recreation, and Open Spaces

Introduction

Parks and open spaces are essential for enhancing people's physical, mental, and environmental well-being. They improve community health and fitness, elevate quality of life, foster a sense of community, connect people to the natural world, and help preserve natural areas. By providing high-quality parks designed with input from people of all backgrounds, we can increase equitable access and address environmental injustices. A park replacement schedule with equitable components will enable decision-makers to assess how effectively parks meet user needs and determine which parks should be repaired or replaced for the greatest community good.

According to the 2025 Parks and Green Space Strategic Plan, Evanston has five acres of parkland per 1,000 residents, slightly more than half the national average.¹⁴ Communities with high-quality parks tend to have higher property values and attract

¹⁴ American Society of Civil Engineers. (n.d.). Public Parks Infrastructure. Infrastructure Report Card. <https://infrastructurereportcard.org/cat-item/public-parks-infrastructure/#:~:text=5-There%20are%20about%2010%20acres%20of%20public%20park%20land%20per,half%20of%20them%20need%20repair>

residents seeking desirable neighborhoods. Making sure all residents have safe access to high-quality parks and open spaces promotes social justice and enhances quality of life. By bridging equity gaps and encouraging participation, Evanston can address the impacts of its past inequitable practices.

POLICY STATEMENTS

1. Assess existing park and recreation programming and investment levels in all neighborhoods.
2. Align and expand park programming to provide inclusive activities for people of all ages and abilities, adapting to changing community needs and climate impacts.
3. Increase city investment to maintain, operate, and improve equitable park and recreational facilities.
4. Sustain or expand strategies to increase water access.
5. Evaluate and establish a plan to create an accessible public restroom system.
6. Focus on stewardship, education, and investments in urban habitats and natural landscapes citywide.
7. Maintain and execute the 2025 Parks and Green Space Strategic Plan as the primary blueprint for Parks and Recreation.
8. Develop a plan to increase land as it becomes available in areas with a greater need for more parkland until the national average is met.

EXISTING CONDITIONS

Evanston boasts a large variety of community parks, with a total of 89 parks of various sizes offering diverse amenities. The extensive network of public spaces in Evanston includes open and natural spaces in which residents can be active and enjoy nature, including the lakefront and trails along the North Shore Channel. Other spaces, including plazas downtown, community centers, and libraries, are more urban and civic in nature and provide for communal gatherings and social interactions and functions.

The system features 221.5 acres of neighborhood parks, including recreation fields, facilities, and playgrounds serving local communities. Additionally, there are 63 acres designated as community parks that offer larger active fields and specialized facilities, alongside community centers. Evanston has 11.2 acres of beaches, 1.3 acres of tot lots, and 61 acres of undefined open space, providing a varied and inclusive recreational landscape for residents.

The park system is managed by several owners and operators. The City of Evanston owns the majority, managing a total of 213.1 acres. Regional entities like the Metropolitan Water Reclamation District (MWRD) of Greater Chicago and Cook County own land bordering the North Shore Channel of the Chicago Area Waterway System that runs from Evanston's northeast border, with Wilmette to the southeast corner bordering Chicago and Skokie, and Perkins Woods, a one-block forest preserve in northwestern Evanston. In addition, there are two additional independent park districts,

Ridgeville and Lighthouse, that manage varying portions of parkland in different parts of Evanston, which adds complexity to the City's ability to meet community needs. Evanston also has a memorandum of understanding with the Skokie Park District to provide access to their pool, Channelside Park sports fields, and Pooch Park Dog Park.

Evanston is proud of its well-distributed and accessible park system, which is illustrated by **Figure X**. Responses to the Parks and Green Spaces Community Survey, conducted in 2023 by ETC Institute, indicate that 98% of 469 respondents had visited at least one park, recreation center, beach, or other public recreation facility within the last year.¹⁵ Notably, 29% rated the overall condition of the parks as excellent, while 56% rated conditions as good. However, the accessibility of parks doesn't automatically equate to meeting the evolving needs of users. The Evanston Parks and Recreation Department offers over 2,875 fitness, sports, aquatics, environmental, and recreation classes and special events annually. High park usage from community engagement may lead to increased wear and tear. Future park designs should prioritize maintenance requirements and user experience to inform both programming and park planning effectively.

Notable Spaces

Evanston features an expansive park system that offers the unique opportunity to enjoy the wonders and offerings of Lake Michigan. Parks cover about 50% of the Evanston shoreline and offer unique access to spectacular views, sailing opportunities, boat launches, beaches for both humans and dogs, sand dunes, picnic areas, playgrounds, preserved bird habitats, and recreational spaces. The park system boasts a variety of community centers that help provide enriching experiences for patrons.

There are several local and national historic sites throughout our parklands. The **Noyes Cultural Arts Center (NCAC)** was originally designed as an elementary school by renowned architect Daniel Burnham in 1892 and expanded under the direction of Lawrence Perkins in 1949.¹⁶ Today, the NCAC provides studio space to artists and features theatre and visual arts programming.

The Harley Clarke Mansion¹⁷ is a historic English Tudor mansion. The City of Evanston purchased the property from the Sigma Chi National Fraternity in 1965 as part

¹⁵ The survey was randomly distributed large enough to accurately represent the population being surveyed in terms of race, age, gender and residence.

¹⁶ City of Evanston. (n.d.). *Noyes Cultural Arts Center: History*. <https://www.cityofevanston.org/government/departments/parks-recreation-community-services/facilities/noyes-cultural-arts-center/history>

¹⁷ City of Evanston. (n.d.). History of the Harley Clarke Mansion. City of Evanston. <https://www.cityofevanston.org/about-evanston/arts-and-culture/harley-clarke-mansion#:~:text=History%20of%20the%20Harley%20Clarke,Preservation%20Commission%20denied%20this%20proposal.>

of the development of the **Lighthouse Landing Park**.¹⁸ The property is a great example of Evanston's history and rich offerings.

The Jens Jensen Gardens, associated with the Harley Clarke Mansion, allows community members and visitors to experience landscape design from one of the foremost landscape architects of the 20th century. The grounds and water features, as well as the council ring, are popular destinations and are maintained by a dedicated group of volunteers.

Evanston is the proud owner of the **Gross Pointe Lighthouse**, which is part of the **Lighthouse Landing Complex**. The complex includes the City of Evanston parks properties and the Lighthouse Park District park space, the lighthouse, and the fog houses. While leased to the Lighthouse Park District, this member of the National Register of Historic Places is the symbol of Evanston. The lighthouse is not only extremely popular with visitors but also the identifier of Evanston in the city's logo. The property boasts a garden maintained by The Garden Club of Evanston and is a Certified Wildlife Habitat registered with The National Wildlife Federation, through its Garden for Wildlife program.

The **Sand Dunes** at Lighthouse Beach are the only publicly owned and accessible sand dunes in Evanston. These dunes were added in the 1970s and have become an important venue for ecological programming as well as a popular area for visitors to enjoy a wind-blown landform with unique characteristics.¹⁹ The Dunes feature a variety of native plants and are maintained by a dedicated group of volunteers. The Dunes are a program site for environmental education classes and camps organized by the Ecology Center.

The **Ecology Center** is located in the **Ladd Arboretum**, which runs between the North Shore Canal and McCormick Boulevard on a narrow strip of land that is home to varieties of trees, gardens, sculptures, bicycle paths, and habitat restoration projects. **The Grady Bird Sanctuary** is also located here, and will become home to a new canoe launch facility in the future. The Arboretum is an area of natural beauty. The Ecology Center serves as the education nucleus of the Arboretum, presenting many programs throughout the year.

Clark Street Beach is not only a popular local spot but also serves as a crucial haven for migrating birds. Spanning two acres, the **Bird Sanctuary**, located on the beach, provides a safe refuge for birds as they travel along the lakefront. This area plays an essential role in supporting birds during their migration, a particularly vulnerable period in their journey. The sanctuary's success is largely due to the efforts of a committed

¹⁸ Evanston RoundTable. (July 9, 2018). *The Lighthouse Dunes: History and Future*. <https://evanstonroundtable.com/2018/07/09/the-lighthouse-dunes-history-and-future/>

¹⁹ Evanston RoundTable. (July 9, 2018). *The Lighthouse Dunes: History and Future*. <https://evanstonroundtable.com/2018/07/09/the-lighthouse-dunes-history-and-future/>

group of volunteers who tend to the area. They help maintain the space, offering a peaceful and supportive environment for the birds as they rest and refuel.

The award-winning Merrick Rose Garden is another gem of Evanston's park system. The garden exhibits hundreds of rose varieties and is home to the Centennial Fountain from Fountain Square. This site is a popular destination for weddings.

The **Evans at Canal Shores** (formerly known as Canal Shores) is managed by KemperSports and is a 3600-yard, par 60-yard layout. While the land is owned by MWRD, the city leases the property and subleases the property to the Evanston Wilmette Golf Course Association. This property is known for its green space, which provides golfing and other recreational opportunities to community members.

The Lakefront is a hub for year-round activities including swimming, camps, rentals, lessons, and special events. Visitors can enjoy parks, playgrounds, bike and pedestrian paths, picnic areas, and public restrooms. Within the Lakefront are several notable areas and facilities:

- The **Arrington Lagoon** features beautiful views of fountains, Lake Michigan, the lagoon patio and building, as well as wildlife.
- **Six sandy beaches** are open for swimming from Memorial Day to Labor Day and attract over 160,000 visitors annually.
 - Clark Street Beach
 - Greenwood Street Beach
 - Lee Street Beach
 - Lighthouse Beach
 - Lincoln Street Beach (managed by Northwestern University)
 - South Boulevard Beach
- **Evanston Dog Beach** is a popular off-leash destination for many canine friends and their owners. The dog beach provides an opportunity for dogs to swim, run, and mingle on the shore of beautiful Lake Michigan.
- **Two boat launches**
 - Dempster Street Beach Launch Facility - open to nonmotorized vessels
 - Church Street Power Boat Launch - open to motorized vessels.
- **Parks**
 - Clark Square
 - Dawes Park
 - Elliott Park
 - Garden Park
 - Burnham Shores
 - Lawrence O. Lawson Park
 - Lighthouse Landing Park
 - Lunt Park
 - Patriots Park

- Northwestern University manages two lakefront sites open to the public — the **NU Sailing Center** and **Lincoln Street Beach**.

KEY CHALLENGES AND OPPORTUNITIES

To better understand the condition of existing parks and facilities, a thorough conditions assessment of 154 park amenities was conducted in 2023. The assessment used an integrative approach based on observed conditions during park inventory, the recommended lifecycle from the Illinois Department of Natural Resources (IDNR) Useful Life Criteria, and the Americans with Disabilities Act (ADA) compliance outlined in the Evanston ADA Transition Plan. Overall, about two-thirds of the 154 amenities were rated poor or very poor, largely based on facility ages that exceeded the recommended useful life. The assessment found that current funding and maintenance levels available to replace a significant number of park amenities within recommended timeframes are inadequate. Numerous playgrounds, sports fields, and courts have surpassed their recommended lifespan. Playgrounds emerged as a distinct trend in the data because Evanston has substantially more playgrounds than neighboring communities. While many residents have over four playgrounds within a 10-minute walk, a staggering 78% are currently in poor or very poor condition. The previous city plan notes that the national standard for park space is 10 acres per 1,000 residents. Evanston falls far below that standard, but because the city is already built out and unlikely to acquire new land, the City must prioritize current park maintenance.

The park system is well-loved, but investment in maintenance has been insufficient to provide the level of experience that users expect. Increased and equitable investment in facilities and services, including those geared toward early childhood development, aged populations, and recreational offerings, will improve quality of life, foster community pride, increase property values, and increase tourism. The inclusion of early childhood development components can provide all children the opportunity to work on social, emotional, motor, cognitive, and literacy skills. Intergenerational design elements increase the appeal and relevance of the parks for everyone. Having parks and recreational facilities designed with a focus on public need and robust community engagement can improve current offerings. A dedicated replacement schedule with appropriate funding will ensure that assets provide safe, relevant, and healthy opportunities for all.

Parks are easy to access, but there is insufficient acreage per resident. Evanston (including 10 parks in the Ridgeville Park District, three parks in the Lighthouse Park Districts, Channel Side and Pooch Parks in Skokie Park District, and the Cook County Forest Preserve site) has one park for every 987 residents, but only five acres of parkland per 1,000 residents, which equals to a little more than half the national average. Although park accessibility is high, the supply does not necessarily meet the community's growing needs or provide equitable facilities and services.

The system offers diverse amenities, though unevenly distributed. Amenity mix is determined by calculating the number of a certain amenity type per 1,000 residents. Evanston offers a greater quantity of amenities than peer cities, but these amenities are not evenly distributed. In the northern central and southeastern areas of Evanston, residents have access to over six types of amenities within walking distance, such as ice-skating rinks, dog parks, and tennis courts. Conversely, residents in western Evanston along the Skokie border have much less variety.

Parks facilities are outdated with uneven conditions. Maintenance investment has been insufficient to provide the level of experience that park users expect. The quality of individual parks and amenities differ substantially. Community members have emphasized the need for enhanced park infrastructure and focus on daily maintenance. Frequently mentioned improvements needed to park infrastructure included servicing or replacing outdated equipment, restrooms, water fountains, seating amenities, and pathways. In addition, park infrastructure and amenities do not always match the needs based on neighborhood demographics. Taking these parameters into consideration will improve the relevance of park spaces for users.

Our parks are insufficiently maintained in connection with understaffed teams. Evanston has a dedicated but relatively small team overseeing its many parks and facilities compared to similar-sized communities within the region and across the country, as well as compared to historic hiring and retention trends within the City of Evanston itself. Daily maintenance emerges as the community's foremost priority during the survey.

Evanston needs improved access to natural experiences, the water, and lakefront amenities. Connecting with the natural world was identified as highly desirable in future park planning with an emphasis on natural play elements, native landscaping, and unprogrammed spaces that immerse people in nature. Altering design and maintenance practices by using an ecological approach to plant selection, minimizing the use of non-native grasses in parks, and analyzing historical habitats to predict future plant selection will mitigate the negative impacts of climate change. Improving access to beaches and waterfront facilities was consistently mentioned as a top priority for investment.

Improved inclusion and access can enhance our park system. Community members shared a variety of barriers that limited their participation in programs and park spaces — especially limited time and lack of awareness. Financial and physical constraints limit some residents' ability to engage with the City's parks and participate in programs. In focus groups, youth and senior residents expressed a shared desire for more inclusive programs and accessible facilities that cater to people of all ages and abilities, emphasizing the importance of diversity and accessibility in Evanston's park system.

Investment in the Parks System is a necessity. Lack of investment in the park system, staffing, and amenities has occurred for several years and is now at a critical

point. With 11 parks with playgrounds that have not been renovated for at least 25 years, investment and updating of the park system can no longer be delayed. With no action, four additional parks will fall into this category in 2025. As zoning codes evolve and populations shift, there will be a growing need to adapt the park system to meet future challenges. Having dedicated capital improvement staff and park system budgets will help improve the current situation where staff time and budgets are divided.

POLICIES AND ACTIONS

1. Assess existing park and recreation programming and investment levels in all neighborhoods.
 - PO 1.1 Evaluate program lifespans, park usage, and attendance in accordance with the City's Parks Master Plan.
 - PO 1.2 Recognize and evaluate national trends in recreation and leisure studies and be at the forefront of supplying these opportunities to address current and future programming needs.
 - PO 1.3 Determine a threshold for the amount of programming a park can support to prevent overprogramming an area that would decrease the positive impacts of the space.
2. Align and expand existing park programming to provide inclusive programs for people of all ages and abilities, including adaptability to changing community needs and climate impacts.
 - PO 2.1 Develop outdoor education programs in partnership with schools and conservation organizations that encourage youth engagement in forest stewardship, wildlife monitoring, and environmental restoration efforts.
 - PO 2.2 Support local community groups and organizations in their activities related to improving habitat in green spaces.
 - PO 2.3 Invest in right-sizing staffing needs to meet community expectations.
 - PO 2.4 Prioritize access and eliminate barriers for residents of all abilities with the greatest unmet needs.
 - PO 2.5 Develop criteria to ensure programming meets Evanston's equity, inclusion, and accessibility goals.
3. Increase city investment to maintain, operate, and improve equitable park and recreational facilities.
 - PO 3.1 Develop and right-size staffing and implement a training plan to maintain existing facilities.
 - PO 3.2 Assess the condition of park facilities and identify equity, inclusivity, and proper amenities needed to align with the demographics of communities served.
 - PO 3.3 Develop a multiyear capital improvement and funding plan that includes a park replacement matrix with equity components to support inclusive programs for all ages and abilities.

- [PO 3.4 Examine the historic and cultural significance of parks and open-spaces to inform future planning, use, and design decisions.](#)

4. Sustain or increase efforts to expand water access.
 - PO 4.1 Connect the community through a mix of programs and amenities.
 - PO 4.2 Invest in offerings that meet community desires for swimming and waterfront views.
 - PO 4.3 Increase investment in North Shore Channel.
 - PO 4.4 Complete the design and build of the canoe launch facility together with the Evanston Environmental Association.
5. Evaluate and establish a plan to create an accessible public restroom system.
 - PO 5.1 Develop a list of existing and potential placement of public bathrooms.
 - PO 5.2 Identify parks and public spaces where the current infrastructure could use a bathroom for programming offerings.
 - PO 5.3 Identify funding sources to allow for the development and upkeep of the proposed system.
6. Increase strategies focused on stewardship, education, and investments in urban habitats and natural landscapes throughout the city.
 - PO 6.1 Enhance existing naturalized landscapes in a coordinated effort to improve the connectivity, quality, and resilience of the network.
 - PO 6.2 Utilize technology to increase ecological knowledge.
 - PO 6.3 Manage volunteerism and partnerships to restore naturalized landscapes in alignment with the city's goals.
7. Maintain and execute the 2025 Parks and Green Space Strategic Plan as the primary blueprint for Parks and Recreation.
 - PO 7.1 Prioritize recommendations and improvements.
 - PO 7.2 Implement items after strategizing with internal departments.
 - PO 7.3 Update and adjust the strategic plan over the expected 15-year lifespan.
 - PO 7.4 Fund a new strategic plan once the existing plan has outlived its relevant lifespan of 10 to 15 years.

These policies and strategies should be applied in conjunction with the guiding principles and goals contained in the 2025 Parks and Green Space Strategic Plan, which is in development.

HOUSING

INTRODUCTION

This chapter outlines the framework for increasing housing choice and supply, maintaining existing housing stock, preventing displacement, and preserving the racial and economic diversity of

Evanston. Key principles of this plan include fair, safe, stable, secure, connected, healthy, attainable, and accessible housing. The table below outlines policy statements that will inform housing decisions and ensure they are aligned with key goals.

POLICY STATEMENTS

- 1) Increase housing supply and expand housing options.
- 2) Preserve existing homes and prevent displacement.
- 3) Support alternative housing models.
- 4) Prioritize healthy buildings and neighborhoods.
- 5) Increase funding for housing initiatives.
- 6) Build and leverage local capacity and foster partnerships.

Access to quality housing improves people's physical and mental health by providing safe and stable environments. It also boosts the local economy by increasing investment in the community. Additionally, sustainable housing not only benefits the environment but also improves quality of life for residents. Prioritizing housing that supports health, the economy, and the environment builds a stronger community for residents now and in the future.

EXISTING CONDITIONS

Evanston is a racially and economically diverse community, but significant segregation remains within the City's neighborhoods. For many years, there has been a high demand to live in Evanston, leading to significant increases in housing costs — both for renters and homeowners. This disproportionately impacts people with lower income, people living with a disability, people of color, and people experiencing unstable housing.

Long-time residents, including seniors on fixed incomes, families of color, and Northwestern graduates are facing pressure to move out. Children of residents, Evanston employees, and others are being priced out of returning and/or moving to Evanston. As public and private investments continue to enhance Evanston's neighborhoods, displacement pressures should be proactively addressed.

Although little vacant land is available, this Plan outlines a path toward increasing housing choice and supply through gentle density, missing middle housing, and focused growth in centers and corridors. This plan also addresses preserving existing homes and preventing displacement. Together, the City can aim to preserve Evanston's racial and economic diversity, while increasing the prosperity and vibrancy of the community.

HOUSING STOCK

Evanston has a diverse housing stock. Less than a third (32%) of Evanston's housing units are single-unit detached buildings and 5% are single-unit attached. About 14% are in buildings with 2 to 4 units, 11% are in buildings with 5 to 9 units, and 8% are in buildings with 10 to 19 units. About 14% are in buildings with 20 to 49 units and 17% are in buildings with 50 or more units.²⁰

A slight majority (56%) of Evanston's occupied housing stock is owner occupied and the remaining 44% are renter occupied.²¹ About two-thirds (65%) of owner-occupied units have three or more bedrooms and 8% are studios or one-bedroom units. Conversely, about 80% of rentals have two or

²⁰ United States Census Bureau. (2023). *American Community Survey: 2023 ACS 5-Year Estimates, B25024, Units in Structure*. <https://data.census.gov/table/ACSDT5Y2023.B25024?q=160XX00US1724582>.

²¹ United States Census Bureau. (2023). *American Community Survey: 2023 ACS 5-Year Estimates, B25003, Tenure*. [https://data.census.gov/table/ACSDT5Y2023.B25003?q=Owner/Renter%20\(Tenure\)&q=160XX00US1724582](https://data.census.gov/table/ACSDT5Y2023.B25003?q=Owner/Renter%20(Tenure)&q=160XX00US1724582).

fewer bedrooms and 5% have four or more bedrooms.²² This can make it difficult for larger households to find rental housing and for many households to find attainable housing for sale.

There are a variety of subsidized affordable housing units in Evanston. Over 440 units are restricted to income-qualified seniors and over 200 units are single-room occupancy. Over 100 units are for specific populations such as persons with disabilities and survivors of domestic violence.²³ Over 85 units are from the City's Inclusionary Housing program.²⁴ Additionally, over 550 Evanston households use Housing Choice Vouchers to afford monthly rent payments.²⁵

The three largest permanent supportive housing providers in Evanston are Connections for the Homeless, Impact Behavioral Health Partners, and the YWCA Evanston/North Shore. Family Promise and Interfaith Action also provide emergency shelter for those in need.

HOUSING COSTS

More than one-third of Evanston households are cost burdened, spending at least 30% of their household income on housing costs. However, this disproportionately affects renters. Less than a quarter (24%) of households that own are cost burdened and 12% are severely cost burdened. Meanwhile, nearly half (47%) of Evanston's renting households are cost burdened, and 27% are severely cost burdened, spending at least 50% of their household income on housing costs.²⁶

Over the past 10 years, Evanston's median gross rent, including utilities, increased about 41% to \$1,625 per month.²⁷ In 2012, about 1,250 renter households paid gross rents of \$2,000 or more per month; in 2022 that number rose to over 4,000 households. Similarly, about 4,400 renter households paid less than \$1,000 per month in gross rent in 2012. Ten years later, that number shrank to under 1,500 households.²⁸

Since 2012, the number of homeowner households without a mortgage has increased by 55% to about 6,500 households. Less than a third of these households spend at least \$1,500 per month in housing costs. However, almost 90% of homeowner households with a mortgage spend at least \$1,500 per month in housing costs, and over 43% spend at least \$3,000 per month.²⁹ The rise in households without a mortgage increases current housing affordability, but also masks the cost for prospective homebuyers, who will likely need a mortgage to purchase a home.

Housing cost burdens often stem from low incomes and a lack of affordable housing, with households struggling to pay for other essentials like food, transportation, and medical care. The issue is worsened by wages not catching up with rising housing costs. Additionally, traditional

²² United States Census Bureau. (2023). *American Community Survey: 2023 ACS 5-Year Estimates, B25042, Tenure by Bedrooms*. <https://data.census.gov/table?q=Types%20of%20Rooms&q=160XX00US1724582&d=ACS%205-Year%20Estimates%20Detailed%20Tables>.

²³ National Housing Preservation Database, 2024 and Illinois Housing Development Authority, 2024.

²⁴ City of Evanston, Community Development Department, February 2025.

²⁵ The Housing Authority of Cook County, August 2024.

²⁶ United States Census Bureau. (2023). *American Community Survey: 2023 ACS 5-Year Estimates, B25140, Housing Costs as a Percentage of Household Income in the Past 12 Months*.

<https://data.census.gov/table/ACSDT5Y2023.B25140?q=B25140&q=160XX00US1724582>.

²⁷ United States Census Bureau. (2022). *American Community Survey: 2022 ACS 5-year Estimates, B25064, Median Gross Rent*.

[https://data.census.gov/table/ACSDT5Y2022.B25064?q=B25064:%20MEDIAN%20GROSS%20RENT%20\(DOLLARS\)&q=160XX00US1724582](https://data.census.gov/table/ACSDT5Y2022.B25064?q=B25064:%20MEDIAN%20GROSS%20RENT%20(DOLLARS)&q=160XX00US1724582).

²⁸ United States Census Bureau. (2022). *American Community Survey: 2022 ACS 5-year Estimates, B25063, Gross Rent*.

<https://data.census.gov/table/ACSDT5Y2022.B25063?q=B25063&q=160XX00US1724582>.

²⁹ U.S. Census, 2012 / 2022 5-year ACS, B25087, Mortgage Status and Selected Monthly Owner Costs

housing affordability formulas overlook transportation costs — usually a household’s second-largest expense. Neighborhood amenities, such as walkability and access to jobs and services, heavily influence transportation costs. Compact, well-connected neighborhoods tend to be less affordable. According to the Center for Neighborhood Technology’s Housing and Transportation (H+T®) Affordability Index, Evanston households spend 46% of their income on housing and transportation, with 32% allocated to housing and 14% to transportation.³⁰

HOUSING INSECURITY

Housing insecurity is a growing challenge both nationally and locally as housing prices continue to rise. Throughout suburban Cook County, close to 1,200 individuals experienced homelessness during the 2024 Point in Time Count.³¹ Evanston shelters are operating at full capacity and there is a significant lack of emergency beds. Reducing barriers to providing a variety of housing options can help ensure every Evanston resident can access safe, stable housing.

STUDENT HOUSING

Evanston is home to over 13,500 undergraduate and graduate students, with over 2,500 attending public institutions, and about 11,000 attending private institutions.³² Students represent over 17% of the City’s population and are an important demographic group, though student housing needs are diverse. Evanston’s student incomes and assets vary widely, mirroring the total population. Student household makeup also differ, encompassing individuals, partners, and unrelated adults — including and without children. Some students live with their parents or in student housing, while others rent apartments or own their homes.

Evanston is home to Northwestern University’s main campus, which has a substantial economic, cultural, and housing impact on the City. An estimated 8,000 undergraduate students attend Northwestern University, many of whom live in Evanston. Northwestern University requires first-year undergraduate students to live on campus for two years and transfer students to live on campus for one year. It provides over 35 housing options for undergraduates, including dormitories, residential colleges, and fraternity and sorority houses. Additionally, Northwestern University provides three graduate-student dormitories.³³

KEY CHALLENGES AND OPPORTUNITIES

Soaring Housing Costs

In June 2024, the Zillow Home Value Index for Evanston, which reflects the typical value of homes in the 35th to 65th percentile range, was approximately \$430,000 — an increase of about 30% over the past 10 years.³⁴ In the same period, one- and two-bedroom home values in Evanston increased by at least 60% and 52%, respectively.³⁵ However, Zillow’s index does not account for other costs of ownership, including but not limited to mortgage interest, insurance, closing costs, maintenance, property taxes, and HOA fees.

Renters are also experiencing significant increases in housing costs. The median rent has increased

³⁰ Center for Neighborhood Technology. (2025). *Housing and Transportation (H+T) Affordability Index, 2025 Update*.

³¹ Alliance to End Homelessness in Suburban Cook County. (January 31, 2024). *2024 Suburban Cook County Homeless Count*.

³² United States Census Bureau. (2022). *American Community Survey: 2022 ACS 5-year Estimates, B14004, Sex by College or Graduate School Enrollment by Type of School by Age for the Population 15 Years and Over*.

<https://data.census.gov/table/ACSDT5Y2022.B14004?q=Type%20of%20School&q=160XX00US1724582>.

³³ Northwestern University, the Division of Student Affairs. (n.d.). *Housing Options*.

<https://www.northwestern.edu/living/residential-experience/housing-options/>.

³⁴ Zillow Group. (June 2024). *Zillow Home Value Index (ZHVI)*.

³⁵ *ibid*.

by about 41% over the past 10 years.³⁶ Over that same period, the number of renter households spending less than \$1,000 per month on housing costs has greatly decreased, by about 67%, to less than 1,500 households.

Increase The Housing Supply

The chronic underbuilding and underinvestment in housing has resulted in a nationwide shortage of around 4.9 million homes in 2023.³⁷ As high housing costs are driven by a shortage of available homes, increasing the housing supply through new developments, less restrictive zoning, and repurposing underused spaces can provide renters and buyers more options. Expanding housing benefits households at all income levels, from low to high. New market-rate developments give higher-income households options to move into, making available older units with more attainable prices available.³⁸ Additionally, new market-rate developments with inclusionary housing units options for households of all income levels.

Furthermore, the U.S. is facing a significant shortage of 7.3 million rental homes that are affordable to renters at or below 30% area median income.³⁹ Among over 5,000 renter households earning less than \$50,000 per year, about 9 in 10 (88%) are cost burdened.⁴⁰ This shows the need for more affordable housing for Evanston's low-income households.

Combat Displacement

Developing an antidisplacement strategy is essential to protecting Evanston's income diversity. The benefits of new development need to be felt by current residents. Without strategies, policies, and funding in place, low- and moderate-income households — particularly renter households — may be forced to move out of Evanston. Cultural displacement is also a concern, as the closure of important community landmarks, like historically Black churches or local restaurants, can erase neighborhood history and, with it, a sense of community.

Evanston can promote positive development by working with community organizations to ensure a successful revitalization that values culture, health, and positive human development, not just increased economic growth. Limiting development out of concern for displacement reduces opportunities for many long-time Evanston residents. The City plans to expand development potential while minimizing displacement, ensuring Evanston community members can benefit from new resources, services, and opportunities.

ILLINOIS POLICY LANDSCAPE

Unlike other states, Illinois has not provided as much state-level leadership or mandates to address rapidly rising housing costs. For example, California requires municipalities to plan the community's housing needs, while Washington's growth management framework requires municipalities to plan housing that is affordable for all income levels. In comparison, Illinois requires municipalities with a serious shortage of affordable housing to develop a housing plan.

³⁶ United States Census Bureau. (2022). *American Community Survey: 2022 ACS 5-year Estimates, B25064, Median Gross Rent*. [https://data.census.gov/table/ACSDT5Y2022.B25064?q=B25064:%20MEDIAN%20GROSS%20RENT%20\(DOLLARS\)&q=160XX00US1724582](https://data.census.gov/table/ACSDT5Y2022.B25064?q=B25064:%20MEDIAN%20GROSS%20RENT%20(DOLLARS)&q=160XX00US1724582).

³⁷ The Brookings Institution. (November 26, 2024). *Make it count: Measuring our housing supply shortage*. <https://www.brookings.edu/articles/make-it-count-measuring-our-housing-supply-shortage/>.

³⁸ NYU Law and Economics. (November 10, 2023). *Supply Skepticism Revisited*. <https://ssrn.com/abstract=4629628>.

³⁹ National Low Income Housing Coalition. (March 2024). *The Gap: A Shortage of Affordable Homes*. <https://nlihc.org/gap>.

⁴⁰ United States Census Bureau. (2022). *American Community Survey: 2022 ACS 5-year Estimates, B25074, Household Income by Gross Rent as a Percentage of Household Income in the Past 12 Months*. <https://data.census.gov/table/ACSDT5Y2022.B25074?q=B25074&q=160XX00US1724582>.

Another challenge is the state's ban on rent control, which limits Evanston's ability to stabilize rents. This leaves the City with fewer tools to protect residents from rising rents and displacement.

However, in July 2021, the HB2621 bill went into effect, which includes new property tax incentives for new construction or repaired buildings tied to the provision of affordable rental housing.⁴¹ This led to the creation of the Cook County Affordable Housing Special Assessment Program. While the program has yet to significantly impact the number of affordable units in Evanston, current development proposals are planning to participate in the program, and therefore include a larger percentage of affordable units moving forward.

COLLABORATION AND PARTNERSHIPS

By collaborating with local and regional organizations, anchor institutions, philanthropic organizations, and financial institutions, Evanston can address housing affordability on a larger scale by developing workforce housing, gathering resources for larger initiatives, reducing duplicated efforts, and unlocking grants, tax credits, or technical assistance. These partnerships will help Evanston leverage its limited resources by tapping into the expertise, funding streams, and networks of these partnerships.

POLICIES AND ACTIONS

These policies and actions provide a varied approach to increase housing choice and supply, preserve existing homes, prevent displacement, and preserve racial and economic diversity.

Implement a comprehensive housing strategy

H 1.1 Develop and implement a strategic housing plan to guide the City's housing investments and initiatives.

H 1.2 Complete a housing needs assessment to determine the types and qualities of housing needed for Evanston's population.

H 1.3 Collect and analyze local housing data routinely to inform data-driven housing decisions.

Increase housing supply and housing choices

H 2.1 Encourage a diversity of housing types throughout Evanston.

H 2.2 Update zoning regulations to reduce the cost and increase the ease of housing rehabilitation and new construction.

H 2.3 Facilitate the use of new and innovative construction technologies, such as manufactured, modular, and mass timber construction, and remove barriers in plan review, permitting, and inspection processes.

H 2.4 Update live/work and occupational use regulations to allow a wider range of businesses and services.

H 2.5 Streamline zoning approval and entitlement processes, building plan review, permitting, and inspection processes to promote development.

⁴¹ Illinois General Assembly. (n.d.). *Illinois Compiled Statutes: 35 ILCS 200/15-178*. <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=003502000K15-178>.

H 2.6 Speed up the entitlement process for developments that highly exceed the percentage of inclusionary units required by the Inclusionary Housing Ordinance.

H 2.7 Update building codes to accommodate more energy- and cost-efficient building designs.

H 2.8 Develop preapproved design plans for accessory dwelling units (ADUs), duplexes, triplexes, cottages, and other neighborhood-scale housing to expedite approval processes and reduce development costs.

H 2.9 Develop an ADU financing and technical assistance program to speed up the development of ADUs that provide income for low- and moderate-income homeowners and income-restricted housing units in high-cost neighborhoods.

H 2.10 Redevelop underused properties to increase the supply of housing that is affordable to low- and moderate-income households, and integrate housing into new construction and rehabilitation of City assets.

Preserve existing housing stock

H 3.1 Increase funding to rehabilitate housing that is affordable to low- and moderate-income residents to maintain decent, safe housing, and incorporate energy-efficient and climate-resilient features.

H 3.2 Develop funding sources to assist owners of naturally occurring affordable housing (NOAH) — private properties that are affordable without government subsidies — to decarbonize and remove environmental hazards.

H 3.3 Work with local housing providers to protect NOAH.

H 3.4 Develop a housing database to proactively monitor and preserve existing housing stock.

Prevent displacement of Evanston residents

H 4.1 Develop and refine an antidisplacement strategy to address the changing development landscape in Evanston.

H 4.2 Evaluate policies and programs and update existing programs or introduce new ones that help renters, particularly those with lower incomes, maintain stable housing.

H 4.3 Research and develop technical and financial support for shared-equity housing models, including community land trusts and limited-equity cooperatives.

H 4.4 Expand the availability of and access to programs including financial literacy, education, workforce development, and career pathways to help lower-income households build economic stability and self-sufficiency.

Promote healthy buildings and neighborhoods

H 5.1 Adopt and enforce zero-emissions building codes and standards to improve indoor air quality, maintain natural light, achieve energy efficiency, and remove environmental hazards like lead to ensure living spaces contribute to a healthy living environment.

H 5.2 Incentivize and facilitate the construction of all-electric living spaces, installation of solar panels and heat pumps, and other technologies that address climate change and improve sustainability.

H 5.3 Promote green building practices, such as LEED certification, WELL standards, passive house, and universal design in rehabilitation and new construction.

H 5.4 Prioritize housing development on sites with access to green spaces, parks, pedestrian and bike infrastructure, and other amenities that promote physical activity and mental well-being and improve climate resilience.

H 5.5 Incorporate public health data and best practices into planning and residential and commercial entitlement processes to ensure they meet health and safety regulations and support community well-being.

Seek out and expand revenue sources for housing initiatives

H 6.1 Develop a comprehensive funding strategy that includes current, anticipated, and new revenue sources to support the housing goals outlined in this plan and in the strategic housing plan.

H 6.2 Evaluate and implement new revenue sources such as development linkage or impact fees to increase, diversify, and provide more consistent funding for affordable housing.

H 6.3 Work with surrounding cities, counties, and the state to establish a funds dedicated to investing in and preserving NOAH.

H 6.4 Encourage community and regional financial institutions to explore potential private financing for small-scale, locally owned, multiunit developments and home improvements.

H 6.5 Pursue additional federal, state, and county funding to address housing needs.

Build and leverage local partnerships to expand housing availability and affordability

H 7.1 Leverage public-private partnerships with philanthropic foundations, regional and community banks, nonprofit organizations, and real estate investment trusts (REITs) to increase funding for housing.

H 7.2 Engage Evanston institutions and businesses to develop programs that expand housing availability and affordability within institutional campuses such as Northwestern University and Continuing Care Communities, and employer-assisted housing programs.

H 7.3 Establish strategic partnerships with transit agencies, school districts, and faith-based organizations for housing (re)development.

H 7.4 Initiate education, outreach, and engagement efforts that make use of social marketing best practices and storytelling to highlight the need for affordable housing and its community benefits.

H 7.5 Build relationships with developers, real estate professionals, home builders, and homeowning residents to continue removing housing development barriers.

Chapter 11: Health and Well Being

INTRODUCTION

The World Health Organization defines health as “a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity.”⁴² To improve our community’s health, our Comprehensive Plan must embrace the whole person, not just physical health. It requires addressing mental and emotional well-being, enhancing our sense of connection and belonging, and designing environments that empower people to thrive.

While discussions of health in the U.S. often focus heavily on individual factors such as lifestyle choices and genetics, there is increasing recognition that health and well-being are largely shaped by upstream social and structural factors beyond our control. These include access to safe housing, wages that allow a family to thrive, fair access to high-quality health care and education, and freedom from discrimination. These points highlight the importance of a robust Comprehensive Plan in advancing a healthier future for our community members.

POLICY	POLICY STATEMENT	GOALS
1	Promote fair access to opportunities and resources community members need to thrive and build wealth.	
2	Increase community access to mental health care and trauma-informed services while bringing diverse residents together to create a strong, supportive community.	
3	Design healthy, clean, and biodiverse environments that promote active transportation, recreation, and safety.	
4	Develop an efficient, unified system that offers person-centered, team-supported services for those negatively affected by social and structural barriers.	
5	Ensure a coordinated effort to provide inclusive environments for people of all ages and abilities through comprehensive services, disability resources, transit accessibility, and housing support.	

⁴² World Health Organization. (n.d.). *Constitution*. <https://www.who.int/about/governance/constitution>

EXISTING CONDITIONS

Physical Environment

Our natural and built environments shape our ability to lead a healthy lifestyle. This Comprehensive Plan lays the foundation for all residents to achieve health and well-being in nurturing surroundings.

Accessibility is key to a healthy built environment. For the community to thrive, every resident must have access to quality schools, jobs, recreational spaces, and affordable, healthy food choices. Key to facilitating this is a strong transit infrastructure that supports active transportation and ensures ease of access for people of all abilities. While Evanston enjoys higher-than-average walkability and mobility, transit infrastructure is more concentrated in eastern Evanston, while accessibility in western Evanston is more challenging.⁴³

Housing and robust building standards are also vital for a healthy community. Our residents need housing options at different affordability levels that are safe and accessible, as well as energy-efficient buildings that support healthy indoor air quality. While Evanston's older properties add charm and character to our neighborhoods, aging housing and infrastructure also carry health risks. Nearly half of Evanston's housing has potentially elevated lead risk based on age, and many homes are connected to lead water service lines.⁴⁴

To create a healthier, climate-resilient community, it is also important to have green infrastructure that promotes the responsible use of natural resources. Preserving and protecting these precious resources helps ensure that current and future community members can enjoy clean air and water while protecting against climate-related disasters.

Economic Environment

In a flourishing economic environment, all community members have access to the vital resources they need to thrive. Our community's economic diversity is a point of pride for many Evanstonians, yet rising housing costs threaten its sustainability. A quarter of homeowners face housing-cost burdens, spending at least 30% of their income on housing. Among renters, half experience cost burdens, placing these community members at high risk of being forced to move.⁴⁵

To create a community where many can afford to live and prosper in Evanston, we must support policies that guarantee diverse housing choices across different affordability levels.

⁴³ Department of Population Health, NYU Langone Health [Walk Score®]. (2024). *City Health Dashboard: Walkability in 2024*.

<https://www.cityhealthdashboard.com/il/evanston/metric-detail?metricId=27&dataPeriod=2024>

⁴⁴ Department of Population Health, NYU Langone Health [American Community Survey]. (2022, 5 Year Estimate). *City Health Dashboard: Housing with Potential Lead Risk in 2022*.

<https://www.cityhealthdashboard.com/il/evanston/metric-detail?metricId=12&dataPeriod=2022>

⁴⁵ U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimate, Table DP04.

<https://data.census.gov/table/ACSDP5Y2023.DP04?q=DP04%20evanston.%20illinois>

Bringing about a robust economic environment requires strong community investment. We need diverse local businesses that serve as pillars of support, offering quality jobs and competitive wages that empower the workforce and drive further investment and development in our neighborhoods. In turn, our community must support local businesses, making sure to invest equitably across all areas.

Service Environment

A strong service environment ensures access to high-quality, affordable healthcare services, equitable outcomes in education, a fair and just legal system, and social supports that empower all community members to thrive. These systems work closely together to coordinate efforts and share data and resources, with the common goal of supporting our community's well-being.

KEY CHALLENGES AND OPPORTUNITIES

Health Inequity

Overall, Evanston has a positive life expectancy and health outcomes. Nevertheless, data shows the benefits of health and wealth are concentrated in northern and eastern Evanston, while the southern and western areas suffer from poor health and lack of investment. These imbalances are deeply rooted in historical and ongoing structural challenges that allow racial inequity to persist.

A truly healthy, flourishing community can only exist when all members have the resources and opportunities to meet their needs. To achieve health equity, we need to work collaboratively to improve access to essential resources residents need to live well, including housing, education, employment, and health care.

Mental Health

High-quality mental health care stands as the most important and urgent, yet unmet, need — locally and nationally. Underlying our mental health crisis is a failure to address the root causes of trauma, including racism, violence, housing insecurity, and the criminalization of poverty.

We must move away from relying on inadequate systems, such as emergency rooms and law enforcement, to address immediate needs while confronting underlying challenges. Aside from tackling systemic problems, protecting and strengthening mental health also requires addressing a growing sense of societal isolation and loneliness. By increasing a sense of connectivity and belonging, we can foster greater community well-being.

Climate

A healthy environment with clean water, air, soil, and habitats that sustain life is one of our most fundamental needs. The quickly growing impact of climate change threatens our health and quality of life in profound ways. It not only strains our vital natural resources but also leads to the rise of infectious diseases and stress-related illnesses, impacting public health.

As described in the Environment chapter, safeguarding a healthy environment and mitigating climate-related threats require responsible use of natural resources, lowering emissions to achieve carbon neutrality, and reducing waste to minimize environmental burden. However, Evanston faces some environmental health challenges. The Environmental Protection Agency's Environmental Justice Screen, which provides data on Evanston's environmental health and air quality, shows high levels of ozone, nitrous dioxide, and diesel particulate matter above national averages.⁴⁶

POLICIES AND ACTIONS

Below, we outline policies and actions that are key to achieving the goals of Envision Evanston 2045.

1. Foster equitable access to opportunities and resources that community members need to flourish and build wealth.
 - TLW 1.1 Preserve and increase housing opportunities and develop policies to prevent community displacement.
 - TLW 1.2 Advance antipoverty programs that support wealth generation, such as Guaranteed Income, homeownership and home repair programs, and support for small and emerging minority- and women-owned businesses.
2. Increase community access to mental health care and trauma-informed services, and provide opportunities for residents of all backgrounds to come together and build a more cohesive, supportive community.
 - TLW 2.1 Address root causes of trauma by leveraging EPLAN⁴⁷ data and the combined aims of this Comprehensive Plan.
 - TLW 2.2 Establish and maintain Living Room and Crisis Alternative programs through partnerships with the Illinois Department of Human Services, nonprofits, and grantmakers aligned with the vision and mission of trauma-informed care.
 - TLW 2.3 Reduce isolation and enhance connectivity and a sense of belonging through community health initiatives and close partnerships with entities, such as public libraries.
3. Design healthy, clean, and biodiverse environments that encourage active transportation, recreation, and safety.
 - TLW 3.1 Invest in programs and policies to reduce lead exposure.
 - TLW 3.2 Reduce transit and building emissions to improve air quality.
 - TLW 3.3 Increase access to diverse transit options throughout the community, prioritizing accessibility for individuals with limited mobility and promoting the ease and safety of active transportation options.

⁴⁶ U.S. Environmental Protection Agency. (2021, January 19). EJSCREEN: Environmental justice screening and mapping tool. U.S. Environmental Protection Agency. https://19january2021snapshot.epa.gov/ejscreen_.html

⁴⁷ City of Evanston. (n.d.). Evanston Project for the Local Assessment of Needs (EPLAN). <https://www.cityofevanston.org/government/departments/health-human-services/partnerships/eplan>

4. Develop an efficient and unified system to provide person-centered, team-supported services to those negatively affected by social and structural determinants of health.
 - TLW 4.1 Expand and foster partnerships with local social-support agencies through proactive planning and communication to ensure all community members can thrive.
 - TLW 4.2 Create a platform that allows us to measure impact, with respect to coordination, data sharing, and shared goals/metrics; and joint case management among nonprofit and public-sector partners.
 - TLW 4.2 Promote and connect residents to low-barrier healthcare programs that are both high quality and affordable.
 - TLW 4.3 Address the needs of all at-risk populations, including school-age children, to ensure equitable education and access to high-quality education regardless of race, income, or neighborhood.
 - TLW 4.4 Directly reach out to community members, encouraging equitable opportunity to participate in the community and to be served by its resources.

5. Ensure a coordinated effort toward age-friendly and accessible environments through team-supported services, disability resources, transit accessibility, and housing support.
 - TLW 5.1 Support emerging trends in aging-in-place services related to older adults' accessibility, transit, and continued community integration.
 - TLW 5.2 Update standards and streamline housing retrofits to increase accessibility for those with growing needs who wish to age in place.
 - TLW 5.3 Provide tailored resources to promote a resident's desire to age in place with support, including case management, home visits, and intergenerational-friendly visitor programs.
 - TLW 5.4 Implement inclusive workforce development programs to benefit older adults seeking meaningful employment.
 - TLW 5.5 Support nontraditional housing arrangements, including the Village Model, which helps older adults age in a place of their choosing, connected to their communities with the practical supports and tools they need to successfully age on their own terms.⁴⁸

ECONOMIC DEVELOPMENT

INTRODUCTION

Economic development is a transformative process through which a community elevates its economic well-being and enhances its residents' quality of life. Effective economic development not only brings about a dynamic and sustainable economy but also generates quality jobs that empower community members to thrive economically and enjoy a higher standard of living. To build a vibrant and resilient local economy, strategic planning and investments in business support, workforce development, and physical infrastructure are essential. Evanston aims to be a role model of how local economies can be reshaped — going far beyond creating jobs, and crafting spaces where people truly want to live, work, and play.

POLICY STATEMENTS

- 1) Increase economic mobility, especially for those with the lowest median household incomes.
- 2) Increase the number of families who choose to live in Evanston.
- 3) Support the growing senior population.

⁴⁸ Village to Village Network. (2025). *Village Movement*. <https://www.vtvnetwork.org/>

- 4) Continue to create and preserve attractive public spaces and vibrant retail streets that contribute to Evanston's unique identity.
- 5) Expand workforce development.
- 6) Continue revitalizing the local retail economy.
- 7) Increase digital presence and awareness of Evanston as a desirable place to do business, to live, and to have fun.

EXISTING CONDITIONS

Evanston's economy has evolved over time. Northwestern University's establishment in 1851 played an important role in Evanston's birth as a city.⁴⁹ Two commuter rail lines and the creation of a train station differentiated Evanston from its northern suburban neighbors. Historically, Evanston established itself as the vibrant downtown of Chicago's North Shore, known for its department stores, diverse services, and dining options. Several corporate headquarters, desiring to be near Northwestern University, built office buildings, fueling the development of an office submarket that is remarkable for a city of Evanston's size, with Rotary International proudly maintaining its presence in our community.

In the 1960s, the City was also a thriving industrial hub, home to manufacturing companies producing goods from textbooks⁵⁰ to toys⁵¹. However, like many older Midwestern cities, Evanston faced challenges as manufacturing jobs transitioned to larger cities or closed altogether due to the impacts of globalization. Recognizing the exceptional value of its transit hub, Evanston adapted by incorporating high-rise residential buildings, leading to a revival of retail shops and restaurants. This evolution took place alongside the growth of a creative, knowledge-driven population and a workforce heavily invested in health care and education.

EMPLOYMENT

As of March 2023, Evanston was home to around 2,500 businesses, collectively generating around 40,000 jobs. Remarkably, only 12 percent of the workforce resides in Evanston, with most people commuting from neighboring areas.

The labor force averaged 38,250 individuals in 2023, making up roughly 61 percent of Evanston's total population. This aligns closely with Chicago (61 percent) and Cook County (62 percent). In the same year, the average unemployment rate stood at 3.7 percent, outperforming the averages of Chicago (4.7 percent) and Cook County (4.4 percent). By June 2024, though unemployment in Evanston increased to 5.7 percent, it still compared favorably against Chicago's 7.1 percent and Cook County's 6.7 percent.⁵²

The unemployed population is mainly concentrated in the western and southern neighborhoods, which generally has areas with lower median household incomes. Helping households secure quality, well-paying jobs is important to economic development efforts, in line with Evanston's goal to create equitable opportunities for all.

⁴⁹ Northwestern University. (n.d.). History: *Going strong since 1851*. <https://www.northwestern.edu/about/history.html>.

⁵⁰ Chicago Reader. (May 15, 2003). *Lessons Learned*. <https://chicagoreader.com/news/lessons-learned>.

⁵¹ <https://drloihjournal.blogspot.com/2021/10/the-amazing-history-of-toy-tinkers.html> Evanston Now. (December 15, 2024). *Iconic toy once made in Evanston lives on*. <https://evanstonnow.com/iconic-toy-once-made-in-evanston-lives-on/>.

⁵² Illinois Department of Employment Security. (2025). *Monthly LAUS Reports*. Retrieved February 12, 2025. <https://ides.illinois.gov/resources/labor-market-information/laus/monthly-reports.html>.

KEY INDUSTRY SECTORS

Education and health care are the main industry sectors in Evanston, accounting for 30 percent and 25 percent of total jobs, respectively. This is due to the presence of Northwestern University, a leading private research and teaching university, and two prominent hospitals. These industries are also the top two employers of Evanstonians. Roughly 15 percent of the labor force is engaged in these fields, with more opportunities filled by people commuting from other areas.

Other notable sectors contributing to employment include public administration, retail trade, professional services, and accommodation and food services — each making up around 6 to 8 percent of total jobs. These sectors encompass roles in local government, school districts, retail establishments, restaurants, hotels, and a variety of professional services, including accounting and consulting. Many of these positions are likely held by Evanstonians, as approximately 12 percent and 9 percent of the labor force are engaged in professional services and retail trade, respectively.

Jobs in the retail trade and food services are particularly important to the economy as they are largely made up of small-to-medium local businesses that enrich and define neighborhoods. However, this sector is highly vulnerable to economic shocks. The pandemic, for instance, had huge impacts on the retail and hospitality industry nationwide — in Evanston, over 30 businesses closed by the end of 2020. The City has taken decisive action, prioritizing the revitalization of its retail sector through the comprehensive Evanston Thrives Retail District Action Plan.⁵³

OCCUPATIONS AND WAGES

Since only about 12 percent of people who work in Evanston also live here, it is worth examining the occupational profile of Evanstonians besides looking only at jobs that are physically based in the City. Occupational and wage data show the kind of jobs Evanstonians work in and the potential of attracting those industries to the City.

Education instruction and library occupations form the largest category of jobs held by Evanston residents, accounting for about 13 percent of the labor force. Sales and related occupations are the second-largest group (8 percent), followed by computer and mathematical occupations (6 percent), and health care practitioners and technical occupations (6 percent). Service occupations, which include health care support and food preparation, account for about 13 percent of all jobs.

WORKFORCE

As Evanston plans its economic future, it's important to ensure ample job opportunities for residents and that they possess the skills required for these roles. Thoroughly analyzing both the current and future workforce composition is critical to identifying pressing gaps and long-term challenges that need immediate attention.

AGE

Evanston has a relatively older population than its neighbors. The median age in 2022 was 37.6, slightly higher than in Chicago (35.3) and Cook County (37.5). Residents aged 20 to 24 years make up the largest age group — about 10 percent of the population.⁵⁴ However, despite a large proportion of young adults, largely due to college students at Northwestern University, other age groups suggest a concerning trend toward an aging population.

⁵³ City of Evanston. (April 2023). *Evanston Thrives Retail District Action Plan*.

<https://www.cityofevanston.org/business/evanston-thrives>.

⁵⁴ United States Census Bureau. (2022). *American Community Survey: 2022 ACS 5-Year Estimates, S0101, Age and Sex*. <https://data.census.gov/table/ACSST5Y2022.S0101?q=160XX00US1724582>.

Working-age residents, those aged 15 to 64, make up about 67 percent of the City's population — a 5 percent decline since 2010.⁵⁵ This shift indicates the City is moving toward a future characterized by a shrinking pool of young people and an increasing number of older individuals, potentially harming local economic development. Older adults are less likely to work, and there are not enough younger residents to replenish the workforce.

This aging trend is also reflected in the age dependency ratio, which measures the proportion of dependent individuals (ages 0 to 14, and 65+) to the working-age population (ages 15 to 64). An increasing age dependency ratio could indicate the working population might have a greater tax burden to support the dependent population, thereby increasing their cost of living in the City.

This trend also impacts the age dependency ratio itself. In 2022, Evanston's ratio was just under 54, a significant 16-percent increase from 2010. This means that for every 100 working-age individuals, the number of dependents has risen from 46 to 54. In contrast, Chicago's ratio stood at about 50 in 2022, reflecting a slight decrease from 51 in 2010. A climbing age dependency ratio further reinforces a future with increased living costs.

EDUCATIONAL ATTAINMENT

The level of education within the workforce indicates whether workers in Evanston are likely to have the necessary skills and knowledge for available jobs in the City. Jobs in education and health care tend to require a higher degree of education. Residents in Evanston are highly educated, as roughly 74 percent of Evanstonians aged 25 years and older hold at least an associate's degree. More significantly, around 40 percent hold graduate or professional degrees — over double that of their counterparts in Chicago and Cook County. Furthermore, the proportion of residents with advanced degrees has increased by about six percent since 2000.⁵⁶

Although Evanston has an overall higher level of educational attainment as a city, this does not apply equally across age groups and racial demographics. Given higher-wage occupations tend to be in education and health care, and require higher education, the data suggests income and wealth inequality by race could worsen in Evanston, threatening the community's cohesion and economic vitality unless addressed through specific policies.

NORTHWESTERN UNIVERSITY

Northwestern University is a longstanding institution of Evanston and is now one of the top private research universities in the world. Research universities drive significant social and economic growth within their communities. Companies are drawn to cities with leading universities to tap into the exceptional talent pool, which directly results in more job opportunities for the local economy. By looking at the programs pursued by students and tracking their career paths after graduation, we can identify potential mismatches between local job demands and graduate qualifications and determine the effectiveness of talent retention in Evanston.

Data from 2022 indicates Northwestern graduates enter the education, health care, and pharmaceutical fields. The high percentage of graduates entering the two largest workforce sectors in Evanston highlights Northwestern's crucial role as a provider of skilled professionals. To enhance

⁵⁵ United States Census Bureau. (2010). *American Community Survey: 2010 ACS 5-Year Estimates, S0101, Age and Sex*. <https://data.census.gov/table/ACSST5Y2010.S0101?q=160XX00US1724582>.

⁵⁶ United States Census Bureau. (2023). *American Community Survey: 2023 ACS 5-Year Estimates, S1501, Educational Attainment*. <https://data.census.gov/table/ACSST1Y2023.S1501?q=S1501:%20Educational%20Attainment&q=160XX00US1724582>.

Evanston's appeal and competitiveness, it is essential for Northwestern University to continue delivering top-tier programs in these fields.

Evanston can also leverage the large number of undergraduates entering professional services and engineering by making active efforts to attract businesses from these industries. Northwestern University's recent survey of undergraduates from the class of 2023 indicates many choose to remain in Illinois for their careers. Evanston can work toward greater retention of undergraduates by improving infrastructure, ensuring affordable living costs, and creating connections between local job opportunities and students' skills.

TAX BASE

A robust and diversified tax base builds a strong foundation for a healthy economy. Analyzing tax revenue trends over time can provide valuable insights into local spending patterns and highlight shifts in various economic sectors. Like many municipalities in Illinois, Evanston's tax base relies heavily on property taxes. To enhance Evanston's fiscal strength and enable the City to deliver exceptional services without overburdening property owners or forcing residents to move out, it is crucial to expand and diversify Evanston's tax base and housing options.

KEY CHALLENGES AND OPPORTUNITIES

EMERGING SECTORS

The State of Illinois' 2024 Economic Growth Plan⁵⁷, titled Open for Business, identified key high-growth sectors based on their potential for future growth and their existing foundation in institutions, businesses, and the workforce in Illinois. These sectors include life sciences, quantum computing, artificial intelligence (AI), microelectronics, advanced manufacturing, clean energy production, and manufacturing. To attract, retain, and expand businesses in these sectors, the state plans to fund capital investment and workforce development initiatives.

Most of these high-growth sectors stand to gain significantly from the cutting-edge engineering programs and outstanding research capabilities at Northwestern University.

POST-PANDEMIC WORK AND CONSUMPTION PATTERNS

The COVID-19 pandemic led to flexible work arrangements. Hybrid or fully remote work has become increasingly common, reducing the need for workers to commute daily to offices and for companies to occupy large amounts of office spaces. As a result, offices nationwide have been experiencing higher levels of vacancies — and Evanston is no exception.

Evanston needs to adapt to this new trend as changes in work arrangements can impact where people choose to live. Since many employees are no longer required to be in the office every day, some may choose to live in locations farther away, where cost of living is cheaper, and social and recreational opportunities are more abundant.

Downtown retail establishments have also suffered, due to the resulting decrease in foot traffic from office workers and the rise in e-commerce. Shopping online removes the need to visit stores in person, fueling the closure of brick-and-mortar shops in many cities across the country. In Evanston, however, market research suggests e-commerce may not have had as much of an impact as predicted.⁵⁸ Regardless, it remains critical for Evanston to strategize and revitalize its retail scene so

⁵⁷ Illinois Department of Commerce and Economic Opportunity. (2024). *Illinois 2024 Economic Growth Plan*. Retrieved February 12, 2025, from <https://dceo.illinois.gov>.

⁵⁸ City of Evanston. (April 2023). *Evanston Thrives: Tenanting & Attraction*. <https://www.cityofevanston.org/business/evanston-thrives>.

the City remains attractive to existing and future workers who will contribute to the local economy.

POLICIES AND ACTIONS

Increase economic mobility, especially for those with the lowest median household incomes.

ECON 1.1 Support the creation of mentoring programs to expose and connect students to internships and shadowing opportunities. Bolster workforce development initiatives.

ECON 1.2 Support entrepreneurship initiatives for communities of color.

ECON 1.3 Remove barriers to entry, using demographic data to understand workforce composition, identify gaps, and shape organizational strategy.

ECON 1.4 Establish workforce development policies for city departments. Train individuals for certain certifications, licensing, or other qualifications needed.

Increase the number of families who choose to live in Evanston.

ECON 2.1 Develop incentives and create zoning regulations to encourage child-care providers to offer services throughout the City.

ECON 2.2 Encourage large buildings in strategic areas to dedicate space to infant- and child-care services.

Support the growing senior population.

ECON 3.1 Partner with agencies to develop a community-wide aging plan so workers who retire can continue to be connected through support networks and engaged in society through volunteering, employment, and continuous learning.

Continue to create and preserve attractive public spaces and vibrant retail streets that contribute to Evanston's unique identity.

ECON 4.1 Adopt a privately owned public space plan that encourages developments in strategic locations to provide and maintain public spaces.

ECON 4.2 Continue funding storefront improvement incentive programs and provide design assistance through community partners.

ECON 4.3 Highlight the historic architecture and heritage of Downtown Evanston and neighborhood business districts. Prepare and implement a historic building and legacy business program that describes individual building and business histories through signage, plaques, podcasts, and other digital formats to enrich visitor experience.

ECON 4.4 Establish clear gateways at the entrances of each district.

ECON 4.5 Implement larger, more consistent, and visible public signage and wayfinding.

ECON 4.6 Invest in transformative physical enhancements to support retail districts.

Expand workforce development.

ECON 5.1 Partner with agencies and institutions to promote the health care and education sectors for workforce development. Provide incentives to draw innovative and emerging businesses to the City.

ECON 5.2 Work with hospitals to create health-oriented districts (HOD).

ECON 5.3 Work with school districts and Northwestern University to develop and refine academic programs and degrees that support clean energy technology and life science industry needs.

ECON 5.4 Work with industry partners to create internship or residency opportunities for students to gain relevant experience as part of their coursework.

ECON 5.5 Support existing partners in growing workforce expertise in building deconstruction methods.

ECON 5.6 Convert vacant office spaces downtown into tech incubator spaces and accelerators for businesses in these sectors.

Continue revitalizing the local retail economy.

ECON 6.1 Connect local businesses to organizations that provide advisory services and resources.

ECON 6.2 Consider new incentives and programs with private-sector partners that support entrepreneurial activity, including a venture fund focused on new restaurants and small business startups.

ECON 6.3 Continue to support and grow programs that help legacy businesses.

ECON 6.4 Support policies that promote affordability for small businesses amid urban development.

ECON 6.5 Encourage initiatives like pop-up shops, local business incentives, and partnerships with institutions like Northwestern University, hospitals, and other partners.

ECON 6.6 Streamline City processes where possible to remove barriers for new and existing businesses.

Increase digital presence and awareness of Evanston as a desirable place to do business, to live, and to have fun.

ECON 7.1 Implement marketing strategies recommended in Evanston Thrives.

ECON 7.2 Promote the new Enjoy Evanston website on social media and other media platforms to raise brand awareness of Evanston.

**ARTS AND CULTURE: COMMUNITY BUILDING, PLACEMAKING,
CONNECTION MAKING**

INTRODUCTION

COMMUNITY BUILDING

The establishment of the Evanston Arts Council in 1975 marked the City's commitment to actively engaging the community in the arts and coordinating a broad spectrum of private and public cultural activities. Evanston embraces a variety of art and cultural expressions that serve to strengthen and unify the community. The City seeks to empower and amplify artists and arts organizations as community builders and catalysts for change. With a vision of making the arts an integral part of a just and sustainable city, Evanston strives to ensure diverse, authentic, and creative voices are accessible to all, creating an environment where artists flourish and are valued as key contributors to a vibrant and engaged society.

Artistic forms like painting, music, dance, literature, and theater go beyond language, conveying ideas, emotions, and experiences that unite and divide people through shared yet thought-provoking expressions. The role of arts and culture in community building is indispensable; it is rooted in shared history while also acting as a vehicle for transformation. Art becomes a voice that articulates the rich tapestry of beliefs, traditions, and experiences within a community, cementing its role in fostering human connections essential to successful cultural initiatives.

ARTS AND CULTURE

The arts are pivotal in shaping Evanston's identity and enhancing its livability. It serves as an engine for economic development, nurtures social cohesion, and encourages multicultural dialogue within the community.

There are numerous opportunities to encourage artistic endeavors — such as dance, music, murals, theater, and sculpture — to create welcoming public spaces that enhance the community's well-being. Evanston is well positioned to leverage community-building and placemaking strategies through the arts, given its rich history of arts professionals.

Recently, Evanston has enjoyed the emergence of pop-up galleries, street fairs, and other temporary cultural activities. The City can build on the entrepreneurial spirit within its arts community to encourage more initiatives like pop-up galleries, storefront theaters, cafés, and bookstores while streamlining permit processes to support street performances. Establishing a consistent schedule of performances and exhibits will create anticipation within Evanston and surrounding areas, fostering an expectation for diverse and engaging programming.

Murals stand out as a widespread and visually striking feature of Evanston's landscape. They serve as powerful tools for placemaking, often created together with community members to instill pride and a sense of place. The Evanston Mural Arts Program, founded in 2017, has significantly enriched the City's collection of murals, complemented by impressive public art installations by local artists.

PLACEMAKING

Placemaking is an approach to planning, designing, and managing public spaces that emphasizes community engagement, cultural expression, and the creation of vibrant, inclusive environments. Placemaking can take many forms, from dynamic public squares and pedestrian-friendly streets to the public art and cultural events that reflect our community's unique identity.

Effective placemaking strategies foster a strong sense of belonging and transform dull public spaces. Arts-based placemaking focuses not only on the artwork itself but also on using art to unite community members, encouraging dialogue and connection. By pursuing these methods and implementing supportive policies, Evanston can achieve its goals of celebrating arts and culture.

POLICY STATEMENTS

- 1) Make public spaces more accessible and friendly to all ages and abilities.
- 2) Encourage more grassroots arts and entertainment initiatives focused on community building and placemaking across all city wards for all ages and abilities.
- 3) Align placemaking strategies with climate adaptation and mitigation goals.
- 4) Connect public spaces through a network of active transportation infrastructure.
- 5) Enhance cultural arts activities in all city wards to increase participation in local arts and culture and engage all ages and abilities.
- 6) Integrate arts and culture in City decision-making.
- 7) Promote equity by including historically underrepresented communities in the creation and preservation of placemaking, arts, and culture.
- 8) Expand the use of public spaces for creative and cultural activities and ensure they are open and friendly to all ages and abilities.
- 9) Promote more innovative opportunities like pop-up galleries, storefront theaters, cafes, and bookstores, and ease accommodations for street performances.

EXISTING CONDITIONS

PLACEMAKING PUBLIC ART

The City of Evanston understands the importance of public art in enhancing placemaking and is committed to developing quality public spaces where residents and visitors can relax, socialize, and participate in activities. As covered in the Economic Development chapter, the Evanston Thrives Retail Action Plan supports the revitalization of local business districts. It highlights the importance of supporting placemaking in and out of these areas. It encourages the City to invest in placemaking and connections between public spaces to enhance accessibility. The action plan includes tailored placemaking initiatives for each of Evanston's nine retail districts. These initiatives include the installation of street furniture, landscaping, play infrastructure, lighting, public art, and various streetscape and right-of-way improvements.

ARTS AND CULTURE

Public art — whether permanent sculptures, murals, music, performances, installations, or other temporary activations — invites people to forge emotional and social connections with one another, their surroundings, and their history. The City supports art that promotes inclusion, engagement, and interaction. Public artwork can already be found in many parts of Evanston. There are many opportunities to complement the existing network and integrate public artwork with public and private investment.

EVANSTON ARTS COUNCIL

Public art initiatives are supported by the Evanston Arts Council, which advises on funding and helps source, curate, and maintain public art throughout the City. Funding primarily comes from the City's Capital Improvement Fund and is supplemented by donations or grants.

OTHER ART AND CULTURE OFFERINGS

In addition to public art, community members and visitors can enjoy a wide range of cultural events and festivals in Evanston. The city boasts a vibrant arts scene and is dedicated to breaking down barriers to organizing special events that encourage artistic and cultural expression, as well as economic growth.

Evanston is home to over 20 performing arts companies and organizations, including the Evanston

Dance Ensemble, Evanston Symphony Orchestra, Piven Theatre, and the Fleetwood-Jourdain Theatre Company. The City also boasts various galleries and studios that support local artists and promote artistic endeavors. These galleries not only provide space for diverse art styles and media — they also offer classes and workshops in ceramics, woodworking, and figure sculpting for community members of all ages and skill levels.

These events and venues are important to Evanston as they provide creative outlets for residents to explore their interests while enhancing the City's vibrancy and livability. They also serve as grounds for creative placemaking opportunities to take form, which, according to the National Endowment for the Arts, has shown to grow social cohesion and enhance community well-being.⁵⁹

KEY ISSUES AND OPPORTUNITIES

Design inclusive public spaces.

This Plan highlights the growing population of older people and the decreasing number of children in Evanston. Public spaces should be designed to be inclusive and welcoming to all, with placemaking strategies prioritizing the needs and preferences of older community members. Despite the decline in the number of children, ensuring safe and meaningful public spaces for them remains crucial.

Prioritize increased investment in a wider range of arts and cultural activities.

While Evanston has progressed in investing in placemaking and the arts, there is still more room for improvement. The following policies and actions summarize ways in which the City can boost placemaking efforts and further promote arts and culture. The Evanston Thrives Retail Action Plan mainly focuses on revitalizing retail districts through built environment interventions and programming. However, creating engaging public spaces near residents' homes is equally important, ensuring access to quality spaces regardless of shopping activities.

Support community-based placemaking, arts, and culture.

Community members understand the neighborhood's history, issues, daily workings, and what makes the neighborhood special and meaningful. Resources should therefore be set aside to enable initiatives suggested by the local community. These projects range from painting sidewalks or streets to transforming vacant lots into welcoming gathering spots.

Adapt our public spaces to mitigate the effects of climate change.

The design of public spaces should be mindful of changing weather patterns and climate conditions to ensure ongoing accessibility and use throughout the year. Where possible, public spaces should actively contribute to climate mitigation efforts.

Connect people and places.

Creating walkable and bikeable connections between public spaces increases accessibility for more community members, especially those who may not have access to or be able to drive, and contributes to lowering greenhouse gas emissions.

⁵⁹ National Endowment for the Arts: [WE-Making: How Arts & Culture Unite People to Work Toward Community Well Being](#)

POLICIES AND ACTIONS

The following policies and actions support placemaking, arts, and culture opportunities outlined above to achieve the goals of Envision Evanston 2045.

Make public spaces more accessible and friendly to all ages and abilities.

PAC 1.1 Invest in public spaces to elevate their conditions and amenities.

PAC 1.2 Identify areas throughout the City to create more public spaces.

PAC 1.3 Explore and develop incentives for private developments to include accessible public spaces.

PAC 1.4 Remove barriers that prevent spaces like cafes and bookstores on street corners, and in other strategic locations outside retail districts.

PAC 1.5 Ensure city policies and regulations allow spaces to host a variety of performances, exhibitions, special events, and celebrations.

PAC 1.6 Improve access to electricity for special events and public use.

PAC 1.7 Support art incubators, maker spaces, and studio spaces.

PAC 1.8 Integrate art in public spaces.

PAC 1.9 Ensure public spaces are accessible and friendly to all ages and abilities and promote intergenerational activities.

Encourage more community involvement in placemaking initiatives.

PAC 2.1 Explore new funding sources that foster arts, placemaking, and community building.

PAC 2.2 Encourage public–private partnerships via technical assistance, financial support, and other community partnerships to implement more energetic arts programming related to community building and placemaking.

PAC 2.3 Streamline and expedite the approval process for community-initiated special events and activities.

PAC 2.4 Work with community partners to facilitate cultural arts programming that promotes local histories and community dialogues.

Align placemaking strategies with climate adaptation and mitigation goals.

PAC 3.1 Design public spaces to withstand extreme heat, cold, and increased precipitation.

PAC 3.2 Identify locations and install green infrastructure and solar lighting.

PAC 3.3 Design public spaces and community facilities to function as disaster or emergency shelters.

Connect public spaces through a network of active transportation infrastructure.

PAC 4.1 Identify key centers and corridors in the City and prioritize investment in active transportation infrastructure improvements.

PAC 4.2 Install wayfinding signage along corridors to guide people to public spaces.

Enhance cultural arts activities that increase participation in local arts and culture and engage all ages and abilities.

PAC 5.1 Facilitate ongoing communication and collaboration to improve arts and culture programming.

PAC 5.2 Redesign and program city facilities to include spaces that bring community members together.

PAC 5.3 Explore additional funding sources to support arts, culture, and historic preservation.

PAC 5.4 Strengthen and promote collaborative cultural initiatives between arts-based entities and cultural organizations.

PAC 5.5 Identify historic buildings, cultural landscapes, and other historic sites as prime locations for placemaking, storytelling, and interpretation.

PAC 5.6 Promote partnerships between arts, community, and business organizations that will contribute to the practical and financial stability of arts events in Evanston.

Integrate arts and culture in the City's decision making.

PAC 6.1 Implement marketing and financial sustainability strategies for community building and placemaking activities outlined in the Evanston Thrives Plan.

PAC 6.2 Require new construction projects to dedicate a percentage of their budget for art in public spaces. Active City participation in the planning and allocation process will ensure new public art projects enhance Evanston as a cultural destination serving a diverse public with a broad range of arts interests. Encourage the installation of public art and placemaking strategies in conjunction with capital improvement projects.

PAC 6.3 Integrate arts and culture in the City's strategic planning efforts.

PAC 6.4 Encourage use of the arts to educate and promote the City's priorities, such as sustainability and equity.

Promote equity by including historically underrepresented communities in the creation and preservation of placemaking, arts, and culture.

PAC 7.1 Prioritize access to arts and cultural programming for historically underrepresented and underserved communities.

PAC 7.2 Support artists from underrepresented communities and cultures.

PAC 7.3 Engage with the community to create events and activities that give more visibility to Evanston's diverse cultural heritages.

Expand the use of public space for creative and cultural activities.

PAC 8.1 Identify and create public spaces that accommodate a variety of performances, exhibitions, special events, and celebrations.

PAC 8.2 Develop policies and remove barriers to arts incubators, maker spaces, and live-work studio spaces.

PAC 8.3 Regularly review and update policies that regulate the use of public spaces and streets, such as sidewalk cafes, temporary sales, on-street dining, pop-up galleries, and temporary performance spaces, to create a more vibrant walking experience while maintaining the necessary sidewalk capacity and ADA compliance for equal access and mobility on city streets.

Promote more innovative opportunities like pop-up galleries, storefront theaters, cafes, and bookstores, and ease accommodations for street performances.

PAC 9.1 Develop policies and remove regulatory barriers to enable temporary uses and events that promote the arts.

PAC 9.2 Partner with organizations to actively promote these uses and events to the Evanston community and surrounding communities.

Chapter 14: Preservation

INTRODUCTION

Historic preservation plays a key role in Evanston's future by maintaining the cultural, architectural, and historical resources that establish a sense of place and contribute to our community's unique identity. Leveraging preservation as a foundational land-use tool allows us to successfully balance and implement the City's long-term economic development, housing, sustainability, and cultural enrichment goals. By weaving historic preservation into the fabric of our future planning, Evanston ~~can promote new housing development and revitalization projects while simultaneously maintaining will not only maintain~~ its identity and collective memory of place for generations to come, ~~but also promote new housing development, revitalization projects, and heritage tourism.~~

The City of Evanston first adopted its Historic Preservation Ordinance in 1975 with a commitment to identify and preserve "areas, properties, structures, sites, and objects having a special historical, community, architectural or aesthetic interest or value to the City and its citizens," and to foster "civic pride" in Evanston's unique architecture, landmarks, and districts. The Historic Preservation Ordinance also seeks to protect important buildings and resources through designating, restoring, and rehabilitating local landmarks and districts. The Evanston Historic Preservation Commission oversees the ordinance's implementation, including the ongoing survey and inventory of buildings, sites, and structures; the designation of local landmarks and districts; and the issuance of Certificate of Appropriateness for ~~new construction improvements, alterations additions, relocation, and demolitions~~ of landmarks and City Landmarks as well as properties objects within local historic districts. Evanston ~~is was proudly~~ recognized as one of the first municipalities to receive Certified Local Government status from the State of Illinois in 1985, highlighting its expertise in historic preservation. This designation unlocks access to state and federal historic preservation grants and enhances the City's preservation initiatives through the federal Certified Local Government Program, established by the U.S. Congress and supported by the National Park Service and the Illinois Historic

Preservation Agency.

POLICY STATEMENTS

1. Support adaptive use and rehabilitation of historic buildings to support the City's economic development and housing goals.
2. Continue to survey and document properties eligible for historic designation and protection.
3. Promote historic preservation tools and approaches ~~that mutually advance in line with~~ the City's growth, housing, environmental, and economic development goals.
4. Preserve ~~resources~~ spaces that embody the City's diverse historic, social, and cultural periods, people, and events.
5. Promote inclusive economic development in historic areas to minimize displacement and support communities.
6. Establish, maintain, and leverage a range of incentives and programs to address neighborhood rehabilitation and stabilization needs.
- ~~7.~~ Include residents, educational institutions, and other partners in preservation efforts. Maintain a well-staffed preservation program and enact creative organizational structures and capacity building approaches that include residents, educational institutions, and other partners in preservation efforts.
- ~~7-8.~~ Safeguard the integrity of the city's landmarks, historic districts, and built resources eligible for designation.

EXISTING CONDITIONS

Evanston is proudly committed to preserving its historical, cultural, social, and architectural heritage. Known for its diverse architecture — including an outstanding collection of Victorian and 20th century Period Revival, Prairie, Craftsman, Mid-Century Modern, and Contemporary styles — Evanston is set amid a landscape of mature trees and expansive parkways. Our vision is to build on these architectural and historical resources, ensuring they are cherished and celebrated by future generations. Daniel Burnham, a distinguished architect and urban designer, hailed Evanston as the place that “fills my longing,” and the 1917 Plan of Evanston recognized the City's rich architectural heritage, encompassing not only grand mansions but also valuable vernacular structures.⁶⁰ The City earned the name “City of Homes” due to the artistic diversity and quality of its housing stock, a well-deserved title that continues to enhance Evanston's appeal today. These historic homes, many designed by some of the country's best architects, are preserved and celebrated for their architectural, cultural, and historical significance, and feature high-quality materials, visual interest, and construction techniques rarely seen in new construction today.

Evanston's commitment to historic preservation ensures its heritage is celebrated and protected for generations to come. This commitment is bolstered by organizations like the Evanston Preservation Commission, which has identified, protected, and actively managed significant structures, sites, and landscapes since the 1970s. Its efforts, along with those of local history-oriented organizations and community groups, are important in safeguarding Evanston's rich heritage. The Evanston History Center (housed in the Charles Gates Dawes House, a National Historic Landmark), the Shorefront Legacy Center, Northwestern University, and the Gichigamiin Indigenous Nations Museum (formerly the Mitchell Museum) are also pivotal in preserving and interpreting Evanston's rich cultural histories — including those less acknowledged and underrepresented in the built environment.

Preserve 2040, Evanston's long-range preservation plan, was adopted in December 2022. This comprehensive plan serves as the Preservation Commission's primary guide for the evolution of the preservation program — balancing the reality of a changing environment and the desire to preserve

⁶⁰ Evanston History Center. (n.d.) *Burnham at Home in Evanston*. <https://evanstonhistorycenter.org/stories/burnham-at-home-in-evanston/>.

the character, heritage, and vibrancy of the community.

HISTORIC DISTRICTS

National Register Historic Districts are geographically defined areas that have a high concentration of sites, buildings, structures, or objects with historical, architectural, or archeological significance. The National Register is maintained by the U.S. Department of the Interior. Local landmarks and historic districts are areas designated by a local ordinance as recommended by the Historic Preservation Commission. Designation as a local historic district or landmark offers protections and active management through the Preservation Ordinance, while federal designations are largely celebratory unless state or federal funding or permits are sought or required. Evanston contains five National Register Historic Districts, all of which are overlaid as local historic districts, except for the Oakton Historic District and the northern half of the Northeast Historic District. Additionally, the Women's Christian Temperance Union District is a local district but is not on the National Register.

Women's Christian Temperance Union District

Located on the west side of Chicago Avenue between Church and Clark Street, this district was established to provide local protections for the campus of buildings associated with the Women's Christian Temperance Union and Women's Suffrage Movement. These buildings are also listed as National Historic Landmarks, the highest federal designation, because of their historic and social significance to the United States.

Lakeshore Historic District

Nestled in southeast Evanston, this district has a total of 774 primary structures and 557 secondary structures. It is primarily residential, and a prime example of late 19th and early 20th-century inner suburban development. It features a grid plan with rectangular blocks and alleys. Most major streets run north to south, with deep parkways lined by mature trees and ornamental lamp posts. Buildings comprise a wide range of architectural styles, with parks and public gathering spaces spread throughout the district, including Burnham Shores, Centennial, Clark Square, Dawes, Elliot, and Garden Parks as well as Kelly and Snyder Tot Lots.

Ridge Historic District

Set apart by its topography, which attracted early settlers in the 1830s and 1840s, Ridge Historic District has evolved into a dynamic residential area. Following the Chicago Fire, it was shaped by residents engaged in professional, mercantile, and manufacturing work. Land use in the district is mainly residential, with large, owner-occupied detached homes with 2 to 2.5 stories on large, deep lots and spacious parkways. This district has 397 primary structures, 129 of which are architecturally significant and another 136 that contribute to the district's overall history.

Northeast Evanston Historic District

Located north of the Central Business District, this district includes 546 primary buildings and structures within a long and narrow area of approximately 12 blocks within the former town of Evanston and Village of North Evanston. Primarily made up of detached homes, the district also includes multiunit buildings, university offices, educational facilities, and parks. Architectural styles are highly varied, with buildings constructed from 1860 to the present. Colonial Revival, Craftsman, and Tudor Revival are the main styles, which were popularized during the height of development along Evanston's streetcar system on Sherman Avenue and Central Street. The district features properties on lots ranging from 4,000 to 35,000 square feet, similar to the Ridge Historic District and Evanston Lake Shore National Register Historic District. The district benefits from one of the widest rights of way in Evanston at around 100 feet, resulting in generous sidewalks and parkways lined with mature trees and streetlights. The northern half of the district, located north of Lincoln Street, is not overlaid with a local historic district — leaving these significant resources vulnerable to development pressure, including demolition and improper alterations.

Oakton Historic District

Located at Evanston's southern border with Chicago, 203 primary buildings and 134 outbuildings shape this residential district. The housing landscape is characterized by a mix of detached homes, duplexes, apartment buildings, and townhouses constructed between 1913 and 1964. Like other historic districts, it features a variety of architectural styles on lots ranging from 4,300 to 8,500 square feet, slightly smaller than in the Northeast Evanston and Ridge Historic districts. Despite its narrower right-of-way width of around 62 to 63 feet, the district's streets have sidewalks and parkways with mature landscaping and the ornamental lamp posts found in other districts. Like the northern half of the Northeast Historic District, the Oakton District is also vulnerable to increased development pressures, including demolition and improper additions and alterations due to the area not being overlaid as a local historic district.

Northwest Evanston Historic District

The Preservation Commission has identified the Northwest Evanston Historic District as eligible for historic designation, although it has not yet been nominated for national or local designation. Explored as part of the Illinois Historic Structures Survey of 1972 by the State of Illinois for a potential historic district, northwest Evanston was surveyed in the late 1980s with funding from a Certified Local Government grant, and is currently listed as eligible for designation by the Preservation Commission due to its architectural significance. It includes over 60 landmarked properties and additional sites likely to be eligible for landmarking or designation as contributing structures. The area is southwest of, and adjacent to, the original village of North Evanston, with Harrison and Golf/Simpson Streets forming its north and south boundaries, Lawndale and Pioneer Avenues its west and east boundaries, and Bennett Avenue on the southeast. It merits consideration as both a national and local historic district as a distinct type (single unit) and period (1895 to 1937), and includes the work of several master architects of that period.

Suburban Apartment Buildings

This category refers to 48 buildings dating from 1890 to the 1920s that exemplify the suburban apartment building styles popular in Evanston during the unprecedented building boom of the 1910s and 1920s. These structures range from rowhouses, duplexes, triplexes, and railroad apartments to courtyard buildings. These suburban apartment buildings contain elements common to detached homes, such as projecting bays, sun porches, gables, chimneys, and decorative façade treatments. The layout of units and hallways is designed to promote natural light and ventilation. These apartments offer lots of green space, typically in the form of courtyards with neat lawns, flower beds, benches, and fountains.

LANDMARKS

In addition to local historic districts, 56 properties are individually listed in the National Register, and dozens more have been identified by the State Historic Preservation Office as eligible. The City also has over 850 registered individual local landmarks. ~~Of these, most are in the federal-only portion of the Northeast Historic District and the proposed Northwest Evanston Historic District, and~~ about 430 are not ~~located within~~ a local historic district. Most landmarks outside a designated district are single and multiunit residences or institutional buildings, including ~~many one-few on~~ Northwestern University's campus, and other local historic school buildings. Furthermore, the Preservation Commission has gathered a list of over 60 properties, identified through surveys conducted in Downtown Evanston, ~~within the Lakeshore Historic District, and along the Chicago Avenue corridor, that are eligible for local designation, but not housed within existing historic districts.~~

KEY CHALLENGES AND OPPORTUNITIES

Balancing Historic Preservation and Development Needs

Evanston's historic resources are major factors that define Evanston's built environment and identity. As the City ~~looks to increase~~~~removes barriers to~~ housing production, addresses climate change and resilience, and supports economic development, synergies exist with historic preservation. ~~Past~~ ~~preservation~~~~Past~~ ~~Currently, preservation~~ initiatives tended to focus on high-style architectural achievements ~~and did not identify or designate, often overlooking~~ the significant contributions of working-class, marginalized, and ethnic communities ~~at the same rate~~. It is crucial to actively research, identify, and document these cultural heritages. By prioritizing preservation that advances racial equity, addresses housing affordability, and prevents displacement, Evanston can foster inclusivity and bolster economic resilience. Engaging historically excluded communities in the preservation process, safeguarding local businesses, and offering financial assistance for community-driven projects in historically significant neighborhoods will enhance the City's commitment to sustainability and affordable housing while honoring its rich ~~and varied~~ history.

POLICIES AND ACTIONS

The following policies and actions highlight the important role preservation plays in achieving the goals of Envision Evanston 2045.

Support adaptive use and rehabilitation of historic buildings to help achieve the City's economic development and housing goals.

P 1.1 Streamline the permit review process for adaptive use of historic properties.

P 1.2 Provide technical and financial assistance for owners of historic properties, including support for decarbonization efforts.

P1.3 Promote preservation-based economic development strategies in the City's existing commercial environments, downtown, and neighborhood business districts.

P 1.4 Explore regional and national membership programs that support local businesses and districts.

P 1.5 Support the adaptive use of significant institutional structures, such as schools and buildings of assembly, to increase residential density while preserving their historical, architectural, cultural, and social value to the community.

Continue to survey and document properties eligible for historic designation and protection.

P 2.1 Implement the survey and documentation recommendations of Preserve 2040.

P 2.2 Conduct a cultural landscape survey of Evanston.

P 2.3 Support landmark nominations for eligible properties.

Promote historic preservation tools and approaches ~~that mutually advance in line with~~ the City's growth, housing, environmental, and economic development goals.

P 3.1 Support National Register nominations for Evanston's historic income-producing resources to provide access to financial incentives and tax credits that encourage rehabilitation and adaptive use efforts.

P 3.2 Designate historic districts in areas with cohesive artistic and architectural compositions or concentrations of existing landmarks.

P 3.3 Establish technical assistance and incentives for building deconstruction and materials reuse over demolition.

P 3.4 Improve procedures for designating commercial landmarks that identify where change should be minimized and highlight where flexibility is appropriate.

P 3.5 Incorporate environmental elements, such as trees, landscapes, parks, and open spaces, into preservation plans — especially within historic districts and along Evanston's lakefront.

P 3.6 Encourage the use of innovative materials and technologies for flexible and sustainable preservation.

P 3.7 Promote adaptive reuse of structures to align preservation efforts with sustainability goals.

Preserve resourcespaces that embody the City's diverse historic, social, and cultural periods, people, and events.

P 4.1 Allow for landmark designations based on cultural and social significance and provide additional flexibility in design review.

P 4.2 Collaborate with local community organizations to support the collection of oral histories and personal narratives from residents of color and underrepresented population groups and identities to inform future designations.

P 4.3 Require appropriate names for new developments and streets to foster and retain the cultural and historical aspects of the community.

P 4.4 Support the creation and designation of a cultural historic district that celebrates residents of color and other underrepresented populations.

P 4.5 Prepare Neighborhood Conservation District Plans and support neighborhood planning efforts in areas where residents have expressed interest in enhancing and stabilizing neighborhood character, identity, and affordability.

P 4.6 Work with tribal representatives to identify reburial sites for Indigenous remains, fostering respect, healing, and environmental stewardship.

Promote inclusive economic development in historic areas to minimize displacement and support communities.

P 5.1 Strengthen programs that recognize and support businesses owned by historically marginalized communities, offering financial aid, marketing support, and partnerships to prevent displacement.

P 5.2 Use asset mapping to identify culturally significant businesses and areas vulnerable to development and market pressures and ensure they receive targeted support to maintain their presence.

Establish, maintain, and leverage incentives and programs to address neighborhood rehabilitation and stabilization needs.

P 6.1 Create funding programs or partnerships to support community-led projects aimed at revitalizing and preserving landmark buildings and resources associated with historically underrepresented and marginalized neighborhoods in Evanston.

P 6.2 Protect naturally occurring affordable housing (NOAH) — private properties that are affordable without government subsidies — and prevent displacement by creating conservation districts.

P 6.3 Promote heritage tourism to expand knowledge of cultural history.

~~Include residents, educational institutions, and other partners in preservation efforts. Maintain a well-staffed preservation program and enact creative organizational structures and capacity building approaches that include residents, educational institutions, and other partners in preservation efforts.~~

P 7.1 Work with community partners to advance preservation efforts and decision making.

P 7.2 Spread awareness of preservation efforts and increase education and advocacy efforts to foster community pride.

P 7.3 Encourage private historic protection measures by providing information on incentives to property owners.

P 7.4 Ensure the City of Evanston leads by example and follows preservation best practices in municipal decision making and capital improvements.

P 7.5 Support the value and policy statements within Preserve 2040 and expand implementation of the Plan's initiatives through 2045.

P 7.6 Consult more with Tribal Historic Preservation Officers, whose ancestral homeland includes Evanston, to ensure potential archaeological resources are treated with the sensitivity and respect they deserve.

Safeguard the integrity of the city's landmarks, historic districts, and built resources eligible for designation.

P 8.1 Maintain a strong Preservation Ordinance that aligns with best practices and evolving trends.

P 8.2 Establish advisory review requirements for demolition requests and construction of new principal structures within the city's National Register Historic Districts.

P 8.3 Provide technical assistance and advisory review for construction of new principal structures adjacent to individual landmarks outside of a historic district.

P 8.4 Establish demolition delay procedures for properties identified as eligible by the Preservation Commission.

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Chapter 15: Implementation

Envision Evanston 2045 is a roadmap to achieve this ambitious and attainable vision over the next 20 years. Implementing the goals and strategies outlined will make Evanston a vibrant, resilient, and welcoming community for all. Our Plan also provides a framework for decision making, including when to pursue goals, what resources to set aside for development, infrastructure investments, programming, and more — and how to balance strategies that may, at first glance, seem to work in conflict with each other. We must be flexible and responsive to changes in federal and state priorities that may affect funding, receptive to new technologies that facilitate our ability to address impacts of climate change, and other factors that are not yet known.

The successful realization of Evanston's Comprehensive Plan depends on a structured, continuous, and transparent implementation process. Below, we outline the framework for translating the Plan's vision into action, ensuring its goals, policies, and recommendations effectively inform decision making in a clear, practical, and measurable way.

Annual Review of Progress, Priorities, and Strategies

To maintain relevance and effectiveness, the implementation strategy incorporates an annual evaluation to track and assess progress, address emerging priorities, and adjust strategies as needed. Facilitated by City staff, City Council, and the Land Use Commission (LUC), this yearly review will keep city initiatives aligned with the changing needs of the community while maintaining accountability in meeting the Plan's objectives. City staff will lead the annual review, with LUC supporting the preparation of the work plan and recommending its approval to the City Council. The annual report will then be presented to the City Council, where it will be accepted and placed on file.

Additionally, every five years, a comprehensive assessment will be conducted to evaluate the Plan's overall effectiveness. The assessment will consider new trends, policy changes, and evolving land use dynamics, allowing for amendments to ensure the Plan remains a forward-thinking and adaptable guide for Evanston's future. Key updates may include changing policies, adding or removing strategic initiatives, and revising the future land use map as needed.

By committing to this structured review and update process, Evanston can ensure that its Comprehensive Plan remains a dynamic tool for sustainable development, responsive governance, and community-driven progress.

Envision Evanston 2045
Public Comments

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.
Daina Jauntirans	848 Ridge Ave A	3/12/2025	Envision Evanston	In favor	Written comment	As an affordable housing professional and longtime Evanston resident, I support the increased density proposed by the Envision Evanston plan. Density done right is only one tool in the toolbox for creating more affordability in Evanston, but it is one without which we won't be able to make a dent in our housing crisis.		
John Storey Willis	864 Sheridan Road	3/12/2025	Envision Evanston	Opposed	In person		Self	
Julie Barbour	2773 Sheridan Road	3/12/2025	Rezoning	Opposed	Written comment	As a long-term resident of Evanston, realtor, and former business owner, I am deeply concerned with land developers having too much control. No one asked for rezoning so the question is why is it happening and why was it being trying to push so quickly when rezoning normally takes years? With the guise of affordable housing I object to the shortsightedness and speed at which this is happening to have it put on the ballot to be voted on. Please consider not following Mayor Biss as he's proven himself to not be trustworthy. Thank you, Julie Barbour		
Korey Neibarger	864 Sheridan Road	3/12/2025	Envision Evanston	Opposed	Written comment	<p>My name is Korey Neibarger, and I have been a resident of the 800-block of Sheridan Road since 2021. Prior to moving to Evanston, I lived in Lake View but chose to relocate in the wake of the pandemic because of Evanston's distinctive character as an inner-ring suburban community—one that harmoniously blends urban accessibility with the benefits of lower-density neighborhoods. Today, I stand in strong opposition to Envision Evanston 2045, a proposal that fails to reflect the perspectives and priorities of Evanston residents and homeowners. Instead, it advances an ideological agenda that seeks to eliminate single-family zoning and increase density without adequate consideration of the community's character or the concerns of its citizens.</p> <p>A fundamental flaw of Envision Evanston 2045 is its lack of substantive evidence that upzoning and increased density will lead to more affordable housing for either homeowners or renters. The plan is predicated on the assumption that greater density will naturally lower housing costs, yet there is no empirical data to support this claim. On the contrary, the likely outcome is that developers will capitalize on upzoning to maximize profits, while existing residents experience rising property taxes, increased strain on infrastructure, and a decline in neighborhood stability.</p> <p>Furthermore, Envision Evanston 2045 disregards the vital role of homeownership in fostering stable, invested communities. As a former renter, I understand the importance of housing accessibility, but this plan fails to acknowledge that homeownership serves as a cornerstone of long-term community engagement. Additionally, Envision Evanston's objectives are fundamentally at odds with the city's existing policies, such as the Healthy Buildings and Inclusionary Housing ordinances, which already impose financial burdens on development. The contradictions within these competing policies will only exacerbate housing challenges rather than solve them.</p> <p>Equally concerning is the misleading assertion that Evanston lacks housing diversity. Within a single block of my home, there exists a striking range of housing options: a \$1,700-per-month vintage apartment, a \$4.6 million lakefront estate once owned by Yu Darvish, my \$825,000 home, and a \$1,100-per-month rental coach house, currently occupied by a young professional. This breadth of housing types—spanning rental and ownership opportunities at multiple price points—demonstrates that Evanston already possesses the diversity in housing that this plan claims is missing. The narrative of a supposed absence of "missing middle housing" is therefore not only inaccurate but also misleading.</p> <p>I urge the Land Use Commission to prioritize the voices of those who have built their lives in Evanston and to develop a comprehensive plan that genuinely reflects the needs and aspirations of its residents. Thoughtful, community-driven urban planning—not externally driven policy agendas—is essential to preserving Evanston's unique balance of livability, diversity, and long-term sustainability.</p>		
Virginia Mann	3004 Normandy	3/12/2025	Comprehensive Plan	Opposed	Written comment	<p>Land use is a critical factor in the livability and desirability of any community. That the City wants to rush through a largely unvetted Comprehensive Plan pushed by special interest groups, developers and a mayor with greater political ambitions than his current role is appalling. Especially since the Mayor is trying to push this through a lame duck council that voters are going to change in less than three weeks.</p> <p>While the Mayor has stated that this is just a Plan and the details are in the zoning which has been delayed, that concept is VERY misleading. This plan sets the foundation for future zoning and will provide justification for zoning changes that few Evanstonians appear to want. Let's not be fooled by Council Chambers filled with individuals from special interest groups - many of whom don't even live in our City!</p> <p>We are relying on the LUC to do the right thing and help put the breaks on this Comprehensive Plan that could totally change the character of our neighborhoods, shopping areas and downtown; effect property values and impact the desirability of Evanston as a place to call home.</p> <p>That Evanston would even consider moving forward with a plan so poorly formulated that the company hired to prepare it was fired, is just appalling. And to whose benefit? Certainly not the people of Evanston!</p>		
David Boyk	1218 Noyes St.	3/12/2025	Envision Evanston	In favor	Written comment	I strongly support EE45, which will allow the housing supply to expand to meet demand, allow higher density that supports energy-efficient growth and a greater tax base and customer base for local businesses, and continue to move Evanston away from a history of housing discrimination.		

Julia Forgash	1580 Sherman A	3/19/2025	Draft Envision Ev	Opposed	Written comm	<p>My name is Julia Forgash and I live in the 4th ward, bordering the 1st ward. Overall, I don't see much that is objectionable in the revised draft of Envision Evanston 2045. Most of what is discussed in the document I imagine would be appropriate goals for any future planning for a suburb of a major city. The issue I have is in Chapter 5, the discussion on Neighborhoods. I live in the Downtown neighborhood. I want to stress the word "neighborhood," because just like the Dempster St, Main St, and Central St areas of Evanston, downtown is a mix of businesses AND residents. We have a mix of apartments and houses to the East, and a mix of apartments and houses to the West, just like the other neighborhoods I mentioned. We have apartments close to the business district, and Downtown has metra stops and El stops, just like those other neighborhoods. Just like Dempster St, Main St, and Central St, the downtown area has two-lane roads. In the Envision Evanston plan, in the paragraphs that discuss the future of development in the different areas of the land use map, the Downtown area is the ONLY section that mentions the word "high-rise." As long as that word is in there, people are going to push back. Why should Downtown residents be subject to crowding, congestion, and looming concrete structures while other neighborhoods are protected from that? Is it because we already have a few tall buildings? Just because that is true, does NOT mean that we want more of them. Just like people in the other neighborhoods I mentioned, we value the sunlight and the trees, and just like other neighborhoods, we want to minimize noise and traffic congestion, and maximize safety. If you consider the Legacy building that has been approved on Chicago Ave, plus the proposed development on Davis Street and the proposed development on Maple Street, you will be adding approximately 1000 people to a 4-block area. Evanston is made up of 8 square miles. Why would you bring 1000 people into one tiny area? What problem are you trying to solve by thrusting so many people into an already crowded neighborhood? I think people widely agree now that big development plans do not ensure affordable housing. Affordable housing comes only from government subsidies. Slowing the increase of rents is a possibility as a result of beefing up supply, but only a possibility, and brand new construction is the most expensive type of housing. I reject the idea that throwing more people into an area with commercial businesses will save those commercial businesses. There are frequent comparisons between Wilmette's thriving downtown and Evanston's struggling downtown. It's important to note that there has not been high-rise development in Wilmette's downtown. Wilmette's downtown is successful because the businesses that are there meet the needs of the residents and also attract people from surrounding areas. There are plenty of Evanston residents (myself included) who patronize businesses in Wilmette because of what they offer, not because I can walk there—which I can't. Evanston prides itself on its history, authenticity and access to nature. Giant residential buildings stress our streets, block sightlines to nature, and cast shadows throughout the area. Intermittent light and darkness is what you get when you walk around River North. I don't want to live in River North. I want to live in Evanston. I just want to be able to walk down the street in my neighborhood and see trees and light and sky. I want to admire the old facades that give Evanston its character. I also want to be able to drive down Davis St on my way home from work and not consistently get stuck in traffic because of all the Amazon trucks, moving trucks, and food delivery vehicles that line our streets and block traffic. I urge you to listen to the people that live downtown, and treat us as you would any other neighborhood. Without delay, remove the word "high-rise" from any association with the downtown neighborhood.</p>
Nanako Mura	1720 MAPLE AV	4/9/2025	Envision Evanston	Opposed	Written comm	<p>We recently relocated from Glenview to Evanston, drawn by its unique blend of residential and commercial properties that allow for a walkable lifestyle without the overwhelming presence of tall buildings like those in downtown Chicago. We are strong supporters of local businesses and affordable housing initiatives. However, we believe these goals can be achieved without the need for additional high-rises. Instead, we advocate for the development of low to mid-rise buildings, which would help preserve Evanston's charm and warmth. Thank you for considering our perspective.</p>
Steve Test	1135 Hinman Avenue	3/19/2025	EE2045	Opposed	Written comment	<p>At the March 12 LUC meeting commissioner Halik suggested that rather than doing a blanket rezoning of all the residential parcels in the city, the city should look in a granular manner at parcels near centers and corridors that might be candidates for rezoning and put them in the comprehensive plan. Other commissioners resisted that kind of detail in the comprehensive plan, which I can understand. There is, however, a way to include the concept of commissioner Halik's idea in the comprehensive plan, without adding the actual details he calls for in the comprehensive plan now. The details would be developed by the city once the comprehensive plan is adopted. It would require the addition of very simple wording in the comprehensive plan. Since the "centers and corridors" concept has ostensibly been removed from the plan this statement would cover all parcels currently zoned R1 or R2.</p> <p>"In lieu of changing the zoning of every current R1 and R2 parcel, the city planning staff will be directed to undertake a survey of all the R1/R2 parcels in the city and create a list of parcels that by their condition and setting are reasonable candidates for rezoning to multi-unit housing use. The list of such parcels will be published for community comment. The list of parcels will be subject to approval by the Land Use Commission."</p> <p>The survey of parcels, creation of the lists and consideration by the public and LUC could be done by ward or precinct. It might take a while but this is a twenty year plan and a few months or even a year at the front end is not unreasonable.</p> <p>Once the list of parcels is approved everyone in the city will know what the potential changes coming in the future might be. No homeowners will be living with the threat of finding their property surrounded by four-flats that damage the character of their neighborhood. Developers will know where to go to find parcels to develop. Additional housing units will inevitably follow. Compared to the alternative it will be a win/win for everybody.</p> <p>I will give you the first parcel to get the list started: 1311 Judson Avenue. This is an obsolete 2 bed/1 bath house in terrible condition that recently sold for the value of the parcel only. It neighbors several nice townhomes and would be a great location for a duplex or triplex.</p>



Meagan Jones <mmjones@cityofevanston.org>

link to Institute for Housing Studies at Depaul University

Sonia Cohen <sonia.cohen@gmail.com>

Thu, Mar 13, 2025 at 2:23 PM

To: "mmjones@cityofevanston.org" <mmjones@cityofevanston.org>, "sruger@cityofevanston.org" <sruger@cityofevanston.org>, Sarah Flax <sflax@cityofevanston.org>, Elizabeth Williams <ewilliams@cityofevanston.org>

Below is a link to a Chicago Rental housing study on small units and affordability. Several of the commissioners were interested in the link, and also suggested it might be useful to staff for the Strategic Housing and/or the Comprehensive Plan. Would you please pass this information on to the commissioners.

“2023 State of Rental Housing in the City of Chicago”

<https://www.housingstudies.org/releases/2023-state-rental-housing-city-chicago/>

But Chicago’s supply of affordable units is also under threat as [rents rise](#) and previously-affordable units [become unattainable](#) to low-income renters. As existing owners sell their properties, there are concerns that new investors will [raise rents](#) in neighborhoods that are currently affordable. **There are additional concerns that small-scale landlords, who own a large amount of the city’s supply of unsubsidized affordable housing, may raise rents as they struggle with the cost of repairs and rising property taxes.** Further, Chicago’s supply of rentals in [2 to 4 unit buildings is dropping](#), threatening a key source of rental housing affordability. Rising rents without corresponding wage increases have left lower-income renters with [less residual income](#) than ever before, heightening cost burdens.

Over the same time, the share of Chicago’s rental units in larger multifamily buildings increased, particularly in buildings with over 50 units. This shift represents one of the key affordable housing supply challenges facing the city as 2 to 4 unit buildings are the [backbone of Chicago’s unsubsidized affordable housing supply](#) while units in [new construction, larger multifamily properties are much less likely to be affordable](#).

Thank-you.

Regards,

Sonia Cohen

7th Ward



Meagan Jones <mmjones@cityofevanston.org>

LUC follow-up

Jeff Smith <jeff@jefflaw.com>

Thu, Mar 13, 2025 at 4:36 PM

To: Meagan Jones <mmjones@cityofevanston.org>, zoning@cityofevanston.org

Meagan,

Because a couple commissioners asked about parking and also about units developed in Evanston (and esp. downtown) I am attaching for fwd'g to the LUC

- (a) My Sept. 2024 article about parking & development, analyzing wheel tax/DMV data
- (b) my most recent compilation of housing units added in the last 3 decades, with addresses, and
- (c), for context, my CV with respect to real estate aspects I have personally encountered or worked on in the last half-century+. All have the right to speak, and no rule requires anyone to have any particular knowledge (or any knowledge at all), but my aim has always been to try to ground what I say in fact and experience. This gets in the way of being short and brief, because fact is nuanced.

Thank you and best regards,

Jeff Smith

3 attachments



More Buildings in Evanston = More Cars.pdf

427K



Housing_Developments_1996-2024_3-13-25.xlsx

11K



JPS land use CV.pdf

149K



Central Street Neighbors Association Est. 2007

"Together we have a stronger voice."

[Home](#)

More Buildings in Evanston = More Cars

Submitted by jeffsmith on Fri, 09/13/2024 - 21:00

Since 2015, Evanston basked in the sobriquet “the suburb that killed the car,” promoting an image of an imminent car-free utopia. From environmental nonprofits to editorial pages, we heard that Evanstonians were making different “transportation choices” warranting overhauling our zoning. By summer 2023, City Council was mulling wholesale reduction of parking requirements for new developments in an expanded radius, up to 1/2 mile, from train stations, or even putting a cap on allowed parking, to force those “choices.” The theory: development and greater density in transit-rich Evanston would spark abandonment of vehicle ownership. This has been a refrain in current citywide planning ongoing. Yet data specific to Evanston supporting those policy assumptions was scant to nonexistent. Now, information obtained through FOIA provides some answers.

Fully cleaning up, sorting, and analyzing what amounts to over half a million data points is still ongoing. But because of [the current headlong rush to both re-plan and re-zone](#) simultaneously, Evanston residents should know the broad brush: **Evanston’s growing density of housing is associated with an increase, not decrease, in passenger vehicle ownership.** [Planned developments contribute significantly](#) to that increase, and greater density is not, overall, spurring a significant move away from personal vehicles as preferred transportation choice.

FINDINGS

1. Evanston did not “kill the car.” Quite the opposite. Evanston since 2010 has seen a dramatic increase in the number of passenger vehicles registered here, and this increase parallels strongly with the building boom that has added thousands of units and thousands of additional population to Evanston. The following are sufficient to show the trend:

	2010	2017	2023	Δ 2010-2023
Passenger (incl. special plates)	29,361	32,421	39,122	+33.2%
“B” Truck	534	790	1,524	+185.4%
Motorcycle/ Autocycle	314	296	746	+137.6%
Antiques	35	91	248	+608.6%
Total passenger-type vehicles owned	30,244	33,598	41,640	+37.7%

According to data Evanston produced, the town currently has more passenger motor vehicles than in a decade, and possibly more than ever. A temporary disposal of personal vehicles out of economic hardship after the 2007-2009 economic crisis, from which recovery took years, was misinterpreted by some as a change in transportation choices and modes. However, a return to relative economic stability by the mid-2010s restored the previous status. The car is alive and well in Evanston and, if anything, the recent pandemic, lockdown, and related effects created additional demand that offset financial hardship.

2. Evanston’s passenger “fleet” is getting bulkier and more expensive. While there has been small growth in EVs and motorcycle-type vehicles, the overall trend in Evanston, as in the US generally, has been towards vehicles that are bigger, more energy-intensive to manufacture and operate, and more expensive. Over a little more than a decade, Evanston saw an increase of almost 1,500 hybrids and electric vehicles, but that was dwarfed by the increase of nearly 10,000 conventional-engine vehicles and SUVs. Note the tripling, in the table above, in number of “B” “trucks,” which includes some bigger SUVs as well as pickups and vans.

3. Multi-unit development drives vehicle ownership. A large driver of Evanston’s motor vehicle growth, if not the single greatest driver, has been the construction of multi-unit housing developments. The greatest number of vehicles per block in Evanston is found on

streets with the greatest density of housing units. More density is leading to more vehicles even if a greater proportion of smaller units (studios and 1BRs) is causing marginal reduction in vehicles per household.

A handful of examples of transit-proximate developments that came online over one decade illustrate this:

Development	Passenger Vehicles 2012	Passenger Vehicles "2023"
The Eastwood (1620 Central)	0	42
Central Station (1720 Central)	0	54
Avidor (1727 Oak)	0	60
The Main (847 Chicago)	0	77
AMLI (733-737 Chicago Ave.)	0	150
The Albion (1500 Sherman)	0	91
1717 Apartments (1717 Ridge)	0	97
E2 (1890 Maple and 1881 Oak)	0	102

4. "Car-less choices" do not last. Newer developments such as the above often first show garage space not used to capacity. Utilization also fluctuates during events like a recession or a pandemic. However, the trend over time is that the number of vehicles registered to multi-unit developments tends to increase, as shown in the examples below:

Development	Passenger Vehicles 2012	Passenger Vehicles 2023
415 Howard	36	134
Sherman Plaza (807 Davis)	160	252
Optima Horizons (800 Elgin Rd)	106	170
Optima Views (1720 Maple)	108	163
The Park Evanston (1630 Chicago)	33	79
Optima Towers (1580 Sherman)	71	116
450 Davis	26	69
Church Street Village (1611-1691 Church St.)	15	55
1210-1236 Chicago Ave.	88	125
Grand Bend (1228 Emerson)	15	50

This trend makes sense upon reflection. A new development may initially show low vehicle ownership for numerous reasons. If homebuyers purchase up to the limit of their cash flow, that may inhibit vehicle purchases or leases. Many renters, especially if moving from elsewhere into more expensive units in Evanston, may face similar constraints. Also, residents may simply plan to get by as a zero-car or one-car household.

Over time, however, needs, finances, and choices evolve. A resident may lose a job in the Loop to which they commuted by CTA, and their next job is in Mundelein. Or a couple's schedule gets busier, due to children, greater community involvement, medical appointments, or aging parents. Having a ready-clinic within walking distance doesn't matter if the specialist you see is at Glenbrook Hospital. No one is going to Uber to a child's hockey tournament in Kenosha. For countless reasons, residents may over time just find it not as practical as they imagined to have as few vehicles as they initially had at move-in.

Additionally, development stats may undercount because a car that is parked in or near a new building (i.e. on the street) may for some time lag and continue to be registered at a non-Evanston address: a student's car may be registered to parents in Arlington Heights or Wisconsin; a new resident may not immediately notify the Secretary of State of her address change, and send in payment from forwarded mail for a cycle or two.

The explanations are theoretical, but the trend is real.

5. Census estimates back up the registration location findings. As a check on my own research, I consulted some federal stats. In 2007, the Census Bureau estimated that 23,483 Evanston households owned a collective minimum of 35,193 vehicles. That figure dropped in the economic crisis, then rebounded. Fifteen years later, the most recent Census Bureau estimate, for 2022, was 25,852 households

owning a collective 38,526 vehicles. So, per these estimates, Evanston added 2,300 households -- and at the same time added 3,300 vehicles. This accords with the growth shown by the vehicle registrations data. Interestingly, the Bureau estimated that in 15 years Evanston had gained 1,500 more households without cars. However, it estimated the growth in vehicle-owning households as twice that. Since the number of single-family houses changed immaterially in that timespan, the main growth had to come from additional multi-unit housing. Also interesting was that the Census Bureau found that the most common form of commuting among Evanston residents is driving to work, alone.

6. Parking-constrained developments still result in vehicle ownership. At least two developments in recent years aspired to enforce a less vehicle-oriented life. "The Link" (811 Emerson) received dispensation for lower parking requirements than typical, as did 1590 Elmwood, now known as "The Scholar," which was originally developed (and covered in the press) with a Maple Ave. address. The latter boasted only 12 parking spaces; as of 2022 there were at least 19 vehicles registered to it, and The Link had 33. Because there has been insufficient time for the "evolution" effect to occur, especially during the pandemic which disrupted much normal behavior, it is hard to draw hard conclusions. Whether the lower vehicle ownership is a function of disincentives working, or simply appealing to those who didn't have vehicles anyway, it is notable that "The Scholar" building was sold and now affirmatively markets toward students. Possibly, a limited number of such developments oriented toward students may feasibly result in reduced-vehicle occupancies, as might also some senior housing. However, the mass of contrary data counsels against assuming that those results are scalable or can be extrapolated to the typical Evanston family or household, present or future.

SUMMARY AND POLICY RAMIFICATIONS

The increase in Evanston housing units and density, and in particular dense multi-unit housing, can not be said to be "getting people out of cars" to any great degree. The bulk of Evanston residents who live where trains are not within easily walkable distance are certainly not giving up vehicles. Near transit, the number of vehicles per household appears to be lower, but that statistic is associated with (and confounded by) smaller household size in smaller units, and demographics (few high-rise units, for example, have two working parents and more than one driving-age high-schooler or young adult, as do many houses). There is some slight evidence that building a development specifically for the niche market of well-to-do young people without cars, graduate students, and foreign students, can have limited success; however, those projects are atypical, and assuming scalability lacks foundation.

Thus the promotion of greater residential density and in particular the elimination of parking requirements or forbidding ample parking based on a hypothetical change in "transportation choices" or supposed reduction in carbon footprint is very flawed. Multi-unit residential housing development has **increased** Evanston's vehicle fleet by, conservatively, thousands of vehicles, and has **increased** its transportation-related carbon footprint. More of the same is likely to produce more of the same.

No question, some choose not to have a personal vehicle, and that works for some lifestyles. Evanston should continue to enable and support active transportation as well as transit use. However, that is not practical or the choice for most. On the contrary, it's pretty clear that more units = more vehicles. It's also important not to critique the residents of those buildings when opposition is to the development decisions themselves. No one can be faulted for wanting to live in Evanston, and we welcome all neighbors who contribute to the community.

However, capacity matters. More congestion translates to actual cost to all residents, old and new, in terms of time spent looking for a parking space, walking to or from a vehicle that is parked, and being stuck in traffic. Congestion and/or lack of street parking may also discourage non-Evanstonians from visiting, or patronizing Evanston businesses.

The policy push toward forcing Evanstonians to accept greater density and growth rests on three legs: sustainability, affordability, and equity. This examination of one leg, sustainability, shows that reducing transportation carbon footprint through construction and density is not borne out by evidence.

-- Jeff Smith

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Housing Developments 1996-2024

Name	Date built	Address	Res. units	Types	Stories	Height (feet)	Vehicles June 2022
811 Chicago	1996	811 Chicago	62		8		53
The Park Evanston	1997	1630 Chicago	283		24	236	79
1830 Ridge Condos	1998	1830 Ridge	10		5		33
Ivy Court	1998	1889 Maple	30	Townhome condos	3		45
Kemper Hall [NU dorm]	1999	2420 Campus Dr	123	Suites of singles,	4		1
Garden Ridge	2000	1834 Ridge	42		4		41
1415-1421 Sherman	2001	1415-1421 Sherman	53	condo	4		58
Church Street Station	2002	1640 Maple	105		17	179	87
Optima Towers	2002	1580 Sherman	105		13	136	116
Arbor Two [Presb. Homes, now Westminster]	2002	2 Arbor Ln	21	Senior independent living condos	4		
Slivka Hall [NU residential college]	2002	2332 N Campus Dr,	107	singles, doubles	4		0
Optima Views	2003	1720 Maple	207		28	265	163
1210-1236 Chicago Ave.	2004	1210-1236 Chicago Ave.	124				125
1572 Maple	2004	1572 Maple	28				30
The Courts of Evanston	2004	517-535 Chicago Ave., 515-527 South Blvd., 514-528 Keeney	99				131
The Reserve	2004	1930 Ridge	195		4		72
Optima Horizons	2005	800 Elgin Rd	248		16	162	170
[Central St Townhomes]	2005	3106-3114 Central St	5	Townhomes	2.5		12
1800 Ridge Lofts f/k/a Evanston's Elegant Edge	2006	1800 Ridge	34	1-4 BR, orig. asking \$320K-\$750K+ in 2006	4		43
Sherman Plaza	2006	807 Davis	250		25		252
Church Street Village	2007	1611-1691 Church St. [phase I—financing]	19				55
Sienna Court/1720 Oak Condos	2007	1720-1740 Oak	121		7		69
McDaniel Courts [Three Crowns]	2007	2323 McDaniel Ave.	91	Senior independent living condos	4		
415 Skyline at Evanston City	2008	415 (formerly 413-421) Howard	215		17	179	134
900 Chicago	2008	900 Chicago	77	1BR, 2BR, 3BR	7		69
Grand Bend at Green Bay	2008	1228 Emerson	49				50
Prairie Central	2008	2615 Prairie	13	2BR-3BR condo	4		13
Harrison St Residences	2008	2115-2137 Harrison St	12	Townhomes	3		25
MIRO Apartments (formerly 525)	2008	525 Kenzie	20	Condo apartments	5		25
One Evanston (orig. Winthrop Club)	2009	1570 Elmwood	96		15	167	114
The Mather I	2009	425 Davis	120	senior	11		77
2100 Greenwood	2010	2100 Greenwood	27				42
AMLI	2012	733-737 Chicago Ave.	214				150
The Mather II	2012	450 Davis	120	senior	11		69
1717 Apartments	2013	1717 Ridge	175				97
Central Station (orig. The Eastwood)	2013	1720 Central (1700-1722 Central)	80		4		54
Smithfield Properties	2014	Lincoln-Colfax-Sherman-Orrington	18	Single-family detached	3		44
Church Street Village	2015	[phase II]	13				
E2	2015	1890 Maple and 1881 Oak	355		14	158	102
The Main	2016	847 Chicago	112				77
1620 Central	2017	1620 Central	47		4		42
Church Street Village	2017	[phase III]	8				
Schapiro Hall	2017	560 Lincoln, NU campus	300	Single and double rooms, in suites	7		1
The Scholar (f/k/a Centrum)	2018	1571 Maple, later 1590 Elmwood	101	57 studios/1BR, 38 BR, 6 3BR	12		19
The Link	2019	811 Emerson (f/k/a 831 Emerson)	242		9	103	33
The Albion	2020	1500 Sherman (1450-1508, 1450 Sherman per PD Ord.)	273		15 or 16		91
Avidor	2020	1727 Oak	169	senior	17		60
Trulee Evanston	2021	1815 Ridge/Oak (former 1815-1823 Ridge)	161	3 indep. living, 84 assist. living, 34	9		
Ann Rainey Apartments	2022	999-1015 Howard Street	60		55		
Maeve on Ridge	2022	1555 Ridge	68	Luxury apts	5		
2300 Greenwood	2023	2300 Greenwood St.	24	Luxury apts: 2	3		
Lodge Evanston	2024	1101 Church St. / 1700 Oak	22	Studio, 1 BR & 2BR, "eight breathtaking duplex & triplex homes"			
100 Chicago	2023	100-130 Chicago Ave.	28	13 1BR, 15 2BR	5		
Tapestry Station	2024	718-740 Main, 718-732 Main per PD	120	Studio, 1BR, 2BR	5		
TOTAL BUILT NEW HOUSING			5,701				3,023
APPROVED/UNBUILT							
South Boulevard Shores		504-514 South Boulevard	60				
Masonic Temple		1453 Maple	30		3		
The Emerson		1900 Sherman	152		16		
1915-17 Grant Street Efficiency Homes		1915-17 Grant Street	13				
The Legacy		1621-31 Chicago Ave.	110	"luxury studio, one- and two-bedroom apartments"; 8	12		
Evanston Commons		910-938 Custer	40		47' 4"		
1012 Chicago		1012 Chicago	116		5		
910-938 Custer Avenue		910-938 Custer Avenue	230		5		
Varsity Theater		1706-1710 Sherman	35				
TOTAL APPROVED/UNBUILT			786				

Jeffrey P. Smith
Curriculum vitae re land use

Family Lived Experience (Housing)

Separate from personal professional experience, just in immediate family I have an unusually diverse experience with multiple housing settings and types:

Urban: apartment buildings, apartments in mixed-use buildings, duplexes, bungalow
(grandparents, parents, and self, Chicago)

Suburban: apartments, single-family homes (parents, cousins, sibling, Chicago suburbs)

Rural (in-laws, sibling, extended family in several states)

Transient (parents, mobile home)

Personal Lived Experience (Housing)

Due to life choices I have personally lived in an above-average number of dwellings and housing types and so have direct personal experience with the pros and cons and markets for many, this includes five different wards in Evanston plus 8 years just off Howard in Rogers Park:

(14) Multi-Unit building residences: 21 years (6 cities, 3 states)

- (2) dormitory rooms (7th ward, Evanston)
- 100-y.o. farmhouse converted to two apartments plus one floor of studios (5th ward, Evanston)
- Large multi-entrance 4-story apartment building, rear courtyards (4th ward, Evanston)
- Apartment in brick 3-flat (2nd ward, Evanston)
- (3) different apartments in brick 3-flats (Rogers Park, Chicago, IL)
- Pre-war 2-flat (Cambridge, MA)
- Pre-war house converted to two-flat (Somerville, MA)
- Pre-war house converted to two-flat w/ rear ADU (Somerville, MA)
- Mid-century urban low-rise “singles” apartment complex next to airport (Dallas, TX)
- Apartment above ground-level retail in mixed-use building (Springfield, IL)

(3) Single-Family Homes: 47 years (all Illinois)

- Cape Cod, unincorporated Cook County, postwar subdivision
- Split-level, 1950s subdivision, Chicago suburb
- Dutch Colonial, 1920s subdivision (6th ward, Evanston)

Miscellaneous:

- Unhoused (2x short-term; slept in warehouse; couch-surfed)

Relevant formal coursework

- **Undergraduate (Northwestern U., Evanston, IL)**
 - Statistics
 - Survey design
- **Graduate (Harvard U., Cambridge, MA)**
 - Property
 - Land Use Regulation (incl. Planning & Zoning)
 - Constitutional Law
 - Administrative Law
 - Environmental Law
 - Taxation
 - Clinical Legal Practice (incl. lead paint and landlord-tenant cases)
- **Postgraduate**
 - Numerous real estate and land use continuing legal education courses

Professional Experience

- Over 35 years counseling and representation related to real estate and land use
- Registered title agent
- Lecturer, Environmental Law
- Multiple presentations to attorneys and not-for-profits on land-related issues (energy, public lands)

Client types. All of my private practice was with general practice firms. Both government agencies I worked for and two NGOs I worked for had land use and/or property concerns. My solo general practice over time became more real-estate concentrated and I would consult on matters many attorneys would not, such as rental housing disputes or zoning. As a result, I have handled land use and property matters for an extremely broad range of interests and have had the benefit of seeing matters from an extraordinarily broad number of perspectives. Types of client I have represented/advised include the following:

Multi-unit building developer
General contractor
Subcontractor
Customers of homebuilder
Customers of home repair company
Commercial landlord
Commercial tenant
Retail
Technology
BTB service
Consumer service
Professionals
Nonprofit organization
Residential tenants (apartments and whole house)
Student housing resident
Student tenant
Small landlord
Industrial property owner
Short-term rental owner
Single-family homeowner
Condominium homeowner
Home buyer
Home seller
Land buyer and seller
Heirs to land
Commercial property buyer
Condominium association
Condominium building employee
Small business landowner
Public housing employee
Environmental organization
Family farm
Mortgage lender
Mortgage borrower
Mortgage broker
Real estate development investor
Local government
State government

Professional Experience (cont.)

Legal subject matters related to land. As a result of the broad range of client types over a long career, much of which involved a general practice, I have handled a large variety of matters relating to real estate and land use, with each file typically revealing new information about different aspects of an extremely complicated field. Some subjects on which I represented/advised include the following:

- Contracts for purchase
- Contracts for sale
- Post-purchase discovered conditions
- Commercial leases
- Residential leases
- Commercial eviction
- Residential eviction
- Lease buyouts
- Rental housing conditions and terms
 - Heat
 - Lead paint
 - Number of residents
 - Utilities
 - Neighbor relations
 - Harassment
- Signage restrictions
- Construction planning
- Construction contracts
- Architect contracts
- Design-build contracts
- Guaranteed minimum price contracts
- Construction site labor requirements and violations
- Construction escrows
- Construction and repair disputes/issues
 - Excavation
 - Foundations
 - Pilings
 - Flooring
 - Drywall
 - Carpentry
 - Plumbing
 - Sewer/drain/cleanout
 - Windows
 - Lobbies
 - Elevators
 - Railings
 - Roofing
 - Staircases
 - Tiling
 - Decorative finishes
 - Exterior paint
 - Landscaping
 - Cleanup
- Inspections
- Environmental remediation
- Adjacent landowner/unit-owner issues and disputes
 - Traffic
 - Parking

- Viewshed
- Easement
- Adverse possession/use
- Nuisance
- Drainage, runoff, flooding
- Damage to trees
- Damage from trees
- Damage from adjacent or nearby construction
- Debris and dust containment
- Lighting
- Noise
- Animal disturbance
- Sexual harassment
- Requested variances
- City zoning error
- Landowner liability for third-party acts
- Landowner liability for user injury
- Landowner liability for trespasser injury
- Landowner liability for negligent traffic design
- Acts of God
- Zoning
 - Business
 - Residential
 - Rental
 - Constitutionality
- Annexation
- Building permitting
- Building code violations
- Fire code violations
- Fire damage liability
- Property standards violations
- Business organization form and formation
- Loans
- Loan fraud
- Foreclosure
- Bankruptcy, project developer
- Mechanics' liens
- Powers of attorney for real estate
- Power of attorney fraud
- Deed, void
- Title defects
- Inheritance of real estate
- Division of real estate in divorce
- Government leases
- Government land management
- Government land contracting
- Land restoration
- Public land transfer, intergovernmental
- Public land transfer to private sector
- Public land acquisition
- Public trust doctrine, scope, and impact
- Land improvement grants

Professional Experience (cont.)

Property types and uses. Types of property at issue in the above cases include the following:

Houses, single-family
Apartment buildings
Condominium buildings (3 to 200+ units)
Co-ops
Public housing projects
Student apartments (private)
Universities
Mixed-use buildings
Lofts (work-live space)
Garages
Sheds
Hotels and lodges
Vacation rentals
Vacant land
Factory
Industrial/research parks
Retail stores
Dance studios
Restaurants
Fitness studios, gyms, spas
Dry cleaners
Gas stations and repair shops
Railroad land
Office buildings
Parking lots and parking garages
Marinas
Beaches
Parks
Forests
Wetlands
Driveways and sidewalks
Intersections and rights-of-way
Billboards
Utility poles and lines (above and underground)
Athletic fields
Septic tanks
Fences
Warehouses
Gymnasiums
Logistics parks
Mines and abandoned mines
Floodplains
Oil well and oil well fields
Farms
Kennels
Trails (bike, pedestrian, ATV, multi-use)
Shooting range
Airport
Dams, levees, weirs
Bridges and overpasses
Zoo

Personal Lived Experience (Commercial Property)

Not counting indirect investment (e.g., through REITs or LLPs), I have had experience, including non-legal involvement in, for example, layout, design, or planning, as either an employee, tenant, or owner, with the following types of commercial structures:

- Offices, high-rise, Class A
- Offices, low-rise, Class B
- Offices, Class B, vintage mid-rise multi-use buildings
- Converted industrial space
- Warehouse
- Vehicle storage
- Storage
- Vacation rental, condo complex
- Vacation rental cabins, managed

Relevant representative civic or pro bono involvement

- Work with Prof. Henry Rose, Ald. David Orr, and Lawyers Committee for Better Housing on education and advocacy re Chicago and Evanston Landlord-Tenant ordinances
- Service on Board of Directors, Evanston Citizens Lighthouse Community Land Trust
- Service on Board of Directors, Central Street Neighbors Ass'n
- Service on Board of Directors, Citizens Greener Evanston
- Extensive participation in Central Street Master Plan planning process and zoning
- Extensive research on gable/dormer amendments to Evanston zoning code
- Analysis and participation in Evanston Downtown Plan process
- Participation in Evanston Transportation Plan workshops
- Participation in and subsequent analysis of Evanston Master Lakefront Plan
- Review of West Side Plan
- Evanston Climate Action Plan: extensive participation in housing, transportation committees
- Participation in workshops and hearings by CTA on Red Line improvements, Yellow Line extension, and PACE bus route changes
- Endorsed 2x by Realtors PAC
- Analysis of multiple Evanston planned development and/or zoning change/variance requests
- Attendance at many active transportation, housing, and habitat/wildlife/trees meetings
- Supporter: Habitat for Humanity; Community Partners for Affordable Housing; Chicago Coalition for the Homeless