PLAN COMMISSION
Wednesday, March 22, 2017
7:00 P.M.
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers
AGENDA

1. CALL TO ORDER / DECLARATION OF QUORUM

2. APPROVAL OF MEETING MINUTES: March 8, 2017

3. OLD BUSINESS (Continued from March 8, 2017)
   A. 831 Emerson Street 17PLND-0011
      Tim Anderson, CA/Focus Evanston JV, LLC, has applied for a Planned Development with a rezoning from C1 Commercial and R5 General Residential to C1a Commercial Mixed Use and Special Use for a Convenience Store to construct a 9-story, 242-unit residential building with a 3,330 square foot ground floor commercial space and 174 parking spaces. The applicant seeks site development allowances for: number of dwelling units, building height (103 feet), floor area ratio (4.66), number of parking spaces, 0-foot rear and side yard setbacks for open parking along the north, east, and west property lines, no landscaping buffer along the rear (north) property line, a loading berth in the front yard which is open to the sky and within 30 feet of an intersection, and reduced setback and screening for transformers located within 2 feet of a building. In addition, the applicant may seek and the Plan Commission may consider additional Site Development Allowances as may be necessary or desirable for the proposed development.

4. PUBLIC COMMENT

5. ADJOURNMENT

The next regular meeting of the Plan Commission is scheduled for WEDNESDAY, April 12, 2017 at 7:00 P.M. in JAMES C. LYTLE CITY COUNCIL CHAMBERS of the Lorraine H. Morton Civic Center.
MEETING MINUTES
PLAN COMMISSION
Wednesday, March 8, 2017
7:00 P.M.
Evanston Civic Center, 2100 Ridge Avenue, James C. Lytle Council Chambers

Members Present: Jim Ford (Chair), Simon Belisle, Terri Dubin, Carol Goddard, Peter Isaac, Colby Lewis, Andrew Pigozzi, Jolene Saul

Members Absent: Patrick Brown

Associate Members Present: none

Associate Members Absent: Scott Peters

Staff Present: Meagan Jones, Neighborhood and Land Use Planner
Scott Mangum, Planning and Zoning Administrator

Presiding Member: Jim Ford, Chairman

1. CALL TO ORDER / DECLARATION OF QUORUM

Chairman Ford called the meeting to order at 7:04 P.M. and introduced Jolene Saul, who was recently appointed to the Plan Commission.

2. APPROVAL OF MEETING MINUTES: January 11, 2017

Commissioner Goddard requested a change to the minutes reflecting that the Northwestern parking lot site is key to the North Downtown Planning Area. Commissioner Lewis made a motion to approve the minutes from January 11, 2017 with the suggested change. Commissioner Goddard seconded the motion.

A voice vote was taken and the minutes were approved, 8-0.

3. NEW BUSINESS

A. PLANNED DEVELOPMENT

831 Emerson Street
Tim Anderson, CA/Focus Evanston JV, LLC, has applied for a Planned Development with a rezoning from C1 Commercial and R5 General Residential to C1a Commercial Mixed Use and Special Use for a Convenience Store to construct a 9-story, 242-unit residential building with a 3,330 square foot ground floor commercial space and 175 parking spaces. The applicant seeks site development allowances for: number of dwelling units, building height (103 feet), floor area ratio (4.66), number of parking...
spaces, 0-foot rear and side yard setbacks for open parking along the north, east, and west property lines, no landscaping buffer along the rear (north) property line, a loading berth in the front yard which is open to the sky and within 30 feet of an intersection, and reduced setback and screening for transformers located within 2 feet of a building. In addition, the applicant may seek and the Plan Commission may consider additional Site Development Allowances as may be necessary or desirable for the proposed development.

Katriina McGuire provided a brief introduction of the development team for the project (which included representatives from Focus Development, CA Ventures, BkL Architecture, KLOA and The Habitat Company) after which a brief presentation with an overview of the proposed development was given by Vicky Lee (Focus) and Angela Spadoni (BkL) pointing out changes from the previous 2015 submission. Luay Aboona of KLOA highlighted traffic and pedestrian items and Tim Anderson of CA/Focus Development highlighted some of the public benefits of the project.

Chair Ford opened the hearing to Commissioner questions and comments. Questions and comments included:
- Clarification on the proposed building materials and structural type for the development.
- Questions regarding the environmental remediation of the site and storm water detention.
- Target rental audience and rental rates.
- Clarification of details for the easement on the CTA property to the west of the property.
- Considerations for the affordable housing requirement.

Chair Ford opened the hearing to questions and comments from the public. Four members of the public spoke. General questions and comments included:
- Clarification on building and parking setbacks.
- Concerns over the amount of parking provided and the location of the proposed loading area.
- A statement of support from the Sherman Gardens Board of Trustees.

Chair Ford stated that a request for continuance had been received and that the public hearing would be continued to March 22, 2017 at 7:00 PM in the Council Chambers. At that time several members of the public who signed up to speak opted to speak at the March 22nd meeting. At the request of the developer, Susan Wolan, who requested the continuance, stated that there was concern over the remediation timeline and safety measure that would be taken. She explained that she and other residents of Sherman Gardens would like to conduct further research on this aspect of the project and gather documents from their experience with remediation of the parking lot north of the proposed development site.

Chair Ford moved to continue the item to March 22, 2017 at 7:00 PM in Council Chambers. A voice vote was taken and the motion was approved unanimously.
B. TEXT AMENDMENT

Generators
A Zoning Ordinance Text Amendment pursuant to City Code Title 6, Zoning, to establish regulations for allowed location of generators.

Ms. Jones provided a brief overview of the proposed text amendment, explaining that generators are not referenced within the zoning ordinance; however, staff uses regulations related to air conditioners when determining setbacks and other zoning related regulations.

The Commission had questions regarding the reason for initiating the text amendment and how it would apply, if at all to temporary generators. They also asked for clarification on whether this amendment would be for both commercial and residential use of generators. There was concern mentioned regarding the possible nuisances created by the use of generators and how that would be abated. Mr. Mangum stated that the subsection used for this item is a general provision that refers to all zoning districts and the idea was to place this in a section where a similar item is regulated and used with more frequency. Ms. Jones stated that there was a recent ordinance which regulates decibel levels for this type of equipment which lowered the maximum decibel level allowed.

There was a suggestion that additional information be obtained and perhaps separate the generator requirements from those of air conditioner requirements to address the questions and concerns.

Chair Ford made a motion to continue the text amendment in order for staff to obtain additional information and return to the Commission when ready. The motion was approved unanimously 8-0.

C. TEXT AMENDMENT

Micro-distilleries
A Zoning Ordinance Text Amendment pursuant to City Code Title 6, Zoning, to amend the permitted and special uses within a number of the Business, Commercial, and Industrial Zoning Districts relating to micro-distilleries.

Ms. Jones provided a brief overview of the proposed text amendment, explaining where micro-distilleries and craft breweries were currently allowed, where these uses are currently operating within Evanston and how they are regulated.

The Commission discussed the definitions of each use, inquiring about how craft breweries and micro-distilleries are regulated outside of the zoning ordinance and if the elimination of the specific production quantity limits would lead to regulation inconsistencies in the future. Ms. Jones explained that craft breweries and micro-distilleries have production limits that align with state regulations and the City has specific liquor license classes that further regulate these uses.
The Commissioners also discussed the necessity of eliminating the choice to include a
tasting room, stating that in certain industrial districts, the inclusion may not be
necessary versus in a smaller business district or downtown. Some discussion followed
regarding the names for each use, specifically micro- versus craft- distillery or brewery
and if the zoning titles for the uses should align with both the liquor control ordinance and
state titles.

Commissioner Goddard made a motion to accept the recommendation for the
proposed text amendment with the suggested provision for tasting rooms in
Zoning Districts where Special Uses are required and title change to align
micro-distilleries with craft-distilleries. Commissioner Lewis seconded the
motion. The motion was approved unanimously 8-0.

4. PUBLIC COMMENT

There was no public comment.

5. ADJOURNMENT

Commissioner Pigozzi made a motion to adjourn the meeting. Commissioner
Dubin seconded the motion.

A voice vote was taken and the motion was approved by voice call 8-0.
The meeting was adjourned at 8:51 pm.

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

831 Emerson Street

CASE# 17PLND-0011
Planned Development
To: Chair and Members of the Plan Commission
From: Scott Mangum, Interim Community Development Director
       Meagan Jones, Neighborhood and Land Use Planner
Subject: Planned Development
         831 Emerson Street, 17PLND-0011
Date: March 16, 2017

**Update Since March 8, 2017 Plan Commission Meeting**
At the March 8, 2017 Plan Commission meeting, the case was continued at the request of a resident per Section 6-3-6-11 of the Zoning Ordinance.

Staff has updated the proposed public benefits in this memorandum to align with those submitted by the applicant on March 7, 2017, after the posting of the initial staff report.

**Request**
The applicant is requesting approval of a Planned Development with a rezoning from C1 Commercial and R5-General Residential to C1a Commercial Mixed Use and Special Use for a Convenience Store to construct a 9-story, 242-unit residential building with a 3,300 square foot ground floor commercial space and 174 parking spaces. The applicant seeks site development allowances for: number of dwelling units (242 units proposed where maximum 121 are allowed by Code), building height (103 feet proposed where maximum 67 is allowed by Code), floor area ratio (4.66 proposed where maximum 4.0 is allowed by Code), number of parking spaces (174 spaces proposed where 358 are required by Code), 0-foot rear yard setback for open parking along the north property line where minimum 10 feet is required, 0-foot side yard setback for open parking along the east property line where minimum 10 feet is required, 0-foot side yard setback for open parking along the west property line where minimum 5 feet is required, no landscaping buffer along the rear (north) property line where minimum 10-foot landscape buffer is required, a loading berth in the front yard.
which is open to the sky and within 30 feet of an intersection where a loading berth may only be open to the sky when in the required rear yard and may not be within 30 feet of an intersection, and reduced setback and screening for transformers located within 2 feet of a building.

**Notice**
The Application has been filed in conformance with applicable procedural and public notice requirements.

**General Information**

**Applicant:** Tim Anderson  
CA/Focus Evanston JV, LLC.  
130 E. Randolph Street, Ste 2100  
Chicago, IL 60601

**Owner:**  
Perfecto Corners, LLC / Ron Ipjian  
821 Emerson Street  
Evanston, IL 60201

**Existing Zoning:** C1, Commercial and R5, General Residential

**Existing Land Use:** Commercial

**Property Size:** 42,331 sq. ft. (0.97 acres)

**PINs:** 11-18-109-062-0000, -064-0000, -053-0000, -052-0000, -020-0000, -019-0000, -018-0000, -043-0000

<table>
<thead>
<tr>
<th>Surrounding Zoning and Land Uses</th>
<th>Zoning</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>R5, General Residential</td>
<td>Residential parking lot</td>
</tr>
<tr>
<td>South</td>
<td>C1, Commercial and R6, General Residential</td>
<td>Commercial (Bank) and Multiple-family Residential (Sherman Gardens Co-op)</td>
</tr>
<tr>
<td>East</td>
<td>R6, General Residential</td>
<td>Multiple-Family Residential (Cook County Housing Authority Pearlman Apts)</td>
</tr>
<tr>
<td>West</td>
<td>C1, Commercial and R5, General Residential</td>
<td>CTA Railroad ROW</td>
</tr>
</tbody>
</table>
Analysis

Background
In 2015, the developer submitted a proposal to redevelop the site to a mixed-use residential building with commercial space on the ground floor. The proposed 12-story (126 feet) building consisted of 260 dwelling units, 145 on-site parking spaces and 3,300 square feet of commercial space ground floor. The floor area ratio (FAR) for the project was 5.16. The project was ultimately denied by City Council on March 14, 2016.

A proposed amendment to the Downtown Plan to include an area north of the existing boundary recommends mixed-use development with heights ranging from 66 to 130 feet (6 to 12 stories) within this subarea. The Plan Commission recommended approval of the amendment, which is expected to be considered by the Planning and Development Committee of the City Council this month.

Project Description
The applicant is proposing to construct a 9-story (103 feet high) multiple-family building with 242 dwelling units, 3,300 square foot commercial area and 174 parking spaces.

The property is improved with a largely vacant two-story commercial building and a 57-space open parking lot. The 0.97-acre property is located on the north side of Emerson Street at the terminus of Benson Avenue.

The uses surrounding the site include an 11-story multiple-family senior residential
building (Perlman Apartments) owned by the Cook County Housing Authority adjacent to the east and Chicago Transit Authority (CTA) railroad right-of-way adjacent to the west. The parking lot located immediately to the north is owned by and serves the Sherman Gardens Co-op residential development that is located to the south of the site. A one-story commercial bank with a drive-through use and a one-story restaurant are also located directly to the south.

Site Layout
The massing of the proposed building creates a U-shaped structure with the bulk of the 9 stories adjacent to the east, west and north property lines and opening onto an amenity space along Emerson Street on the second level. There is a 16-foot wide alley to the east of the site and the CTA railroad property and elevated tracks to the west.

The building meets all required setbacks for the C1a Zoning District. The building height is 103 feet with an amenity level at a height of 20 feet along a large portion of the front (south) property line along Emerson Street. At its closest points, the building is located 8 feet from the west property line, 10 feet from the north property line, 15 feet from the east property line and is built to the south property line.
A majority of the ground level of the site is devoted to an open parking lot (59 spaces) that is largely covered by the building. One level of underground parking (69 spaces), mezzanine level parking (44 spaces) and two car-share spaces bring the total number of on-site parking spaces to 174. The four parking spaces on the west end of the site closest to Emerson Street and the loading area will be reserved for the commercial tenant and two parallel parking spaces next to the alley will be reserved for car-share spaces (i.e. ZipCar, Enterprise Car Share or similar).

The open parking does not meet the required setback along the west property line (no setback proposed where 5 feet is required), nor along the north and east property lines. The parking spaces are located two feet from the north property line and adjacent to the east property line where a 10-foot setback is required. The proposed two car-share spaces are located adjacent to the east property line with no setback where a minimum of ten feet is required by Code. There is no required parking setback from the front property line.

The vehicular access to the site will be provided in two locations; a two-way drive-aisle from the adjacent alley and a two-way drive-aisle from Emerson Street next to the railroad tracks and in line with Benson Avenue. The access next the railroad tracks is on the applicant’s property, however, the open loading dock to the west of the access drive is located on CTA property. The applicant has provided a land lease agreement with the CTA. The trash collection room is located near the southwest end of the property and will be accessed from the west drive-aisle off of Emerson Street.

The applicant will install new streetscape elements along Emerson Street including a new approximately eleven-foot wide public sidewalk with four new street trees and 8 new bike racks for building visitors. A bike room with at least 162 bicycle spaces for building residents will be located on the ground floor of the building. The applicant is also proposing a new five-foot wide public sidewalk on the east end of the property along the alley with some landscaping near the two car-share spaces located in this area. The new sidewalk will help improve access from Emerson Street to the parking lot adjacent to the north.

**Compliance with the Zoning Ordinance**

**Rezoning**

As part of the Planned Development approval, the applicant is requesting rezoning of the property to C1a, Commercial Mixed-use. The property is currently zoned C1, Commercial and R5, General Residential. Unlike the C1, Commercial district, the proposed C1a, Commercial Mixed-use district allows residential dwellings above the ground floor. There is one other C1a, Commercial Mixed-use district in the City located
along Chicago Avenue near the Metra and CTA Main Street stations.

The intent of the C1a district is:
“to provide location for development of mixed use buildings consisting of retail oriented and office uses on the ground level and office uses and/or residential dwellings located above as well as multi-family residential” buildings.

**Special Use**
The applicant is requesting Special Use approval for a Convenience Store on the ground floor. A Convenience Store is allowed as a Special Use in the C1a district. The existing 7-Eleven convenience store is expected to occupy the proposed 3,300 square foot commercial space in the new building.

**Planned Development**
The applicant is also requesting Special Use approval for a Planned Development to construct the 9-story (103-foot high) multiple-family building with 242 dwelling units, 3,300 square foot commercial area and 174 parking spaces.

The applicant is requesting approval of ten site development allowances:

<table>
<thead>
<tr>
<th>831 Emerson St. Site Development Allowances</th>
<th>Required / Max. Permitted</th>
<th>Site Development Allowance</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Size (# of dwelling units)</td>
<td>121 (350 sq. ft./DU)</td>
<td>+48 (40%)=169</td>
<td>242</td>
</tr>
<tr>
<td>Building Height</td>
<td>67 ft.</td>
<td>+30 ft. = 97 ft.</td>
<td>103 ft.</td>
</tr>
<tr>
<td>FAR</td>
<td>4</td>
<td>+1.5 = 5.5</td>
<td>4.66</td>
</tr>
<tr>
<td># of parking spaces</td>
<td>358</td>
<td>N/A</td>
<td>174</td>
</tr>
<tr>
<td>Rear (north) setback for open parking</td>
<td>10 ft.</td>
<td>N/A</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Side (east) setback for open parking</td>
<td>10 ft.</td>
<td>N/A</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Side (west) setback for open parking</td>
<td>5 ft.</td>
<td>N/A</td>
<td>0 ft.</td>
</tr>
</tbody>
</table>
Landscape buffer along the north property line abutting residential district  
<table>
<thead>
<tr>
<th>Required / Max. Permitted</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 ft. wide</td>
<td>N/A</td>
</tr>
<tr>
<td>None proposed</td>
<td></td>
</tr>
</tbody>
</table>

Loading berth location  
| Must not be open to sky if in front yard nor w/in 30 ft. of intersection | N/A | Within 30 ft. of intersection and open to sky w/in front yard |

Generator and Transformer setback  
| 8 ft. or 4 ft. if within 2 feet of bldg. and screened | N/A | < 4 ft. and no landscaping (transformers) |

The proposal will meet all other bulk requirements of the Zoning Ordinance. Major bulk requirements for the C1a Zoning District are outlined below:

<table>
<thead>
<tr>
<th>831 Emerson Zoning Requirements</th>
<th>Required / Max. Permitted</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Setback</td>
<td>0 ft.</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Side Setback (West) abutting commercial</td>
<td>0 ft. (0-25ft. height), 5 ft. above 25 ft. height</td>
<td>8 ft.</td>
</tr>
<tr>
<td>Side Setback (East) abutting residential</td>
<td>15 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>10 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Setback</td>
<td>N/A</td>
<td>Approx. 34 ft.</td>
</tr>
<tr>
<td>Loading Dock</td>
<td>2 short (10 ft. x 35 ft.)</td>
<td>2 short (10 ft. x 35 ft.)</td>
</tr>
</tbody>
</table>

Parking and Traffic
Based on the number and type of dwelling units proposed (71 studio units, 40 one-bedroom units, 93 two-bedroom units and 38 three-bedroom units) and 3,300-square foot commercial space, the proposed building is required to have a total of 358 parking...
The applicant is proposing a total of 174 parking spaces (0.71 per dwelling unit) for the proposed development.

The applicant has submitted a Parking and Traffic Study that analyzes the proposed parking arrangement. The property is located approximately ½ mile from the Davis Street Metra and CTA stops and less than ¼ mile from the Foster Street CTA station. Considering that the building is located in close proximity to transit stops and multiple bus lines (CTA Bus Routes 93, 201 and 205 as well as Pace Bus Routes 208, 213 and 250), the study concludes the proposed parking arrangement will meet the parking demand of the building tenants.

With the available parking spaces on site, the proposed building will have 0.71 parking to unit ratio. It is worth noting that if the project is approved, the residents of the development would not be eligible for residential on-street parking permits in the area. The site is within residential parking district A and adjacent to residential parking district G to the west.

The Traffic Study also provides an analysis of the existing traffic conditions (including vehicle, bicycle and pedestrian traffic) and assesses the impact of the proposed development on the existing road network. Based on the traffic counts on roadways surrounding the site, the peak traffic volume is expected to occur weekday mornings between 8 am - 9 am and weekday evenings between 5 pm - 6 pm. According to the most recent Census Data, only 30% of residents in the area commute to work by car.

The traffic study anticipates the same commute behavior as is currently the trend in the neighborhood. Considering this, the location of the development within a denser area and proximity to other modes of transportation, the anticipated morning and evening peak hour traffic is reduced by 70%. As a result, the traffic study anticipates approximately 36 new trips generated by the residential portion of the development during the morning peak hour and 141 vehicular trips during the evening peak hour. There are no increases in traffic volumes expected to be generated by the commercial use on the site (7-eleven convenience store) since traffic this use generates is included in the existing peak hour volumes.

The Study also indicates that all surrounding streets will continue to operate at acceptable levels of service due to the minimal addition of new traffic. Staff is requesting that the applicant will provide a financial contribution towards comprehensive traffic management improvements along Emerson Street as a public benefit of the project. The final amounts of public benefits will be finalized prior to City Council consideration of the project.
Public Benefits

All Planned Developments must provide public benefits to the community. The proposed development will replace an underutilized two-story commercial building and generate additional property tax to the community. The proposed building will complement the existing trend of development along Emerson Street.

The applicant has committed to provide the following public benefits as part of the Planned Development proposal:

1. A fee in-lieu contribution towards City’s Affordable Housing Fund in the amount of $2,400,000 in compliance with the Inclusionary Housing Ordinance.
2. A $20,000 contribution to the City of Evanston towards the installation of pedestrian countdown timers for nearby traffic signals.
3. Incorporation of two car-share spaces on the site.
4. Repaving of the alley to the east adjacent to the property and installation of a sidewalk to aid in access to the car-share spaces and the parking lot immediately north of the property.
5. Minimum LEED Silver certification (required by Green Building Ordinance)
6. Streetscape improvements along Emerson Street including lighting, new sidewalk and landscaping.
7. Environmental clean-up of a contaminated site.
8. Street crosswalk restriping in the vicinity of the site and a raised crosswalk installation at the Emerson Street entrance to the adjacent alley.
9. Utilization of measures to mitigate harm to migratory birds.
10. Wayfinding signage pointing to transit services at the Davis St. Metra/CTA/Pace/Divvy stations and directing safe pedestrian routes to the Foster St. CTA Station.
11. Bicycle parking for visitors and customers along Emerson Street for approximately 18 bicycles.
12. Installation of a real-time transit arrival board in the lobby of the building.

Staff is also presently working with the applicant to include these additional public benefits:

13. Reduced car-share membership fees and transit passes for building residents.
14. Burying of overhead utility lines in the alley adjacent to the property.
15. Divvy station sponsorship.
The complete list of public benefits will be finalized prior to the consideration by the City Council and will be explicitly required within the Planned Development Ordinance.

Compliance with the Comprehensive Plan
The proposed Planned Development is consistent with the 2000 Comprehensive General Plan. The guiding principal of the Plan is to encourage new development that improves the economy, convenience and attractiveness of Evanston while simultaneously working to maintain a high quality of life within the community where new developments should be integrated with existing neighborhoods to promote walking and the use of mass transit.

The proposal is consistent with the Plan’s objective to maintain and enhance property values and positive perceptions of housing in Evanston. It will be taking an under-utilized, largely vacant structure and replacing it with a mixed-use building that will provide both commercial space and 242 new housing units of varying sizes that would positively contribute to the City’s economy. As a higher density development located one block from the Foster Street CTA station, this Transit Oriented Development (TOD) will be consistent with the Comprehensive Plan’s vision to provide higher density housing near transit stations and along major corridors.

The proposed development is also consistent with the Plan objective to maintain the appealing character of Evanston’s neighborhoods while guiding their change. The new building will have a façade which fits within the context of the masonry construction of many buildings in the surrounding neighborhood while also providing the mixed-use amenities stated above. Additionally, the proposal will be in line with the objective to “recognize the benefits of mixing residential, commercial, and institutional uses in neighborhoods.” The proposed Planned Development will include a 3,300 square foot ground floor commercial space with a goal of retaining the existing 7-Eleven convenience store on the site.

Compliance with the Design Guidelines for Planned Developments
The proposed building is consistent with the Design Guidelines for Planned Developments. The proposal was reviewed by the Design and Project Review committee on March 1, 2017 (minutes attached) and received a recommendation for approval with the condition that the plans be revised based on staff comments made during the meeting and in the project review letter. The building mass is similar to that of other multiple-family buildings along Emerson Street (E2 Apartments, Engelhart Hall dormitory and 1900 Sherman Avenue Perlman Apartments).
The parking is provided in the rear of the building (ground floor), underground and on the mezzanine level. The proposal will eliminate one existing curb cut near the alley and expand the existing curb cut adjacent to the railroad tracks to provide for an access drive and loading area. The access to the site will be provided off of Emerson Street adjacent to the railroad tracks and off of the north-south alley adjacent to the east. The loading area and trash enclosure located on the western portion of the property will be accessed off of the western access drive.

New streetscape elements with street trees and bike parking will be installed along Emerson Street. A new sidewalk along the west side of the north-south alley will also provide access to the two proposed car-share spaces that will be adjacent to the alley. This sidewalk will also provide a safer path from Emerson Street to the parking lot north of the site used by the owners of Sherman Gardens Co-op development.

The proposed masonry and metal cladding materials are appropriate given the materials of surrounding buildings. The massing of the building is broken up by an open outdoor amenity space on the 2nd floor. The front façade is in line with the right-of-way for the ground and mezzanine levels then includes the centrally located open amenity space, creating a “U”-shaped structure on the remaining floors above. Additionally, car-share spaces and parking spaces for the commercial tenant, both to be used by the public, are visible from Emerson Street, but set back adequately not to impose the site frontage. Staff will continue to work with the applicant on the overall building design, materials and colors throughout the formal review process.
DAPR Committee Review
The Design and Project Review Committee reviewed the proposed Planned Development on March 1, 2017. The Committee recommended approval of the proposed development with the condition that the plans be revised based on staff comments made during the meeting and in the project review letter.

Standards of Approval
The proposed development must satisfy the standards for approval of Zoning Ordinance Map Amendment (rezoning) in Section 6-3-4-5, standards for Special Use in Section 6-3-5-10, the Standard for Planned Development in Section 6-3-6-9 and standards and guidelines established for Planned Developments in the C1a, Commercial Mixed-Use District. (Section 6-10-1-9)

Staff believes the proposed development meets all standards for approval.

Standards for approval of Map Amendments (rezoning) Section 6-3-4-5
As indicated above, the proposed rezoning of the property into a mixed-use commercial district to accommodate a mixed-use development is consistent with the Comprehensive General Plan that calls for higher density of residential development on the outskirts of the downtown and near transit stops. The proposed development with 242 residential units and a ground floor commercial space for a convenience store is compatible with the surrounding land uses.

The 9-story development will be compatible with the overall character of surrounding buildings that range from 7 (Sherman Gardens) and 11 (Perlman Apartments at 1900 Sherman Ave) stories tall up to 14 and 16-stories (E2 building) on the west side of the CTA tracks. The proposed building materials will also complement the existing masonry of many adjacent buildings within the area. The proposed development will not have an adverse effect on the value of adjacent properties.

The applicant has submitted a detailed report of the availability of public utility infrastructure in the area. There are adequate public utility services and infrastructure adjacent to the property.

Standards for Special Use (Section 6-3-5-10)
A Planned Development and a Convenience Store are listed as permitted special uses in the proposed C1a Commercial Mixed Use district. As indicated above, the proposal is in keeping with the purposes and policies outlined in the Comprehensive Plan and the Zoning Ordinance.

The proposed building with a ground floor Convenience Store will not cause a negative
cumulative effect when considered in conjunction with other special uses in the area. Most other surrounding uses are residential, allowed by right and therefore compatible with the proposed residential building. A convenience store already exists on the site without any negative effect on surrounding uses. As such, the proposal will not interfere with or diminish the value of other properties in the neighborhood.

As indicated above, the proposal can be adequately served by public facility infrastructure already available. The street and sidewalk network, as well as water, sewer, electricity and gas infrastructure already exist and service the existing two-story commercial building on the site.

The proposal will not cause undue traffic congestion. The applicant has submitted a parking and traffic study that confirms there will be minimal effect to the level of service on existing surrounding roadways. The access to the ground level parking lot will be provided via the alley and an existing driveway access adjacent to the railroad tracks and in alignment with Benson Avenue. The applicant will close one existing curb cut on Emerson Street and expand the western curb cut. The applicant is also proposing a new sidewalk on the subject property adjacent to the alley that will improve the access from Emerson Street to the private parking lot north of the site.

There are no significant historical and architectural resources or environmental features present on the site. One of the public benefits of the project is the proposed remediation of the existing environmental contamination on site.

Finally, the proposal meets all zoning requirements except for the ten site development allowances requested and outlined above.

Standards and Guidelines for Planned Developments in C1a District (Sections 6-3-6-9 and 6-10-1-9)

The proposed Planned Development is in harmony and complies with general purposes and the intent of the Zoning Ordinance. The proposal is compatible in bulk, scale and land use with surrounding properties. The proposal is consistent with the vision and goals of the Comprehensive Plan for redevelopment of underutilized properties with uses compatible with surrounding neighborhood.

The site layout, with the building located along Emerson Street and parking located in rear, underground and hidden on the mezzanine level will improve the character of Emerson Street between Maple and Sherman Avenues. The loading dock and parking for the commercial use are located adjacent to the railroad tracks and away from Sherman Gardens and Pearlman Apartments buildings to minimize adverse effects on adjacent residential uses.
The proposed site development allowances are necessary for a desirable redevelopment of the site with significant public benefits. The proposed development is compatible with other similar developments in the area and is not of such nature in height, bulk and scale to exercise any influence contrary to the purpose and intent of the Zoning Ordinance.

**Recommendation**

Based on the analysis above, and the DAPR Committee recommendation, staff recommends the Plan Commission make a positive recommendation for the approval of the Special Use for the proposed Planned Development with Special Use for a Convenience Store and Zoning Map Amendment from C1, Commercial and R5, General Residential to C1a, Commercial Mixed-Use at 831 Emerson Street to the City Council subject to the following conditions:

1. The proposed planned development shall substantially conform to the plans and documents attached to this report.
2. The building residents will not be eligible for residential on-street parking permits in the area.
3. The applicant must agree to a Construction Management Plan (CMP) before issuance of the building permit.
4. Any change in use must be approved as an amendment to the Planned Development.
5. Within one year of the issuance of the final Certificate of Occupancy for the building, the applicant must submit a traffic study analyzing the turning movements at the western access drive including analysis of any traffic incidents adjacent to the site. Based on the analysis of the traffic study, the City reserves the right to restrict movements in or out of the proposed western access drive.
6. Prior to issuance of the Final Certificate of Occupancy, the applicant must submit an approval letter from the Illinois Environmental Agency that any environmental contamination on site has been remedied.
7. The delivery hours for the on-site commercial use are prohibited during 7 AM – 9 AM and 4 PM – 6 PM Monday through Friday.
8. Prior to issuance of the building permit, the applicant must provide an executed copy of the access agreement from the CTA for the use of CTA property adjacent to the railroad tracks.

**Attachments**

831 Emerson Street Proposed Architectural Plans
Link to March 8, 2017 Plan Commission Packet
Link to Plan Revisions Submitted March 7, 2017
PLANTING PALETTE

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SHRUB INSTALLATION DETAIL

- Examine tree bed to ensure 3" diameter soil around the rootball
- Insert planting medium around base and under rootball to stabilize tree
- Insert planting medium 3" higher than rootball diameter

ORNAMENTAL TREE INSTALLATION DETAIL

- Plant trees with strong central leader (do not prune, stake, or wrap tree unless required by the landscape architect)
- Tree watering bag (see specifications) install same day tree is planted, bag to remain on tree and kept full throughout the growing season during full warranty period
- Crown of rootball flush with finish grade leaving trunk flares visible at the top of rootball
- New concrete curbs
- Brick border, type P.P.F. concrete sidewalk
- Tamp planting mixture around bag and under rootball to stabilize tree

PARKWAY PLANTER AND TREE PLANTING DETAIL

- Shade tree with strong central leader (do not prune, stake, or wrap tree unless directed to do so by the landscape architect)
- Tree watering bag (see specifications) install same day tree is planted, bag to remain on tree and kept full throughout the growing season during full warranty period
- Crown of rootball flush with finish grade leaving trunk flares visible at the top of rootball
- New concrete curbs
- Brick border, type P.P.F. concrete sidewalk
- Tamp planting mixture around bag and under rootball to stabilize tree

ORNAMENTAL GRASSES / PERENNIALS DETAIL

- Planting mixture backfill
- Roughen edges of planting pit
- Insert planting mixture backfill
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- Planting mixture backfill

LANDSCAPE PLANT LIST

- City of Evanston planned development zoning map - special use application

831 EMERSON

PROJECT NO. 15012

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I. LOADING DOCK GATE DETAIL

SCALE: 1/2"=1'-0"

- PREFINISHED 2" SQUARE BY 1/4" STEEL TUBE WELDED GATE FRAME
- 6'-0" SQUARE GALVANIZED STEEL POST
- 1 X 6 GALVANIZED STEEL LOUVER GATE
- TRUE ROD, TYPICAL
- STEEL GATE LATCH
- 3 PREFINISHED HINGES PER GATE WELDED TO POST AND GATE FRAME
- DROP RODS

NOTE: POWDER COATED TO MATCH METAL PANEL OF BUILDING

EXAMPLE PHOTO

CITY OF EVANSTON PLANNED DEVELOPMENT ZONING MAP - SPECIAL USE APPLICATION

LOADING DOCK GATE DETAIL

SCALE: 1 1/2"=1'-0"

- PREFINISHED POST CAP WELDED TO TOP OF POST
- PREFINISHED 2" SQUARE BY 2" STEEL TUBE WELDED GATE FRAME
- POWDER COATED LOUVER
- POWDER COATED ALUMINUM LOUVER FRAME
- 6" SQUARE GALVANIZED STEEL POST
CITY OF EVANSTON PLANNED DEVELOPMENT ZONING MAP - SPECIAL USE APPLICATION

SECOND FLOOR PLAN

EMERSON ST.

BENSON AVE.

PURPLE LINE

AMENITY SPACE

AMENITY SPACE

AMENITY SPACE

STAIR

CORE

SETBACK

10'-0"

3'-0"

SETBACK

15'-0"

195'-1"

30'-0"

24'-0"

66'-0"

191'-0"

58'-0"

60'-0"

58'-0"

27'-7"

5'-0"

25'-5"

27'-6"

5'-0"

26'-6"

27'-6"

5'-0"

SETBACK

8'-0"

10'-0"

18'-0"

18'-0"

18'-0"

27'-8"

27'-8"

156'-1"

18'-0"

18'-0"

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Site Area: 42,331.40 sf

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| % of Mix | 29% | 17% | 38% | 16% |

INCLUDES 2 CAR SHARE
CITY OF EVANSTON PLANNED DEVELOPMENT ZONING MAP - SPECIAL USE APPLICATION
1. Brick
   Medium Ironspot 46
2. Architectural Metal Panel
   Silver Storm
3. Architectural Metal Panel
   Fawn Metallic
4. Glazed Window Wall / Spandrel Glass
NOTE:
THE WIDTH OF THE TRUCK DOES NOT TAKE INTO ACCOUNT MIRRORS AND DOOR OPENINGS

CITY OF EVANSTON PLANNED DEVELOPMENT ZONING MAP - SPECIAL USE APPLICATION