EVANSTON PLAN COMMISSION

Wednesday, May 9, 2012
7:00 P.M.

Lorraine H. Morton Civic Center, 2100 Ridge Avenue, COUNCIL CHAMBERS

AGENDA

1. CALL TO ORDER / DECLARATION OF QUORUM

2. APPROVAL OF APRIL 9, 2012 MEETING MINUTES

3. ZONING TEXT AMENDMENT 11PLND-0081
   Continued from the April 11, 2012 Meeting of the Plan Commission: Amendment of the Zoning Code Section 6-15-14-6 Table 2, to remove “Drive-through facility” from the list of prohibited uses in Subarea 6 of the Central Street Overlay District.

4. ZONING MAP AMENDMENT 11PLND-0076
   Continued from the April 11, 2012 Meeting of the Plan Commission: A petition by Edgemark Development LLC, on behalf of JP Morgan Chase Bank, contract purchaser of the subject property, to amend the Zoning Ordinance by requesting the City Council to remove a parcel from the R2 Single Family Residential Zone and place it within the B1a Business Zoning District for the purpose of commercial/retail use.

5. COMMITTEE REPORTS

6. ADJOURNMENT

The next regular Plan Commission meeting is scheduled for WEDNESDAY, JUNE 13, 2012 at 7pm in COUNCIL CHAMBERS of the Lorraine H. Morton Civic Center.

Order of agenda items are subject to change. Information about the Plan Commission is available online at: http://www.cityofevanston.org/plancommission. Questions can be directed to the General Planner, Craig Sklenar, at 847-448-8683 or by e-mail at csklenar@cityofevanston.org.

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 the Community and Economic Development Department 48 hours in advance of the scheduled meeting so that accommodations can be made at 847-448-8683 (Voice) or 847-448-8064 (TYY).
MEETING MINUTES

PLAN COMMISSION

Wednesday, March 2, 2012
7:00 P.M.

Evanston Civic Center, 2100 Ridge Avenue, Council Chambers

Members Present: Scott Peters (Chair), Jim Ford, Richard Shure, Seth Freeman, Kwesi Steele, Barbara Putta, David Galloway, Lenny Asaro, Stuart Opdycke (Associate)

Members Absent: Patricia Ledesma

Staff Present: Craig Sklenar, Ken Cox, Dennis Marino

Presiding Member: Scott Peters, Chairman

1. CALL TO ORDER / DECLARATION OF QUORUM

With a quorum present, Chairman Peters called the meeting to order at 7:05 P.M.

2. APPROVAL OF MARCH 14 AND MARCH 21, 2012 MEETING MINUTES

Commissioner Freeman motioned for approval of the March 14, 2012 meeting minutes Commissioner Asaro seconded the motion.
A voice vote was taken and the minutes were approved.

Commissioner Galloway motioned for approval of the March 21, 2012 meeting minutes Commissioner Freeman seconded the motion.
A voice vote was taken and the minutes were approved.

1. ZONING TEXT AMENDMENT 11PLND-0081

Amendment of the Zoning Code Section 6-15-14-6 Table 2, to remove “Drive-through facility” from the list of prohibited uses in Subarea 6 of the Central Street Overlay District.

2. ZONING MAP AMENDMENT 11PLND-0076

A petition by Edgemark Development LLC, on behalf of JP Morgan Chase Bank, contract purchaser of the subject property, to amend the Zoning Ordinance by requesting the City Council to remove a parcel from the R2 Single Family Residential Zone and place it within the B1a Business Zoning District for the purpose of commercial/retail use.

Commissioner Asaro recused himself from the hearing of agenda items 1 and 2 due to a conflict of interest. The Law Office in which Commissioner Asaro works is representing the Applicant.

Craig Sklenar, General Planner read the following documents into the Record:
The Applicant, Edgemark Development LLC, presented their application for a text amendment and map amendment to the properties at 2628 Gross Point Road and 2635 Crawford Avenue.

After the Applicant and their expert witnesses provided evidence and testimony to the merits of their applications, Supporters of the proposed zoning changes were allowed to speak.

Opponents of the proposed zoning changes were then allowed to provide cross-examination questions to the Applicant and their expert witnesses. Questions from opponents ranged from the traffic study methodology to the need of a new bank facility in the area.

Following Cross-examination, two neighbors within 500’ of the proposed zoning changes presented the Plan Commission a written request for a continuance to the May 9, 2012 meeting of the Plan Commission in order to provide a rebuttal to the Applicant’s testimony. The continuance was granted by the Plan Commission, the hearing remained opened to the May 9, 2012 meeting of the Plan Commission.

3. COMMITTEE REPORTS

The Comprehensive Plan Committee will convene April 25, 2012 at 7:30AM to discuss updates to the Comprehensive Plan.

4. ADJOURNMENT

Commissioner Ford motioned for adjournment

Commissioner Putta Seconded the Motion.

Meeting Adjourned 9:50PM

The next regular Plan Commission meeting is scheduled for WEDNESDAY, MAY 9, 2012 at 7pm in COUNCIL CHAMBERS of the Lorraine H. Morton Civic Center.

5. ADJOURNMENT
Commissioner Freeman motioned for adjournment, and Commissioner Shure seconded the motion.

The meeting adjourned at 9:26 P.M.

Respectfully Submitted,
Craig Sklenar, AICP
General Planner, Community and Economic Development Department
Exhibit 1 Entered April 11, 2012
A Chicago-based planning and zoning consultant, Lawrence Okrent has been an active participant the local real estate and development community since 1970. Okrent Associates, the firm he established in 1979, specializes in land planning and zoning, aerial photography, mapping, and graphic design for real estate marketing materials. His began his career at Skidmore, Owings & Merrill, where he was a member of the planning staff for 10 years and worked on a number of local and international projects, ranging from the Chicago 21 Plan to the master plan for King Abdul Aziz University, in Saudi Arabia—in addition to many of SOM’s corporate and speculative office projects.

Planning projects at Okrent Associates have included a number of large business and industrial parks beyond the city's perimeter, a study of the development potential of the excess land at O'Hare international Airport, a master plan for the 235-acre Nonconnah Corporate Center in Memphis, TN and the processing of dozens of planned developments in Chicago itself, including the Museum of Contemporary Art, Michigan Avenue’s Park Tower, and the expansions of the Adler Planetarium the Museum of Science and Industry, Shedd Aquarium the Field Museum, and the Chicago Children’s Museum.

Mr. Okrent has been accepted as an expert witness by the courts of Cook, Lake and Kane counties, by the Chicago Plan Commission, the Chicago Zoning Board of Appeals and by a number of suburban plan commissions and zoning boards, including those of Barrington, Burr Ridge, Carpentersville, Evanston, Highland Park, Lake Forest, Lansing, Naperville, Niles, Northbrook, Orland Park, Richmond, Saug Village, Skokie, Stickney, Winnetka, Union and many others.

Mr. Okrent served as the professional affiliate member of the American Institute of Architects Chicago Chapter Board of Directors from 2002 to 2004. From 2004 to 2011 he served as a member of the Planning and Advocacy Committee of the Chicago Loop Alliance. He is a member of Lambda Alpha, the honorary land economics society.


A 1966 graduate of the University of Michigan and recipient of a Master's degree from Northwestern University (1968), Mr. Okrent is a 40-year resident of Evanston, where he has served on the City's Plan Commission and board of the Evanston Art Center.

Okrent Associates’ work may be viewed on the web at www.okrentassociates.com.
Written Request for Continuance Submitted 04/11/12
April 11, 2012

Clark Murray  
Megan Lutz  
2637 Crawford Ave.,  
Evanston, IL 60201  
847.424.0407

Plan Commission,

Please accept this request for a continuance of the following agenda items to the May 9, 2012 meeting of these agenda items:

3. ZONING TEXT AMENDMENT 11PLND-0081  
Amendment of the Zoning Code Section 6-15-14-6 Table 2, to remove "Drive-through facility" from the list of prohibited uses in Subarea 6 of the Central Street Overlay District.

4. ZONING MAP AMENDMENT 11PLND-0076  
A petition by Edgemark Development LLC, on behalf of JP Morgan Chase Bank, contract purchaser of the subject property, to amend the Zoning Ordinance by requesting the City Council to remove a parcel from the R2 Single Family Residential Zone and place it within the B1a Business Zoning District for the purpose of commercial/retail use.

As owners and residents of property immediately adjacent to the residential lot in question, this new version of the proposed plan will have an adverse effect on our property value and we have not been given adequate notice or time to prepare information to supply to City Staff according to the procedure outlined in the EVANSTON PLAN COMMISSION ADMINISTRATIVE RULES & PROCEDURES document – Article XII, Section G. This hearing should have been publicly noticed because the project has been amended and materially changed from the initial proposal.

Thank you.

Clark Murray and Megan Lutz
I, Chris Hobbs of 3510 Hillside, request (until next regular session) a continuance in the event the previous petition opposing the text and map amendment is not valid.

Rev'd due here 4/10/12 signed
### APRIL 11, 2012 MEETING
City of Evanston

**Plan Commission Meeting**
*Please sign in only if you wish to speak*

<table>
<thead>
<tr>
<th>Name (Print)</th>
<th>Address</th>
<th>Phone</th>
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</thead>
<tbody>
<tr>
<td>Megan Luevko</td>
<td>2631 Crawford</td>
<td>847-0407</td>
</tr>
<tr>
<td>Carl Bevya</td>
<td>1322 Rosalie St.</td>
<td>(847)864-5343</td>
</tr>
<tr>
<td>E. God Pilgrim</td>
<td>2750 Bernard P</td>
<td>224-420-0949</td>
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<tr>
<td>Aliyssa Farrow</td>
<td>3428 Park Pl.</td>
<td>847-475-6434</td>
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<tr>
<td>Allison Cook</td>
<td>1721 Thayer Ct</td>
<td>847-328-3457</td>
</tr>
<tr>
<td>Judy Chudek</td>
<td>2669 Crawford</td>
<td>312-953-6614</td>
</tr>
<tr>
<td>Chris Hobbs</td>
<td>3510 Hillside</td>
<td>312-715-2211</td>
</tr>
<tr>
<td>Joshua Updecht</td>
<td>2630 Crawford</td>
<td>847-328-1699</td>
</tr>
<tr>
<td>Craig McCom</td>
<td>2507 Primavera</td>
<td>847-487-1033</td>
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Citizen Comments as of 05/04/12
May 4, 2012

Plan Commission
City of Evanston
2100 Ridge Ave
Evanston, IL

Members of the Plan Commission:

Please accept this request for a continuance of the following agenda items to the June 13, 2012 meeting:

3. ZONING TEXT AMENDMENT 11PLND-0081
Amendment of the Zoning Code Section 6-15-14-6 Table 2, to remove “Drive-through facility” from the list of prohibited uses in Subarea 6 of the Central Street Overlay District.

4. ZONING MAP AMENDMENT 11PLND-0076
A petition by Edgemark Development LLC, on behalf of JP Morgan Chase Bank, contract purchaser of the subject property, to amend the Zoning Ordinance by requesting the City Council to remove a parcel from the R2 Single Family Residential Zone and place it within the B1a Business Zoning District for the purpose of commercial/retail use.

Please grant a continuance on the basis of these factors:

1. As of end of day May 3, 2012, the minutes and video from the April 11, 2012 Plan Commission meeting have not been posted to allow review of testimony to prepare for the May 9, 2012 hearing.

2. We have made several FOIA Requests that were unable to be fulfilled. We are working with the appropriate departments to try to get the information required to present evidence. (See pages 2-3.)

3. We believe that another traffic study was conducted this week (May 1st). We would need ample time to review the study if it is being submitted as evidence for this hearing.

In the event that our request for continuance is denied, we are submitting the attached information (pages 4 - 36) in opposition to the petition.

Thank you.

Clark Murray and Megan Lutz
VIA REGULAR MAIL

April 24, 2012

Clark Murray
2637 Crawford Avenue
Evanston, IL 60201

RE: Response letter to Freedom of Information Act Request

Dear Mr. Murray:

On April 19, 2012, the City of Evanston (the “City”) received your written request for copies of certain City public records (the “Request”) pursuant to the Freedom of Information Act (“FOIA”). Your Request was for the following: “please provide information about all changes in zoning from residential to commercial in Evanston over the past 10 years. I need addresses of the rezoned properties, dates that the zoning changes were approved, the ordinances approving the rezoning, etc.”

The City responds that your Request is unduly burdensome pursuant to 5 ILCS 140/3(g) of FOIA. The burden on the City to produce the information based on the volume of records outweighs the public interest in the information. Specifically, but without limitation, providing the public records would be unduly burdensome to the City because of the sheer volume of records (thousand of pages of material), the large time frame (10 years), and that the records requested encompass all changes in zoning irrespective of the type of property or the zoning change requested.

I hereby extend to you an opportunity to schedule a telephone conference in order to meet and confer to narrow the scope of your Request with a City of Evanston staff member that is works with this subject matter every day, Craig Sklenar at 847-448-8683. This is not considered a denial under FOIA, the City is providing you an opportunity to address the voluminous and burdensome nature of the Request.

Sincerely,

CITY OF EVANSTON

By: Michelle Masoncup
Assistant City Attorney I
Date: May 1, 2012

Name: Clark Murray
Street Address: 2637 Crawford Ave
City/State/Zip: Evanston, IL 60201

Dear Mr. Murray:

Thank you for writing to the City of Evanston with your request for public records under the Illinois Freedom of Information Act, 5 ILCS 140/1 et seq. Pursuant to your FOIA request(s) of:

Date: April 30, 2012

in which you requested the following documents:

Plan Commission Minutes 10/30/96 and 11/17/96
ZBA Minutes 12/3/96 and 1/7/96

Your request is granted. The only meeting minutes on record are from the November 13, 1996 meeting of the Plan Commission.

The total amount owed is: $0.00

Sincerely yours,

Name: Craig Sklenar
Department: Community and Econ. Dev. Dept.
May 4, 2012

Plan Commission
City of Evanston
2100 Ridge Ave
Evanston, IL

Members of the Plan Commission:

We are the owners and residents of the only residential property that directly abuts the proposed bank location. We bought the property over fifteen years ago with the reasonable assumption that the adjacent residential properties would remain residential. We certainly never imagined that there would be three drive through lanes, one of them a 24-hour ATM, proposed to be located within a few feet of our house. This development would directly and adversely affect the value of our property and our quality of life.

Converting a residential property to commercial will impact the property values of all of the homes adjacent or across the street from 2635 Crawford, however we would be most directly negatively impacted. It would also damage our property’s desirability and make it harder to sell than if it were still within a residential district and not commercial adjacent.

This plan would also detract from our reasonable use and enjoyment of our property. The 24-hour drive through ATM and two drive through teller lanes with amplified systems would be situated very close to our side of the property. Our house is only 3.6 feet from the property line with no alley or easement on that side to protect us from the 24-hour business activity if this is approved. Because there is not enough room for adequate screening or landscaping, the facility’s lighting, vehicle headlights, exhaust fumes from idling cars and the sounds of the patrons and their vehicles as well as the sounds emitted by the amplified teller speakers and 24-hour drive through ATM traffic would all be frequent intrusions on our daily life. The proposed fence would not provide adequate screening relief to our 2 ½ story home as our first floor windows would be above a 6’ fence. There is currently a 13’ alley that serves as a buffer between residential and commercial, however the petitioner is requesting that the City vacate the alley and bring commercial activity right to a residential lot line and have the edge of the drive through lane 5’ from the lot line and within 9’ of our house. (See pages 7-11.)

We are also concerned about traffic that a bank with a drive through would bring to the already busy, dangerous and confusing intersection of three major streets. During peak hours (when Chase predicts that 40% of their traffic will come), cars are backed up on Crawford north/west of Gross Point from the intersection past Hillside Lane, and even on weekends and off times it is often backed up past where the main access to the bank and drive through is proposed. (See page 12.) Adding the car trips of a bank with drive through (estimated at 620 per day) with full right and left in and out access so close to an already congested area with an uphill and curving intersection will increase traffic jams, frustrated drivers and accidents. Backed up traffic will also increase traffic on the side streets as drivers look for alternative routes to avoid the congested area.
Rezoning from residential to commercial in Evanston is extremely rare -- city records indicate that this happened only once between 1993 and July 2009 and as far as we’ve been able to determine, it has not happened since. (See page 13.) A change to a long-standing land use should require special circumstances and should benefit the neighborhood. In this case, there are no circumstances that warrant such a rezoning and the proposed use offers very little benefit to the neighborhood.

The lot at 2635 Crawford is vacant because it was bought with the intention of speculating in the market and turning it into something other than single family residential by removing the perfectly fine home that was there. If that parcel is rezoned, it will send a clear message to developers and speculators who see residential properties that they would like to convert to commercial use: buy, demolish, and wait.

A small financial institution without a drive through (as is called for in the B1a purpose statement in the City Code 6-9-5-1) could fit into the current business district without rezoning residential property or lifting the drive through prohibition. If a small, neighborhood oriented bank cannot fit here, then maybe this is not the proper location for another bank. Banking patrons are not underserved in this area. There are five Chase Bank branches within 2 miles, 38 total bank branches within 2 miles and 129 total bank branches within 5 miles (26 of which are Chase). (See pages 14-35.)

Everyone wants the blighted Citgo station gone. After 2 years in foreclosure it was purchased at auction last year by a developer with a national presence who is very capable of finding an appropriate tenant for the property even without two amendments. They currently have the property listed for lease. (See page 36.)

**Comprehensive General Plan Inconsistencies**

The Municipal Code states that one of the standards by which a Map or Text Amendment should be considered is how the proposed changes would be consistent with the Comprehensive General Plan of the city. The proposed changes to the Zoning map and zoning code are inconsistent with the following goals and objectives of the Comprehensive Plan.

1. Minimize the adverse effects of such circumstances as traffic and parking congestion or incompatible hours of operation as part of City technical assistance or zoning/site plan review of businesses and institutions proposing expansion or relocation to sites adjacent to residential areas.

   The petitioner’s traffic report indicates that the southbound Crawford intersection is currently at a grade C level of service. A traffic-oriented business with a full-movement driveway less than forty yards north of the intersection will exacerbate this situation, causing greater congestion, more overflow to side streets, and more accidents.

   The hours of operation are incompatible with the character of the neighborhood. No other business in the immediate area is open after 10pm. This neighborhood is not a destination for commercial use twenty-four hours a day.

   2. Promote the growth and redevelopment business, commercial and industrial areas.

   There is a clear prohibition on drive throughs in this area.

   A bank will remove the opportunity for a sales tax generating business to be located on the Citgo site.
Map and Text Amendment Standards:
As guidance, Section 6-3-4-5 of the Municipal Code provides for the standards in which a text and map amendment should be considered. They are:

A. Whether the proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive General Plan, as adopted and amended from time to time by the City Council.

See above.

B. Whether the proposed amendment is compatible with the overall character of existing development in the immediate vicinity of the subject property.

The hours of operation of a 24-hour drive through ATM are incompatible with the overall character of the immediate vicinity. Though there is commercial activity in the neighborhood, no other business operates past 10 pm when CVS closes for the night. There is nothing else in the Central / Crawford / Gross Point business area that operates 24 hours a day.

C. Whether the proposed amendment will have an adverse effect of the value of adjacent properties.

The proposed amendment will have an adverse effect on the value of adjacent properties by extending commercial activity to the border of many neighboring residential properties and creating the nuisance of a 24-hour drive through ATM, teller speakers, and idling cars on a piece of property that directly abuts single family homes.

D. The adequacy of public facilities and services.

The current grading of these properties and the lack of visible pooling during periods of heavy, sustained rainfall indicate that surface water is being absorbed into the soil. The petitioner’s plan calls for paving over the entire residential lot, yet they have provided no surface water management plan.

Attachments
2637 Crawford Plat of Survey
Site Plan with 2637 Crawford house location
Site Plan on Aerial View
Photo showing lot line location
Photo showing window height
Traffic Photos
City of Evanston Zoning District Map
Map of Chase Bank Branches within 2 miles
List of Chase Bank Branches within 5 miles
Map of all Bank Branches within 2 miles
List of all Bank Branches within 5 miles
2628 Gross Point Property Listing
LOTS 7 AND 8 IN BLOCK 4 IN FIRST ADDITION TO EVANSTON HIGHLANDS, BEING A SUBDIVISION OF LOT 45 IN COUNTY CLERK’S DIVISION OF THE WEST 1/2 (EXCEPT GERCEL’S SUBDIVISION) OF FRACTIONAL SECTION 33, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 2637 CRAWFORD AVENUE, EVANSTON, ILLINOIS.

2637 Crawford Plat of Survey
showing that the home is 3.6 feet from the lot line
Site Plan with 2637 Crawford location
Lot line 3.6 feet from house
First floor windows 6 feet off the ground
Monday 4/23/12  6:15 p.m.
Looking south from 2635 Crawford
traffic backed up past proposed exit/entrance on Crawford

Tuesday 4/24/12  5:51 p.m.
Looking north on Crawford from 2635 Crawford
traffic backed up from Gross Point intersection past Hillside Ln

Friday 4/24/12  7:09 p.m.
Looking north on Crawford from Central
showing the incline and curve in the road in front of proposed
bank location

Friday 4/27/12  5:37 p.m.
Looking north on Crawford from 2637 Crawford
traffic backed up from Gross Point intersection past Hillside Ln
City of Evanston Zoning District Map
showing all map amendments adopted from 1993 through July 2009
Five Chase Bank branches within 2 miles
CHASE BANK BRANCHES NEAR 2628 GROSS PT

1 within 1 mile (1 is Chase Private Client)
5 within 2 miles (4 are Chase Private Client)
11 within 3 miles (7 are Chase Private Client)
17 within 4 miles (10 are Chase Private Client)
26 within 5 miles (10 are Chase Private Client)

6 branches in Evanston (3 are Chase Private Client) – marked as bold

1. BRANCH - CHASE PRIVATE CLIENT
50 Skokie Blvd, Wilmette, IL 60091
847-251-7452
Branch with 2 ATMs
0.97 miles

2. BRANCH - CHASE PRIVATE CLIENT
1200 Central Ave, Wilmette, IL 60091
847-251-8100
Branch with 3 ATMs
1.24 miles

3. BRANCH (Zoned C1)
1901 McDaniel, Evanston, IL 60201
847-491-9053
Branch with 2 ATMs
1.28 miles

4. BRANCH - CHASE PRIVATE CLIENT (Zoned B1a, oCSC Central St Overlay)
1900 Central St, Evanston, IL 60201
847-866-5690
Branch with 2 ATMs
1.46 miles

5. BRANCH - CHASE PRIVATE CLIENT
4200 Dempster, Skokie, IL 60076
847-674-1323
Branch with 3 ATMs
1.75 miles

6. BRANCH (Zoned C1)
1910 Dempster St, Evanston, IL 60202
847-864-5350
Branch with 2 ATMs
2.26 miles
CHASE BANK BRANCHES NEAR 2628 GROSS PT

7. BRANCH
5200 W Dempster St, Skokie, IL 60076
847-965-0944
Branch with 2 ATMs
2.27 miles

8. BRANCH - CHASE PRIVATE CLIENT (Zoned D3)
901 Grove St, Evanston, IL 60201
847-866-5636
Branch with 2 ATMs
2.64 miles

9. BRANCH - CHASE PRIVATE CLIENT (Zoned D3)
1603 Orrington, Evanston, IL 60201
847-491-6000
Branch with 6 ATMs
2.71 miles

10. BRANCH - CHASE PRIVATE CLIENT
791 Elm St, Winnetka, IL 60093
847-501-6501
Branch with 1 ATM
2.79 miles

11. BRANCH
845 Spruce St, Winnetka, IL 60093
847-446-0025
Branch with 1 ATM
2.89 miles

12. BRANCH - CHASE PRIVATE CLIENT
8001 Lincoln Ave, Skokie, IL 60077
847-673-2500
Branch with 2 ATMs
3.06 miles

13. BRANCH
1822 Willow Rd, Northfield, IL 60093
847-446-5939
Branch with 1 ATM
3.33 miles
CHASE BANK BRANCHES NEAR 2628 GROSS PT

14. BRANCH - CHASE PRIVATE CLIENT
400 Central Ave, Northfield, IL 60093
847-441-4000
Branch with 2 ATMs
3.36 miles

15. BRANCH (Zoned C1a)
635 Chicago Ave, Evanston, IL 60202
847-475-4586
Branch with 2 ATMs
3.57 miles

16. BRANCH - CHASE PRIVATE CLIENT
990 River Dr, Glenview, IL 60025
847-729-0900
Branch with 2 ATMs
3.79 miles

17. BRANCH
45 Green Bay Rd, Glencoe, IL 60022
847-835-1162
Branch with 2 ATMs
3.79 miles

18. BRANCH
7007 W Dempster St, Niles, IL 60714
847-663-1235
Branch with 2 ATMs
4.17 miles

19. BRANCH
1791 W Howard St, Chicago, IL 60626
773-465-7402
Branch with 1 ATM
4.18 miles

20. BRANCH
5550 W Touhy, Skokie, IL 60077
847-673-5619
Branch with 2 ATMs
4.22 miles
CHASE BANK BRANCHES NEAR 2628 GROSS PT

21. BRANCH
6850 Mccormick Blvd, Lincolnwood, IL 60712
847-673-1927
Branch with 2 ATMs
4.3 miles

22. BRANCH
7015 N Western Ave, Chicago, IL 60645
773-508-1657
Branch with 7 ATMs
4.36 miles

23. BRANCH
1763 W Howard, Chicago, IL 60626
773-973-0126
Branch with 3 ATMs
4.48 miles

24. BRANCH
2370 Waukegan Rd, Northbrook, IL 60062
847-559-9605
Branch with 2 ATMs
4.77 miles

25. BRANCH
6350 N Mccormick Rd, Chicago, IL 60659
773-539-5054
Branch with 3 ATMs
4.84 miles

26. BRANCH
1340 Patriot Blvd, Glenview, IL 60025
847-832-9628
Branch with 1 ATM
4.87 miles
38 bank branches within 2 miles
ALL BANK BRANCHES NEAR 2628 GROSS PT

6 bank branches within 1 mile (1 is a Chase, 1 CPC)
38 bank branches within 2 miles (5 are Chase, 4 CPC)
61 bank branches within 3 miles (11 arxe Chase, 7 CPC)
95 bank branches within 4 miles (17 are Chase, 10 CPC)
129 bank branches within 5 miles (26 are Chase, 10 CPC)
22 bank branches are in Evanston, marked in bold (6 are Chase, 3 CPC)

1. First Bank & Trust (Zoned B1a, oCSC Central St Overlay)
   2925 Central Street, Evanston, IL
   (847) 733-9600
   0.6 mi E

2. Harris Bank (Zoned B1a, oCSC Central St Overlay)
   2821 Central Street, Evanston, IL
   (847) 869-5200 · harrisbank.com
   0.7 mi E

3. Charter One - Skokie
   4450 Golf Road, Skokie, IL
   (847) 674-9700 · charterone.com
   0.9 mi SW

4. CHASE PRIVATE CLIENT
   50 Skokie Blvd, Wilmette, IL 60091
   847-251-7452
   Branch with 2 ATMs
   0.97 miles

5. North Community/Edens/First Commercial Bank
   915 Ridge Road, Wilmette, IL
   (847) 256-9547
   1.0 mi N

6. Bank of America
   10000 Skokie Blvd, Skokie, IL
   1.0 mi W

7. Harris Bank
   9731 Skokie Boulevard, Skokie, IL
   (847) 675-6300 · harrisbank.com
   1.1 mi SW
ALL BANK BRANCHES

8. First American Bank  
4611 Golf Road, Skokie, IL  
(847) 679-2200 · firstambank.com  
1.1 mi SW

9. TCF Bank  
9449 Skokie Boulevard, Skokie, IL  
1.2 mi SW

10. The PrivateBank  
517 Green Bay Rd, Wilmette, IL  
847-675-6300  
1.2 mi NE

11. Premier Bank  
1210 Central Avenue, Wilmette, IL  
(847) 920-1400 · premierbank.us  
1.2 mi NE

12. TCF Bank  
411 Green Bay Road, Wilmette, IL  
(847) 853-0698 · tcfbank.com  
1.2 mi NE

13. CHASE PRIVATE CLIENT  
1200 Central Ave, Wilmette, IL 60091  
847-251-8100  
Branch with 3 ATMs  
1.24 miles

14. CHASE (Zoned C1)  
1901 McDaniel, Evanston, IL 60201  
847-491-9053  
Branch with 2 ATMs  
1.28 miles

15. Cole Taylor Bank  
4801 Golf Road, Skokie, IL  
(847) 763-2500 · coletaylor.com  
1.3 mi SW

16. North Community/Edens/First Commercial Bank  
9466 Skokie Boulevard, Skokie, IL  
Skokie Fashion Square  
(847) 674-1238 · NorthCommunitybank.com  
1.3 mi SW
ALL BANK BRANCHES

17. Citibank
9933 Lawler Avenue, Skokie, IL
(800) 627-3999 · citibank.com
1.3 mi W

18. North Shore Community Bank & Trust
720 12th Street, Wilmette, IL
(847) 853-2180 · nscbank.com
1.3 mi NE

19. Bank of America
171 Green Bay Road, Wilmette, IL
(520) 760-2121 · locators.bankofamerica.com
1.3 mi E

20. North Shore Community Bank & Trust
1145 Wilmette Avenue, Wilmette, IL
(847) 853-1145 · nscbank.com
1.4 mi NE

21. Fifth Third Bank
9344 Skokie Boulevard, Skokie, IL
(847) 676-2354 · 53.com
1.4 mi SW

22. Fifth Third Bank
1255 Green Bay Road, Wilmette, IL
(847) 251-8090 · 53.com
1.4 mi NE

23. CHASE PRIVATE CLIENT (Zoned B1a, oCSC Central St Overlay)
1900 Central St, Evanston, IL 60201
847-866-5690
Branch with 2 ATMs
1.46 miles

24. ThePrivateBank
5260 Old Orchard, Skokie, IL
847-853-3900
1.6 mi SW

25. North Community/Edens/First Commercial Bank
8400 Skokie Boulevard, Skokie, IL
(847) 779-1640
1.6 mi SW
ALL BANK BRANCHES

26. First Equity Bank
3956 Dempster Street, Skokie, IL
(847) 676-9200
1.7 mi S

27. First Bank & Trust
4007 Dempster St, Skokie, IL
(847) 763-1626
1.7 mi S

28. North Community/Edens/First Commercial Bank
3245 Lake Avenue, Wilmette, IL
(847) 256-5105
1.7 mi NW

29. Beal Bank
3232 Lake Ave # 200, Wilmette, IL
Edens Plaza Shopping Center
(847) 512-4800 · bealbank.com
1.7 mi NW

30. CHASE PRIVATE CLIENT
4200 Dempster, Skokie, IL 60076
847-674-1323
Branch with 3 ATMs
1.75 miles

31. Brickyard Bank
3536 Dempster Street, Skokie, IL
(847) 933-9544 · brickyardbank.net
1.8 mi S

32. First Bank & Trust
100 Green Bay Road, Winnetka, IL
(847) 784-8888 · firstbt.com
1.9 mi N

33. North Shore Bank and Trust
351 Linden, Wilmette, IL
847-853-2090
1.9 mi NE

34. Northern Trust Co
62 Green Bay Road, Winnetka, IL
(847) 441-1233 · northerntrust.com
1.9 mi N
ALL BANK BRANCHES

35. Charter One - Skokie
3300 West Dempster Street, Skokie, IL
(847) 663-4110 · charterone.com
1.9 mi SE

36. Bank of America
4747 W Dempster, Skokie, IL
847-676-5500
1.9 mi S

37. Harris Bank
1701 Sheridan Road, Wilmette, IL
(847) 256-5610 · harrisbank.com
2.0 mi NE

38. North Federal Savings Bank
8820 Niles Center Road, Skokie, IL
312-664-4320
2.0 mi SW

39. PNC Bank
5033 Dempster Street, Skokie, IL
(847) 568-5060 · pnc.com
2.1 mi SW

40. CHASE (Zoned C1)
1910 Dempster St, Evanston, IL 60202
847-864-5350
Branch with 2 ATMs
2.26 miles

41. CHASE
5200 W Dempster St, Skokie, IL 60076
847-965-0944
Branch with 2 ATMs
2.27 miles

42. North Community/Edens/First Commercial Bank
8400 Skokie Blvd, Skokie, IL
847-779-1640
2.4 miles SW

43. Fifth Third Bank (Zoned C1)
2440 Main, Evanston, IL
847-328-2056
2.4 mi SE
ALL BANK BRANCHES

44. Fifth Third Bank (Zoned RP - research park)
1710 Maple Avenue, Evanston, IL
(847) 328-6001 · 53.com
2.5 mi SE

45. First Bank (Zoned C1)
824 Emerson Street, Evanston, IL
(847) 328-1974 · firstbt.com
2.5 mi SE

46. Harris Bank (Zoned D3)
1638 Maple Ave, Evanston, IL
(847) 866-9090
2.5 mi SE

47. Citibank (Zoned D2)
817 Church Street, Evanston, IL
(800) 627-3999 · online.citibank.com
2.6 mi SE

48. Bank of America (Zoned D2)
1705 Sherman, Evanston, IL
(903) 595-5555 · locators.bankofamerica.com
2.6 mi SE

49. Guaranty Bank (Zoned C1)
2400 Main Street, Evanston, IL
(847) 328-6287
2.6 mi SE

50. First Bank & Trust (Zoned D3)
820 Church St # 1, Evanston, IL
(847) 733-7400 · firstbt.com
2.6 mi SE

51. CHASE PRIVATE CLIENT (Zoned D3)
901 Grove St, Evanston, IL 60201
847-866-5636
Branch with 2 ATMs
2.64 miles

52. CHASE PRIVATE CLIENT (Zoned D3)
1603 Orrington, Evanston, IL 60201
847-491-6000
Branch with 6 ATMs
2.71 miles
ALL BANK BRANCHES

53. CHASE PRIVATE CLIENT
791 Elm St, Winnetka, IL 60093
847-501-6501
Branch with 1 ATM
2.79 miles

54. PNC Bank (Zoned D4)
1633 Chicago Avenue, Evanston, IL
(847) 328-6015 · pnc.com
2.8 mi SE

55. Citibank
814 Elm Street, Winnetka, IL
(800) 627-3999 · citibank.com
Category: Bank
2.8 mi N

56. Harris Bank
520 Green Bay, Winnetka, IL
847-441-4444
2.8 mi N

57. First Bank and Trust
8047 Skokie Blvd, Skokie, IL
847-329-0400
2.8 miles SW

58. CHASE
845 Spruce St, Winnetka, IL 60093
847-446-0025
Branch with 1 ATM
2.89 miles

59. North Shore Community Bank & Trust
576 Lincoln, Winnetka, IL
847-441-2260
2.9 mi N

60. Bank of America (Zoned B2)
1336 Chicago Avenue, Evanston, IL
847-332-1300
2.95 miles
ALL BANK BRANCHES

61. TCF (inside Jewel)
1128 Chicago Ave, Evanston, IL
800-823-2265
3 mi S

62. CHASE PRIVATE CLIENT
8001 Lincoln Ave, Skokie, IL 60077
847-673-2500
Branch with 2 ATMs
3.06 miles

63. Bank of America
7952 N Lincoln, Skokie, IL
847-933-2224
3.1 mi SW

64. Northview Bank & Trust
1751 Orchard, Northfield, IL
847-441-1751
3.1 mi NW

65. Inland Bank & Trust
6111 Dempster Street, Morton Grove, IL
(847) 583-1907 · inlandbank.com
3.2 mi SW

66. MB Financial Bank
6201 Dempster Street, Morton Grove, IL
mbfinancial.com
3.2 mi SW

67. North Shore Community Bank & Trust
7800 Lincoln, Skokie, IL
847-933-1900
3.2 mi S

68. CHASE
1822 Willow Rd, Northfield, IL 60093
847-446-5939
Branch with 1 ATM
3.33 miles
ALL BANK BRANCHES

69. CHASE PRIVATE CLIENT
400 Central Ave, Northfield, IL 60093
847-441-4000
Branch with 2 ATMs
3.36 miles

70. Wells Fargo Bank (Zoned C1)
2289 West Howard Street, Evanston, IL
(847) 492-0837 · wells Fargo.com
3.4 mi S

71. Albany State Bank
7515 Skokie Blvd, Skokie, IL
847-677-2522
3.5 mi S

72. Glenview State Bank
800 North Waukegan Road, Glenview, IL
(847) 729-1900 · gsb.com
3.5 mi W

73. CHASE (Zoned C1a)
635 Chicago Ave, Evanston, IL 60202
847-475-4586
Branch with 2 ATMs
3.57 miles

74. Associated Bank
1301 Waukegan, Glenview, IL
847-724-9000
3.6 mi W

75. Citibank
1701 E Lake, Glenview, IL
847-998-8828
3.6 mi NW

76. Harris Bank
1070 Gage St, Winnetka, IL
847-441-4440
3.6 mi N

77. Charter One (Zoned C1a)
525 Main, Evanston, IL
847-866-8031
3.7 mi SE
ALL BANK BRANCHES

78. MB Financial Bank
4010 West Touhy Avenue, Lincolnwood, IL
(888) 422-6562 · mbfinancial.com
3.7 mi S

79. CHASE PRIVATE CLIENT
990 River Dr, Glenview, IL 60025
847-729-0900
Branch with 2 ATMs
3.79 miles

80. CHASE
45 Green Bay Rd, Glencoe, IL 60022
847-835-1162
Branch with 2 ATMs
3.79 miles

81. Bank of America
1400 Waukegan Road, Glenview IL
847-998-0343
3.8 mi NW

82. Bank of America
1010 Green Bay Road, Winnetka, IL
847-784-6400
3.8 mi N

83. Bank Financial
3443 West Touhy Avenue, Lincolnwood, IL
(800) 894-6900 · bankfinancial.com
3.8 mi S

84. Glenview Credit Union
1631 North Waukegan Road, Glenview, IL
(847) 724-1800 · glenviewcu.org
3.8 mi W

85. First Merit Bank
1441 North Waukegan Road, Glenview, IL
(847) 486-9828
3.8 mi W

86. Charter One
9339 N Waukegan, Morton Grove, IL
847-967-1500
3.8 mi SW
ALL BANK BRANCHES

87. Fifth Third Bank
1529 North Waukegan Road, Glenview, IL
(847) 998-7900 · 53.com
3.8 mi W

88. Private Bank
1000 Green Bay Road, Winnetka, IL
(847) 441-4400 · theprivatebank.com
3.8 mi N

89. Northbrook Bank & Trust Co
7555 North Western Avenue, Chicago, IL
(773) 262-1100 · northbrookbank.com
3.8 mi SE

90. North Community/Edens/First Commercial Bank
2201 W Howard St, Chicago, IL
(773) 764-4050
3.8 mi S

91. North Community/Edens/First Commercial Bank
3200 W Touhy Ave, Chicago, IL
(847) 677-7200
3.8 mi S

92. MB Financial Bank
9147 North Waukegan Road, Morton Grove, IL
(847) 581-0592 · mbfinancial.com
3.9 mi W

93. Charter One
936 Harlem, Glenview, IL
847-657-8700
4 mi E

94. Glenview State Bank
161 Waukegan, Northfield, IL
847-729-1900
4 mi NW

95. Bank of America
2855 West Touhy Ave, Chicago, IL
773-743-7200
4 mi S
ALL BANK BRANCHES

96. MB Financial Bank
2200 Waukegan Rd # D, Glenview, IL
(847) 724-1990 · mbfinancial.com
4.1 mi NW

97. Bank of America
8745 Waukegan Road, Morton Grove, IL
847-470-1010
4.1 mi SW

98. Northview Bank & Trust
245 Waukegan Rd Ste 100, Northfield, IL
(847) 446-0245
4.1 mi NW

99. CHASE
7007 W Dempster St, Niles, IL 60714
847-663-1235
Branch with 2 ATMs
4.17 miles

100. CHASE
1791 W Howard St, Chicago, IL 60626
773-465-7402
Branch with 1 ATM
4.18 miles

101. Harris Bank
6820 N Lincoln, Lincolnwood, IL
847-982-9350
4.2 mi S

102. TCF Bank
2502 Waukegan Rd, Glenview, IL
(800) 823-2265
4.2 mi NW

103. CHASE
5550 W Touhy, Skokie, IL 60077
847-673-5619
Branch with 2 ATMs
4.22 miles
ALL BANK BRANCHES

104. Wells Fargo Bank
5640 W Touhy, Niles, IL
847-588-2700
4.27 mi SW

105. Harris Bank
7707 Dempster, Niles, IL
847-470-6705
4.3 mi SW

106. CHASE
6850 McCormick Blvd, Lincolnwood, IL 60712
847-673-1927
Branch with 2 ATMs
4.3 miles

107. CHASE
7015 N Western Ave, Chicago, IL 60645
773-508-1657
Branch with 7 ATMs
4.36 miles

108. Charter One
6677 N Lincoln, Lincolnwood, IL
847-675-1571
4.4 mi S

109. Fifth Third Bank
5950 West Touhy Avenue, Niles, IL
(847) 647-8555 · 53.com
4.4 mi SW

110. Brickyard Bank
6676 N Lincoln, Lincolnwood, IL
847-679-2265
4.4 mi S

111. Edgebrook Bank
6000 W Touhy, Chicago, IL
773-594-2000
4.4 mi S
ALL BANK BRANCHES

112. CHASE
1763 W Howard, Chicago, IL 60626
773-973-0126
Branch with 3 ATMs
4.48 miles

113. Charter One (Zoned B2)
1325 Howard, Evanston, IL
847-328-9140
4.6 mi SE

114. American Chartered Bank
1090 Willow Road, Northbrook, IL
847-418-3230
4.6 mi NW

115. MB Financial Bank
6401 N Lincoln Ave # 1, Lincolnwood, IL
(847) 676-5223 · mbfinancial.com
4.7 mi S

116. Glenview
Fifth Third Bank
7100 West Oakton Street, Niles, IL
(847) 967-5300 · 53.com
4.7 mi SW

117. Glenview State Bank
2222 Chestnut Ave # 100, Glenview, IL
(847) 729-1900 · gsb.com
4.7 mi W

118. Foster Bank
4001 West Devon Avenue, Chicago, IL
(773) 481-7701 · fosterbank.com
4.7 mi S

119. CHASE
2370 Waukegan Rd, Northbrook, IL 60062
847-559-9605
Branch with 2 ATMs
4.77 miles
ALL BANK BRANCHES

120. Foster Bank
801 Civic Center Drive, Niles, IL
(847) 965-2402 · fosterbank.com
4.8 mi SW

121. Wells Fargo Bank
1380 Patriot, Glenview, IL
847-729-9038
4.8 mi NW

122. CHASE
6350 N McCormick Rd, Chicago, IL 60659
773-539-5054
Branch with 3 ATMs
4.84 miles

123. CHASE
1340 Patriot Blvd, Glenview, IL 60025
847-832-9628
Branch with 1 ATM
4.87 miles

124. Citibank
2801 W Devon, Chicago, IL
1-800-627-3999
4.9 mi S

125. Glenview State Bank
2610 Golf Road, Glenview, IL
(847) 729-1900 · gsb.com
4.9 mi W

126. MB Financial Bank
356 Park Avenue, Glencoe, IL
(847) 835-0083 · mbfinancial.com
5.0 mi N

127. Harris Bank
333 Park Ave, Glencoe, IL
847-835-5400
5 mi N
ALL BANK BRANCHES

128. Fifth Third Bank
6131 North Lincoln Avenue, Chicago, IL
(773) 509-2860 · 53.com
5.0 mi S

129. Devon Bank
6445 N Western Ave # 1, Chicago, IL
(847) 465-2500 · devonbank.com
5.0 mi SE
2628 Gross Point Road Property Listing

Address: NWC Crawford Ave and Gross Point Rd
City: Evanston, IL
Space Available: +/- 11,000 sq ft
Total Size: +/- 11,000 sq ft
Nearest Intersection: Crawford Avenue and Gross Point Road

Description: This excellent site is located on the northwest corner of Gross Point Road and Crawford Avenue in Evanston. The site has excellent visibility and is surrounded by residential communities. Nearby retailers include CVS, Starbucks and Subway.

Contact:
Mark Fredericks (630) 572-5613
Mike Wesley (630) 572-5610

→ Back to Property Listings
May 3, 2012

Plan Commission
City of Evanston
2100 Ridge Ave.
Evanston, IL 60201

Dear Members of the Plan Commission:

I am writing to provide you with additional information related to the proposed zoning text and zoning map amendments for 2635 Crawford Ave. This property is the residential lot adjacent to the former Citgo station at 2628 Gross Point Rd. that Edgemark Development LLC seeks to rezone to B1a.

As you know, one of the factors that the city should consider when deliberating on a proposed amendment is “whether the proposed amendment is compatible with the overall character of existing development in the immediate vicinity of the subject property” (Section 6-3-4-5: Standard for Amendments, Evanston City Code).

2635 Crawford Ave. is bordered on three sides by residential land characterized by homes, grassy lawns, and trees. Converting this property into a paved lot with a 24-hour ATM is therefore not compatible with the character of the majority of existing development in the immediate vicinity.

The property’s fourth border is an alley lined with trees and shrubs. This strip serves as a much-needed buffer zone between the business and residential areas. The proposed development would eliminate this useful barrier.

2635 Crawford Ave. used to be a home. An individual bought the property, tore down the house, and then marketed the lot for $595,000 – well above the typical market price for other residential lots in the neighborhood. That price has now risen to $700,000. If the city approves re-zoning this lot to B1a, it’s sending a message to speculators that there’s profit to be made in destroying homes on Crawford.

Please preserve the character of our residential neighborhood by recommending against the proposed zoning amendments.

Sincerely,

Alison Cook
DATE: May 3, 2012

TO: The Zoning Commission of the City of Evanston

FROM: Christine Sammel, 3614 Hillside Road, Evanston 847-328-2178
        csammel@comcast.net

RE: For the May 9, 2012 Hearing (six pages):
Objections to proposed map amendment, text amendment, and alley vacation request submitted by Edgemark Development and Chase Bank affecting the vacant Citgo gas station lot and adjacent alley and residential lot, all at or near the intersection of Crawford Avenue and Gross Point Road in Evanston

Dear Commissioners:

Thank you for continuing to listen to the concerns of the residents of the neighborhood affected by the above-referenced proposed zoning amendments.

The arguments against having a Chase Bank on the subject property have never been about the desirability of inviting a business as stable as Chase into our community. The arguments against the Edgemark/Chase proposal have always centered around the issues of (a) safety, and (b) irreversible change to our established residential neighborhood.

This submission addresses both of those issues in turn.

Thank you for your consideration.

Christine Sammel
Owner of 3614 Hillside Road since 1992
Resident of Evanston since 1979

SAFETY

The proponents of the Edgemark/Chase’s current proposal say that a drive-through facility could be allowed without increasing the level of traffic danger for both neighborhood residents and those passing through. I believe they are mistaken. In the fall of 2011, I submitted a Freedom of Information Act request for traffic accident statistics (vehicle/vehicle, vehicle/pedestrian, and vehicle/pedalcyclist) to the City of Evanston. On December 20, 2011, I received the following:
Dear Ms. Sammel:

Thank you for writing to the City of Evanston with your request for public records under the Illinois Freedom of Information Act, 5 ILCS 140/1 et seq. Pursuant to your FOIA request(s) of:

Date December 12, 2011, in which you requested the following documents: 10 year vehicle to vehicle accidents, vehicle pedestrian/cyclist accident statistics at the intersections of Crawford Avenue/Gross Point Road; Crawford Avenue/Central Street, Central Street/Gross Point Road, and Crawford Avenue/Hillside Road

Your request is granted except that the Public Works Department has only accident data beginning 2006 in our system. Please see the attached table showing the available year/accident history data for the subject intersections.

The total amount owed is: $0

Sincerely yours,

Name Rajeev Dahal
Department Public Works
CITY OF EVANSTON
ACCIDENT HISTORY
January 2006 to September 2011

Crawford Ave & Gross Point Rd

<table>
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<tr>
<th></th>
<th>2006</th>
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April 23, 2012

Mr. Joshua Huppert
2630 Crawford Avenue
Evanston, Illinois 60201

Reference: FOIA Request

List of all accidents and collisions at the intersections of Crawford/Central, Crawford/Gross Point, and Central/Gross Point for the time period beginning January 1, 2005 and ending December 31, 2010.

Dear Mr. Huppert:

With regard to your Request for Public Records received April 19, 2012, requesting documentation under the Freedom of Information Act, we offer the following response:

Request #1: List of accidents and collisions as referenced above.

Response: A copy of the requested documentation is attached.

Sincerely,

[Signature]

Richard Eddington
Chief of Police

RE/srd
Attachments
## Accidents

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<th>Rpt#</th>
<th>Date</th>
<th>St. Name</th>
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<td>07-002094</td>
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<td>07-006343</td>
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<td>St. Name</td>
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## Accidents

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### Accidents

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The record shows a marked decrease from 2008 to 2009 in the number of traffic accidents at the intersection of Crawford Avenue and Gross Point Rd. The Citgo gas station closed in 2009. Sometime around then the traffic lights were reconfigured at that intersection and the two adjacent intersections, BUT a decrease of 70% cannot be reasonably attributed to traffic light reconfiguration alone. Having a car-centric business on that site is a problem.

At morning and evening rush hours, traffic southeast-bound on Crawford to the Crawford/Gross Point intersection routinely backs up beyond Hillside Road to Thayer Street and beyond. And at any time of day, one can expect a minimum of 4-6 vehicles to be sitting southeast-bound at the Crawford/Gross Point traffic light. Introducing a left turn into the bank property for southeast-bound traffic without further adding to the back-up and congestion problems on southeast-bound Crawford Avenue is highly unlikely.

Even more concerning is the north/northwest-bound traffic on Crawford Avenue that accelerates across Central Street and Gross Point Road in a blind left turn up a rise, in an attempt to merge into the center lane where Crawford Avenue (at Hillside Road) reduces to one lane of traffic. This is precisely the location Edgemark/Chase proposes to locate an entrance/exit. The combination of speeding traffic, inattention in an attempt to merge, and slow-moving entering/exiting vehicles is an accident waiting to happen. The dangers are: (1) the above-mentioned problem of southeast-bound drivers attempting to turn left and enter the bank property across accelerating northwest-bound traffic and (2) expecting drivers exiting from the bank to safely re-enter onto already congested southeast-bound Crawford Avenue across accelerating northwest-bound traffic.

Following is a City of Evanston map of the intersection, on which I have placed cross-hatching to show the stretch of Crawford Avenue discussed in the above two paragraphs. The star indicates the location of the proposed entrance/exit.
Finally, the existing traffic situation on area side streets bears mentioning. Already, many drivers travel through adjacent side streets, out of confusion or impatience because of the six-way Crawford/Gross Point/Central intersection. They are seeking a way back to a main street, or a way to turn around, or a shortcut between Old Orchard Road and Crawford Avenue. They already endanger the many children who play on or around our neighborhood streets – especially Princeton, Thayer, and Hillside Road. A non car-centric business on the subject corner will increase traffic, of course. But a business whose purpose is to attract vehicle traffic, like a drive-through bank, will increase the danger to neighborhood children and is not acceptable.

**IRREVERSIBLE CHANGE TO OUR ESTABLISHED RESIDENTIAL NEIGHBORHOOD**

The proposed map amendment, text amendment, and alley vacation request are not consistent with the Central Street Master Plan adopted in 2007. That plan, although proposing sweeping changes for the corner of Crawford Avenue and Gross Point Road (including the razing of existing viable businesses), did not change any of the adjacent residential lots to business zoning. Specifically, the objectives set forth in the Central Street Master Plan used the alley to the northwest of the Citgo lot as a boundary – the same alley which Edgemark/Chase proposes to vacate and build beyond.

The Edgemark/Chase proposal changes the longstanding character of our neighborhood by rezoning a lot from residential to business use, and by vacating the alley that has served as a boundary for commercial activity. If allowed, this would be a permanent and irreversible change to the character of our neighborhood. Commercial use has always been confined to the corner lot, and the Central Street Master Plan confirmed the wisdom of that confinement. Economic hard times do not make right the unnecessary infringement – commercial creep, if you will – of this development into the stable, delightful, quiet, safe residential community into which I and my neighbors have moved – counting on ourselves and the City of Evanston to maintain the neighborhood’s character and desirability. I moved here, and remain here, because I love this neighborhood. Businesses should not be allowed to encroach on it.

*** end of document***
Craig,

If the Chase proposal should move forward in substantially the form as now presented I would like to ask for consideration of the following:

1) If the vacant lot is re-zoned B1a, could the B1a height be restricted to no more than one story or 15 feet as supposed to proposed 3 stories or 40 feet? Supporting rationale: If the bank group is solely looking to use the vacant lot for a drive thru there doesn't seem to be any reason for granting them excess height over what is needed for that specific purpose.

2) If the drive thru ban is lifted from the new subarea 6 - could the lift be restricted to solely the Citco lot and the vacant lot? Supporting rationale: If the bank group is solely looking to use those two lots there doesn't seem to be any reason to lift the ban from other areas such as Sarkis or the Sarkis parking lot.

3) Does the bank group really need the left in/left out turns on Crawford? Supporting rationale: With southbound traffic now exiting to Gross Point there doesn't seem to be a need for a left out from the proposed bank site. And from the north there doesn't seem to be a need for a left in as most traffic from the north could easily cross over to Gross Point via Old Glenview Road or Wilmette Avenue before heading south on Gross Point; and then entering the bank area with a right in from Gross Point. The bank group's traffic consultant appeared to agree that north/south bound traffic on Crawford had already increased about 15% over the last few years (over a three year period I think she said) so there should be no reason to pack any more complexities into this already high traffic corner than necessary to meet the bank's needs.

Bent

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Evanston, IL 60201

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FX: (847) 475-2040
EM: Hammeleff@Comcast.net
May 4, 2012

Mr. Craig D. Sklenar
General Planner
CITY OF EVANSTON
Planning and Zoning Commission
2100 Ridge Ave
Evanston, IL 60201

Members of the Planning and Zoning Commission

Commissioners:

Once again, I need to voice opposition to the rezoning and removal of the drive-through restriction for the proposed Chase Bank at the intersection of Crawford and Gross Point.

I have previously submitted testimony about the traffic hazard the additional several hundred expected cars will pose to the neighborhood, especially given the immediate dead end and no-through traffic street configurations. Passing this intersection several times a day, I am only too well aware of the traffic backups which, one week ago, were all the way to Thayer street west in the southbound lanes of Crawford. I tried to imagine myself attempting a left hand turn out of the bank exit while perhaps another car might want to turn into the bank from southbound Crawford. This is a scenario for accidents to happen.

The current proposed layout of the bank drive-through/ATM also raises a significant safety question. With six foot fences and the walls required for the drive-through pipes, and the vegetation planned to shade the neighbors, this will be a well shielded area quite suitable for potential hold-ups or other criminal acts.

During the last hearing, the bank representatives noted that the area will be lit in such a way that it would not interfere with the neighbors enjoyment of their property. Yet, when asked the question about the safety of the ATM area at night, the response was that “it will be very well lit”. I sense a certain contradiction here. As the area will not be very visible from the street, even if it was well lit and have cameras installed, it would not prevent unsavory characters from taking advantage of this relatively secluded area.

I would greatly appreciate your considering my objections to the current bank proposal. Thank you.

Sincerely,

Sigrid Pilgrim
224-420-0949
spconsult@comcast.net
May 4, 2012

The purpose of my letter is to briefly discuss the proposed text and map amendment applications for the Edgemark/Chase proposed development on the Citgo and adjacent empty lots at the Crawford and Gross Point intersection in Evanston. All documents that are included with this letter are from the Central Street Master plan documents on the City of Evanston website, from minutes from past Plan Commission meetings that are contained on the City of Evanston Website and from the Chase Bank: Traffic Impact Analysis from October 2011.

On January 28, 2008, Evanston’s City Council unanimously passed two ordinances, 5-O-08 and 6-O-08, that changed zoning in the 2-mile long Central Street Corridor. The project was a year long project funded by the City of Evanston and included community meetings, zoning and plan commission meetings and then, ultimately, passage by our City Council.

The Central/ Gross Point/ Crawford intersection was analyzed quite a bit through this process. It is described by the Central Street Master Plan as one of “several complex or high-volume intersections”. Additionally it states: “The intersections are complex with short stacking areas between arterials, high traffic volumes, and a high number of turning movements and signals.” (See attached document A)

The Central Street Master Plan cites traffic studies completed by Gewalt Hamilton Associates (GHA Engineers) and collaboration with IDOT (Illinois Department of Transportation) among others. These studies and input helped to define the decisions and vision that was created and ultimately passed by the City Council.

Attached document B shows this corridor as part of the Central Street Master Plan Zoning Implementation. It is important to note that there is no home shown on the 2635 plot of land and, additionally, that plot of land is not included in the rezoning from C2 to B1a. In other words, the Plan and Zoning Commissions reviewed this already vacant area during the re-zoning process, had an opportunity to re-zone, and the property has remained as residential. It is also important to note that the zoning could have been changed to allow drive-thru’s and did not.

As stated in the Plan Commission meeting in April 2012, the current Citgo lot is unable to be rebuilt as a gas station because of its current B1a zoning.

The Central Street Master Plan envisioned this space as mixed Retail and Residential. Attachment C shows the former Citgo lot (referenced as A1). Attachment D shows the AM and PM Peak Hour traffic for the intended use. The two documents together suggest that the daily traffic for this type of use would be 246 vehicles.
Attachment E shows the Trip Generation Comparison used by the Chase Bank analysis. The Analysis incorrectly uses a gas station as a comparable, even though it is not possible to build a gas station on the plot as it is currently zoned.

The gas station vehicle numbers make the Drive-In Bank Traffic Numbers look more attractive. In reality, the comparison should be a Drive-In Bank to the mixed Retail and Residential numbers used in the Central Street Master Plan Study. This is what the property is currently zoned for and what, after much analysis and consideration, the Central Street Master Plan suggested for this space.

A Drive-In Bank generates 620 trip generations per weekday (Attachment E). Mixed Retail and Residential space generates 246 (Attachment D). The bank would generate 374 more vehicle trips per day than was recommended.

Interestingly, traffic in this corridor has increased during the time of the Central Street Master Plan study and the Chase Bank Traffic Analysis.

Attachment F is from the Chase Bank Traffic Analysis and is Existing Peak Hour Traffic. Attachments G and H are from the 2007 study and part of the Central Street Master Plan. Attachment H is a zoomed in copy of Attachment G.

The following comparison looks at Northwest and Southeast bound traffic on Crawford Avenue at the Gross Point intersection. There is a proposed ingress/egress on the proposed bank property on Crawford just north/northwest of Gross Point Road.

The information below is taken directly from the aforementioned studies. The numbers represent vehicles.

<table>
<thead>
<tr>
<th>PEAK HOUR TRAFFIC COMPARISON - ON CRAWFORD AVENUE AT GROSS POINT RD</th>
<th>CENTRAL STREET MASTER PLAN EXISTING TRAFFIC - JULY 2007</th>
<th>AND TRAFFIC ANALYSIS CHASE BANK EXISTING TRAFFIC - SEPTEMBER 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM PEAK HOUR 2007</td>
<td>AM PEAK HOUR 2011</td>
<td></td>
</tr>
<tr>
<td>NORTHWEST BOUND</td>
<td>471</td>
<td>500</td>
</tr>
<tr>
<td>% INCREASE / DECREASE</td>
<td></td>
<td>6.20%</td>
</tr>
<tr>
<td>SOUTHEAST BOUND</td>
<td>237</td>
<td>365</td>
</tr>
<tr>
<td>% INCREASE / DECREASE</td>
<td></td>
<td>54%</td>
</tr>
</tbody>
</table>

| PM PEAK HOUR 2007                                            | PM PEAK HOUR 2011                                    |
| NORTHWEST BOUND                                                | 396                                                    | 300                                                           |
| % INCREASE / DECREASE                                         |                                                        | -24.20%                                                       |
| SOUTHEAST BOUND                                                | 525                                                    | 620                                                           |
| % INCREASE / DECREASE                                         |                                                        | 18.10%                                                        |
Traffic coming into Evanston (Southeast Bound) has increased by quite a bit in the last 4 years. There is a 54% increase in traffic coming into Evanston on Crawford Avenue at the Gross Point Road intersection in the AM. There is an 18.1% increase in traffic coming into Evanston on the same route in the PM. Combined, this means there is an overall 29.3% increase in traffic on Crawford Avenue during Am/PM Peak hours coming into Evanston at the Gross Point intersection.

It is important to note that the Starbucks at Central and Crawford was in place prior to the 2007 study.

LOS is an acronym for level of service. It is a way to discuss capacity analysis for traffic. Attachments I and J explain the various LOS’s and also has a summary for this intersection.

Generally LOS D is considered acceptable, with E and F being unacceptable.

In this case there are several LOS D conditions at the Gross Point Rd and Central St intersection. The future conditions consider a bank addition, not an increase in traffic.

“LOS D represents high density, but stable, flow. The driver experiences a generally poor level of comfort and convenience”

At the Gross Point Rd. and Crawford Avenue intersection, there are no LOS D’s and there are 3 LOS C’s. Not surprisingly, Southbound Crawford at both AM and PM are two of the 3. The third is Northbound Crawford with a right turn onto Gross Point. It is important to note that this is where the ingress/egress will be to the bank on the Gross Point side of the proposal.

“LOS C is in the range of stable flow but marks the beginning of significant interference to an individual’s movement caused by others in the traffic stream. The general level of comfort and convenience declines noticeably at this point”

What is of concern is that the future conditions on Attachment J are for the addition of the bank itself, but not for an increase in overall traffic. The Southbound Crawford rate of traffic at AM and PM peak hours has increased 30% in just 4 years! What will happen in the next 10?

Adding an ingress/egress (on Crawford Avenue) at a “complex intersection” that has “high traffic volumes and a high number of turning movements and signals” is a huge safety concern. This corner and intersection was analyzed in 2007 and the outcome was to suggest a zoning that would promote less traffic, not more. They made the right decision.
I am in favor of a Chase Bank on the corner, but any proposal that adds an ingress/egress on Crawford Avenue into this intersection is going to be a real problem as traffic continues to increase in this area.

Thanks for your time.

Chris Hobbs

[Signature]
Central Street: Master Plan

Appendix D: Transportation

Roadway widths east of Lincolnwood function efficiently. Narrower travel lanes discourage faster travel speeds, and the infrequency of parking maneuvers along residential blocks results in minimal travel delays.

Intersections

Central Street has 11 signalized intersections in the Study Area at:

- Gross Point
- Crawford
- Central Park
- Lincolnwood
- McDaniel
- Hartrey
- Green Bay
- Ashland
- Asbury
- Girard
- Ridge

Most intersections do not incorporate left-turn lanes. Segregated left-turn lanes are provided at Gross Point, Crawford, Girard and Ridge. The lack of left-turn lanes may result in confusion as drivers pause to turn left and motorists behind them must decide whether to go around them or wait until the left is completed. Also, the presence of both a left-turn lane at Girard and passenger drop-offs at the CTA station appears to increase traffic congestion and confusion.

Central Street has several complex or high-volume intersections.

- **Central/Gross Point/Crawford**: The intersections are complex with short stacking areas between arterials, high traffic volumes, and a high number of turning movements and signals.
- **Central/Lawndale**: The north-south approaches of the intersection are offset.
- **Central/Hurd**: The north-south approaches of the intersection are offset.
- **Central/Lincolnwood**: The north-south approaches of the intersection are offset. Some residents expressed concern that the intersection of Lincolnwood and Central
### Vehicle Trips

<table>
<thead>
<tr>
<th></th>
<th>Morning Peak Hour</th>
<th>Evening Peak Hour</th>
<th>Daily Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
<td>Sum</td>
</tr>
<tr>
<td><strong>A1</strong> Retail</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Residential</td>
<td>1</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td><em>8 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A2</strong> Residential</td>
<td>1</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td><em>12 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A3</strong> Green Space</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*20,000 sq.ft.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A4</strong> Residential</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><em>3 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A5</strong> Office</td>
<td>36</td>
<td>5</td>
<td>41</td>
</tr>
<tr>
<td><em>27,000 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>23</td>
<td>-3</td>
<td>19</td>
</tr>
</tbody>
</table>

### Morning Peak Hour

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B1</strong> Retail</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><em>3400 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B2</strong> Retail</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td><em>10,000 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>2</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td><em>36 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B3</strong> Retail</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td><em>9200 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Office</strong></td>
<td>27</td>
<td>4</td>
<td>31</td>
</tr>
<tr>
<td><em>20,000 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Existing Use</td>
<td>-11</td>
<td>-12</td>
<td>-23</td>
</tr>
<tr>
<td><strong>B4</strong> Retail</td>
<td>4</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td><em>7800 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>1</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td><em>16 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Existing Use</td>
<td>-10</td>
<td>-10</td>
<td>-20</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>28</td>
<td>16</td>
<td>44</td>
</tr>
</tbody>
</table>

### Evening Peak Hour

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C1</strong> Retail</td>
<td>12</td>
<td>12</td>
<td>24</td>
</tr>
<tr>
<td><em>25,000 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Existing Use</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>C2</strong> Retail</td>
<td>6</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td><em>11,000 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Existing Use</td>
<td>-1</td>
<td>-1</td>
<td>-2</td>
</tr>
<tr>
<td><strong>C3</strong> Retail</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><em>3500 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>1</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td><em>14 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Existing Use</td>
<td>-1</td>
<td>-1</td>
<td>-2</td>
</tr>
<tr>
<td><strong>C4</strong> Retail</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td><em>10,000 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>3</td>
<td>14</td>
<td>17</td>
</tr>
<tr>
<td><em>37 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Existing Use</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>C5</strong> Retail</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><em>3 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C6</strong> Retail</td>
<td>5</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td><em>8000 sq.ft.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>2</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td><em>32 units</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Existing Use</td>
<td>-9</td>
<td>-9</td>
<td>-18</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>22</td>
<td>17</td>
<td>39</td>
</tr>
</tbody>
</table>

### Daily Sum

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> Subtotal</td>
<td>-332</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B</strong> Subtotal</td>
<td></td>
<td>-303</td>
<td></td>
</tr>
<tr>
<td><strong>C</strong> Subtotal</td>
<td></td>
<td></td>
<td>-798</td>
</tr>
<tr>
<td><strong>D</strong> Subtotal</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:
- Source: Institute of Transportation Engineers (ITE) Trip Generation Manual; 7th Ed.
- Land Use codes for new uses: Residential = #210, Retail = #814, Office = #720
- [b] = Based on GSA observations and ITE data.
- [c] = 25% discount includes land-use interaction and non-auto trip factor.

---

**Central Street: Master Plan**

**City of Evanston, Illinois**

**Figure D.6: Traffic Generation Calculations**

**LAKOTA THE LAKOTA GROUP INC**

**Growth Region**

**July 2007**
Traffic Increases

Development of the proposed project will result in increases in traffic on the roadways leading beyond the study area. Based on the anticipated trip generation and directional distribution, peak-hour volume increases approximately in the range of 5 to 25 vehicles per hour are expected on the study area roadways leading beyond the study area. These increases represent, on average, approximately one additional vehicle every two to twelve minutes during the peak hours.

On a daily basis, volume increases in the range of approximately 50 to 125 vehicles are expected on the study area roadways, which represent a one percent or less increase based on the exiting IDOT daily traffic volumes. The amount of site-generated traffic is expected to have minimal effects on the operations of the external street network.

Trip Generation Comparison

As previously indicated, the site previously contained a CITGO gasoline station. Therefore, a comparison was made between what the site would generate if it were operating as the previous gasoline station use versus the proposed bank development. A summary of this trip generation comparison is provided in Table 3.

Table 3: Trip Generation Comparison

<table>
<thead>
<tr>
<th>Land Use / Size</th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
<th>Weekday Daily</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Gasoline Station / 8 vfps</td>
<td>40</td>
<td>40</td>
<td>80</td>
</tr>
<tr>
<td>Drive-In Bank / 4,200 SF</td>
<td>30</td>
<td>20</td>
<td>50</td>
</tr>
<tr>
<td>Net Change in Site Trips (Δ Bank – Gasoline Station)</td>
<td>-10</td>
<td>-20</td>
<td>-30</td>
</tr>
</tbody>
</table>

1 From Table 1.

As shown in Table 3, it is expected that the proposed bank development would generate approximately 680 less total trips on a daily basis than the previous gasoline station use. During the peak hours, the bank development is anticipated to generate approximately 30 less bi-directional trips during the weekday AM and 5 more bi-directional trips during the weekday PM.
Legend:
XX: Weekday AM peak hour (7:45 AM - 8:45 AM)
(XX): Weekday PM peak (5:00 PM - 6:00 PM)
XXX: Average daily traffic
*: less than 5 vehicles
**: existing traffic signal
***: illegal movement

FIGURE 2
Existing peak hour traffic
Central Street: Master Plan  City of Evanston, Illinois

Figure D.1: Existing Traffic - Gross Point Road to Marcy Avenue
SIGNALIZED INTERSECTIONS

The capacity analyses are summarized into levels of service (LOS) ranging from A (the best) to F (the worst). Immediately following is a more thorough description of each level of service.

- **LOS A** represents free flow. The general level of comfort and convenience provided to the motorists is excellent. Control delay per vehicle is less than or equal to 10.0 seconds.

- **LOS B** is in the range of stable flow. The level of comfort and convenience provided is somewhat less than that of LOS A because the presence of others in the traffic stream begins to affect individual behavior. Control delay per vehicle 10.1 to 20.0 seconds.

- **LOS C** is in the range of stable flow but marks the beginning of significant interference to an individual's movement caused by others in the traffic stream. The general level of comfort and convenience declines noticeably at this level. Control delay per vehicle 20.1 – 35.0 seconds.

- **LOS D** represents high density, but stable, flow. The driver experiences a generally poor level of comfort and convenience. Control delay per vehicle 35.1 – 55.0 seconds.

- **LOS E** represents operating conditions at or near the capacity level. Operations at this level are usually unstable and driver comfort and convenience levels are extremely poor. Control delay per vehicle 55.1 – 80.0 seconds.

- **LOS F** represents forced or breakdown flow. It is the point at which arrival flow exceeds discharge flow thereby causing a queue to form. Operations within the queue are characterized by stop-and-go conditions. Control delay per vehicle is greater than to 80.0 seconds.
intersections were accomplished using the existing cycle lengths for the respective peak hours. The existing timings were obtained from a Signal Coordination and Timing (SCAT) network.

Table 4: Intersection Level-of-Service and Queue Summary

<table>
<thead>
<tr>
<th>Intersection/Peak Hour/Lane</th>
<th>Existing Conditions</th>
<th>Future Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay $^A$</td>
<td>LOS $^B$</td>
</tr>
<tr>
<td>Gross Point Rd and Crawford Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Weekday AM:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crawford Ave NB throughs</td>
<td>15.2</td>
<td>B</td>
</tr>
<tr>
<td>Crawford Ave NB right-turns</td>
<td>6.9</td>
<td>A</td>
</tr>
<tr>
<td><strong>Crawford Ave SB approach</strong></td>
<td>21.6</td>
<td>C</td>
</tr>
<tr>
<td>Gross Point Rd NEB approach</td>
<td>12.9</td>
<td>B</td>
</tr>
<tr>
<td>Gross Point Rd SWB left-turns</td>
<td>13.8</td>
<td>B</td>
</tr>
<tr>
<td>Gross Point Rd NEB through/right-turns</td>
<td>13.2</td>
<td>B</td>
</tr>
<tr>
<td><strong>Overall Intersection</strong></td>
<td>15.5</td>
<td>B</td>
</tr>
<tr>
<td><strong>Weekday PM:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crawford Ave NB throughs</td>
<td>18.9</td>
<td>B</td>
</tr>
<tr>
<td><strong>Crawford Ave NB right-turns</strong></td>
<td>24.5</td>
<td>C</td>
</tr>
<tr>
<td><strong>Crawford Ave SB approach</strong></td>
<td>24.3</td>
<td>C</td>
</tr>
<tr>
<td>Gross Point Rd NEB approach</td>
<td>13.7</td>
<td>B</td>
</tr>
<tr>
<td>Gross Point Rd SWB left-turns</td>
<td>14.8</td>
<td>B</td>
</tr>
<tr>
<td>Gross Point Rd NEB through/right-turns</td>
<td>14.0</td>
<td>B</td>
</tr>
<tr>
<td><strong>Overall Intersection</strong></td>
<td>19.5</td>
<td>B</td>
</tr>
<tr>
<td>Gross Point Rd and Central St</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Weekday AM:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central St EB approach</td>
<td>48.2</td>
<td>D</td>
</tr>
<tr>
<td>Central St WB left-turns</td>
<td>6.6</td>
<td>A</td>
</tr>
<tr>
<td>Central St WB left-turns/throughs</td>
<td>6.6</td>
<td>A</td>
</tr>
<tr>
<td>Gross Point Rd NEB left-turns/throughs</td>
<td>34.7</td>
<td>C</td>
</tr>
<tr>
<td>Gross Point Rd NEB right-turns</td>
<td>29.9</td>
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</tr>
<tr>
<td>Gross Point Rd SWB approach</td>
<td>26.3</td>
<td>C</td>
</tr>
<tr>
<td><strong>Overall Intersection</strong></td>
<td>23.3</td>
<td>C</td>
</tr>
<tr>
<td><strong>Weekday PM:</strong></td>
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<tr>
<td>Central St EB approach</td>
<td>48.1</td>
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<td>Central St WB left-turns</td>
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<td>Central St WB left-turns/throughs</td>
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<td>Gross Point Rd SWB approach</td>
<td>25.2</td>
<td>C</td>
</tr>
<tr>
<td><strong>Overall Intersection</strong></td>
<td>21.2</td>
<td>C</td>
</tr>
</tbody>
</table>

$^A$ Average control delay in seconds per vehicle.

$^B$ Level of service.

$^C$ Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).
Dear Chair and Members of the Plan Commission,

I respectfully request that you consider the question of whether the legal notice requirement was met with respect to the proposed map amendment of 2635 Crawford Ave.

The City Code, at 6-3-4-6(c), provides that “Notice shall also be given by first class mail to all owners of property within a five hundred foot (500') radius of the subject property, inclusive of public roads, streets, alleys and other public ways from the area proposed to be rezoned or redistricted...”

The property at 2635 Crawford Ave is the subject of a proposed map amendment, but the City has not mailed notices based on that address as required by law.

In written and telephone communications, General Planner Craig Sklenar explained to me that notices in this case were sent to owners of property within 500’ of 2628 Gross Point Road only, and not to all owners of property within 500’ of 2635 Crawford Ave. Mr. Sklenar explained that his computer software only allows him to use one address when calculating a radius and creating a list of property owners, and that the only address he used was 2628 Gross Point.

On April 18, 2012, I made a written request pursuant to the Illinois Freedom of Information Act (FOIA) for the names and addresses of all owners of property within 500’ of 2635 Crawford Ave. The response from Mr. Sklenar (enclosed), dated April 26, 2012, stated:

“Your request is granted, however the addresses are for within 500’ of 2628 Gross Point Road. This is because the Zoning office when generating notices can only use one address with the current GIS system. This is the standard operating procedure for all notifications on applications The GIS software captures all properties within 500’ of any property line of the subject property.”

I then spoke with Mr. Sklenar on April 30, 2012. I asked why he could not enter 2635 Crawford into his computer and use that address to calculate the 500’ radius. He said he could not because it is not “standard operating procedure”. He told me that the only list of property owners used in this case has been based on the single address of 2628 Gross Point. He said that was the list used for official notification by mail, and it will also be the list used to determine the percentage of property owners signing a petition.
In fact, 2635 Crawford and 2628 Gross Point are two different properties, separated by an alley. A 500' radius of one property is not the same as a 500' radius of the other. There would be a difference of about 200' between the two.

2635 Crawford is the subject of a proposed map amendment, while the other property is the subject of a proposed text amendment. There are significant differences between the two kinds of amendments. The law about petitions in opposition applies only to map amendments (City Code 6-3-4-7), so the list of eligible property owners should be based on 2635 Crawford only.

Based on the above facts, it appears that the legal notice requirements have not been met with respect to the proposed map amendment of 2635 Crawford Ave. I request that the Plan Commission take appropriate action, including mailing all required notices before taking any further action on this proposed map amendment.

In the event that the above request is denied, I request that the Plan Commission

1) provide me with a list of all owners of property within 500' of 2635 Crawford Ave, Evanston, IL, pursuant to my previous FOIA request, and
2) grant a continuance of the hearing on this matter until June, 2012 in order to allow me and my neighbors time to circulate a petition based on the correct list of property owners.

Sincerely,

[Signature]

Joshua Huppert
2630 Crawford Ave.
Evanston, IL 60201
(847)328-1699

Enclosure
Dear Mr. Huppert,

Thank you for writing to the City of Evanston with your request for public records under the Illinois Freedom of Information Act, 5 ILCS 140/1 et seq. Pursuant to your FOIA request(s) of:

Names and Addresses of all owners of property within 500 feet of 2635 Crawford Avenue Only.

Date April 18, 2012, in which you requested the following documents:

Your request is granted, however the addresses are for within 500' of 2628 Gross Point Road. This is because the Zoning office when generating notices can only use one address with the current GIS system. This is the standard operating procedure for all notifications on applications. The GIS software captures all properties within 500' of any property line of the subject property.

The total amount owed is: $0.00

Sincerely yours,

Craig Sklenar
Community and Econ. Dev. Dept.
Dear Greg Sklenar--

My neighbor left a note in my mailbox yesterday to write you about the proposed Chase facility at Gross Point and Crawford. I have lived in Evanston since 1973 and on Gleview Road since September, 1979. I walk past the proposed site every workday: more than 200 times a year. For me, the proposed development would be beneficial. Here's why:

1. **Improved pedestrian safety.** Northbound Crawford traffic is coming up a hill and around a slight curve. Outside lane motorists are racing around inside traffic to cut in before parked cars ahead. Walking north along a narrow curbside carriage walk is scary during the rush period. I have seen the street light pole knocked down three times over the years. The alley intersection is sloped and slippery in winter. Since CITGO closed, no one [except me] has trimmed the trees. So from a pedestrian point of view, I can't wait for the improvement.

2. **Better appearance.** A closed gas station and exposed west restaurant wall are not attractive. The bank would be landscaped, trimmed, and snow shoveled. Think of the Chase Bank on McDaniel and McCormick. It is a perfectly good neighbor, and it hasn't affected the houses on Martha Lane or McDaniel as far as I can tell.

3. **Convenience.** Would love to be able to walk to the bank and not take the car out. I do most of my getting around on foot or public transportation. [My 2004 year car has only 30,000 miles...]

I was at the March meeting of the Plan Commission and heard some comments opposing the Chase proposal. As far as a concern about a left turn to go south on Crawford is concerned, I believe it would be less of a problem than the existing left to go west on Central from Starbucks. Driveway width will be controlled and not a problem for pedestrians. I suppose a raised median could be constructed to enforce no left turns, but it may be unwarranted.

I have participated in the Evanston Transportation Plan and Central Street Corridor study. If I recall, the proposal for the northeast corner of Gross Point and Crawford was more dense than the bank's proposal. Critics should be grateful for Chase. Something less desireable could turn up.

Thanks for listening,
Charles Arndt
3628 Glenview Road
Dear City Government of Evanston,

I am against this current Chase Bank proposal. I feel the project is unsafe as it is currently written. There is no way there can be a left turn into the bank going south on Crawford at this incredibly tricky intersection. I live across the street and know that cars going north on Crawford from the light at Gross Point are coming downhill, 2 lanes, 35 MPH and almost crash everyday with the kids exiting the current Sarkis alley. This is the location of the proposed Chase entrance and exit. It is simply too close to the intersection of Crawford and Gross Point. I also recommend everyone driving to the site to see for themselves.

I am also against the drive thru because the of traffic and safety.

I am also against the rezoning of residential property to business.

I am NOT against a Chase bank built on the current Citgo lot.

Thank you for your hard work and dedication to Evanston. I'd wish for these comments to become part of the official record and available to city council members,

Fernando Ferrer
2636 crawford
evanston, il. 60201
Craig,

If the Chase proposal should move forward in substantially the form as now presented I would like to ask for consideration of the following:

1) If the vacant lot is re-zoned B1a, could the B1a height be restricted to no more than one story or 15 feet as supposed to proposed 3 stories or 40 feet? Supporting rationale: If the bank group is solely looking to use the vacant lot for a drive thru there doesn't seem to be any reason for granting them excess height over what is needed for that specific purpose.

2) If the drive thru ban is lifted from the new subarea 6 - could the lift be restricted to solely the Citco lot and the vacant lot? Supporting rationale: If the bank group is solely looking to use those two lots there doesn't seem to be any reason to lift the ban from other areas such as Sarkis or the Sarkis parking lot.

3) Does the bank group really need the left in/left out turns on Crawford? Supporting rationale: With southbound traffic now exiting to Gross Point there doesn't seem to be a need for a left out from the proposed bank site. And from the north there doesn't seem to be a need for a left in as most traffic from the north could easily cross over to Gross Point via Old Glenview Road or Wilmette Avenue before heading south on Gross Point; and then entering the bank area with a right in from Gross Point. The bank group's traffic consultant appeared to agree that north/south bound traffic on Crawford had already increased about 15% over the last few years (over a three year period I think she said) so there should be no reason to pack any more complexities into this already high traffic corner than necessary to meet the bank's needs.

Bent

Bent Hammeleff
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Evanston, IL 60201

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