PLAN COMMISSION
Wednesday, September 13, 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: August 9, 2017

3. OLD BUSINESS

   A. Planned Development
      1454-1508 Sherman Avenue 17PLND-0052
      Andrew Yule, Albion Residential, is requesting approval of a Planned Development to construct a 16-story residential building with ground floor commercial space. The revised plans call for 286 units, 9,321 square feet of commercial space and 186 parking spaces. The applicant seeks site development allowances for: number of dwelling units (286 units proposed where a maximum of 93 units are allowed by code), building height (178 feet proposed where 105 feet is allowed by code), floor area ratio (6.78 proposed where 5.4 is allowed by code), number of parking spaces (186 spaces proposed where 409 spaces are required by code), and a ziggurat setback that is less than 40 feet at a height of 42 feet. 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, October 11, 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, August 9, 2017
7:00 P.M.
Evanston Civic Center, 2100 Ridge Avenue, James C. Lytle Council Chambers

Members Present: Jim Ford (Chair), Simon Belisle, Patrick Brown, Terri Dubin, Carol Goddard, Colby Lewis, Andrew Pigozzi

Members Absent: Peter Isaac, Jolene Saul

Associate Members Present: none

Associate Members Absent: Scott Peters

Staff Present: Meagan Jones, Neighborhood and Land Use Planner
Scott Mangum, Planning and Zoning Administrator
Johanna Leonard, Community Development Director

Presiding Member: Jim Ford, Chairman

1. CALL TO ORDER / DECLARATION OF QUORUM

Chairman Ford called the meeting to order at 7:01 P.M.

2. APPROVAL OF MEETING MINUTES: July 12, 2017

Commissioner Goddard made a motion to approve the minutes from July 12, 2017. Commissioner Dubin seconded the motion.

A voice vote was taken and the minutes were unanimously approved, 7-0.

3. NEW BUSINESS

A. PLANNED DEVELOPMENT
   17PLND-0052
   1450-1508 Sherman Avenue
   Andrew Yule, Albion Residential, is requesting approval of a Planned
Development to construct a 16-story, 287-unit residential building with 9,616 square feet of ground floor commercial space and 182 parking spaces. The applicant seeks site development allowances for: number of dwelling units (287 units proposed where a maximum of 93 units are allowed by code), building height (192 feet proposed where 105 feet is allowed by code), floor area ratio (6.9 proposed where 5.4 is allowed by code), number of parking spaces (182 spaces proposed where 389 spaces are required by code), and a ziggurat setback that is less than 40 feet at a height of 42 feet. 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.

Ms. Jones provided a brief presentation, providing an overview of the proposed development, stating public benefits and briefly providing the standards for project approval. Donna Pugh, of Foley & Lardner, reviewed the request site development allowances and introduced the development team which included Jason Koehn and Andrew Yule of Albion Development; Paul Alessandro and Ray Hartshorne of Hartshorne Plunkard Architecture; Ted Wolff of Wolff Design Landscaping and Luay Aboona of Kenig Lindgren O’Hara & Aboona, Inc..

Mr. Koehn gave an overview of Albion Development then Mr. Yule, Mr. Alessandro, Mr. Wolff and Mr. Aboona provided project details regarding site plans, floor plans, and landscaping, explaining revisions made from the initial designs of the project to what is currently being presented. Mr. Yule explained the addition of two affordable units on-site and provided information on the public benefits proposed to be provided as a part of the project. He also stated that representatives from both Tommy Nevins Pub and Prairie Moon were present to speak in support of the project then provided information on a study conducted by SB Friedman regarding school age children expected to be onsite once the project is complete.

Chair Ford stated that a request for a continuance had been submitted from a resident within 1,000 feet of the subject property. The Commission granted the continuance with the hearing being continued to the September 13, 2017 Plan Commission meeting after additional public comment was received. He then opened the hearing to Commissioner questions and comments which included:

- Location of dedicated retail parking. Mr. Yule stated that there would be 14 dedicated parking spaces for the retail space, likely to be for employees. He also stated that the restaurant tenant would be required to have a valet service.
Showing a demand for studio units. Mr. Yule explained that there are a number of factors contributing to the demand including: mortgage standards being higher, millennials demanding fewer bedrooms and empty nesters looking to downsize. He stated that the target audience is for millennials first and empty nesters second who are looking to be in an urban environment.

Projected leasing rates. Mr. Yule stated that proposed rates would depend on the market but be in the range of $1500 for studio to 3 bedrooms depending on location within the building. Would like to keep a $50,000 salary range for the building.

Inclusion of Leed 55 bird migration measures within the building design.

Consideration of other building massing options. Mr. Alessandro stated that this was done and various considerations such as shadow effects, bird migration patterns, height and other items were looked at.

Traffic pattern concerns. Mr. Yule reiterated that parking access would be off of the alley behind the building which is proposed to exit north of the site onto Grove Street. Mr. Aboona shared that the intersections near the site were analyzed and that it is expected that not every resident will have a vehicle and that those who do have vehicles would not all drive. Additional discussion occurred regarding traffic within and coming out of the alley.

Why the developer decided to pay a fee-in-lieu instead of providing onsite affordable units. Financially the project would not work by adding all of the affordable units on-site.

Additional information on the proposed partnership with Evanston Township High School.

Clarification on required remediation of the site. Mr. Yule stated that there were a number of former uses that contributed to site contamination. The southeast corner of the site is most contaminated. Both a phase I and phase II were done and additional work will be done to remove contamination from site and put down a vapor barrier over the property to make sure contamination does not affect future uses.

How construction will mitigate railroad noise. A triple glazed system will be used to mitigate noise, vibration not anticipated within the structural system.

Chair Ford then opened the hearing to questions from members of the public. A total of 11 people asked questions which included:

What the vision is for the type of tenant that will be leasing in the building. Mr. Koehn stated that the description is largely anecdotal but geared to young professionals, cannot be precisely defined and that units of a similar size are occupied in similar buildings in Evanston.
• Clarification on how the figure of 14 school age children was calculated. Based on an S.B. Friedman study which looked at census tracts, building unit mix and comparison communities.
• Discussions of providing additional affordable units on site and the costs associated.
• Clarification on bird migration impact and how impacts will be mitigated.
• How the proposed amenities and benefits will be enforced or monitored. Mr. Mangum stated that the ordinance approving the project will have conditions placed which put stipulations on timing of the public benefits being in place and make them mandatory requirements.
• Parking concerns and whether there will be an additional charge for residents to have a parking space. Staff provided information on the TOD Parking Study that was drafted and speaks to car ownership and parking use. Mr. Yule mentioned that valet would be handled through a partnership with the owners of nearby garages at the Holiday Inn Express or nearby City garages.
• If studies had been conducted on wind tunnel effect from the project. Mr. Alessandro explained that the podium design mitigates the effects wind may have on the street level below.
• What commercial tenants are intended for the ground floor space. Tommy Nevins and Prairie Moon representatives spoke in support of the project. Rohit Sahajpal of Tommy Nevins Pub stated that the owners of the restaurant and site voluntarily put their property up for sale due to decreased revenues and site remediation costs. Robert Strom of Prairie Moon believes the project is a good opportunity to update the restaurant.
• Clarification on the building setback and sidewalk width. With a zero building setback on Sherman the clear sidewalk width is approximately 9 feet 6 inches wide.
• Could the project be done meeting the zoning standards.

Chair Ford then opened up the public hearing to public testimony. Five members of the public spoke with others deciding to hold their testimony to the continued meeting. The public testimony consisted of the following comments:
• Appreciation of the building design but wanting more on-site affordable units to be included and consideration of possible residents.
• Requiring wind study, bird migration study and solar study as requested by similar project in Oak Park.
• Possible ways to adjust the building design to address development allowances and other zoning concerns in addition to obtaining more public benefits.
• Appreciation of working with the existing restaurants and creativity of some public
benefits such as working with ETHS.

- Concern of following the 2009 Downtown Plan

Chair Ford mentioned that those who chose to hold their testimony would remain under oath and be able to speak at the next regularly scheduled Plan Commission meeting.

Chair Ford made a motion to continue the item to September 13, 2017 at 7:00 PM in Council Chambers. A voice vote was taken and the motion was approved unanimously, 7-0.

4. PUBLIC COMMENT

Ms. Jones stated that there will be a joint Plan Commission and Zoning Board of Appeals meeting on August 30, 2017 to review a request for rezoning and a special use for a proposed restaurant on Simpson Street. Additionally an item for discussion, possible changes to the C1a Zoning District, will be brought before the Plan Commission following that meeting.

A brief discussion followed regarding the intent of requesting a continuance of agenda items and format for the public hearing at future meetings.

One member of the public inquired about the request for a wind study. A brief discussion followed with the Commission deciding that it would not expressly require the study but wanted to make sure that the concerns from the public were reiterated to the developer.

5. ADJOURNMENT

Commissioner Lewis made a motion to adjourn the meeting. Commissioner Goddard seconded the motion.

A voice vote was taken and the motion was approved by voice call 7-0. The meeting was adjourned at 9:25 pm.

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

CASE# 17PLND-0052

Planned Development

1454-1508 Sherman Avenue
To: Chair and Members of the Plan Commission

From: Johanna Leonard, Community Development Director
Scott Mangum, Planning and Zoning Administrator
Meagan Jones, Neighborhood and Land Use Planner

Subject: Planned Development
1450-1508 Sherman Avenue, 17PLND-0052

Date: September 8, 2017

Update Since August 9, 2017 Meeting
At the August 9, 2017 Plan Commission meeting, the case was continued at the request of a resident per Section 6-3-6-11 of the Zoning Ordinance.

The applicant has made some adjustments to reduce the building height by 14-feet, increase the number of parking spaces by 4, reduce the floor area ratio (FAR) by 0.12, and decrease the number of units provided within the development by one. These changes are outlined below.

Request
The applicant is requesting approval of a Planned Development to construct a 16-story, 286-unit residential building with 9,321 square feet of ground floor commercial space and 186 parking spaces. The applicant seeks site development allowances for: number of dwelling units (286 units proposed where a maximum of 93 units are allowed by code), building height (178 feet proposed where 105 feet is allowed by code), floor area ratio (6.78 proposed where 5.4 is allowed by code), number of parking spaces (186 spaces proposed where 409 spaces are required by code), and a ziggurat setback that is less than 40 feet at a height of 42 feet. 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.

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

**General Information**

**Applicant:** Andrew Yule  
Albion Residential  
188 W. Randolph St. Suite 202  
Chicago, IL 60601

**Owner(s):** Nevins RE, LLC  
7900 Joliet Road  
Willowbrook, IL 60527  
Sherman Avenue I, LLC  
Sherman Avenue II, LLC  
718 Ridge Avenue  
Evanston, IL 60202

**Existing Zoning:** D4 Downtown Transition District

**Existing Land Use:** Commercial and Vacant

**Property Size:** 37,279 sq. ft. (0.86 acres)

**PINs:** 11-18-317-010-0000, -011-0000, -012-0000, -013-0000, -014-0000, -021-0000, -022-0000, -023-0000

<table>
<thead>
<tr>
<th>Surrounding Zoning and Land Uses</th>
<th>Zoning</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North</strong></td>
<td>D2, Downtown Retail Core</td>
<td>Commercial (Restaurant, Office)</td>
</tr>
<tr>
<td><strong>South</strong></td>
<td>D4, Downtown Transition</td>
<td>City of Evanston Park (Harper Garden Park)</td>
</tr>
</tbody>
</table>
| **East**                         | D2, Downtown Retail Core  
D4, Downtown Transition | Hotel, Parking Garage,  
Commercial |
| **West**                         | D1, Downtown Fringe | CTA Railroad ROW |

**Analysis**

**Project Description**
The applicant is proposing to construct a 16-story (178 feet high) multiple-family building with 286 dwelling units, 9,321 square foot commercial area and 186 parking spaces.
The site consists of eight parcels north of Lake Street and west of Sherman Avenue for a total of .86 acres. It is improved with a one-story restaurant (Tommy Nevin's Pub), a small parking lot, a 2nd one-story building housing a restaurant (Prairie Moon) and a fitness studio (Pilates Connection) next door, and a largely vacant two-story building with office space on the second floor.

The uses surrounding the site include Harper Park directly south of Lake Street and Emmanuel Lutheran Church and a six-story residential building on the block southeast of the proposed development site. To the east is the thirteen-story Holiday Inn Express Hotel, a two-story parking deck owned by Holiday Inn with public parking, and a two-story commercial building. Just north of the site on the same block are a two-story building and one-story building housing restaurants and office space. To the immediate west is a public alley and Chicago Transit Authority (CTA) and METRA railroad right-of-ways.

**Site Layout:**
The site is an irregularly shaped area that is approximately 150 feet deep at the north end and 69 feet deep at the south end with approximately 335 feet of frontage on Sherman Avenue. The massing of the proposed building is in 2 sections: a three-story brick veneer building housing the commercial space and parking at street level, two upper parking levels, and a more modern thirteen-story glass and metal veneer residential portion above that is setback from the street to create a “S” shape. The lower portion of the building is built to the east and west property lines. The north side of the building is setback 4 feet 9 inches from the property line while the south end of the building is setback 25 feet 4 inches to accommodate the proposed publicly accessible pocket park along Lake Street. The residential portion of the building meets the ziggurat
set back on the northeast end, however, due to the shape of the site and the building, the residential portion curves to the property line on the southeast corner along Sherman Avenue.

The ground floor is dedicated to the 9,321 square feet of commercial space, the southern portion of which will be used as a restaurant space, in addition to the residential lobby and the first level of the parking garage (which is accessible through the western alley). Within the garage on the ground floor there are 32 parking spaces, two of which are dedicated car-sharing spaces and 11 of which are tandem parking spaces. On the 2nd and 3rd levels of the parking garage there are an additional 150 spaces for a total of 186 parking spaces. A 15 minute on-street loading/drop-off zone will be located in front of the lobby entrance and monitored by a 24-hour concierge.

As mentioned above, vehicular access will be off of Lake Street through the existing north-south alley west of the site (the rear of the building). The applicant is proposing to convert this alley one way going from Lake Street north to Grove Street to better control traffic patterns within the area. Both the garage entrance and three loading spaces will be located near the northern end of the building. Trash collection will also be in this area.

The building meets required setbacks for the D4 Zoning District with the exception of the required upper-level ziggurat setback along Sherman Avenue. The actual building height is 178 feet with a retail and parking podium height of three-stories, the parking portion of which may be deducted from the maximum height allowed per Section 6-11-5-8. With this reduction the portion of the building that counts toward the height requirement is 156 feet 8 inches tall. This retail and parking podium portion of the building is built to the east and west property lines, except for an approximately two-foot setback from the alley at ground level, is setback 25 feet 4 inches from the south property line and 4 feet 9 inches from the north property line adjacent to two commercial buildings.
The applicant will install new streetscape elements along Sherman Avenue and Lake Street including a new approximately 14 foot 4 inch wide public sidewalk with 13 new street trees and 4 new bike racks for building visitors. A Divvy Bike Share station is proposed to be installed near the Sherman Avenue and Lake Street intersection and a bike room for building residents will be located on the ground floor of the building. A small publicly accessible pocket park is proposed off of Lake Street which will have 2 new street trees and a public art display. Landscaping will be included within the pocket park screening the alley access and a clear demarcation wall be provided, separating proposed outdoor restaurant seating from the rest of the pocket park.

Compliance with the Zoning Ordinance
The intent of the D4 Downtown Transition district is:
“...to provide for business infill development and redevelopment within downtown Evanston. The massing and scale of structures within the D4 district should be reflective of established uses and should provide suitable transition between downtown districts and those districts adjacent to the downtown. The district is also intended to encourage and sustain a mix of office, retail, and residential uses. Planned developments are encouraged as a special use in the D4 district. Where a lot zoned D4 is overlaid with an oRD redevelopment overlay district designation, a planned development is required in order to ensure that proposed development in these areas is consistent with the objectives and policies of the adopted plan for downtown Evanston.”
**Planned Development**

The applicant is requesting Special Use approval for a Planned Development to construct the 16-story (178-foot high) multiple-family building with 286 dwelling units, 9,321 square foot commercial space and 186 parking spaces.

The applicant is requesting approval of five site development allowances:

<table>
<thead>
<tr>
<th>1454-1508 Sherman Ave. 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>93 (400 sq. ft./DU)</td>
<td>N/A</td>
<td>286</td>
</tr>
<tr>
<td>Building Height</td>
<td>105 ft.</td>
<td>+40 ft. = 145 ft.</td>
<td>178 ft. (156 ft. 8 in. not including parking levels)</td>
</tr>
<tr>
<td>FAR</td>
<td>5.4</td>
<td>+.6 = 6.0</td>
<td>6.78</td>
</tr>
<tr>
<td># of parking spaces</td>
<td>409</td>
<td>N/A</td>
<td>186</td>
</tr>
<tr>
<td>Ziggurat setback &lt;40 feet at a height of 4 feet</td>
<td>40 feet</td>
<td>N/A</td>
<td>Less than 40 ft.</td>
</tr>
</tbody>
</table>

It should be noted that in Downtown Districts, building levels with at least 75% of the gross floor area dedicated to parking are excluded in the zoning calculation of building height. In this case, the actual building height is 178 feet, however discounting the parking levels, the zoning height is then reduced to 156 feet 8 inches. Because the proposed development exceeds the site development allowances set forth in Section 6-11-1-10(C) for number of dwelling units, building height and FAR a super-majority (two-thirds) vote by the City Council is required for approval. The proposal will meet all other bulk requirements of the Zoning Ordinance. Major bulk requirements for the D4 Zoning District are outlined below:

<table>
<thead>
<tr>
<th>1454-1508 Sherman Ave. 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>25.3 ft.</td>
</tr>
<tr>
<td>Side Setback (West)</td>
<td>0 ft.</td>
<td>0 ft.</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Rear Setback</th>
<th>0 ft.</th>
<th>4.8 ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loading Dock(s)</td>
<td>3 short (10 ft. x 35 ft.)</td>
<td>3 short (10 ft. x 35 ft.)</td>
</tr>
</tbody>
</table>

**Parking and Traffic**

Based on the number and type of dwelling units proposed (159 studio units, 68 one-bedroom units, 57 two-bedroom units and 2 three-bedroom units) and 9,321-square foot commercial space, the proposed building is required to have a total of 409 parking spaces. The applicant is proposing a total of 186 parking spaces (0.65 per dwelling unit and 0.54 per bedroom) for the proposed development.

The applicant has submitted a Parking and Traffic Study prepared by Kenig, Lindgren O'Hara & Aboona, Inc. (KLOA) that analyzes the proposed parking arrangement. The property is located approximately ¼ mile from the Davis Street Metra and CTA stops and less than ¼ mile from the Dempster Street CTA station. Considering that the building is located in close proximity to transit stops, multiple bus lines (CTA Bus Routes 201 and 205), an existing Divvy Bike Station at Benson Avenue and Church Street and an existing Zipcar car sharing station at 1603 Orrington Avenue, 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 0.63 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 not located within any parking districts but is in close proximity to residential parking districts F to the west and B to the south.

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 taken on March 9, 2017 during peak commuting periods (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) and the adjacent public alley on July 20, 2017, 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, 52% of residents renting in the area do not own a vehicle and over 50% of area residents use alternative modes of transportation to and from work, resulting in a reduction in the traffic generated by nearby residential developments.

The traffic study’s projected traffic conditions include “the existing traffic volumes in the
area, background growth from regional growth and planned developments and vehicle traffic estimated to be generated from the new development“. 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 50%. As a result, the traffic study anticipates approximately 75 new trips generated by the development during the morning peak hour and 109 vehicular trips during the evening peak hour on weekdays.

The Study also indicates that with the addition of development traffic, all surrounding streets will continue to operate at generally similar acceptable levels of service. The Study also recommends that the signalized intersection at Sherman Avenue and Grove Street be improved to include countdown pedestrian signals on all four legs of that intersection. Staff is requesting that the applicant provide a financial contribution towards upgrading the traffic signals at this intersection 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
The proposed development will replace two existing one-story commercial buildings and an underutilized two-story commercial building. The applicant will be providing two on-site affordable studio apartments at 60% Area Median Income (AMI) in addition to the meeting the Inclusionary Housing Ordinance requirements (a fee-in-lieu payment of $2,900,000). As there is some contamination from previous uses on site, environmental remediation will occur prior to construction.

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

1. A $50,000 contribution to the City of Evanston towards capital improvement for landscaping and park revitalization.
3. A publicly accessible pocket park on the south end of the site.
4. A $50,000 contribution for public art and a light program.
5. CTA/Metra viaduct restoration for two lifecycles of the life of the restored paint in the form of painting and lighting upgrades.
6. $60,000 towards the installation of a Divvy Bike Share station at the site.
7. Incorporation of two car-share spaces on the site.
8. Memberships for Divvy and Maven Car Sharing for residents who do not bring a vehicle to the development.
9. 18 Month training workshops in construction for Evanston Township High School Students on-site and in class.
10. Resurfacing of Sherman Avenue post construction and restoration of the alley to the west adjacent to the property.
11. Streetscape improvements along Lake Street and Sherman Avenue including lighting, new sidewalk and landscaping.
12. Utilization of measures to mitigate harm to migratory birds. Including achieving LEED Credit 55 for Bird Strike Glass for the podium portion of the building.
13. Wayfinding signage pointing to transit services at the Davis St. Metra/CTA/Pace/Divvy stations and directing safe pedestrian routes to the Dempster St. CTA Station.
15. Waiving move-in fees for Evanston’s Top 10 Employers by size.
16. Pursuing LEED Gold Certification.

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

17. Burying of overhead utility lines in the alley adjacent to the property.
18. The installation of pedestrian countdown timers for nearby traffic signals.

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 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 adjacent buildings as well as the more contemporary buildings that are along Sherman Avenue 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 9,321 square feet ground floor commercial space with a goal of retaining a restaurant use and providing additional commercial space on the site.

The proposal is largely 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 property and replacing it with a mixed-use building that will provide both
commercial space and 286 new housing units that would positively contribute to the City’s economy. As a higher density development located within walking distance of the Davis Street and Dempster Street transit stations, 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. There is some concern, however, that the mix of the units provides fewer 2 and 3 bedroom units than may be needed. Additionally, while the affordable housing payment is compliant with the Inclusionary Housing Ordinance, an increase in the number of on-site affordable units (currently at two) would be more immediately beneficial for residents. Staff will continue to work with the applicant on this aspect of the project.

Compliance with the 2009 Downtown Plan
This site is designated as South Traditional subarea which calls for mixed-use development with heights between 3 to 5 stories to keep a walkable commercial stretch for this section of the Downtown. The overall height of the proposed development is well above this suggested height, however, it does provide a building massing consisting of a three-story masonry base to more closely match adjacent buildings and the residential portion is setback for a significant amount of the development site, lessening the effects of the height at the Sherman Avenue property line. The Downtown Plan also highlighted the need to maintain a compact, walkable mixed-use transit oriented character while promoting sustainable development that can be an economic engine, which staff believes the proposed development will provide.

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 July 26, 2017 and August 2, 2017 (approved minutes of July 26, 2017 meeting and draft minutes of August 2, 2017 meeting are attached) and received a recommendation for approval with the condition that the plans be revised based on staff comments made during the meetings and in the project review letter. The building height is similar to that of other nearby buildings along Sherman Avenue (Rotary Building, Holiday Inn Express, etc.) providing a three-story walkable scale base for the development with similar materials to adjacent buildings on the block.
Parking access is provided in the rear of the building, off of the adjacent alley, with parking spaces on the 1st, 2nd and 3rd levels of the development. The loading area and trash enclosure located on the western portion of the property will be accessed off of the alley as well. The proposal will eliminate one existing curb cut on Sherman Avenue, restoring a continuous streetscape. New streetscape elements with street trees and bike parking will be installed along Sherman Avenue and Lake Street. A new public pocket park will be installed on the south end of the site, incorporating a four season art installation and landscaping to shield the alley access.

The proposed brick and metal veneer materials are appropriate given the materials of surrounding buildings. The massing of the building is broken up into two portions. The front façade is in line with the right-of-way for the ground 2nd and 3rd levels and the design for the residential portion of the building above has more contemporary design that creates a curved setback from Sherman Avenue on the northeast end of the site. 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 July 26, 2017 and on August 2, 2017. The Committee recommended approval of the proposed development at the August 2, 2017 meeting with the condition that the plans be revised based on staff comments made during the meetings and in the project review letter.
Standards of Approval
The proposed development must satisfy the 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 D4 Downtown Transition District. (Section 6-11-1-10)

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

Standards for Special Use (Section 6-3-5-10)
A Planned Development is listed as a permitted special use in the D4 Downtown Transition 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 commercial space will not cause a negative cumulative effect when considered in conjunction with other special uses in the area. Most other surrounding uses are commercial or mixed-use, allowed by right and therefore compatible with the proposed residential building. Commercial use 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 buildings 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 parking garage will be provided via the alley as will residential and commercial loading docks. A new 15 minute loading/drop-off area will be located in front of the lobby entrance and monitored by a 24 hour concierge. The applicant will close one existing curb cut on Sherman Avenue.

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 five site development allowances requested and outlined above.

Standards and Guidelines for Planned Developments in D4 District (Sections 6-3-6-9 and 6-11-1-10)
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 Sherman Avenue and Lake Street and parking accessible in rear and hidden from the street will create a more continuous walkable area. The loading docks and parking for the commercial use are located adjacent to the railroad tracks and away from Sherman Avenue reducing the effects of the traffic flow on this street and minimizing effects on adjacent uses.

The proposed site development allowances are necessary for a desirable redevelopment of the site with 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.

The applicant states that the proposed development would result in 394 residential occupants. Within the application it is stated that the recent developments within downtown Evanston have reported that approximately 6.5% of renter households include 1.2 to 1.5 children under 18 years of age with approximately 50% of these households having school aged children. Considering those statistics, an estimated 14 residents will be of school age. Additionally, it is estimated that the development would generate approximately $577,110 in annual property tax payments to Evanston school districts.

**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 at 1454-1508 Sherman Avenue 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 and parking utilization within the garage accessed off of the alley immediately west of the site including analysis of any traffic incidents adjacent to the site. Based on the analysis of the traffic study, the City reserves the right to require additional traffic calming measures.

6. Prior to issuance of the Temporary 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. Deliveries for the on-site commercial use must be performed from the alley and are prohibited during the hours of 7 AM – 9 AM and 4 PM – 6 PM Monday through Friday.

Attachments

- Updated Zoning Information
- 1454-1508 Sherman Avenue Updated Development Plans (to be provided on Plan Commission webpage)
- Comments received as of September 8, 2017
- Link to packet from August 9, 2017 Plan Commission Meeting
- Approved Minutes from July 26, 2017 DAPR Meeting
- Approved Minutes from August 2, 2017 DAPR Meeting
- Link to coUrbanize Project Site: http://courb.co/sherman
## ZONING DATA

All zoning should be reviewed by Owner’s Counsel.

<table>
<thead>
<tr>
<th>Project</th>
<th>1454 Sherman</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issued Date</td>
<td>09.06.17</td>
</tr>
<tr>
<td>Description</td>
<td>New Construction - Rental Mixed Use</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Site Building Data</th>
<th>Existing</th>
<th>Proposed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Zone</td>
<td>D4</td>
<td>D4</td>
<td>Downtown Transition District</td>
</tr>
<tr>
<td>Use</td>
<td>Retail</td>
<td>Residential/Retail</td>
<td></td>
</tr>
<tr>
<td>Site Area</td>
<td>37,276</td>
<td>37,276</td>
<td></td>
</tr>
<tr>
<td>MLA per Dwelling Unit</td>
<td>400</td>
<td>130</td>
<td>5000 sf minimum lot size</td>
</tr>
<tr>
<td>Dwelling Units (per MLA)</td>
<td>93</td>
<td>286</td>
<td>400 sf/unit vs. 130 provided (67.5% red.)</td>
</tr>
<tr>
<td>Maximum F.A.R.</td>
<td>6.00</td>
<td>6.78</td>
<td>5.4 + .6 developer allowance (11.5%)</td>
</tr>
<tr>
<td>Area (F.A.R.)</td>
<td>223,674</td>
<td>252,807</td>
<td></td>
</tr>
<tr>
<td>Area (Gross)</td>
<td>NA</td>
<td>362,520</td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>145'</td>
<td>156'-8&quot;</td>
<td>105' + 40' developers allowance. Parking floors (&gt;75% parking) not included in height calc. - actual building height = 178' (7.5%)</td>
</tr>
<tr>
<td>Number of stories</td>
<td>16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Yard</td>
<td>0</td>
<td>1'-40'</td>
<td>40' setback above 42' at Sherman (ziggurat setback)</td>
</tr>
<tr>
<td>Side Yard</td>
<td>0</td>
<td>25'-4&quot;</td>
<td>25'-4&quot; at tower; 39'-10&quot; at base</td>
</tr>
<tr>
<td>Rear Yard</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Total Parking Spaces</td>
<td>186</td>
<td></td>
<td>383 req. per current code, 209 req. per proposed TOD ordinance plus 26 restaurant/retail/staff spaces (409 / 235 total respectively)</td>
</tr>
<tr>
<td>Handicapped Spaces</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loading Spaces</td>
<td>3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Special Districts

* Note: Proposed area calculations are approximate and subject to change upon design finalization.

### MLA Calculator:

- **MLA Base**
- **% allowed efficiency**
- **MLA efficiency**
- **Project MLA**
**DEVELOPMENT DATA**

All zoning should be reviewed by Owner’s Counsel.

<table>
<thead>
<tr>
<th>project</th>
<th>1454 Sherman</th>
</tr>
</thead>
<tbody>
<tr>
<td>issued date</td>
<td>09.06.17</td>
</tr>
<tr>
<td>description</td>
<td>New Construction - Rental Mixed Use</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>area totals (s.f.)</th>
<th>area (gross)</th>
<th>area (f.a.r.)</th>
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</thead>
<tbody>
<tr>
<td>Parking</td>
<td>73,548</td>
<td>0</td>
</tr>
<tr>
<td>Lobby</td>
<td>3,990</td>
<td>0</td>
</tr>
<tr>
<td>Retail</td>
<td>9,321</td>
<td>3,990</td>
</tr>
<tr>
<td>BOH</td>
<td>11,681</td>
<td>0</td>
</tr>
<tr>
<td>Vertical Circulation</td>
<td>11,581</td>
<td>0</td>
</tr>
<tr>
<td>Indoor Amenity</td>
<td>7,847</td>
<td>7,847</td>
</tr>
<tr>
<td>Public Outdoor Amenity</td>
<td>6,560</td>
<td>0</td>
</tr>
<tr>
<td>Covered Public Outdoor Amenity</td>
<td>1,746</td>
<td>1,746</td>
</tr>
<tr>
<td>Apartment</td>
<td>208,767</td>
<td>208,767</td>
</tr>
<tr>
<td>Common Area</td>
<td>16,721</td>
<td>16,721</td>
</tr>
<tr>
<td>Private Outdoor Amenity</td>
<td>1,932</td>
<td>0</td>
</tr>
<tr>
<td>Veranda</td>
<td>4,415</td>
<td>4,415</td>
</tr>
<tr>
<td>Balcony</td>
<td>4,411</td>
<td>0</td>
</tr>
<tr>
<td><strong>Building Total:</strong></td>
<td><strong>362,520</strong></td>
<td><strong>252,807</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>parking count</th>
<th>spaces per floor</th>
<th>total Spaces</th>
<th>HC spaces per floor</th>
<th>Total HC spaces</th>
<th>designated use</th>
</tr>
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<tbody>
<tr>
<td>Exterior Parking Spaces</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>Loading</td>
</tr>
<tr>
<td>First Floor</td>
<td>32</td>
<td>32</td>
<td>1</td>
<td>1</td>
<td>Resi/Retail</td>
</tr>
<tr>
<td>Second Floor</td>
<td>76</td>
<td>76</td>
<td>2</td>
<td>2</td>
<td>Residential</td>
</tr>
<tr>
<td>Third Floor</td>
<td>78</td>
<td>78</td>
<td>3</td>
<td>3</td>
<td>Residential</td>
</tr>
<tr>
<td><strong>Total ParkingSpaces:</strong></td>
<td><strong>186</strong></td>
<td></td>
<td></td>
<td><strong>6</strong></td>
<td></td>
</tr>
</tbody>
</table>

| residential unit count | Studio A | Studio B | Convertible | 1-Bed/ Den | 2-Bed / 2-Bath A | 2-Bed / 2-Bath B | 3-Bed / 2-Bath A | 3-Bed / 2-Bath B | unit count per floor | total unit count | saleable area per floor | total saleable area | average unit size (s.f.) |
|------------------------|----------|----------|-------------|------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------------------|-------------------|------------------------|
| Typical Floor B - 3 Floors | 4 | 3 | 6 | 4 | 2 | 4 | 1 | 0 | 24 | 72 | 17,383 | 52,089 | 723 |
| Typical Floor C - 2 Floors | 5 | 3 | 7 | 1 | 3 | 3 | 1 | 1 | 24 | 48 | 17,383 | 34,726 | 723 |
| Fourth Floor | 2 | 2 | 2 | 3 | 3 | 3 | 1 | 0 | 16 | 16 | 12,035 | 12,035 | 752 |
| Typical Floor A - 6 Floors Total | 3 | 6 | 5 | 3 | 3 | 3 | 2 | 0 | 25 | 150 | 18,237 | 109,422 | 729 |
| **Total Residential Units:** | **42** | **53** | **64** | **35** | **33** | **39** | **18** | **2** | **286** | **208,727** | **208,727** | **208,727** | **208,727** |

<table>
<thead>
<tr>
<th>Unit Mix by type:</th>
<th>15%</th>
<th>19%</th>
<th>22%</th>
<th>12%</th>
<th>14%</th>
<th>6%</th>
<th>1%</th>
</tr>
</thead>
</table>

**HARTSTONE PLUNKARD ARCHITECTURE**
232 NORTH CARPENTER STREET | CHICAGO, IL 60607 | T 312.226.4488 | F 312.226.4499 | HPARCHITECTURE.COM
### DEVELOPMENT DATA

All zoning should be reviewed by Owner's Counsel.

<table>
<thead>
<tr>
<th>Floor</th>
<th>Use</th>
<th>Area (Gross)</th>
<th>Area (F.A.R.)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>First Floor</strong></td>
<td>Lobby</td>
<td>3,990</td>
<td>3,990</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>2,640</td>
<td>2,640</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>2,126</td>
<td>2,126</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>4,555</td>
<td>4,555</td>
</tr>
<tr>
<td></td>
<td>Vertical Circulation</td>
<td>658</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>BOH</td>
<td>4,601</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Parking</td>
<td>12,180</td>
<td>0</td>
</tr>
<tr>
<td><strong>Floor Total:</strong></td>
<td></td>
<td>30,750</td>
<td>13,311</td>
</tr>
</tbody>
</table>

| **Second - Third Floors** | Vertical Circulation | 658 | 0 |
|                          | BOH | 380 | 0 |
|                          | Parking | 30,684 | 0 |
| **Floor Total:** | | 31,722 | 0 |

| **Fourth Floor** | Indoor Amenity | 3,330 | 3,330 |
|                  | Vertical Circulation | 739 | 0 |
|                  | Common Area | 1,244 | 1,244 |
|                  | Apartment | 11,904 | 11,904 |
|                  | BOH | 183 | 0 |
| **Floor Total:** | | 17,400 | 16,478 |

| **Typical Floor A - 6 Floors Total** | Apartment | 18,298 | 18,298 |
|                                      | Common Area | 1,407 | 1,407 |
|                                      | Vertical Circulation | 739 | 0 |
|                                      | BOH | 183 | 0 |
|                                      | Balcony | 401 | 0 |
| **Floor Total:** | | 21,028 | 19,705 |

| **Penthouse Amenity** | Indoor Amenity | 4,517 | 4,517 |
|                       | Vertical Circulation | 739 | 0 |
|                       | BOH | 4,124 | 0 |
| **Floor Total:** | | 9,380 | 4,517 |

| **Fourth Floor** | Public Outdoor Amenity | 1,930 | 0 |
|                  | Covered Public Outdoor Amenity | 1,746 | 1,746 |
|                  | Private Outdoor Amenity | 1,932 | 0 |
| **Floor Total:** | | 5,608 | 1,746 |

| **Penthouse** | Public Outdoor Amenity | 4,630 | 0 |
| **Floor Total:** | | 4,630 | 0 |

| **Balcony Floor B - 3 Floors Total** | Common Area | 1,407 | 1,407 |
|                                      | Vertical Circulation | 739 | 0 |
|                                      | BOH | 183 | 0 |
|                                      | Apartment | 17,433 | 17,433 |
|                                      | Veranda | 865 | 865 |
|                                      | Balcony | 401 | 0 |
| **Floor Total:** | | 21,028 | 19,705 |

| **Balcony Floor C - 2 Floors Total** | Common Area | 1,407 | 1,407 |
|                                      | Vertical Circulation | 739 | 0 |
|                                      | BOH | 183 | 0 |
|                                      | Apartment | 17,388 | 17,388 |
|                                      | Veranda | 910 | 910 |
|                                      | Balcony | 401 | 0 |
| **Floor Total:** | | 21,028 | 19,705 |

**TOTAL (ALL FLOORS):** 362,520 252,807
Sherman Avenue Development

Isabel M Naphin <i-naphin@northwestern.edu>  
To: "shagerty@cityofevanston.org" <shagerty@cityofevanston.org>, "cfleming@cityofevanston.org" <cfleming@cityofevanston.org>, "arainey@cityofevanston.org" <arainey@cityofevanston.org>, "mmjones@cityofevanston.org" <mmjones@cityofevanston.org>

Mon, Aug 21, 2017 at 10:10 AM

Dear Mr Hagerty, Ms Fleming, Ms Rainey, Ms Jones:

Please **OPPOSE** the zoning allowances requested by the developers of 1450-1508 Sherman Avenue.

Some reasons are:

**Parking Spaces:** The code should be the minimum; there probably should be 1-2 spaces required for every apartment plus space for visitors and customers of the businesses. Traffic in Evanston is MUCH denser than even 5-10 years ago. On my single-family-home street there are often no parking places in the evening. It is the rare household that is even just one car. People already avoid downtown Evanston because of parking issues.

**Number of Units:** Sounds like a college dormitory or an SRO building.

**Building Height:** The Evanston 2009 Development Plan was probably done with much consideration, thought, discussion, and consensus. It should not be so lightly ignored. This project has a thrown-together feel about it.

**Fee-in-Lieu Payment:** What exactly is this about? Is it so the city can build another parking garage? This is not downtown Chicago.

**Contribution towards a Divvy Bike Station:** Has there been an analysis of the NEED for another Divvy Bike Station? or is it just another bow to a vocal niche of the population. Please don't create another debacle like the underanalyzed $500,000 Dodge Ave bike lanes which are very rarely used.
Sincerely,
Isabel Naphin
2007 Warren

Ms Jones: Please forward this to the chairs of the Plan Commission and the Design and Project Review Commission.

City website lists you as the staff contact. Thanks.
August 18, 2017

TO: Evanston City Plan Commission /
Editor of the Evanston Round Table

FROM: Susan J. Stocker and Joseph M. Swartz

RE: Albion Residential proposed project

We attended the August 9 Plan Commission meeting as we received a notice that the proposed project would take place within 1,000 feet of our existing home. We have been Evanston residents since moving here in 2001.

Our feeling is that the Albion Residential team presented a very well developed and comprehensive building plan. The team demonstrated they had done their homework and gave thorough explanations to the many comments and questions. Albion is asking for zoning allowances and we believe presented rational and research-based justification for their request.

To us, this approach appears to be a win-win solution to an area that may become a strip of abandoned businesses/buildings that have already closed or in danger of closing soon based on some of the speaker comments. This area of Sherman Avenue is somewhat quieter than the Chicago Avenue and Emerson Street apartments. The building design, landscaping and small park would be a lovely, welcoming area for both residences and business. As empty-nesters, we are eager to see these apartments come to life as a potential future home for us.

While we are not familiar with the “organically-formed group” objecting to the Albion project, we’ve followed other proposals (via the Evanston Round Table) and are usually somewhat confused by the comments, arguments and sometimes hostility expressed against ideas that might seem to benefit the city.

We ask that the Plan Commission be open to further dialogue and work with Albion’s team to address any issues that might appear truly inappropriate for Evanston.

Sincerely,

[Signature]

[Address]

[Phone Number]

[Email Address]
Dear Commission Members:

I am a former Chairman of the Evanston Zoning Board of Appeals, and this is the first time since my retirement from the Zoning Board that I have felt compelled to publicly oppose any proposal for construction in Evanston.

I vehemently oppose the proposal for a 287-unit rental building on Sherman Avenue. The proposed building site is in a D4 transition district, with zoning requirements specifically geared towards creating a transition between the height and mass of core downtown and the residential areas around it.

The proposed building is the antithesis of a transition. It continues the mass of the Rotary Building into the D4 district. The combination of the variances being sought for height, FAR and ziggurat setback would enable the developer to build a structure that is more than double the volume of what could be built on this property if the height, FAR and ziggurat setback requirements were complied with. That is not a “variation”; that is an obliteration of the zoning code.

The proposed building also violates the expressed intent to create pedestrian friendly walkways along our most important pedestrian streets. Instead, over half of the building’s frontage on Sherman Avenue would not be set back as required to preserve a pedestrian friendly streetscape.

I urge you to vote against this proposal. I thank you for your service to our city, but I also want to remind you about your responsibility you volunteered for to protect the city from overdevelopment. If you approve this building and it gets built, it will become a monument to your failure to protect our city; a very massive monument that you, and many generations after you, will regularly revisit. This is not the legacy we should be leaving from our years of service to our community.

Sincerely yours,

Seth Weinberger
Fwd: Sherman Avenue Alternate

Gregory Williams <gwilliamsarch@gmail.com>  
To: "Jones, Meagan" <mmjones@cityofevanston.org>  
Mon, Aug 28, 2017 at 10:49 AM

Meagan Jones,

Would you please forward my letter and these diagram plans to the Evanston Plan Commission for their review in consideration of the Sherman Ave Project.

Thank you very much,

Greg Williams

Greg Williams Architect  
847.869.1496  
gwilliamsarch@gmail.com

---------- Forwarded message ----------
From: Gregory Williams <gwilliamsarch@gmail.com>  
Date: Fri, Aug 25, 2017 at 2:50 PM  
Subject: Sherman Avenue Alternate  
To: jleonard@cityofevanston.org  
Cc: shagerty@cityofevanston.org, jfiske@cityofevanston.org, pbraithwaite@cityofevanston.org, mwynne@cityofevanston.org, dwilson@cityofevanston.org, rsimmons@cityofevanston.org, tsuffredin@cityofevanston.org, erevelle@cityofevanston.org, arainey@cityofevanston.org, cfleming@cityofevanston.org

Johanna Leonard,

As a supplement to the criticisms of the excessive scale and deficient planning of the proposed Sherman Avenue project, I attach an example of a zoning compliant building that utilizes the great benefit of a 350' private alley to properly service both the retail and residential uses.

It is unconscionable to even suggest a curb cut entrance from Sherman Avenue, just on its face let alone given the opportunity of the huge alley frontage. The tunnel through the project is only necessitated by location of the parking ramp, which is the fundamental problem.

I appeal to you and the City officials to have the courage and strength to stand up to pressure and adhere to both the zoning criteria we have formulated and the architectural character and quality that reinforce our Evanston living environment.

Thank you,

Greg Williams

Greg Williams Architect  
847.869.1496  
gwilliamsarch@gmail.com

3 attachments

1450-1508 Sherman GWA 08.25.2017.pdf  
99K
August 25, 2017

Ms. Johanna Leonard  
Director, Community Development  
City of Evanston  

Re: 1450-1508 Sherman Avenue; Review of Proposal versus a Zoning Compliant example, attached.

Summarizing prior comment, the Sherman Avenue building proposal exceeds the generous Plan Development zoning extensions by extreme margins. Beyond the visual perception of the excessive height and bulk, the building suffers serious planning deficiencies, largely as a result of its size and scale. The Zoning Analysis correctly deemed the building to be NON-COMPLIANT, as follows:

**Height:** D4 limit is 105’; PUD with 2 parking levels is 125’; **Project requests 178’ to main roof. 40% over PUD**

**Density:** D4 limit is 5.4 FAR; PUD extends to 6.0; **Project requests FAR 6.90. 15% over PUD**

**# Units:** By site area, per D4 limits, the maximum # units is 93; **Project requests 287 Units. 300% over limit**

**Parking:** By # bedrooms for 287 units, parking required is 389 spaces; **Project provides 185. 50% of required**

The proposal does not appear to be a credible actual building design, but rather an exploratory inquiry into the extent that Evanston is willing to disregard its zoning and planning criteria in support of a taxable change to the city. The plans do not show the operation, security, and building separation features that would be typical for a retail and residential complex.

In response to the obvious fact that cars could not actually turn into the entry ramp, the development team returned with the simplest and worst possible solution, to make a tunnel through the project, cutting off the north retail from any loading/trash service, and inflicting a large curb cut onto Sherman Avenue, which would jeopardize the public constantly.

The immediate response to this proposal should have been an absolute rejection. The exiting cars cannot even make the turn to the tunnel without violating the entry lane. While the developer complains about this site, in fact it benefits from 350’ of private alley frontage, on which parking ramps can easily be situated.

To assist the Evanston staff and officials with understanding that there are alternatives to the deficiencies of this building proposal I am attaching plan diagrams of a Zoning Compliant option which illustrate:

**Height:** PUD with 2 parking levels is 125’; **Option shows 125’**

**Density:** PUD extends to 6.0; **Option shows FAR 5.9**

**# Units:** By site area, per D4 limits, the maximum # units is 93; **Option shows 93 units**

**Parking:** By # bedrooms for 93 units, parking required is 190 spaces; **Option shows 191 spaces**

Additionally:
- Building this size should have a basement; parking is moved from ground level to Lower Level
- Lower Level parking could be allocated and even separated for Retail parking
- Residential floors with mix of larger size units for couples
- Building shape and features that respond to adverse solar loading orientation
- Alley affords ready potential for:
o Retail operations parking
o Retail loading space directly accessible to all retail tenants
o Retail trash room directly accessible to all retail tenants
o Space for trash removal vehicles
o Residential trash room adjacent to retail trash and loading berths
o Residential loading space for moving vans trucks directly adjacent to Residential elevator
o Residential operation parking and potential drop-off zone
o Parking entrance and parking exit via the one-way alley

We have seen problems in Evanston with street level retail vacancies. Clearly, to entice Retail tenants a project should incorporate all the supporting amenities that are possible. One obvious one is parking that is available and easily accessible. This project could feature a direct designated parking ramp, spaces and even an elevator direct to the street or even a Food Court storefront.

Zoning compliance can be achieved in design and construction, which will serve to stabilize the development community. Speculation of 25% above zoning limits leads to inflated land prices, rents etc. Building scale is critical to neighborhood environments, and essential to the life we know in Evanston.

As a long-time Evanston resident, I feel, with my colleagues and neighbors that we have all contributed to create the phenomenon of a desirable living environment in Evanston. With have retained professionals to develop sensible and considered zoning criteria to enhance and maintain that living environment.

We need to have the strength to assert our right and intention to maintain the zoning vision, and press to have new additions enhance our living environment rather than just take advantage of the demand we have created. We need in turn to demand that development teams respect the zoning criteria and invest in the design effort to enlighten us with positive change.

In review,

Greg Williams

Enc.  1450 Sherman Avenue Optional Building Plans
      Turning Radius Diagram

CC. Evanston City Council
STANDARD AUTOMOBILE TURNING RADIUS
Turning car extends into oncoming inbound lane

1454 SHERMAN AVE.
EVANSTON, IL
### Residential Tower – 11 Stories

- 69 Dwelling Units on 8 Residential Floors
- Height: 125 FT
- Amenity Floor: 10 FT
- 8 Residential Floors: 80 FT
- 2 Parking Decks: 59 FT
- Retail Level: 58 FT

### Typical Floor – 12 Units

- 1 – 2 Bedroom
- 6 – 3 Bedroom
- 3 – 3 Bedroom
- 1 – Studio

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1454 Sherman Avenue – Typical Floor Plan

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Greg Williams Architect
Dear Members of the City of Evanston Plan Commission:

A new planned development at 1450 – 1508 Sherman Avenue is currently in continuance with the City of Evanston’s Plan Commission. It will be up for discussion and possible approval at the Commission’s September 13 meeting and could move on to further levels of review. The proposal is for a 16-story mixed-use building with 287 residential units, primarily studios and 1-bedroom apartments and a few with 2 and 3 bedrooms.

According to the requirements of Evanston’s Inclusionary Housing Ordinance (IHO), the developer, Albion Residential LLC (Albion), proposes to make a payment of $2.9 million to the Affordable Housing Fund in lieu of making 29 (or 10%) of the units in the building affordable (as prescribed in the IHO). In addition, Albion has proposed making 2 studio units affordable to households at 60% of the area median income (AMI).

Joining Forces for Affordable Housing (Joining Forces) asks that the Plan Commission require Albion to provide an Equivalent Alternative Proposal under the IHO that includes between 15 and 29 units affordable to households at 50% and 60% of the AMI, in addition to a payment to the Affordable Housing Fund for each unit under 29 that is not affordable.

Joining Forces representatives have met with Albion, and we understand the difficulties that including affordable units on-site poses for developers. However, the lack of affordability is a national crisis. While developers may maintain that including a full 10% of affordable units on-site is not feasible, we believe that including none, or even less than 5%, is unacceptable.

Joining Forces believes that the IHO could and should be strengthened so that all future developments automatically include 10% of units on-site at an affordable rate. Until this change can happen, however, we ask that the City of Evanston’s staff and elected officials take responsibility for ensuring that the intent of the IHO—which is to increase the amount of affordable housing available—is fulfilled as effectively as possible.

Therefore, Joining Forces is making this request related to the Sherman Ave. project for the following reasons:

- The Mayor and members of City Council have publicly stated that affordable housing is a priority. As documented in the City of Evanston’s Consolidated Plan, the City has a severe shortage of affordable housing, particularly for people living below 60% of the area median income.

- In-lieu payments under the IHO are not equivalent to the creation of affordable units on-site and will not result in as many affordable units. The requirement for buying out is only $100,000 per unit, while the cost to create a new unit from the Affordable Housing Fund is more than double that.¹
• Including affordable units in large developments creates mixed-income communities that improve quality of life for those who are struggling. Research shows that children who move from high-poverty to low-poverty neighborhoods experience educational, health, and mental health benefits. Adults show mental health, employment, and self-esteem improvements.\(^2\)

• Not including the affordable units on-site continues a pattern of residential segregation. When residential buildings without affordable units are developed in desirable locations near public transportation, grocery stores, entertainment, and medical facilities, those at low incomes continue to be marginalized, with limited access to the best that Evanston has to offer.

The IHO does not in any way prohibit the City of Evanston from negotiating with developers for more on-site affordable units instead of payments in lieu to the Affordable Housing Fund. Both Albion and the City of Evanston can take action now to add to the City’s stock of affordable housing and to show that the City of Evanston welcomes and supports all people, regardless of their income.

We strongly urge you to ensure that the Albion Development includes the greatest possible number of affordable units on-site.

Thank you.

*Joining Forces for Affordable Housing*
(List of signing members attached)

Contact: Sue Loellbach, Connections for the Homeless, sloellbach@connect2home.org

cc: Members of the City of Evanston Planning & Development Committee
Members of the City of Evanston Housing & Homeless Commission
Mayor Steve Hagerty
Members of the Evanston City Council

\(^1\) “Why Does It Cost So Much to Build Affordable Housing?” Ireland, Elizabeth. communityhousingnetwork.org, January 21, 2016.


*About Joining Forces for Affordable Housing*
Joining Forces for Affordable Housing is a coalition of human services agencies, communities of faith, and individuals that partner to advocate for affordable housing solutions in North Suburban Cook County and the north side of Chicago. Learn more at www.joiningforcesforaffordablehousing.org. The signers of this letter are those members of Joining Forces who reviewed the letter and chose to add their names as signers.
Signatures

Organizations
- Alliance to End Homelessness in Suburban Cook County
- Center for Independent Futures
- Center for Independent Living
- Chicago Area Fair Housing Alliance
- Childcare Network of Evanston
- Connections for the Homeless
- Evanston Community Foundation
- Evanston Cradle to Career
- Housing Opportunities for Women
- League of Women Voters Evanston
- McGaw YMCA
- North Shore Senior Center
- Open Communities
- Reba Place Development Corporation
- St. Mary Conference Society of St. Vincent de Paul
- YWCA Evanston/North Shore

Individuals

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<tr>
<td>Sheryl Bartol</td>
<td>Daina Jauntirans</td>
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<td>Joyce Bartz, Assistant Superintendent of Special Services, District 65</td>
<td>Stuart Jessup</td>
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<td>Nate Blackburn</td>
<td>Paul Kalil</td>
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<td>The Rev. Debra Bullock, St. Mark's Church</td>
<td>Rev. Michael D. Kirby</td>
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<td>Juliana Conway</td>
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<td>Karen Courtright</td>
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<td>Kathleen D.</td>
<td>Gerilyn Miller-Brown, Center for Independent Futures</td>
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<td>A.C. Dauner</td>
<td>Prudence Moylan</td>
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<td>Dan Dauner</td>
<td>Susan Murphy, Interfaith Action of Evanston</td>
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<td>The Rev. Jeannette DeFriest</td>
<td>Phyllis Nickel</td>
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<td>Sarah Delgado</td>
<td>Margaret A. O’Connell</td>
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<td>Diane Dickow</td>
<td>Mollie G. O’Connell</td>
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<td>Linda Dienberg</td>
<td>Richard Peterson</td>
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<td>Lawrence Donoghue</td>
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<td>Jackie Eddy</td>
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<td>Lucy Elam</td>
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<td>Jean Engel</td>
<td>Mary Beth Roth, Interfaith Action of Evanston</td>
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<td>Carey Farrell</td>
<td>Pastor Daniel Ruen</td>
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<td>Alex Finnegan</td>
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<td>Martha Holman</td>
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A quorum being present, Ms. Leonard called the meeting to order at 2:35 pm.

Approval of minutes

July 12, 2017 DAPR Committee meeting

Ms. Biggs moved to approve the minutes from July 12, 2017, seconded by Mr. Nelson.

The Committee unanimously voted 9-0, with one abstention, to approve minutes from the July 12, 2017 meeting.

New Business

1. 512 Main Street Recommendations to ZBA
Ana Vela, lessee, submits for a special use for a Type 2 Restaurant, Amanecer Taco Shop, in the C1a Commercial Mixed-Use District and the oDM Dempster-Main Overlay District.

APPLICATION PRESENTED BY: Ana Vela, lessee

DISCUSSION:

- Ms. Vela stated that she has been operating her food business for two years through a food truck. Ms. Vela stated that 512 Main Street which is a retail space, that was earlier a wine bar, does not have space to accommodate a kitchen, so the restaurant shall operate with pre-packaged food ready to pick up. However, the applicant is requesting to accommodate a few seats in the restaurant space.
- The applicant clarified to Mr. Mangum that the hours of operation would be 7am – 3pm and extended during the weekends. The applicant plans to partner with Sketchbook Brewery on Friday and Saturday nights for a ‘taco run’.
- Mr. Gerdes noted that the applicant will need a separate permit for use of sidewalk cafe by the restaurant.
- Ms. Leonard noted that the applicant had not checked the option to incorporate providing recyclables as part of sustainability practices. The applicant responded
that they would incorporate recycling as part of their sustainability practices as soon as they familiarize themselves with the space. The applicant added that they were collaborating with the health department to comply with the health code. Ms. Leonard also added that the restaurant must try and incorporate recycling practices and tap water access to the public.

- The applicant clarified to Mr. Nelson that deliveries would arrive 2-3 times a day and they would be received through a back door which has alley access.
- Ms. Knapp enquired if the applicant planned to have on-demand food delivery, to which the applicant responded that the current focus would be on orders for pick-up of prepackaged food and the on-demand food delivery methods would be limited to walking and bicycles during the winter.
- Ms. Knapp also suggested that the applicant consider accommodating bicycle parking on their property.
- The applicant clarified to Mr. Mangum that they currently use the food truck which is a smart car to carry out deliveries and there would not be any large sized trucks used.

Mr. Gerdes moved to recommend approval for requested special use for a Type-2 Restaurant at 512 Main Street, seconded by Mr. Mangum.

The committee voted unanimously 10-0, to approve the recommendation to ZBA for 512 Main Street.

2. 2311 Main Street Sign Variation

Adnan Hassanali, owner, submits for a sign variation to install two 22” X 60” internally illuminated, base mounted wall signs on both sides of an overhead door on the alley side of the building where a wall sign is only allowed on the street-facing façade in the C1 Commercial District.

APPLICATION PRESENTED BY: Adnan Hassanali

DISCUSSION:

- The applicant stated that the main entrance to the auto garage is located in the alleyway and that the customers often find themselves missing the entrance and entering their neighboring business to enquire about the garage.
- The applicant clarified to Mr. Mangum that the sign would be made of aluminum, all season resistant. The sign, based on the contractor’s recommendation, is made into a V-shape in order to resist heavy winds and rough weather conditions. The sign is not illuminated as clarified by the applicant.
- The applicant clarified to Ms. Leonard that the business would require two sided signs as a pole obstructs the view of a passer-by.
- Mr. Gerdes stated that the staff recommendation was to approve one sign which was non-illuminated. Ms. Leonard also stated that alley signs are not allowed as a general recommendation.
- The applicant clarified that that the existing sign is missed due to the blocked
Mr. Mangum moved to approve the requested variation for one 22” x 60” non-illuminated illuminated, base mounted wall sign on the alley side, seconded by Mr. Gerdes.

The committee voted unanimously 10-0, to approve the recommendation by Mr. Mangum.

3. 1224 Dempster/1239 Asbury Ave

Michael Finnegan, congregant, submits to subdivide the property containing Beth Emet Synagogue at 1224 Dempster St. from the single family residence at 1239 Asbury Ave. in the R1 Single Family Residential District. The applicant proposes one option where the existing detached garage remains, as well as a second option where the existing detached garage is demolished and a new detached garage is constructed closer to the residence.

APPLICATION PRESENTED BY: Michael Finnegan, congregant

DISCUSSION:

● Mr. Finnegan stated that the residential property at the Beth Emet Synagogue is in a state of severe disrepair and the City has given the applicant an option to either repair the property or tear it down. However, the preservation Committee recommended the conservation of the property.

● The above recommendations have led the applicant to consider two options to subdivide the lot – one option where the existing detached garage remains, as well as a second option where the existing detached garage is demolished and a new detached garage is constructed closer to the residence.

● Ms. Leonard enquired if the residential property was currently being put to use. The applicant responded that the property has not been used since 2010 and that there are insufficient funds to carry out repairs. Mr. Finnegan also added that the residence was not large enough to be repurposed for an institutional use.

● Mr. Finnegan stated that they were looking to retain the play lot and subdivide the property in order to conserve the residence.

● Ms. Leonard enquired if the applicant had explored the option of moving the play lot to the parking lot. The applicant stated that the neighbors preferred the play lot to be retained in the same location and that parking was already an issue.

● M. Biggs stated that she would prefer not to subdivide the lot and enquired about the variations that the impervious surface coverage would trigger.

● Ms. Klotz clarified that the variations would depend on what option would be chosen by the applicant. The first option would require four variations and the second would require seven variations and that both would need variations for impervious surface coverage due to the subdivision of the lot.

● Ms. Klotz clarified to Mr. Gerdes that the first option had an increase in impervious surface coverage due to the driveway. Mr. Gerdes also enquired if
the new buyer of the subdivided lot would get access to the play lot, to which the applicant responded positively.

- Mr. Mangum enquired if the applicant had considered reconfiguring the play lot to avoid the variances. The applicant responded that if the garage was retained as it is, it would lead to minor reconfiguration of the play lot such as removal of concrete.
- Mr. Mangum enquired if the hesitation to reconfigure the play lot stemmed from cost issues or due to its use. The applicant responded that the play lot is used by the school situated in the Synagogue and thus they would like to retain the play lot as is.
- Mr. Mangum suggested that if the lot line were to be moved further east, the resultant deeper lot would reduce the variations that would be triggered.
- Mr. Gerdes agreed with Mr. Mangum’s suggestion that building a new garage by shifting the lot line further to the east would eliminate the rear setback variance.
- Ms. Leonard clarified to the applicant that a third option could be looked into.
- Mr. Mangum stated that he commended the applicant’s effort to preserve and reuse the residence which is an Evanston Landmark.

4. 1450-1508 Sherman Avenue Planned Development
Andrew Yule, developer, submits for a planned development to construct a 16-story, 287 dwelling unit mixed use building with 185 parking spaces and approximately 9,600 square feet of ground floor commercial space in the D4 Downtown Transition District. The applicant seeks site development allowances for: number of dwelling units (287), building height (192 feet), floor area ratio (6.9), number of parking spaces (185), and a ziggurat setback that is less than 40 feet at a height of 42 feet.

APPLICATION PRESENTED BY: Andrew Yule, Developer
Paul Alessandro, Architect

DISCUSSION:
- Ms. Leonard announced that the applicant could introduce the project at the meeting but further discussion would be held at the next DAPR meeting on August 2, 2017.
- Ms. Leonard announced that the public would be allowed to speak first. Thomas Klein and Carl Klein, citizens of Evanston, voiced their concerns that developers are dictating the way the City looks and were of the opinion that the development is out of context and does not adhere to the recommendations as given by the 2009 Downtown Evanston Plan. They noted that many of the members of the City Council have also expressed concern over the Downtown Plan and stated the need to review it.
- Mr. Thomas Klein added that the new architecture of the building is not compatible with the surrounding historic landmark districts and that the proposed 13 story building does not comply with the zoning limit of 5 stories in the neighborhood. The project houses micro luxury rental units, whose demand in Evanston, according to Mr. Thomas Klein, has not been demonstrated by the developers. Mr. Thomas Klein added that with the 11 existing micro luxury rental
projects in Evanston, the need for another similar project is likely to be saturated. The projected rentals of $1880 for the studio apartments add to the issue of lack of affordable housing in Evanston.

- Mr. Carl Klein stated that project was fundamentally unsustainable because it involved the demolition of existing buildings. The pocket park provided by the developers was stated by Mr. Carl Klein, to be miniscule in size which was encroached upon by the outdoor dining area of a commercial restaurant in the space.

- Mr. Carl Klein requested on behalf of residents of Evanston that the further discussions about the Albion project be recorded at the City Council Chambers and broadcast for the general public to view.

- Mr. Yule presented the facts of the project – proposed 287 dwelling unit mixed use building with 185 parking spaces and approximately 9,600 square feet of ground floor commercial space. The 16 story building has a proposed FAR of 6.79, with expansive sidewalks and landscaped areas with trees. The developers are aiming at receiving a LEED Silver certification. The development also has a small pocket park of 4000 sf which can be accessed by the public.

- The architect, Mr. Alessandro explained to the Committee the concept underlying the design of the building, materials to be used such as concrete masonry, smooth and textured brick, accent brick, metal panels and wooden slats along with vision glass; façade design and the proposed signage and description of all the floor plans.

- Mr. Ted Wolfe, landscape architect, explained the landscape plans of the development. He stated that the plans comply with City of Evanston standards for landscaping of public spaces. The sidewalk along with trees is designed to have a clear space of 9.5' and match the existing style of sidewalks in Downtown Evanston.

- Mr. Wolfe described that the pocket park is meant to be a public amenity, a part of which is dedicated to the outdoor seating of a restaurant. The park has a canopy of trees during the daytime and lights shall animate the space in the evening. The park shall also incorporate a divvy bike space, wayfinding signage and a water fountain feature.

- The traffic study shows that the key change made to the plans was the relocation of garage access to the alley, thus restricting access on Sherman Avenue to only pedestrian. The applicant further described the diagrams showing entry and exit maneuvers for trucks. The alley is restricted to one way, northbound traffic due to the limited width of the alley and the related signage shall be provided.

- The applicant also stated that a traffic study report shall be submitted to the City of Evanston. The development has been designed as a TOD (Transit Oriented Development) as it close to public transportation and this will ensure that the intersections near the building shall operate with very minimal increase in the traffic load.

- Mr. Yule also explained to the Committee the required benefits that the development was providing as well as the compensatory public benefits such as the public pocket park, restoration of surrounding parks and greenspaces, public art, restoration of the CTA viaduct, training workshops to be held at site for high
schools in Evanston, divvy bike station, 2 car sharing stalls, real time transit screen dashboard etc., that the developers decided to provide.

- Mr. Mangum noted the preference for active uses at all levels on Sherman Avenue, whereas the development is providing a parking podium at the upper level street facing facades (second and third floors). Mr. Mangum mentioned that he would like to see the streetscape elevation showing floor to floor heights of the adjacent building. Mr. Mangum also expressed concern that the façade should be treated specifically to prevent birds from flying into the structure.

- Ms. Leonard also agreed with Mr. Mangum about his concerns regarding bird deaths in Evanston and suggested the applicant to consider bird friendly designs for the façade.

- Mr. Mangum noted that the throughway between the north edge of the building and the adjacent structure and requested additional details to be provided regarding the proposed gate.

- Ms. Leonard stated that she shared the concern about active uses being present on street level and that she would like to see the level of the development’s engagement with public art.

- Ms. Leonard also expressed concern about the integration of the tower with the podium, specifically the columns on the south side of the building, and stated that there might be room for improvement.

- Ms. Eckersberg enquired about the material of the windows on the parking podium. The applicant clarified to Ms. Eckersberg and Mr. Mangum that the glass used would have translucent level of opacity and the height of the windows is designed to avoid the glare of headlights. The windows shall also be recessed in slightly.

- Mr. Gerdes stated that the lighting for above the first three floors would require plans and specifications.

- Ms. Jones enquired about how the pocket park would look in the winter months and what uses would be proposed for the park during winter.

- Ms. Leonard enquired about the ground materials present in the pocket park to which the applicant responded that there would be crushed stone and pavers. Ms. Leonard suggested that the applicant consider formulating a maintenance plan for the pocket park.

- Ms. Knapp enquired about the entrance to the interior private bike parking. The applicant responded that a private vestibule shall be created for the residents to enter into the bike parking. Ms. Knapp suggested that the applicant must consider the use of accessible bikes which are much larger in size when compared to regular bikes. She suggested that the applicant consider a more direct path to lead to the interior bike parking. Ms. Knapp also clarified that bikes are not allowed to be used in alleyways and on sidewalks and that the applicant could incorporate wayfinding signs to inform the public about these rules.

- Ms. Knapp added that the developer should consider adding fixed signage to notify the residents and public about the two car sharing spaces present on the property.

- Ms. Leonard suggested that the developer consider adopting traffic slowing methods.
Ms. Knapp enquired about the management of the drop off zone at the entrance. The applicant responded that the concierge would be responsible to track drop offs and that there would be a 15 minute limit placed for loading and unloading.

Ms. Leonard enquired about mailroom management practices to which the applicant responded that the plan is to have a package store room placed under surveillance which can be opened by the recipient with a one-time code.

Ms. Leonard stated that all deliveries must be directed to the alley and the applicant responded that a clause would be added to the tenant lease.

At Mr. Mangum’s request, the applicant stated that tandem parking spaces would be provided for the 3 bedroom and 2 bedroom units and it would be the tenant’s discretion to make arrangements to park the extra car.

Staff member, Rajeev Dahal, noted that with the alley width of 14’, only one vehicle would be able to access it at a time and suggested that the applicant must account for the truck’s turning radius and make sure that the alley approach is wide enough.

Ms. Leonard noted that the development accommodates a large number of studio units, while the demand is for bigger units. She requested the applicant to submit a market data report to understand the demand for studio units in Evanston.

Ms. Leonard added that the applicant could further explore additional compensatory public benefits that could be provided and to provide more details about the stated benefits such as the CTA viaduct restoration, public art and the car sharing spaces.

Mr. Zalmezak requested the applicant to approach him or Ms. Knapp for further discussion on the CTA viaduct restoration.

The applicant clarified to Ms. Leonard that the building was non-smoking in nature. Ms. Leonard also asked the applicant to consider applying for a LEED Gold certification and also refer to the Age Friendly Evanston report by adding to the compensatory benefits.

Ms. Zalmezak appreciated that the development considered removing the parking access from Sherman Avenue and relocated it to the alley, thereby reducing the traffic on Sherman Avenue.

Mr. Nelson stated that water service meters must be located within 5ft of the principal structure.

Ms. Jones introduced a website ‘coUrbanize’ (https://courbanize.com/), a web based community engagement platform where residents of Evanston can track the development of the project and publish their comments as well.

Ms. Leonard announced that the meeting shall be reconvened on Wednesday, August 2, 2017 to continue the discussion of the project.

Adjournment:
Ms. Biggs moved to adjourn, seconded by Mr. Nelson.

The committee voted unanimously 10-0, to adjourn.
The meeting adjourned at 4.30 pm.

The next DAPR meeting is scheduled for Wednesday, August 2, 2017 at 2:30 pm in Room 2404 of the Lorraine H. Morton Civic Center.

Respectfully submitted,
Kalyani Agnihotri
DESIGN AND PROJECT REVIEW COMMITTEE (DAPR) MINUTES  
August 02, 2017


Staff Present: Ana Asilis, Katie Knapp

Others Present: 

Presiding Member: J. Leonard

A quorum being present, Ms. Leonard called the meeting to order at 2:35 pm.

Approval of minutes

July 26, 2017 DAPR Committee meeting

Mr. Gerdes moved to approve the minutes from July 26, 2017, seconded by Ms. Biggs.

The Committee unanimously voted 9-0, with one abstention to approve minutes from the July 26, 2017 meeting.

Old Business

1. **1450-1508 Sherman Avenue** Planned Development

   Andrew Yule, developer, submits for a planned development to construct a 16-story, 287 dwelling unit mixed use building with 185 parking spaces and approximately 9,600 square feet of ground floor commercial space in the D4 Downtown Transition District. The applicant seeks site development allowances for: number of dwelling units (287), building height (192 feet), floor area ratio (6.9), number of parking spaces (185), and a ziggurat setback that is less than 40 feet at a height of 42 feet.

   APPLICATION PRESENTED BY: Andrew Yule, Developer
   Paul Alessandro, Architect

   DISCUSSION:
   • Ms. Leonard announced that public comments would be heard prior to the developer's presentation.
   • Mr. Carl Klein, long time resident of Evanston, expressed his appreciation towards the introduction of 'coUrbanize' and said that it was an efficient, transparent way to engage the community with the development projects in the City. Mr. Klein stated that the project required a serious review of the zoning codes applicable and that his other comments were available online on coUrbanize.
   • Mr. Chris Pappas, a small business owner in the vicinity of the development,
voiced his concern about the impact of the two year construction period on small businesses around the development. He stated that the developers should consider the issues of parking and increased noise levels that would affect the businesses during the construction.

- Ms. Kiera Kelly, Evanston resident, also appreciated the introduction of coUrbanize. Ms. Kelly stated that the development was transformation of a whole block at once and that it did not have a relatable aspect of human scale to it. She mentioned that the same developer had provided a wind study, shade study and bird migration study for a similar development at the Village of Oak Park and stated that the businesses in downtown Evanston also deserve the benefit of similar information.

- Mr. Thomas Wesley, Evanston resident, spoke out in support of the development by saying that it was situated at an ideal location in Downtown, within the scale of the urban corridor and that it would generate large amount of taxes for the City. He added that Downtown Evanston is already dense and the development would only imply an addition to the consumer base.

- Ms. Elizabeth Meadows, Evanston resident and member of Interfaith Action of Evanston’s advocacy team, stated that the proposed development must consider the Inclusionary Housing Ordinance issued in January 2016 and create affordable housing units instead of a total buyout. Ms. Meadows also stated that the developer’s contribution to the affordable housing fund would not immediately result in the construction of affordable housing units.

- Ms. Sue Loellbach, manager of advocacy with the Connections for the Homeless, Evanston, agreed with Ms. Meadows’ statement and stated that the development must consider the proposal to include affordable units versus the total buyout.

- Ms. Annette Prince, from the Chicago Audubon Society, stated that the proposed design seeks the LEED pilot credit #55 for bird-friendly design and enquired if there was any assessment of strategies done by the developer in order to gain the pilot credit.

- Mr. Yule, developer, discussed the updates of the project with respect to the comments received in the previous DAPR Committee meeting on July 26, 2017 and public comments received. Important points discussed were:
  - The developer will consider the impact of construction on small businesses such as parking issues and attempt to resolve them.
  - The project is fully committed to seeking the LEED pilot credit #55 and will take all measures to ensure the same.
  - Staff’s comment regarding the integration of the podium with the tower was considered and two options for façade changes were proposed.
  - Discussion with staff member Jennifer Lasik resulted in the developer deciding to contribute $50,000 towards public art and Mr. Yule added that local artists from Evanston would be encouraged to make their contributions to the project.
  - A $50,000 Contribution towards landscaping and greenery initiatives in nearby areas.
  - A revised exterior lighting plan has been submitted as per staff
request.
- The developer is working on a maintenance plan for the pocket park which is intended to be used in all seasons.
- The route for bike parking has been revised as per staff request to accommodate the use of accessible bikes.
- The developer is in talks with Maven, a car sharing company to discuss the car sharing arrangements in the building.
- The developer will provide two on-site affordable housing units in addition to the in-lieu payment.
- The main vehicular access into the building, the alleyway, has been proposed to be widened by an additional two feet, by shifting the building footprint by two feet away from the alley at ground level.
- The developer has entered into a partnership with Luxer, to handle package delivery services at the building.
- The developer submitted a market study to indicate demand for studio units in Evanston. Mr. Yule also stated that the occupancy rate in similar projects in Evanston was higher than the national average.

- Mr. Alessandro, architect, explained the proposed changes to façade to integrate the podium with the tower and recapitulated the previous meeting’s discussion.
- Mr. Yule clarified to Ms. Biggs that they planned to purchase the parking meter space currently present at the entrance of the building on Sherman Avenue to time and monitor this loading zone and limit it to 15 minutes.
- Mr. Alessandro clarified to Mr. Gerdes that there would be no vertical lighting on the exterior and that the focus would be on lighting the street level according to the LEED standards and mentioned that a revised lighting plan will be provided.
- Mr. Mangum enquired if the concrete on the west façade would be prefabricated or masonry unit, to which the applicant responded that standard, modular sized, concrete masonry unit would be used. The applicant also clarified that the columns on the south side would be painted concrete, to which Mr. Mangum responded that the applicant must try and integrate all elements of design.
- Mr. Mangum asked if louvres would be provided for ventilation at the parking levels, to which the applicant responded that all the ventilation systems would be placed at the rear side of the building.
- Mr. Mangum commented that the façade options to integrate the podium and the tower each have their own pros and cons with the added glass on the podium resulting in additional exposure of vehicles in the parking levels.
- The applicant clarified to Mr. Mangum that they would provide signage at both ends of the alley to notify that it is a one-way, northbound alley. Mr. Mangum stated that alley and viaduct improvements should be made at both the Lake Street and Grove Street ends of the alley, and also recommended that typically developments of such scale would incorporate all utilities underground which also would allow vehicles to use the full width of the alleyway.
- Ms. Leonard mentioned that a building at Main and Chicago is facing issues with delivery trucks crowding the alleyway and that she would not like the issue to repeat on Sherman Avenue. The applicant clarified to Ms. Leonard that the
trucks arriving at the building would be no longer than 30’ and that it would be included in the tenant lease that trucks cannot block the alleyway entrance.

- Ms. Leonard asked if the public benefits were quantified on an annual basis, to which the applicant responded that the developer was committed to the public benefits and further discussion could take place to finalize the details.
- Mr. Zalmezak enquired as to how many residents would occupying the new development, to which the applicant responded that for the 287 housing units that were being offered there would approximately be 394 residents.
- Ms. Jones enquired about the usage of tandem spaces by the occupants of the multiple bedroom units, to which the applicant responded that it was the residents’ responsibility to use the tandem spaces alternatively if they have more than one vehicle. Ms. Jones also asked if the proposed restaurant would be using the first floor garage space for parking and if they would using valet service. The applicant responded that the lease to the restaurant would include the usage of valet parking and that the restaurant would collaborate with the City to arrange for parking in the nearby public parking lots.
- The applicant clarified to Mr. Mangum that the entry system for cars would be through key card.
- The applicant clarified to Ms. Leonard that they would discuss the proposed viaduct restoration with CTA and Metra to restore lights and freshly paint the viaducts. Ms. Leonard stated that the developer should consider a plan to commit to the restoration on an annual basis.
- Mr. Zalmezak added that the City was looking for funding sources to carry out the restoration of the bridge viaduct and that the developer could consider investing in that project.
- The applicant clarified to Mr. Nelson that the slab would be cast on grade and that there would not be a basement floor due to the high water content in the soil and the historical conditions that existed.

Mr. Zalmezak moved to recommend positive approval of the Planned Development to the Plan Commission with the given comments, seconded by Ms. Leonard.

The Committee unanimously voted 10-0, to approve the recommendation to the ZBA for 1450-1508 Sherman Avenue.

Adjournment:
Mr. Mangum moved to adjourn, seconded by Mr. Gerdes.

The committee voted unanimously 10-0, to adjourn.

The meeting adjourned at 4.00 pm.

The next DAPR meeting is scheduled for Wednesday, August 9, 2017 at 2:30 pm
in Room 2404 of the Lorraine H. Morton Civic Center.

Respectfully submitted,
Kalyani Agnihotri