PLANNED DEVELOPMENT, ZONING AMENDMENT & SPECIAL USE APPLICATIONS
601-611 DAVIS STREET/1604-1610 CHICAGO AVENUE

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INTRODUCTION

The Applicant, Davis Street Development Company 2015, LLC, is a Chicago-based real estate development firm specializing in transformative, mixed-use development projects. Vermilion is a leader in developments incorporating residential, office and retail uses, particularly in infill contexts with surrounding buildings and communities to consider.

The subject site, located at 601-611 Davis Street and 1604-1610 Chicago Avenue, is approximately 27,840 square feet with a commanding presence at the northwest corner of Davis Street and Chicago Avenue. The site is comprised of the University Building, a two-story Evanston historic landmark, as well as a vacant lot and a Chase Bank drive-thru location to the west. The site is surrounded by high rise and mid-rise mixed-use buildings incorporating commercial and multi-family residential uses above. The site is within walking distance to Northwestern University, as well as both CTA and Metra lines, making the Project a transit-oriented development. The Applicant has determined that the site is the ideal location for a Class A office tower. Class A office space in the City of Evanston remains scarce, especially contiguous space of over 10,000 square feet. A new, Class A office tower would create options for office tenants that either want to remain in Evanston or relocate to Evanston within a state-of-the-art office building.

PROPOSED DEVELOPMENT

The proposed Project is a 19-story (including the penthouse mechanical suite), 279,110 gross square foot, Class A office building with 4,510 square feet of retail space distributed across the ground floor of the new, modern structure. The Project preserves the two-story University Building. The proposed new development is located in a tower that sits on the western portion of the site. The Project is designed to seamlessly integrate into the surrounding context of downtown Evanston.

In addition to the preservation of the University Building, the Project delivers 4,510 leasable square feet of incremental ground floor retail space, contributing to a more dynamic and pedestrian friendly experience in the core of downtown Evanston.

The Project will deliver an adequate amount of off-street parking (40 spaces) for office tenants as noted by Newmark Knight Frank’s market study and by KLOA’s parking study.

The Project is estimated to create approximately $560,000 in incremental gross sales taxes and over $1,000,000 in incremental real estate taxes. The Project will also create 27-31 new jobs (FTE) and retain 28-34 jobs (FTE) within the repositioned University Building. Lastly, the Project will create approximately 450 construction jobs.

PARKING AND TRAFFIC

The Project delivers an adequate number of off-street parking spaces and mitigates negative impacts on on-street parking and traffic as a transit-oriented development (TOD). The Project’s proposed parking ratio of approximately 0.16 spaces per 1,000 gross square foot is sufficient for the office and retail uses due to its location within downtown Evanston and proximity to Metra and CTA public transportation nodes. Further, the Project supports the policy objectives underlying TOD, which include locating higher density projects close to transit and reducing reliance on automobiles. To that end, the Project plans to deliver 150 indoor bike stalls, which greatly exceeds the codes minimum requirements and will be the most provided by any office building in Evanston.
REQUESTED ZONING APPROVALS

The site is currently zoned D2 (the University Building) and D3 (the adjacent lot and the Chase drive-thru location). The proposed development requires approval of a Special Use for a Planned Development and substitution of a Special Use for the reconfigured Chase ATM drive-thru and driveway. Development allowances are required to permit FAR, parking ratio, and Davis Street and north interior side yard ziggurat setback relief.

The Project is in substantial compliance with the Comprehensive General Plan, Design Guidelines for Planned Development, Evanston Zoning Ordinance, and other pertinent city planning and development policies, as set forth in the enclosed application materials.
STATEMENT OF PUBLIC BENEFITS

Statement addressing how the planned development’s approval will further public benefits including:

a) Preservation and enhancement of desirable site characteristics, open space, topographic and geological features, and historic and natural resources —

The proposed project is an underutilized urban infill site with no desirable natural features or publicly accessible open space, topographic and geological features. Its single notable asset is the University Building, a two-story Prairie/Sullivanesque commercial building designed by noted architect George Maher. This Evanston landmark will be improved and preserved as part of the Project.

The existing site is flat and includes no natural landscape. The site includes limited tree cover and minimal shrubbery. Existing landscaping is largely focused on the streetscape areas fronting Chicago Avenue and Davis Street. A portion of the site (the western most parcel) is covered with pavement (currently used as a Chase Bank drive-thru). The middle parcel is an undeveloped area with exposed foundations (the site of a former building and a stalled development project). The eastern most parcel includes the University Building, an Evanston landmark that will be preserved and improved as part of the Project.

b) Use of design, landscape, and architectural features to create a pleasing environment —

The proposed project utilizes high quality architecture to complement downtown Evanston. The proposed Project also incorporates improved and enhanced landscape and streetscape areas fronting Chicago Avenue and Davis Street, including the construction of sidewalks, curbing, decorative brickwork, and landscaping consistent with downtown Evanston standards. The Project will be responsible for all costs associated with these improvements. These improvements will comply with City of Evanston requirements and complement the pedestrian and commercial experience found throughout downtown Evanston. In addition to the ground level experience, a portion of the Project’s rooftop areas will incorporate active and passive rooftop landscaping and amenities.

c) Eliminate blighted structures or incompatible uses through redevelopment or rehabilitation —

The proposed project incorporates several underdeveloped sites at the core of downtown Evanston. A portion of the site (the western most parcel) is covered with pavement and currently utilized as a drive-thru by Chase Bank. The site was previously utilized for stacked parking, a non-conforming use. In its existing state, the use is incompatible for a parcel in the core of downtown Evanston. The middle parcel is an undeveloped area with exposed foundations (the site of a former building and a stalled development project), which is also incompatible given its location downtown.

The eastern most parcel includes the University Building, an Evanston landmark that will be preserved and improved as part of the Project, including the addition of modern mechanical systems and elevator access to the second floor. Due to the condition of the building, the costs to preserve and reposition the University Building are extensive.
d) Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base —

The proposed development sits at the heart of downtown Evanston, where business and commercial uses are often complimented by residential or commercial uses above. With the exception of the University Building, the current uses do not adhere to the predominant mixed-use character of the downtown core. The Project intends to retain and preserve the 12,890 square foot University Building (18,890 square feet including the building’s existing basement), a historic structure that will be partially vacated and redeveloped with a combination of new tenants appropriate for this location, as well as the local favorites that currently occupy the building.

The balance of the site will incorporate 4,510 leasable square feet of incremental ground floor retail space. Once completed, the businesses within the University Building and the new ground floor retail will benefit and profit incrementally from the proximity of the tenants of the office building located directly above. The addition of 17,400 leasable square feet of newly completed/re-positioned commercial space (including the University Building), plus the addition of office tenants, will enhance the local economy and increase the tax base. In sum, the Project is estimated to create approximately $560,000 in incremental gross sales taxes and over $1,000,000 in incremental real estate taxes. The Project will also create 27-31 new jobs (FTE) and retain 28-34 jobs (FTE) within the repositioned University Building. Lastly, the Project will create approximately 450 construction jobs.

e) Efficiently use land resulting in more economic networks of utilities, streets, schools, public grounds, and other facilities; and —

Excluding the landmark University Building, the site is largely underdeveloped and not reflective of the highest-and-best use given its prime location in downtown Evanston. The University Building will be preserved and leased at market rents. Both Project components take advantage of the ideal location in downtown Evanston’s core. Many office tenants will likely utilize off-site parking spaces from the City of Evanston when adequate demand exists. In doing so, the proposed development will contribute revenue of the City of Evanston’s facilities.

The Project’s density in a prime downtown location, with excellent access to transportation, proximity to the CTA, Metra and bus stops, reduces the reliance on automobiles for tenants and patrons visiting the Project. This furthers the goal of encouraging transit-oriented development and enhances the Project’s contribution to a more economic network of utilities, streets, schools, public grounds, and other facilities.

f) Incorporate recognized sustainable design practices and building materials to promote energy conservation and improve environmental quality. —

The Project will achieve, at minimum, a LEED Silver certification level and engage a LEED consultant to ensure that all parties will maximize opportunities for sustainable design and energy efficiency.

The Project will incorporate a number of active and passive green roof areas. Office tenants will also have access to extensive bike facilities to encourage alternatives to reliance on automobiles. In addition, public bike parking facilities will be installed near the intersection of Davis Street and Chicago Avenue.

As noted above, the Project will make efficient use of existing resources and promote environmental friendly development methods by utilizing existing City of Evanston parking for a portion of the parking demand.
STATEMENT OF RELATIONSHIP TO COMPREHENSIVE GENERAL PLAN AND OTHER CITY LAND USE PLANS

The Project is in compliance with the “2000 Evanston Comprehensive General Plan,” adopted May 8th, 2000 (“Comprehensive Plan”) by the City Council. The development will add 254,990 square feet of office space, which will positively contribute to the economy of the downtown.

The guiding principal of the Plan is to encourage new development that improves the economy, convenience and attractiveness of Evanston. The Project is an infill development that will generate new property and sales taxes for the community while contributing significant public benefits, including the preservation of an Evanston landmark. The Project will strengthen the Evanston economy and tax base and create jobs.

...encouraging new development that improves the economy, convenience, and attractiveness of Evanston while simultaneously working to maintain a high quality of life within the community. (Comprehensive Plan, page 9)

As a goal, Evanston should retain and enhance its diversity of business, commercial, and industrial areas as desirable locations of economic activity. (Comprehensive Plan, page 44)

i. The Project is a new development that will preserve the University Building, an Evanston landmark, and develop two underutilized parcels into an attractive mixed-use office building with ground floor retail. In sum, the Project is estimated to create approximately $560,000 in incremental gross sales taxes and over $1,000,000 in incremental real estate taxes (per the 2017 tax year). The Project will also create 27-31 new jobs (FTE) and retain 28-34 jobs (FTE) within the repositioned University Building. Lastly, the Project will create approximately 450 construction jobs.

The Plan seeks projects that simultaneously contribute to a high quality of life within the community, integrating with existing neighborhoods to promote walking and the use of mass transit.

In order to proceed successfully into the twenty-first century, Evanston should recognize and capitalize on its relative assets, which include but are not limited to the presence of Northwestern University as an educated, diverse population. (Comprehensive Plan, page 6)

i. The proposed development is a mixed-use office building targeting a diverse tenant base, recognizing and celebrating Evanston’s unique mix of assets as a community.

ii. The Project will preserve the University Building, a local Evanston landmark.

...emphasizes a goal of maintaining an economically vital Downtown that is an attractive and convenient center of mixed activity...Efforts to attract new office users and residential development are important to further strengthen the area’s market. (Comprehensive Plan, page 52 & 53)

i. The Project will improve a current poor condition on the site, which will have a positive impact on the surrounding area and will attract new office users to the market.

The design of the proposed building with a location in the core of the downtown, adequate on-site parking and new commercial space along Davis Street, will enhance the pedestrian scale and commercial activity along Davis Street and Chicago Avenue.

The Project is a transit-oriented development (TOD) consistent with the Plan’s goal for Downtown Evanston to be an attractive, convenient and economically vital center of diverse activity:

Promote higher-density residential and mixed-use development in close proximity to transit nodes
(e.g., train stations) in order to support non-automobile dependent lifestyles. (Comprehensive Plan, page 108)

New developments should be integrated with existing neighborhoods to promote walking and the use of mass transit. (Comprehensive Plan, page 8)

New land development can take advantage of renewed interest in pedestrian and transit orientation. For example, slightly higher density residential and residential/commercial mixed-use buildings can be desirable additions along major corridors already very accessible to mass transit. (Comprehensive Plan, page 8)

Promote biking to enhance the character of the community, retail viability, and health of citizens. (Comprehensive Plan, page 109)

i. The Project is located in the core of downtown Evanston, within two to three blocks from the Davis Street CTA “L” stop and Metra stop. In addition, the Project is located on the 201 and 205 CTA bus routes. As such, the proposed development promotes the use of mass transit.

ii. Office space is appropriate for the Project site. The Project will provide ample bicycle parking and cycling amenities for commuters in addition to being within walking distance of several public transportation stops, designed to support non-automobile dependent lifestyles.

iii. The proposed development promotes walkability within the neighborhood. The Project is located within a five-minute walk (1,320-foot radius) from numerous retailers, restaurants and other amenities located in downtown Evanston. The Project is also located within a five-minute walk to the edge of the Northwestern University campus.

iv. The Project will provide room to store commuters’ bicycles in a well-lit and inviting bicycle storage room with a bike repair station, encouraging biking as a means of transportation. The number of bicycle parking spaces provided will meet the requirements of the City of Evanston code and LEED requirements.

The Plan also calls for developments that enhance the pedestrian character of the Central Business District including ground floor retail spaces when they are located on primary retail blocks. The building includes frontages on Davis Street and Chicago Avenue. The retail spaces and the preservation of the University Building, an Evanston landmark, are compatible with nearby buildings and the overall character of Davis Street and Chicago Avenue. The 17,400 square feet of newly developed and preserved commercial space within the Project will add to the economic vitality and street life of the area. The Project is consistent with the Plan’s call for developments that enhance the pedestrian character of the Central Business District and utilize high quality design:

Encourage new developments to complement existing street and sidewalk patterns. (Comprehensive Plan, page 25)

Emphasize the use of landscaping materials as a means of unifying and softening boundaries between public and private property. (Comprehensive Plan, page 102)

i. The Project enhances the streetscape, incorporating trees, shrubs, and seating areas in front of the property to soften the boundary between public and private property.

Colors should be harmonious within a project design as well as with respect to adjoining buildings or developments. (Comprehensive Plan, page 123)

i. The Project’s architect has selected a color scheme inspired from the surrounding context of the neighborhood. The Project will blend seamlessly with the Evanston streetscape.
The height and mass of each building should be compatible with its particular site. The building site should be planned to accomplish a desirable transition between street, site, and building using setbacks and yards that take into consideration adjacent buildings and pedestrian zones. (Comprehensive Plan, page 123)

i. The Project’s building massing is consistent with its surrounding context and relates to adjacent residential and office buildings to the north, east and west. Specifically, the setback provided on the north property line locates the tower away from Park Evanston. By keeping the University Building, a view corridor is also preserved to the southeast for the Park Evanston.

ii. The façade of the parking podium is sympathetic to the scale, rhythm, proportion, color and tone of the University Building.

Sensitivity to environmental concerns should be reflected in building design, site planning, and landscaping. (Comprehensive Plan, page 143)

i. The Project will achieve a minimum LEED Silver certification level. The Project will address the City of Evanston’s environmental goals by actively promoting sustainable design, sustainable materials, and sustainable construction methods. Sustainability will be integrated into the design and building process beginning in the early, schematic stages of the development and will continue into the operations of the building.

The Project also complies with the Downtown Evanston Plan. The Project is consistent with many principles of the Plan, including controlling urban sprawl by maximizing the use of existing infrastructure, reducing dependence on cars by creating walkable, bike-able, transit-served environments; mixing residential, retail and office uses (with residential buildings in the immediate vicinity of the project); and creating and maintaining a high quality of life in Evanston.

The proposed development is consistent with six out of seven Objectives of the Downtown Plan (the seventh is not applicable).

Objective 1: Optimize Economic Development

Maintain and enhance the commercial vibrancy of downtown with additional shops, restaurants and entertainment activities that will reinforce its ‘single trip, multiple activity’ opportunities.

The development and preservation of 17,400 square feet of commercial space contributes to the commercial vibrancy of downtown, adding new retailers, restaurants and other amenities.

Objective 2: Protect and Rehabilitate Character-giving Buildings, Structures and Sites

The Project preserves the University Building, an Evanston landmark. The adjacent building complements the landmark, while creating modern upgrades (elevator service and mechanical systems) that will benefit both structures.

Objective 3: Improve the Quality of Physical Environment

The Project is consistent with the Plan’s strategies by drawing on downtown Evanston’s existing architecture, which includes varied building heights and roof forms. The Project also contributes to the downtown by creating and enhancing a shopping street wall where one does not currently exist (Davis Street). The Project fills in a "missing tooth", while delivering an appropriate building massing, height, and design for the core location.

Objective 4: Promote Sustainable “Green” Buildings
The proposed building will be certified by the U.S. Green Building Council, which is consistent with City objectives. The Project will achieve silver certification or higher.

Objective 5: Maintain a Strong Multi-Modal Transportation System

*Encourage more residents and visitor to use transit to and from downtown, including possibly changing parking ratios for new development near the train stations.*

*Implement the city’s new bike plan, accommodate bicycle travel, and increase bicycle parking opportunities.*

The Project is located in the core of downtown Evanston. The Project is located to the east of the CTA and Metra rail lines, approximately two to three blocks from the Davis Street “L” stop and the Davis Street Metra stop. In addition, the Project is located on the 201 and 205 CTA bus routes. As such, the proposed development promotes the use of mass transit.

The Project will provide ample bicycle parking and cycling amenities, designed to support non-automobile dependent lifestyles.

The proposed development also promotes walkability within the neighborhood. The Project is located within a five-minute walk (1,320-foot radius) from numerous retailers, restaurants and other amenities located in downtown Evanston and from the edge of the Northwestern University campus.

Objective 6: Provide Enhanced Arts and Cultural Opportunities

The proposed Project utilizes high quality architecture, creating a contemporary tower that fits into the surrounding context to complement downtown Evanston. The proposed Project also incorporates improved and enhanced landscape and streetscape areas fronting Chicago Avenue and Davis Street, including the construction of sidewalks, curbing, decorative brickwork, and landscaping. The Project will be responsible for all costs associated with these improvements. These improvements will comply with City of Evanston requirements and complement the pedestrian and commercial experience found throughout downtown Evanston.

The Project is also consistent with the design guidelines for Planned Developments. The Project will complement surrounding properties, while adding to Evanston’s unique identity. The building mass and scale is similar to that of the surrounding context to the north and west, while the preservation of the University Building contributes to the character and history of downtown Evanston.

The design aesthetic and proposed building materials are appropriate given the surrounding context. The loading area and garbage dumpster area are enclosed within the building with access via the alley on the western boundary of the site.

The Davis Street and Chicago Avenue frontages will be enhanced with a new streetscape including landscaped seating areas with benches.
STATEMENT OF COMPLIANCE WITH ZONING ORDINANCE AND OTHER PERTINENT CITY POLICIES

The Project in substantial compliance with The Zoning Ordinance of Evanston, also known as Title 6 of the Evanston City Code.

Please refer to the Statement of Relationship to Comprehensive General Plan and Other City Land-Use Plans and the Statement of Development Allowances for Planned Developments.
STATEMENT OF SITE CONTROLS AND STANDARDS FOR PLANNED DEVELOPMENTS

a) Minimum area

The proposed 279,110 gross square foot building is permitted, subject to approval of the requested development allowance by a two-thirds vote of the City Council.

b) Tree preservation

There are no trees that can be preserved on the site. The existing street trees in the right-of-way will be either protected or replaced as part of the project.

c) Landscaped strip

The Project will provide a landscaped strip within the streetscape along the front yard and side yard (eastern) setback of the building. The streetscape will comply with the Downtown Streetscape design guidelines.

d) Open space

The site currently has no open space. The Project will enhance the streetscape along both Davis Street and Chicago Avenue and provide outdoor seating areas that will be well-landscaped and shaded.

e) Walkways

The Project will repair the existing sidewalks on Davis Street and Chicago Avenue. By completing the “missing tooth” and activating new retail space along Davis Street, it will create a more pleasant pedestrian experience.

f) Parking and loading

The configuration, location, construction, and operation of parking, loading and service areas within the Project have been designed to mitigate adverse impacts on residential, commercial and retail uses within and adjoining the development. Parking is located within the Project, but concealed from the pedestrian view. The parking spaces can be accessed from the west alley of the site. Retail patrons will be encouraged to utilize meter parking or nearby City-owned garages. The loading berth for the Project is also located on the west alley, directing traffic away from the adjacent residential buildings.

g) Utilities

The proposed development will provide underground installation of utilities. The mechanical/utility room will be located so that it is accessed via the west alley, where it can be easily connected to existing utility lines and accessed for maintenance.

h) Stormwater Treatment

Provisions will be made for acceptable design and construction of storm water facilities including grading, gutter, piping, treatment of turf, and maintenance of facilities.
STATEMENT OF COMPATIBILITY TO SURROUNDING RESIDENTIAL AND NON-RESIDENTIAL NEIGHBORHOODS

The Project is compatible with the surrounding neighborhood in terms of architecture design, height, and uses.

The Project is designed in accordance with the “Design Guidelines for Planned Developments.” In addition, the Project is designed utilizing high-quality materials consistent with City of Evanston standards. The façade colors are drawn from surrounding buildings, including the University Building, which will be preserved as a part of the Project. The materials and the preservation of an Evanston landmark properly reflect and preserve the history of Evanston. The office tower is designed to respond to the views of the lake, lakefront parks and residential neighborhoods to the south east of the site.

The Project is designed be consistent with residential and office properties to the immediate north and west. The project will be similar in scale and massing to the immediately adjacent office and residential buildings. The facades are articulated into smaller elements so as not to present a massive appearance from neighboring buildings or neighborhoods. The street façade line of both Chicago Avenue and Davis Streets are maintained, and the building steps back substantially from both streets to maintain the relative scale of both streets in terms of existing context.

The Project’s proposed use is a mixed-use office & retail building incorporating 254,990 square feet of gross office space (192,570 square feet of rentable office space) and 4,510 square feet of retail space. The University Building will be preserved and leased to a combination of new tenants that are consistent with the neighborhood and appropriate for this important site, as well as the local favorites that currently occupy the building. The project will attract new office tenants to Evanston as well as provide options for existing office tenants that wish to relocate to a Class A office space.
STATEMENT OF COMPATIBILITY WITH DESIGN GUIDELINES FOR PLANNED DEVELOPMENTS

The Project complies with the “Design Guidelines for Planned Developments” (Design Guidelines), adopted 2006. The Project is designed in accordance with the Design Guidelines and contributes to the City of Evanston’s design excellence in a variety of architectural expressions. The Project will deliver a high-quality design that will complement the Evanston skyline.

The proposed development is a 19 story (including the penthouse mechanical suite), 279,110 gross square foot building with street level retail on both Davis Street and Chicago Avenue, and additional commercial space on the 2nd floor of the existing, and restored, University Building. The street frontage will be designed to relate to the existing, vibrant, retail character that exists on the south side of Davis, and to the east along Davis as well. The building’s massing will step back on both facades, to provide a podium which is substantially in alignment with the existing buildings across the street on Davis. The development’s parking will be provided within a fully enclosed, structured parking ramp that is accessed from the public alley to the west. Building tenants will have access to a landscaped roof terrace with amenities on top of the parking garage. The entry to the building is featured within a plaza and will include a bike specific entry with direct access to the bike room. The overall scale of the development is similar to a number of existing buildings in the downtown, including the adjacent Park Evanston, Chase Bank, Emerson Plaza and the One Rotary Center Building.

The mass of the building should respect surrounding buildings. This may be accomplished by 1) breaking up the building’s mass to read in different planes, 2) pulling apart portions of the building’s mass and introducing negative space, and 3) dividing larger portions of the building’s mass into smaller portions. (Design Guidelines, page 9)

i. The Project complements the scale of the surrounding buildings. The adjacent building to the west is taller, while the height of proximate buildings is roughly consistent. The design of the overall project is broken into 4 major components, and each component is further articulated into smaller, human scaled elements. There is a one story, street scaled transparent retail storefront, a building podium that conceals the parking, an office tower, and the historic University Building. The design of the new portion of the building will provide a datum that relates to the architecture of the existing and adjacent University building.

The building’s scale and context should: 1) be appropriate to the site...and 2) complement surrounding building. (Design Guidelines, page 9)

i. The Project’s design relates to other surrounding buildings’ architectural features. The project has a base or podium element along Davis Street that is substantially in scale with the height and massing of the existing buildings on the south side of Davis, and along Davis up to Sherman Avenue. The materials and detailing of the street façade will articulate a pedestrian scale and character, and provide a transparent commercial storefront along this vital retail stretch of Davis.

a) Materials should be appropriate to the architectural style of the building. b) Materials should be of a durable quality that requires minimal maintenance. (Design Guidelines, page 9)

i. The building materials will be of a durable quality that withstands time and requires minimal maintenance.
a) Roof shape should be compatible with the desired architectural style of the building. b) Roof materials should be selected based upon their appearance and durability, especially when such materials would be visible from the public way and/or an adjacent building. c) The roofline of the building should enhance the skyline of the area. d) Views of the roof from the public way and from adjacent taller buildings should be considered, and mechanical equipment should be screened per the guidelines in section III(A)(8) below. (Design Guidelines, page 13)

i. The Project will have a flat roof, consistent with the building’s modern aesthetic. A unique architectural roof feature will be visible from the ground level.

ii. The roofline of the building will be well-detailed.

iii. All mechanical equipment will be properly screened and set back so as not to be visible from the street.

Loading docks and refuse collection areas: 1) Must comply with the City’s zoning ordinance requirements. 2) Should be screened to limit visibility from the public way. (Design Guidelines, page 15)

i. The Project’s loading berth is accessed off of the alley to the west of the site. The loading area will be internal to the Project, and therefore not visible. The parking will not be seen from the public way, as it will be integrated into the building and concealed by an attractive facade.

Meters and mechanical equipment for utilities should not be placed on the front of a building or in its front yard. Such equipment should be placed inside the building, on the roof, or at the rear of the building. (Design Guidelines, page 15)

i. Mechanical equipment is placed on the roof of the building within screened enclosures or interior or cellar spaces. No mechanical equipment will be located in the front of the building.

Pedestrian-Oriented Storefronts. The primary entrance should be oriented to the street. (Design Guidelines, page 19)

Clear glass windows should be provided at the pedestrian level to allow for visibility into the ground floor use...and for visibility outside of the use. New and renovated storefronts should relate to the building’s architectural style and materials and complement other existing storefronts. Landscaping should be provided. (Design Guidelines, page 19)

i. The primary entrance to the retail is oriented to both Davis Street and Chicago Avenue. In addition, the ground-level façade will incorporate clear glass storefront windows to enhance visibility. The aesthetic will be modern to match the tower above and the University Building will be preserved in a manner consistent with its historical aesthetic.

The City encourages green and LEED (Leadership in Energy and Environmental Design) certified rehabilitation and new construction projects. (Design Guidelines, page 23)

i. Landscaping will be provided to enhance the streetscape. Building amenities will also incorporate active and passive green roofs, which will incorporate landscaping and outdoor amenities for building tenants. The Project will achieve, at minimum, a LEED Silver certification level, and sustainability will be integrated into the design and building process beginning in the early, schematic stages of the development and will continue into the operations of the building.
The location of a building on a site should consider impacts to surrounding properties...Where tall buildings exist across the street from a site, reducing the proposed building’s mass and providing landscaping are encouraged to prevent a ‘canyonization’ feel at the pedestrian level. (Design Guidelines, page 29)

i. The Project considers adjacent buildings and has a mass that consistent with the surrounding context. The podium of the building is scaled to be in substantial alignment with the buildings on the south side of Davis Street, and the tower is set back from both street frontages and the property line to the north.
The Project will continue Evanston’s landscaping and streetscape standards for Downtown Evanston along both street frontages. This landscape and seating area will be maintained by the building owner/operator. The Project will include landscaped open space and recreational facilities for the building tenants on the amenity level above the parking podium. The green space on the parking roof will be cared for and maintained by the building owner/operator.
STATEMENT ADDRESSING THE GENERAL CONDITIONS FOR PD'S IN THE DOWNTOWN DISTRICTS

a) Land use and land use intensity

The Project and its office and retail uses are compatible with the surrounding buildings and contextual with regard to height, bulk and scale. The Project complies with the “Design Guidelines for Planned Developments” (Design Guidelines, adopted 2006) and contributes to the City of Evanston’s design excellence in a variety of architectural expressions. The Project will deliver a high-quality design that will complement the Evanston skyline.

b) Preservation; housing

The Project preserves the University Building, an Evanston landmark. The Project also delivers 192,570 of leasable office space that will act as a catalyst for job growth in the downtown Evanston market, thereby improving the downtown housing market.

c) Environmental; urban design; essential character of the downtown district, the surrounding residential neighborhood and abutting residential lots; and neighborhood planning

The Project complies with the Downtown Evanston Plan and is consistent with many principles of the Plan, including controlling urban sprawl by maximizing the use of existing infrastructure, reducing dependence on cars by creating walkable, bikeable, transit-served environments; mixing residential, retail and office uses (all included within the proposed Project and the preserved University Building); and creating and maintaining a high quality of life in Evanston.

The proposed development is consistent with six out of seven Objectives of the Downtown Plan (the seventh is not applicable).

The Project will achieve, at minimum, a LEED Silver certification level. The Project will engage a LEED consultant to ensure that all parties will maximize opportunities for sustainable design and energy efficiency.

The Project will incorporate a number of active and passive green roof areas, including amenity areas for office tenants. Tenants will also have access to bike facilities to encourage alternatives and reliance to automobiles. In addition, public bike parking facilities will be installed near the intersection of Davis Street and Chicago Avenue.

d) Traffic impact and parking, impact on schools, public services and facilities

The configuration, location, construction, and operation of parking, loading and service areas within the Project have been designed to mitigate adverse impacts on residential and retail uses adjoining the development. Parking is located within the Project, but concealed from the pedestrian view and designed to conceal the parking use behind an attractive facade. The parking spaces will be accessed from the alley on the west side of the site.

Retail patrons will be encouraged to utilize public transportation, meter parking or nearby city garages.

The loading berth for the Project is also accessed from the west alley, directing traffic away from the adjacent residential buildings. Overall, the project minimizes curb cuts and reduces pedestrian/vehicular conflicts, especially along Davis St.

Excluding the landmark University Building, the site is largely underdeveloped and not reflective of the highest-and-best use given its prime location in downtown Evanston. The Project will maximize
the highest-and-best use for the western portion of the site, incorporating the existing Chase Bank drive-thru and the vacant lot. The University Building will be preserved and leased to market users for this key location, as well as the local favorites that currently occupy the building. Both Project components take advantage of the ideal location in downtown Evanston’s core.

The Project’s density in a prime downtown location, with excellent access to transportation, proximity to the CTA, Metra and bus stops, reduces the reliance on automobiles for patrons visiting the Project and tenants. This enhances the Project’s contribution to a more economic network of utilities, streets, schools, public grounds, and other facilities.

e) Conservation of the taxable value of land and buildings throughout the City, and retention of taxable land on tax rolls

The Project will maintain its parcels on the tax rolls. The Project will incorporate 4,510 leasable square feet of incremental ground floor retail space. Once completed, the businesses within the University Building and the new ground floor retail will benefit and profit incrementally from the proximity of the daytime tenants located in the office building directly above. The addition of 17,400 leasable square feet of newly completed/re-positioned retail/commercial space (including the University Building), plus the addition of new, Class A office tenants, will enhance the local economy and increase the tax base. In sum, the Project is estimated to create approximately $560,000 in incremental gross sales taxes and over $1,000,000 in incremental real estate taxes (per the 2017 tax year). The Project will also create 27-31 new jobs (FTE) and retain 28-34 jobs (FTE) within the repositioned University Building. Lastly, the Project will create approximately 450 construction jobs.
STATEMENT OF DEVELOPMENT ALLOWANCES FOR PLANNED DEVELOPMENTS

a) The maximum permitted FAR in the D3 District is 4.50 with a maximum site development allowance of 8.0. The Project Team understands that a FAR above 8.0 requires the approval of two-thirds of the City Council.

b) Parking: The proposed development would require 2 parking spaces per 1,000 square feet of office space and 1 retail parking spaces per 350 square feet of retail space under the Evanston Zoning Ordinance. The Applicant is proposing to provide 40 parking spaces, or 0.16 parking spaces per 1,000 gross square feet, on-site. Tenants can also utilize the City of Evanston Church Street Garage (less than 725 feet from the subject property) on an as-needed basis.

c) Ziggurat setbacks: The front (east) and rear (west) yard setbacks are in conformance with the requirements of the zoning ordinance, and the tower includes a setback of 61 feet from the front (east) property line behind the University Building.

The other two yards (the Davis Street frontage and interior side yard along at the north property line) require a 25 foot setback above 42 feet in height. The ziggurat setback on Davis Street is 20 feet starting above the parking levels at 42 feet above grade. The north property setback is 10 feet, starting at 42 foot above grade. The north setback is adjacent to a parking structure for the residential apartment tower to the north and would not impose hardship on the adjacent property.
Please circle the primary means of contact.

```
Please see enclosed Project Narrative (Section 1).
```

```
Name: Dave Cocagne
Organization: Davis Street Development Company 2015, LLC
Address: 121 W. Wacker Drive, Suite 400
City, State, Zip: Chicago, IL 60601
Phone: Work: 312 239 3534
Home: Cell/Other: 217 304 2836
Fax: Work: Home: 
E-mail: dave.cocagne@vermiliondevelopment.com
```

```
What is the relationship of the applicant to the property owner?

<table>
<thead>
<tr>
<th></th>
<th>same</th>
<th>builder/contractor</th>
<th>potential purchaser</th>
<th>potential lessee</th>
<th>potential lessee</th>
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</tbody>
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```
3. SIGNATURE

“I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge.”

Applicant Signature – REQUIRED

Date
```
4. PRE-SUBMISSION REQUIREMENTS

Prior to actually submitting an application for Planned Development, you must:

A. Complete a Zoning Analysis of the Development Plan
   The Zoning Office staff must review the development plan and publish a written determination of
   the plan’s level of compliance with the zoning district regulations. Apply at the Zoning Office.

B. Present the planned development at a pre-application conference
   Contact the Zoning Office to schedule a conference with the Site Plan and Appearance Review
   Committee, the alderman of the ward and the chairman of the Plan Commission.

5. REQUIRED SUBMISSION DOCUMENTS AND MATERIALS

   (This) Completed Application Form
   Application Fee, including postage for required mailing
   Two (2) Copies of Application Binder

Your application must be in the form of a binder with removable pages for copying.
You must submit two application binders for initial review.
The Application Binder must include:

   - Certificate of Disclosure of Ownership Interest Form
   - Plan drawing illustrating development boundary and individual parcels and PINs
   - Plat of Survey of Entire Development Site
   - Zoning Analysis Results Sheet
   - Preliminary Plat of Subdivision.
   - Pre-application Conference Materials.
   - Development Plan
   - Landscape Plan
   - Statement addressing how the planned developments approval will further public benefits
   - Statement describing the relationship with the Comprehensive Plan and other City land use plans
   - Statement describing the development’s compliance with any other pertinent city planning and development policies.
   - Statement addressing the site controls and standards for planned developments
   - Statement of proposed developments compatibility with the surrounding neighborhood
   - Statement of the propose developments compatibility with the design guidelines for planned developments
   - Statements describing provisions for care and maintenance of open space and recreational facilities and proposed
     articles of incorporation and bylaws.

Restrictive Covenants
Schedule of Development
Market Feasibility Statement
Traffic Circulation Impact Study
Statement addressing development allowances for planned developments

Notes:

- Plats of survey must be drawn to scale and must accurately and completely reflect the current conditions of the
  property.
- Building plans must be drawn to scale and must include interior floor plans and exterior elevations.
- Application Fees may be paid by cash, check, or credit card.
### 6. OTHER PROFESSIONAL REPRESENTATIVE INFORMATION

#### Attorney

Name: ___________ Katie Jahnke Dale  
Organization: ___________ DLA Piper, LLP  
Address: ___________ 203 N. Lasalle Street, Suite 1900  
City, State, Zip: ___________ Chicago, Illinois 60601  
Phone: ________ 312 368 2153  
Fax: ________  
Email: ___________ katie.dale@dlapiper.com  

#### Architect

Name: ___________ Mark Frisch  
Organization: ___________ Solomon Cordwell Buenz  
Address: ___________ 625 N. Michigan Avenue, Suite 800  
City, State, Zip: ___________ Chicago, IL 60611  
Phone: ________ 312 896 1124  
Fax: ________  
Email: ___________ mark.frisch@scb.com  

#### Surveyor

Name: ___________ Ray Hansen  
Address: ___________ 840 Custer Avenue  
City, State, Zip: ___________ Evanston, Illinois 60202  
Phone: ________ 847 864 3324  
Fax: ________  
Email: ___________ surveyor@bhsuhr.com  

#### Civil Engineer

Name: ___________ Michael Renner  
Organization: ___________ Eriksson Engineering Associates, LTD.  
Address: ___________ 601 W. Randolph Street, Suite 500  
City, State, Zip: ___________ Chicago, Illinois 60661  
Phone: ________ 847 223 4804  
Fax: ________  
Email: ___________ mrenner@eea-ltd.com  

#### Traffic Engineer

Name: ___________ Luay Aboona  
Organization: ___________ KLOA, Inc.  
Address: ___________ 9575 W. Higgins Road, Suite 400  
City, State, Zip: ___________ Rosemont, Illinois 60018  
Phone: ________ 847 518 9990  
Fax: ________  
Email: ___________ laboona@kloainc.com  

#### Other Consultant

Name: ___________  
Organization: ___________  
Address: ___________  
City, State, Zip: ___________  
Phone: ________  
Fax: ________  
Email: ___________
"I understand that the regulations governing the use of my property may change as a result of this petition. By signing below, I give my permission for the named petitioner on page 1 of this form to act as my agent in matters concerning this petition. I understand that 1) the named petitioner will be the City of Evanston’s primary contact during the processing of this petition, 2) I may not be contacted directly by City of Evanston staff with information regarding the petition while it is being processed, 3) I may inquire the status of this petition and other information by contacting the Zoning Office, and 4) the property owners listed below may change the named petitioner at any time by delivering to the Zoning Office a written statement signed by all property owners and identifying a substitute petitioner."

<table>
<thead>
<tr>
<th>NAME and CONTACT INFORMATION (telephone or e-mail)</th>
<th>ADDRESS (es) or PIN(s)</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wayne Hummer Trust u/t/a</td>
<td>11-18-306-021-0000</td>
<td></td>
</tr>
<tr>
<td>Martha Koch</td>
<td>11-18-306-026-0000</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:martha@remarkinc.net">martha@remarkinc.net</a></td>
<td>11-18-306-030-0000</td>
<td>See enclosed authorization.</td>
</tr>
<tr>
<td>J.P. Morgan Chase Bank, NA</td>
<td>11-18-306-022-0000</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:greg.coleman@chase.com">greg.coleman@chase.com</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Copy this form if necessary for a complete listing.
Submittal Requirements

1) Planned Development Application Form.

2) Certificate of Disclosure of Ownership Interest Form listing each individual lot contained within the proposed development identified by parcel identification number and each owner having legal or equitable interest in each individual parcel. Connection to the ownership interest in the property must be documented in the form of a title insurance policy, deed, lease or contract to lease or purchase.

3) Exhibit illustrating the boundaries of each individual parcel contained within the property(ies) proposed for development with coincide parcel identification numbers.

4) Plat of Survey, drawn to scale, showing dimensions and areas of the parcel(s), lot(s), block(s), or portions thereof, according to the recorded plat of the subject property(ies).

5) Preliminary Plat of Subdivision, if necessary, showing the development consists of, and is coterminous with, a single lot legally described in a recorded plat of subdivision or proposed subdivision or consolidation.

6) Pre-application Conference Materials:
   a) Conceptual site plan, showing parking and bicycle facilities where appropriate;
   b) Plat of survey showing location of utilities;
   c) Elevations;
   d) Photographs of the subject and surrounding properties;
   e) Description of adjacent land uses and neighborhood characteristics; and
   f) Description of critical historical structures, details or characteristics.

7) Zoning Analysis Results Sheet, if available.

8) Development Plan showing:
   a) Location, dimensions and total area of site;
   b) Location, dimensions, floor area, construction type and use of each structure;
   c) Number, type and size of dwelling units, and the overall dwelling unit density;
   d) Number and location of parking spaces and loading docks, with means of ingress and egress;
   e) Traffic circulation pattern, location and description of public improvements, streets and access easements to be installed or created;
f) All existing and proposed dedications and easements;
g) Drainage plan;
h) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
i) Significant topographical or physical features, including trees;
j) Soil or subsurface conditions; and
k) Historical structures or features.

9) Landscape Plan, including:
   a) Location, dimensions and total area of site;
   b) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
   c) Landscaping location and treatment, plant material types, size and quantity, open spaces, and exterior surfaces of all structures with sketches of proposed landscaping;
   d) Topographic and physical site features including soils and existing trees and vegetation;
   e) Location, type and size of trees to be removed, and preservation plan for existing trees to remain through construction; and
   f) Location, type, height and material of all fences and walls.

10) Statement addressing how the planned development’s approval will further public benefits including:
   a) Preservation and enhancement of desirable site characteristics, open space, topographic and geologic features, and historic and natural resources;
   b) Use of design, landscape, and architectural features to create a pleasing environment;
   c) Provide a variety of housing types in accordance with the City's housing goals;
   d) Eliminate blighted structures or incompatible uses through redevelopment or rehabilitation;
   e) Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base;
   f) Efficiently use land resulting in more economic networks of utilities, streets, schools, public grounds, and other facilities; and
   g) Incorporate recognized sustainable design practices and building materials to promote energy conservation and improve environmental quality.

11) Statement describing the relationship between the proposed development and the Comprehensive General Plan and other City land use plans.

12) Statement describing the developments compliance with the Zoning Ordinance and any other pertinent city planning and development policies.

13) Statement addressing the site controls and standards for planned developments in the subject property’s zoning district regarding the following:
   a) Minimum area
   b) Tree preservation
   c) Landscaped strip
   d) Open space
   e) Walkways
   f) Parking and loading
   g) Utilities
   h) Stormwater treatment

14) Statement of proposed developments compatibility with the surrounding neighborhood.

15) Statement of proposed developments compatibility with the design guidelines for planned developments.

16) Statement describing provisions for care and maintenance of open space and recreational facilities and, if owned by an entity other than a government authority, proposed articles of incorporation and bylaws.

17) Restrictive Covenants to be recorded against proposed development.

18) Schedule of Development phases or stages stating beginning and completion time for each phase.

19) Market Feasibility Statement indicating the consumer market areas for all proposed uses in the development, the population potential of the area to be served by the proposed uses and other pertinent information concerning the demand for such uses of land.

20) Traffic Circulation Impact Study showing the effect of the development upon adjacent roadways, anticipated vehicular trips and traffic flow, and what road improvements and traffic control upgrading might be necessary.
21) Statement addressing the development allowances for planned developments in the subject property’s zoning district regarding the following:
   a) Height increases
   b) Density increases
   c) The location and placement of buildings varying from that otherwise permitted in the district
   d) Floor area ratio increases

Standing

The applicant must own, lease, or have legal or equitable interest in the subject property. The Zoning Division requires the applicant to demonstrate his or her connection to the ownership interest in the property. Documentation can be in the form
Application Procedure

(A) Pre-Application Conference: Prior to application submittal, an applicant shall meet with the Zoning Administrator, the Plan Commission chair and the Alderman of the ward in which the proposed planned development is located, and the Site Plan and Appearance Review Committee (SPAARC). Where applicable, a representative of the Preservation Commission shall be present. The purpose of the conference is to present the concept of the proposed plan and discuss procedures and standards for approval. No representation made by the Zoning Administrator, SPAARC member or the representative of the Preservation Commission or Plan Commission during such conference or at any other time shall be binding upon the City with respect to the application subsequently submitted. The pre-application conference with SPAARC shall be scheduled within 15 calendar days after receiving the applicant's request.

(B) Information Needed for Pre-Application Conference: The applicant shall include the following information at the time of request for the meeting:

1. Narrative summary of proposal.
2. Conceptual site plan.
3. Plat of survey (including the location of utilities).
4. Proposed elevations.
5. Photographs of the subject and surrounding properties
6. Description of adjacent land uses and neighborhood characteristics.
7. Description of critical historical structures, details or characteristics (if applicable).

(C) Zoning Analysis Application: Prior to review of the project, the applicant must submit the project for "zoning analysis." The Zoning Division's response to this application is a Zoning Analysis Review Sheet addressing specific regulatory areas, and indicating compliance or deficiency.

(D) Results of Pre-Application Conference and Zoning Analysis: Following the pre-application conference, the Zoning Administrator and SPAARC shall be available to suggest modifications to the site plan as discussed during the pre-application conference. Within 7 calendar days, minutes of the pre-application conference shall be sent to the applicant and Plan Commission and shall be available upon request to interested parties by the Zoning Administrator.

Review Procedure - Decision

(A) Review Procedure: Upon the review of an application for a planned development the Zoning Administrator shall notify the developer of any deficiencies or modifications necessary to perfect the planned development application.

(B) Public Hearing: After determining that the application is complete, the Zoning Administrator shall schedule a public hearing to be held by the Plan Commission at which time a formal presentation of the planned development application will be presented. The public hearing shall be held not less than 15 calendar days and no more than 30 calendar days from the date of receipt of the complete application. In addition, a sign shall be posted on the property for a minimum of 10 working days prior to the public hearing indicating the place, time and date of the hearing.

(C) Mailed Notices Required: Notice shall also be given by first class mail to all owners of property within a 1,000-foot radius of the subject property as provided by the applicant. The failure of delivery of such notice, however, shall not invalidate any such hearing. The City, through its Geographic Information System, can supply the names and addresses of the owners of property within the 1,000-foot radius. The applicant is responsible for the accuracy of the list provided to the City. The City mails notice of the hearing to the neighboring property owners and publishes a notice of the hearing in a locally circulating newspaper, generally the Evanston Review, no less than 15 days nor more than 30 days prior to hearing.

(D) Recommendation: The Plan Commission holds a public hearing and makes a recommendation, based on findings of fact, to the City Council within 60 days of the close of the public hearing. The Planning and Development Committee of the City Council considers the Plan Commission's recommendation and forwards it to the full Council with or without a recommendation. The City Council considers the Plan Commission's recommendation and may introduce an ordinance granting the planned development. The City Council may adopt an ordinance granting the planned development at the following or any subsequent City Council meeting. The developer shall record the ordinance granting the planned development and the development plan with the Cook County Recorder.

Standing

The applicant must own, lease, or have legal or equitable interest in the subject property. The Zoning Division requires the applicant to demonstrate his or her connection to the ownership interest in the property. Documentation can be in the form of a title insurance policy or a deed, and a lease or contract to lease or purchase.
The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. Address or location of property for which zoning relief is sought, if applicable: 601-611 Davis Street, 1604-1610 Chicago Avenue Zip: 60201

2. Name of applicant for zoning relief: Davis Street Development Company 2015, LLC

3. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made: Does not apply.

4. If a person or organization owns or controls the proposed land user, name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number _____ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.)

5. Name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number ______ above, or indicated below.

Wayne Hummer Trust u/t/a J.P. Morgan Chase, NA
ATTN: Martha Koch ATTN: Greg Coleman
P.O. Box 190, Lake Forest, Illinois 60045 24085 El Toro Road, Floor 2, Laguna Hills, California 92653
martha@remarkinc.net greg.coleman@chase.com

6. Name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number 5 above, or indicated below.
7. Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.
   a. Names and addresses of all officers and directors.

   ![N/A]

   ![N/A]

   ![N/A]

   ![N/A]

   ![N/A]

   ![N/A]

   b. Names, addresses, and percentage of interest of all shareholders, if there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation, if there are more than 33 shareholders.

   ![N/A]

   ![N/A]

   ![N/A]

   ![N/A]

   ![N/A]

   ![N/A]

8. Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

Dave Cocagne
121 W. Wacker Drive Suite 400
Chicago, IL 60601
dave.cocagne@vermiliondevelopment.com

100% ownership interest in applicant.

I certify that all of the above statements and all statements, information and exhibits that I am submitting in conjunction with this application for relief from the requirements of the Zoning Ordinance or for an appeal from the Zoning Administrator’s decision are true to the best of my knowledge.

Applicant’s signature                        Date

Applicant’s signature                        Date

Applicant’s signature                        Date
1. PROPERTY

Address 601-611 Davis Street, 1604-1610 Chicago Avenue, Evanston


(Note: An accurate plat of survey for all properties that are subject to this application must be submitted with the application.

2. APPLICANT

Name: Dave Cocagne
Organization: Davis Street Development Company, LLC
Address: 121 W. Wacker Drive, Suite 400
City, State, Zip: Chicago, IL 60601
Phone: Work: 312 239 3534 Home: Cell/Other: 217 304 2836
Fax: Work: Home: 
E-mail: dave.cocagne@vermiliondevelopment.com

What is the relationship of the applicant to the property owner?

☐ same ☐ builder/contractor ☒ potential purchaser ☐ potential lessee
☐ architect ☐ attorney ☐ lessee ☐ real estate agent
☐ officer of board of directors ☐ other: ______________________________

3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: Wayne Hummer Trust u/t/a J.P. Morgan Chase, NA
Address: ATTN: Martha Koch ATTN: Greg Coleman
City, State, Zip: P.O. Box 190, Lake Forest, IL 60045 24085 El Toro Road, Floor 2, Laguna Hills, CA 92653
Phone: Work: Home: Cell/Other: 
Fax: Work: Home: 
E-mail: martha@remarkinc.net greg.coleman@chase.com

“By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing.”

See enclosed authorizations.

Property Owner(s) Signature(s) -- REQUIRED Date

4. SIGNATURE

“I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge.”

Applicant Signature – REQUIRED Date
5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- (This) Completed and Signed Application Form
- Plat of Survey  Date of Survey: December 21, 2015
- Project Site Plan  Date of Drawings: December 21, 2015
- Plan or Graphic Drawings of Proposal  (If needed, see notes)
- Non-Compliant Zoning Analysis
- Proof of Ownership  Document Submitted: See enclosed authorizations
- Application Fee  Amount $ (for Planned Development, Special Use, and Zoning Map Applications)

Notes: Incomplete applications will not be accepted. Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

Plat of Survey
(1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan
(1) One copy of site plan or floor plans, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal
A Special Use application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership
Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).
- Tax bill will not be accepted as Proof of Ownership.

Non-Compliant Zoning Analysis
This document informed you that the proposed change of use is non-compliant with the Zoning Code and requires a variance.

Application Fee
The application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card.
6. PROPOSED PROJECT

A. Briefly describe the proposed Special Use:

The requested special uses are a Planned Development and drive-thru (a substitution of the existing Special Use, subject to 6-3-5-16)

_________________________________________________________________________________
_________________________________________________________________________________
_________________________________________________________________________________
_________________________________________________________________________________
_________________________________________________________________________________

APPLICANT QUESTIONS

a) Is the requested special use one of the special uses specifically listed in the Zoning Ordinance?
What section of the Zoning Ordinance lists your proposed use as an allowed special use in the zoning district in which the subject property lies? (See Zoning Analysis Review Sheet)

The proposed development requires approval of a Special Use for a planned development and a substitution of the existing Special Use for the drive-thru, subject to 6-3-5-16. Development allowances are required to allow the floor area ratio, height, and parking ratio relief, subject to 6-3-6-5 and 6-3-6-6.

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________

b) Will the requested special use interfere with or diminish the value of property in the neighborhood?
Will it cause a negative cumulative effect on the neighborhood?

The requested special use will have a positive effect on the value of property and the neighborhood. Please refer to the Statement of Relationship to Comprehensive General Plan (Section 2).

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________

(c) Will the requested special use be adequately served by public facilities and services?

The project's density in a prime downtown location, with excellent access to transportation, proximity to the CTA, Metra, and bus stops, reduces the reliance on automobiles for tenants and patrons visiting the Project. This furthers the goal of encouraging transit-oriented development and enhances the Project's contribution to a more economic network of utilities, streets, schools, public grounds, and other facilities. The site is adequately served by utilities, as detailed in the Utility Memos (Section 14).

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
d) Will the requested special use cause undue traffic congestion?

The requested special use will not cause undue traffic congestion. Please refer to the Traffic Circulation Impact Study (Section 13).

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________


e) Will the requested special use preserve significant historical and architectural resources?

Yes, the requested special use and Project will preserve the University Building, an Evanston historic landmark. Please refer to the Statement of Relationship to Comprehensive General Plan (Section 2).

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________


f) Will the requested special use preserve significant natural and environmental features?

N/A. The existing site is an under-utilized urban infill site with no desirable natural or environmental features.

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________


g) Will the requested special use comply with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation?

Yes, the requested special use will comply with all applicable regulations of the district, subject to the approval of the development allowances as listed in the Planned Development Application.
City of Evanston
DISCLOSURE STATEMENT

(This form is required for all Major Variances and Special Use Applications)

The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made: Does not apply.
   N/A
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________

2. If a person or organization owns or controls the proposed land user, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number _____ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.)
   N/A
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number _____ above, or indicated below.
   Wayne Hummer Trust u/t/a, ATTN: Martha Koch, P.O. Box 190, Lake Forest, Illinois 60045, martha@remarkinc.com
   J.P. Morgan Chase Bank NA, ATTN: Greg Coleman, 24085 El Toro Road, Floor 2, Laguna Hills, California, 92653, greg.coleman@chase.com
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number _____ above, or indicated below.
   Vermilion Enterprises, LLC, ATTN: Dave Cocagne, 121 W. Wacker Drive, Suite 400, Chicago, Illinois 60601,
   dave.cocagne@vermiliondevelopment.com
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________
### If Applicant or Proposed Land User is a Corporation

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

a. Names and addresses of all officers and directors.

<table>
<thead>
<tr>
<th>Names and addresses of all officers and directors.</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
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</tbody>
</table>

b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

<table>
<thead>
<tr>
<th>Names, addresses, and percentage of interest of all shareholders.</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
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<td></td>
</tr>
</tbody>
</table>

### If Applicant or Proposed Land User is not a Corporation

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

<table>
<thead>
<tr>
<th>Dave Cocagne</th>
<th>100% ownership interest in applicant</th>
</tr>
</thead>
<tbody>
<tr>
<td>121 W. Wacker Drive, Suite 400</td>
<td></td>
</tr>
<tr>
<td>Chicago, IL 60601</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:dave.cocagne@vermiliondevelopment.com">dave.cocagne@vermiliondevelopment.com</a></td>
<td></td>
</tr>
</tbody>
</table>
A. GENERAL INFORMATION

1. What projects are eligible for a Special Use Permit?
Projects are eligible per zoning District. Please check the Zoning District to see if your proposed project is listed as a permitted Special Use per zoning District. The Allowed Uses by Zoning District handout is also another way to access information to see if your project is eligible to apply.

2. Who can submit an application?
The applicant must either own, lease, or have legal or equitable interest in the subject property, or must be the representative of such a person. All persons or parties which have an ownership interest in the affected properties must be identified and must sign the application. The Property Owner(s) may, at their discretion, designate another person as Applicant to act on their behalf in processing this application. In that case, the designated Applicant will be considered the primary contact, until the application is closed or the Property Owner changes the designated Applicant by contacting the Zoning Office in writing. Standing (§6-3-8-4):

3. How do I submit an application?
Applications must be submitted in person to the Zoning Office, City of Evanston, Civic Center Room 3700, 2100 Ridge Avenue. Our office hours are Monday through Friday (excluding Holidays) from 8:30 am until 5:00 pm.
Evanston.
Applications must be complete, including all required documentation and fee.
Applications are not accepted by mail or e-mail.
Application materials cannot be returned.

4. What forms of payment are accepted?
Cash, Credit Card, Check.

5. Can I withdraw my application?
Yes, an application may be withdrawn any time prior to a vote.

6. Who has access to my application materials?
The application is a public document, and as such, may be reviewed by the general public upon request.

B. INFORMATION ABOUT SPECIAL USES

What is a Special Use Permit?
For each zoning district, the Zoning Ordinance identifies permitted uses (also called “by right” uses) and special uses which may be allowed depending upon the circumstances. In order to legally operate a special use, a property owner must apply for a Special Use Permit from the Zoning Office. The application is reviewed at a public hearing by the Zoning Board of Appeals (ZBA), which makes a recommendation to the City Council. The ZBA can also recommend conditions on a granted special use. The City Council is the deciding body for all Special Uses in the City of Evanston.
The Special Use Application Process

- The City reviews the project through a Zoning Analysis (applied for separately) and determines it is eligible to apply for a special use.
- The Applicant files a Special Use Application.
- The City publishes a notice of the hearing in the Evanston Review, between 15 and 30 days prior to hearing.
- The City posts a sign describing the public hearing on the property no less than 10 working days before the hearing.
- The City must mail notification of the public hearing to all properties that are within 500 feet of any point on the subject property. (The applicant is responsible for the accuracy of the list used by the City for mailing this notice. The applicant can either rely on a list the City produces through its Geographic Information System or produce his or her own list of the names and addresses of property owners within 500 feet of the subject property. The Zoning Office will send to the applicant its generated mailing list. The applicant should inform the Zoning Office if any names and addresses are missing.
- The City encourages all applicants to discuss their proposal with their neighbors prior to the public hearing.
- The Zoning Division will schedule the applicant to meet with the Site Plan & Appearance Review Committee; (SPAARC) which provides a recommendation to the Zoning Board of Appeals.
- The ZBA recommends denial, approval, or approval with conditions of the application to City Council;
- The Planning and Development Committee of the City Council considers the ZBA recommendation and forwards it to the full City Council with or without a recommendation;
- City Council considers the ZBA recommendation and may introduce an ordinance granting the requested zoning relief;
- City Council may adopt an ordinance granting the requested zoning relief at the following or any subsequent City Council meeting.

The approximate time from when the Zoning Office receives a complete application to a decision is three to four months.

To recommend approval for a special use, the ZBA must find that the proposed special use meets all of the following criteria:

a) is one of the listed special uses for the zoning district in which the property lies;
b) complies with the purposes and policies of the Comprehensive General Plan and the Zoning Ordinance;
c) does not cause a negative cumulative effect in combination with existing special uses or as a category of land use;
d) does not interfere with or diminish the value of property in the neighborhood;
e) is adequately served by public facilities and services;
f) does not cause undue traffic congestion;
g) preserves significant historical and architectural resources;
h) preserves significant natural and environmental resources; and
i) complies with all other applicable regulations.

Expiration

Within one year of obtaining a special use permit, the recipient must either obtain a building permit and commence construction, or obtain a certificate of occupancy and commence the use. City Council may extend this one-year limitation upon request.

CONTACT INFORMATION

Community Development Department – Planning and Zoning Division
2100 Ridge Avenue, Room 3202  Evanston, Illinois  60201
P.847-448-4311      F. 847-448-8126      E. zoning@cityofevanston.org
www.cityofevanston.org/zoning
December 21, 2015

City of Evanston
2100 Ridge Avenue
Evanston, Illinois 60201

Re: 609 Davis Street, Evanston, Illinois

To whom it may concern:

This letter shall serve as notification to the City of Evanston that the undersigned have entered into a joint venture agreement entitled Limited Liability Company Agreement of Davis Street Development Company 2015, LLC with respect to the redevelopment of the property known as 609 Davis Street, Evanston, Illinois ("Property"). The parties have agreed to be joint venture partners with respect to the redevelopment of the Property and 605 Davis Building, LLC has consented to filing of any and all appropriate documentation with the City of Evanston with respect to redevelopment of the Property. This consent includes but is not limited to application for one or more zoning map amendments and special use permits, including for a planned development and other development approvals under the terms of the Evanston Zoning Code.

Sincerely,

VERMILION ENTERPRISES, LLC
By: 
Name: David E. Johnson
Its: Manager

605 DAVIS BUILDING, LLC
By: 
Name: Lisa R. Reed
Its: Manager
LIMITED AND CONDITIONAL PROPERTY OWNER AUTHORIZATION

The undersigned, JPMorgan Chase Bank, National Association, a national banking association, ("Chase") being the owner of the property located generally at 601-605 Davis Street in Evanston, Illinois (the "Subject Property"), hereby authorizes Vermilion Enterprises, LLC, and its attorneys, DLA Piper LLP (US), (collectively, the "Applicant") to file one or more applications for zoning map amendments, special use permits including, without limitation, for a planned development and other development approvals under the terms of the Evanston Zoning Code, with the City of Evanston relating to the Subject Property ("Application"); provided, however, that the foregoing authorization is limited solely and exclusively to allowing Applicant to file such Application, and specifically prohibits Applicant or others at its direction from taking any action beyond the filing of the Application, including, but not limited to, the mailing, posting, publishing or other issuing of any legal notice, the scheduling of, or participating in, any public hearing, or allowing any voting or approvals or other action to be taken related to the Application, unless and until: (i) the parties have executed an agreement, acceptable to Chase, that addresses the business terms of a transaction; and (ii) a further prior written authorization is provided by Chase.

IN WITNESS WHEREOF, the undersigned has executed this Limited and Conditional Property Owner Authorization as of this 29th day of November, 2015.

JPMorgan Chase Bank, National Association, a national banking association

By: ____________________________

Name: Gregg A. Vogel

Executive Director
April 22, 2019

Dave Cocagne
President & CEO
Vermilion Enterprises, LLC
121 West Wacker Drive, Suite 400
Chicago, Illinois 60601

Subject: Limited and Conditional Authorization For Filing of Zoning-Related Applications for the property at 601-605 Davis Street in Evanston, Illinois ("Property")

Dear Dave:

As discussed, Vermilion Enterprises, LLC ("Vermilion") desires to redevelop certain properties in the City of Evanston ("City") which may include the Property ("Project"). Toward that end, Vermilion has requested that JPMorgan Chase Bank, National Association ("Chase") sign an authorization allowing Vermilion to file one or more applications for zoning map amendments, special use permits including, without limitation, for a planned development and other development approvals under the terms of the Evanston Zoning Code, in connection with the Project ("Application"). Subject to this letter agreement ("Agreement"), Chase would be willing to provide an authorization in the form of the attached Limited and Conditional Property Owner Authorization ("Authorization"), that permits Vermilion to file its Application, but that prohibits any action beyond the filing of the Application as more specifically provided for herein.

Notwithstanding any terms to the contrary, Chase would like to clarify its position on the existing Chase drive-thru at the Property (the "Drive Thru"). In order for Chase to consider any sale or development of the Property, the active maintenance of at least one lane of the Drive Thru is an absolute requirement. Chase expressed this requirement during Vermilion’s last zoning application, and that requirement has only grown more absolute as the usage and capabilities of Chase drive thru facilities have increased during recent years. Chase will not entertain any purchase offers or development plans for the Property (from Vermilion or any potential future developer) unless such proposal allows Chase to maintain at least one lane of the Drive Thru as fully active. Any Application must expressly address Chase’s foregoing concern and the Authorization is subject to Vermilion’s adherence to such requirement.

Accordingly, for good and valuable consideration, the receipt and adequacy of which are acknowledged by the parties hereto, the parties agree as follows:

1. **Limited and Conditional Authorization.** Subject to the terms and provisions of this Agreement, Chase shall execute the attached Authorization permitting Vermilion to file its Application, provided however, that the Authorization is limited solely and exclusively to allowing Vermilion to file such Application, but specifically prohibits Vermilion or others at its direction, from taking any action beyond the filing of the Application, including, but not limited
to, the mailing, posting, publishing or other issuing of any legal notice; the scheduling of, or participating in, any public hearing, or allowing any voting or approvals or other action to be taken related to the Application, unless and until: (a) the parties have executed an agreement, acceptable to Chase, that addresses the business terms of a transaction ("Development Agreement"); and (b) a further prior written authorization is provided by Chase.

2. **Prior Written Approval.** Prior to any filing, including, but not limited to any Application, drawings, information, documentation or other submittals related to the Property ("Submittals"), Vermilion shall provide copies of the Submittals to Chase and shall obtain Chase's prior written consent to file such Submittals, which consent is solely in Chase's discretion.

3. **Authorization Expiration.** The Authorization shall terminate and Vermilion shall immediately withdraw its Application unless Vermilion and Chase have executed a Development Agreement on or before September 30, 2019. Notwithstanding anything to the contrary, should Vermilion file to timely withdraw its Application as required herein, then Chase shall be immediately permitted to notify the City of the termination and withdrawal of its Authorization.

4. **No Further Assistance.** Other than the Authorization, Chase shall not be obligated to sign or provide any additional documentation, consents or other information in connection with the Application or other matters. Moreover, Chase shall have the right, but not the obligation, to attend any and all meetings with the City of Evanston or other governmental agencies or bodies, but Chase shall not be required to attend any hearings.

5. **Sole Cost and Expense.** Vermilion shall be responsible for any and all costs, fees, expenses or other payments in connection with the Application and Vermilion shall indemnify Chase for any costs, fees, expenses or otherwise, as more specifically set forth in this Agreement.

6. **Indemnification.**

(a) In consideration for Chase's allowing Vermilion to file its Application subject to and pursuant to the Authorization and this Agreement, Vermilion agrees that it shall be liable for, and shall indemnify, defend and hold harmless Chase from and against any and all liabilities and damages and claims for damages, suits, proceedings, recoveries, judgments, executions, losses, costs, penalties, fines, consequences and expenses (including, but not limited to, litigation costs and expenses and reasonable attorneys' fees, as well as such costs, expenses and fees as may be incurred by Chase in establishing and enforcing its right to indemnification hereunder) which may be made, had, brought or recovered against Chase by third parties, Vermilion or its employees, arising from or related to: (a) the performance, non-performance or improper performance of actions under this Agreement or the Authorization by Vermilion, its agents or employees (including, but not limited to, restoring the zoning of the Property should a change be made to the zoning without Chase's full consent and authorization); (b) the willful or negligent misconduct or misrepresentation by Vermilion, its agents or employees; or (c) any breach of this Agreement or the Authorization by Vermilion, its agents or employees; including, but not limited to, claims arising from or related to personal injuries or death, or damages to or loss of property of any kind whatsoever, suffered by the parties hereto and/or their employees and/or to the person or property of any other person or entity (the liabilities, damages, expenses, claims, suits,
proceedings, recoveries, judgments, costs, losses, penalties, fines and executions referred to in this paragraph are hereafter collectively referred to as the "Claims").

(b) Further, in consideration for Chase's allowing Vermilion to proceed to file its Application pursuant to the Authorization and this Agreement, and except for actions or Claims arising solely from Chase's gross breach of this Agreement, or its gross negligence or willful misconduct, Vermilion hereby releases Chase from, and agrees that Vermilion shall waive and not assert any claim of any nature whatsoever against Chase, including, but not limited to, any and all (a) claims for injuries of any kind suffered by Vermilion, its agents or employees; (b) Claims; and (c) any consequential, indirect, speculative or liquidated damages, including lost profits.

(c) With respect to any and all Claims against Chase by any employee of Vermilion, the indemnification obligations set forth in this paragraph shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for Vermilion or under workers' compensation acts, disability benefit acts or other employee benefit acts.

(d) The indemnity provisions shall survive termination of this Agreement.

7. **Miscellaneous.** This Agreement may be signed in counterparts, all of which when taken together will constitute one and the same Agreement. Original signed copies of this Agreement may be transmitted to the other party via electronic mail in PDF file form, either of which will be deemed to have the same force and effect as original signed Agreement. This Agreement is binding upon and inures to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns; provided however, Vermilion shall not have the right to assign this Agreement or the Authorization including to an affiliate without Chase's prior written consent, which may be withheld in Chase's sole discretion. This Agreement is made for the sole benefit of Vermilion and Chase and their respective successors and assigns and no other person shall have any right or remedy or other legal interest by reason of this Agreement. This Agreement shall be governed by and construed and enforced in accordance with the laws of the state or commonwealth in which the Property is located. Each party hereby acknowledges and agrees that time is of the essence with respect to the terms of this Agreement. In the event that any provision of this Agreement or the Authorization is held to be illegal or unenforceable, in whole or in part, such provision shall be modified to the minimum extent required to render it enforceable, and regardless, the remainder of this Agreement and the Authorization shall not be affected thereby.
Please confirm Vermilion’s agreement and acceptance of the terms of this Agreement and
the terms of the attached Authorization by countersigning this Agreement in the space provided
below and sending me a copy of your counterpart signature via PDF.

Sincerely,

[Signature]

Gregg A. Vogel
Executive Director
RE Strategic Plan Director

Agreed and Accepted this ____ day of April, 2019

Vermilion Enterprises, LLC

By: __________________________
Name: _________________________
Its: ___________________________
LIMITED AND CONDITIONAL PROPERTY OWNER AUTHORIZATION

The undersigned, JPMorgan Chase Bank, National Association, a national banking association, ("Chase") being the owner of the property located generally at 601-605 Davis Street in Evanston, Illinois (the "Subject Property"), hereby authorizes Vermilion Enterprises, LLC, and its attorneys, DLA Piper LLP (US), (collectively, the “Applicant”) to file one or more applications for zoning map amendments, special use permits including, without limitation, for a planned development and other development approvals under the terms of the Evanston Zoning Code, with the City of Evanston relating to the Subject Property ("Applications"); provided, however, that the foregoing authorization is limited solely and exclusively to allowing Applicant to file such Application, and specifically prohibits Applicant or others at its direction from taking any action beyond the filing of the Application, including, but not limited to, the mailing, posting, publishing or other issuing of any legal notice, the scheduling of, or participating in, any public hearing, or allowing any voting or approvals or other action to be taken related to the Application, unless and until: (i) the parties have executed an agreement, acceptable to Chase, that addresses the business terms of a transaction; and (ii) a further prior written authorization is provided by Chase.

IN WITNESS WHEREOF, the undersigned has executed this Property Owner Authorization as of this 33rd day of April, 2019.

JPMorgan Chase Bank, National Association, a national banking association

[Signature]

By: [Signature]

Name: Gregg A. Vogel
Its: Executive Director
SECTION 4    PROPERTY, PARCEL, AND PIN DIAGRAM
EXHIBIT "A"

PARCEL 1:

THE EASTERNLY 60 FEET OF LOTS 10 AND 11 IN BLOCK 19, IN EVANSTON, IN SECTION 18, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2A:

THE EASTERNLY 60 FEET OF LOT 1 IN THE CONSOLIDATION OF PART OF LOTS 10 AND 11 IN BLOCK 19 IN EVANSTON, IN SECTION 18, TOWNSHIP 41 NORTH, RANGE 14, LYING EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2B:

THAT PART OF LOT 11 IN BLOCK 19 IN EVANSTON LYING WEST OF THE EASTERNLY 60 FEET THEREOF AND LYING EASTERNLY OF THE WESTERNLY 40 FEET AND LYING NORTHERLY OF THE SOUTHERLY 116 FEET OF LOT 1 IN THE CONSOLIDATION OF PARTS OF LOTS 10 AND 11 IN BLOCK 19 IN EVANSTON, IN SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2C:


LOT 9 AND THE SOUTHERLY 8 INCHES OF LOT 10 IN BLOCK 27 IN THE VILLAGE OF EVANSTON IN THE SOUTH WEST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

LOT 1 (EXCEPT THE EAST 60 FEET) IN THE CONSOLIDATION OF LOTS 10 AND 11 IN BLOCK 19 IN EVANSTON, IN SECTION 18, TOWNSHIP 41 NORTH, RANGE 14, LYING EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE WESTERNLY 50 FEET OF LOTS 10 AND 11 IN BLOCK 19 IN THE CITY OF EVANSTON, IN SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

Revised 12/17/15 JF
SECTION 6  EXISTING SITE PHOTOGRAPHS
SECTION 7  PRE-APPLICATION CONFERENCE MATERIALS
SEE DEVELOPMENT SUMMARY FOR UPDATED INFORMATION
LEVEL 2 : 42 PARKING SPACES including 2 ADA

SEE DEVELOPMENT SUMMARY FOR UPDATED INFORMATION
OFFICE | TYPICAL FLOOR PLAN

GROSS FLOOR AREA: 15,000 SF

SEE DEVELOPMENT SUMMARY FOR UPDATED INFORMATION
### Office - Concrete Structure Concept

<table>
<thead>
<tr>
<th># of Floors</th>
<th># of Office Floors</th>
<th>Elevation</th>
<th>Floor to Floor Height</th>
<th>Building Gross</th>
<th>Office Gross</th>
<th>Net Leasable</th>
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<td>16</td>
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<tr>
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<td>15</td>
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<td>12'-6&quot;</td>
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<td></td>
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<tr>
<td>16</td>
<td>14</td>
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<tr>
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<td>8</td>
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<tr>
<td>2</td>
<td>2</td>
<td>29'-0&quot;</td>
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<td>19,800</td>
<td>1,200</td>
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<td>42 Including 2 ADA</td>
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<td></td>
</tr>
</tbody>
</table>

**Parking Spaces/1000 SF (leaseable)**

0.22

**Parking Spaces/1000 SF (gross)**

0.17

**Zoning Height**

220'-0"
Proposed Project: Mixed use office building with ground floor retail and parking. University Building to remain.

Site: 601-605 Davis Street, 1604-1608 Chicago Avenue Northwest corner of Chicago Avenue & Davis Street

Site Area: 27,841 sf

Zoning District:
- Existing: D2 and D3
- Proposed: D3 with Planned Development Ordinance

FAR:
- Aggregate maximum FAR is 8.00 per Enclosed Building Area: 19,800 sf (incl. cellar)
- FAR Building Area: 11,700 sf

Building Height:
- University Building: 2 Floors - 25 ft
- Office Tower: 19 Floors - 332'-0"

Zoning Height: 220'-0"

Parking Spaces:
- University Building: 0
- Office Tower: 42
- Parking Ratio: 0.42 / 1000 GSF

Bicycle Parking:
- Bike Room (interior)

Loading Berths:
- University Building: 1 short berth (exterior)
- Office Tower: 2 short berths (interior)

Sustainability: LEED Silver

See Development Summary for updated information.
Case Number: 18ZONA-0192  
Case Status/Determination: Non-Compliant

Proposal: 
Construct 18 story office building with 42 parking spaces on the second floor and ground floor retail/financial institution with drive through.

<table>
<thead>
<tr>
<th>Zoning Section</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-11-4-3</td>
<td>Special Use required for a Planned Development</td>
</tr>
<tr>
<td>6-11-4-3</td>
<td>Special Use required for a Drive-Through facility</td>
</tr>
<tr>
<td>6-11-4-6 &amp; 6-11-1-10-C</td>
<td>Map Amendment recommended to rezone university building property to D3 for continuity of zoning lot</td>
</tr>
<tr>
<td>6-11-4-8</td>
<td>Max FAR 4.5 + 3.5PD = 8.0</td>
</tr>
<tr>
<td></td>
<td>Propose 9.51 FAR</td>
</tr>
<tr>
<td></td>
<td>Supermajority vote required for approval (exceeds max Site Development Allowance)</td>
</tr>
<tr>
<td>6-16-3-5-Table16B</td>
<td>405 parking spaces required</td>
</tr>
<tr>
<td></td>
<td>Propose 42 parking spaces</td>
</tr>
<tr>
<td>6-11-4-7-A</td>
<td>No curb cut/driveway access allowed between building and ROW</td>
</tr>
<tr>
<td></td>
<td>Propose Drive-through driveway access off of Davis St.</td>
</tr>
<tr>
<td>6-11-1-4</td>
<td>40’ ziggurat setback required above 42’ along Davis St.</td>
</tr>
<tr>
<td></td>
<td>Propose 20’ ziggurat setback above 29’ along Davis St.</td>
</tr>
<tr>
<td>6-11-1-10-C-1-c</td>
<td>25’ ziggurat setback required above 42’ along north property line (side yard)</td>
</tr>
<tr>
<td></td>
<td>Propose 10’ ziggurat setback above 29’ along north property line</td>
</tr>
</tbody>
</table>

Note: FAR and parking requirement may be further reduced when more detailed plans are produced.
City of Evanston
ZONING ANALYSIS REVIEW SHEET

APPLICATION STATUS: December 13, 2018
RESULTS OF ANALYSIS: Non-Compliant

Z.A. Number: 18ZONA-0192
Address: 601 DAVIS ST
Applicant: Kerry Dickson
Phone:

Purpose: Zoning Analysis without Bld Permit App
District: D3
Overlay: Not Within
Preservation: Not Within

Reviewer: Melissa Klotz

THIS APPLICATION PROPOSES (select all that apply):

- New Principal Structure
- Change of Use
- New Accessory Structure
- Retention of Use
- Addition to Structure
- Plat of Resubdiv./Consol.
- Alteration to Structure
- Business License
- Retention of Structure
- Home Occupation

ANALYSIS BASED ON:

- Plans Dated: 06.22.18 concept
- Prepared By: Vermillion
- Survey Dated: 

Existing Improvements:

Proposal Description:
Construct 18 story office building with 42 parking spaces on the second floor and ground floor retail/financial institution with drive through.

ZONING ANALYSIS

PLANNED DEVELOPMENT THRESHOLDS

Does not apply to I1, I2, I3, OS, U3, or Excluded T1 & T2 Properties. See Section 6-8-1-10(D) for R's; Section 6-9-1-9(D) for B's; Section 6-10-1-9(D) for C's; Section 6-11-1-9(D) for D's; Section 6-12-1-7(D) for RP; Section 6-13-1-10(D) for MU & MUE; Section 6-15-1-9 for O1, T's, U's, oI, oRE, & oRD.

1. Is the request for construction of substantially new structures or a substantial rehabilitation or substantial addition as defined by increasing floor area of principal struction by 35% or more? If not, skip to 2 & 4 below.
   - Yes

2. Does the zoning lot area exceed 30,000 sqft?
   - No

3. Does the proposal entail more that 24 new residential, commercial, business, retail or office units in any combination?

4. Does the proposal entail the new construction of more than 20,000 sqft of true gross floor area at or above grade including areas otherwise excluded from defined gross floor area?
   - Yes

RESIDENTIAL DISTRICT CALCULATIONS

The following three sections apply to building lot coverage and impervious surface calculations in Residential Districts.

   Front Porch Exception (Subtract 50%)
   - Total Eligible:
   - Front:
   - Front Porch:
   - Regulatory Area:

   Pavers/Pervious Paver Exception (Subtract 20%)
   - Total Paver Area
   - Paver Regulatory Area

   Open Parking Debit (Add 200sqft/open space)
   - # Open Required Spaces
   - Addtn. to Bldg Lot Cov.

PRINCIPAL USE AND STRUCTURE

<table>
<thead>
<tr>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>USE:</td>
<td>Other</td>
<td>Office</td>
<td>Compliant</td>
</tr>
</tbody>
</table>

Comments:

Minimum Lot Width (LF)

- USE: Commercial Shopping Center
- No Requirement

Comments:

Minimum Lot Area (SF)

- USE: Nonresidential
- 27841

Comments:

Dwelling Units:

Comments:

LF: Linear Feet  SF: Square Feet  FT: Feet
### Building Lot Coverage
(SF) (defined, including subtractions & additions):

<table>
<thead>
<tr>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments:**

### Impervious Surface Coverage (SF, %)

**Comments:**

### Accessory Structure Rear Yard Coverage:

| Accessory Structure Rear Yard Coverage: | 40% of rear yard |

**Comments:**

### Gross Floor Area (SF)

| Gross Floor Area (SF) | 4.5 + 3.5 PD = 8.0 | 264900 | Non-Compliant |

**Comments:** Exceeds maximum site development allowance - supermajority vote required to approve by City Council

### Height (FT)

| Height (FT) | 220 PD max (excludes parking) | 220 (+12’ parking) | Non-Compliant |

**Comments:**

### Front Yard(1) (FT)

| Front Yard(1) (FT) | 0 | 0 (existing building) | Compliant |

**Direction:** E

**Street:** Chicago Ave.

**Comments:**

### Front Yard(2) (FT)

**Direction:**

**Street:**

**Comments:**

### Street Side Yard (FT)

| Street Side Yard (FT) | 0 | 0 | Compliant |

**Direction:** S

**Street:** Davis St.

**Comments:**

### Interior Side Yard(1) (FT)

| Interior Side Yard(1) (FT) | 0 | 0 | Compliant |

**Direction:** N

**Comments:**

### Interior Side Yard(2) (FT)

**Direction:**

**Comments:**

### Rear Yard (FT)

| Rear Yard (FT) | 0 | 0 | Compliant |

**Direction:** W

**Comments:**

## ACCESSORY USE AND STRUCTURE

### Use (1)

<table>
<thead>
<tr>
<th>Use (1)</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permitted Districts:</td>
<td></td>
<td></td>
<td>Drive-through Facility</td>
<td>Non-Compliant</td>
</tr>
</tbody>
</table>

**Comments:** special use permit required

### Permitted Required Yard:

**Comments:**
<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Standards:</td>
<td>stacking 4 + 2 required</td>
<td></td>
<td>7</td>
<td>Compliant</td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height (FT)</td>
<td>Flat or mansard roof 14.5', ot</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Distance from Principal Building:</td>
<td>10.00'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Yard(1A) (FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direction: E</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street: Chicago Ave.</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Yard(1B) (FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direction:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Side Yard (FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direction: S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street: Davis St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior Side Yard(1A) (FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direction: N</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior Side Yard(1B) (FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direction:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear Yard (FT)</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Direction: W</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**PARKING REQUIREMENTS**

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use(1): Office (General)</td>
<td>2 per 1,000 sqft gross floor area.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use(2): Retail Goods Establishment</td>
<td>1 per 350 sqft gross floor area.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use(3):</td>
<td>3k office exempt &amp; 20% total discount</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL REQUIRED:</td>
<td>(486.5 + 19.9) x .8 = 405</td>
<td>42</td>
<td></td>
<td>Non-Compliant</td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Standard</td>
<td>Existing</td>
<td>Proposed</td>
<td>Determination</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------</td>
<td>----------</td>
<td>----------</td>
<td>---------------</td>
</tr>
<tr>
<td>Handicap Parking Spaces:</td>
<td>Sec. 6-16-2-6</td>
<td></td>
<td>2</td>
<td>Compliant</td>
</tr>
<tr>
<td>Access:</td>
<td>Sec. 6-16-2-2</td>
<td>alley</td>
<td></td>
<td>Compliant</td>
</tr>
<tr>
<td>Vertical Clearance (LF)</td>
<td>7'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surfacing:</td>
<td>Sec. 6-16-2-8 (E)</td>
<td>enclosed/concrete</td>
<td></td>
<td>Compliant</td>
</tr>
<tr>
<td>Location:</td>
<td>Sec. 6-4-6-2</td>
<td>enclosed</td>
<td></td>
<td>Compliant</td>
</tr>
</tbody>
</table>

| Angle(1): 90 Degree       |          |          |          |               |
| Width(W) (FT)             | 8.5      |          |          |               |
| Depth(D) (FT)             | 18.0     |          |          |               |
| Aisle(A) (FT)             | 24.0     |          |          |               |
| Module (FT)               | SL 42.0, DL 60.0 |          |          |               |

| Angle(2):                 |          |          |          |               |
| Width(W) (FT)             |          |          |          |               |
| Depth(D) (FT)             |          |          |          |               |
| Aisle(A) (FT)             |          |          |          |               |
| Module (FT)               |          |          |          |               |

| Garage Setback from Alley Access (FT) |          |          |          |               |

### LOADING REQUIREMENTS

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loading Use:</td>
<td></td>
<td></td>
<td>3 short</td>
<td>Compliant</td>
</tr>
<tr>
<td>Office</td>
<td>1 short 10K to 200K, 1 short each addtl. 100K up to 500K, 1 short each addtl. 500K</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td>1 short existing</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<p>| TOTAL (long):             |          |          |          |               |
| TOTAL (short):            |          |          |          |               |
| Long Berth Size (FT)      | 12' wide x 50' deep |          |          |               |
| Comments:                 |          |          |          |               |
| Short Berth Size (FT)     | 10' wide x 35' deep | 10 x 35  |          | Compliant     |
| Comments:                 |          |          |          |               |
| Vertical Clearance (FT)   | 14'      |          |          |               |
| Comments:                 |          |          |          |               |
| Location:                 | Sec. 6-16-4-1 | 2 enclosed; 1 open existing |          | Compliant     |
| Comments:                 |          |          |          |               |</p>
<table>
<thead>
<tr>
<th>Requirement (1): Ziggurat setback on Davis</th>
<th>Standard 40' setback after 42' building height</th>
<th>Existing 20' setback at 29' height</th>
<th>Proposed</th>
<th>Determination Non-Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requirement (2): Ziggurat setback on N property line</td>
<td>Standard 25' setback after 42' building height</td>
<td>Existing 10' setback at 29' height</td>
<td>Proposed</td>
<td>Determination Non-Compliant</td>
</tr>
<tr>
<td>Requirement (3):</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Analysis Comments

RESULTS OF ANALYSIS

Results of Analysis: This Application is **Non-Compliant**

Site Plan & Appearance Review Committee approval is: **Required**

See attached comments and/or notes.

SIGNATURE ______________________ DATE ______________________
601 Davis - Evanston

DEVELOPMENT SUMMARY

DAVIS STREET DEVELOPMENT COMPANY 2015, LLC

04 – 24 – 2019
CONTEXT | TRANSPORTATION

1,400 cars at Maple Ave
1,583 cars at Chicago Ave
600 cars at Hinman Ave
51 cars at the site

3/8 mile = 5 minute walk

P = Parking
Z = ZipCar
cta = Metra
Divvy = Bike share

Map of Evanston showing transportation options and distances to various locations.
CITY OF EVANSTON
PLANNED DEVELOPMENT APPLICATION
601-605 DAVIS ST / DECEMBER 21, 2015

©2015 RATIO ARCHITECTS, INC.

Site Zoning Diagram
CHASE BANK PARCEL
N.T.S.
VACANT LOT
UNIVERSITY BUILDING

TOTAL SITE AREA:
27,841 SF
Zoning Summary & Setbacks

Proposed Project: Mixed use office building with ground floor retail and parking. University Building to remain.

Site: 601-605 Davis Street, 1604-1608 Chicago Avenue
Northwest corner of Chicago Avenue & Davis Street

Site Area: 27,841 sf

Zoning District:
- Existing: D2 and D3
- Proposed: D3 with Planned Development Ordinance

FAR:
- Existing: 2.75 and 4.5
- Proposed: 9.01

*Aggregate maximum FAR is 8.00 per Zoning Ordinance 6-15-13-11. – Incentive System
- Enclosed Building Area: 19,800 sf (incl. cellar)
- FAR Building Area: 11,700 sf

Building Height:
- University Building: 2 Floors, 25 ft
- Office Tower: 18 Floors, 232'-0"
- - 1 floors parking = 12' max.
- Zoning Height: 220'-0"

Building Setbacks:
- (See diagram to right.)

Parking Spaces:
- Parking Ratio: 40
- 0.16 / 1000 GSF

Bicycle Parking:
- Bike Room (interior)

Loading Berths:
- University Building: 1 short berth (exterior)
- Office Tower: 2 short berths (interior)
- 3 short berths

Sustainability:
- LEED Silver
<table>
<thead>
<tr>
<th># of Floors</th>
<th># of Office Floors</th>
<th>Elevation</th>
<th>Floor to Floor Height</th>
<th>Building Gross</th>
<th>Attributable Gross Area</th>
<th>Office Gross</th>
<th>Net Leasable Gross Area</th>
<th>Parking Spaces</th>
<th>Retail</th>
<th># of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>16</td>
<td>252'‐0&quot;</td>
<td>20'‐0&quot;</td>
<td>13,735</td>
<td>13,185 13,735 10,685</td>
<td>400sf Terrace</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>15</td>
<td>217'‐6&quot;</td>
<td>13'‐6&quot;</td>
<td>14,135</td>
<td>14,135 14,135 11,085</td>
<td>1,115sf Terrace</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>17</td>
<td>14</td>
<td>204'‐0&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
<td></td>
<td></td>
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<tr>
<td>16</td>
<td>13</td>
<td>191'‐6&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td>15</td>
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<td>14</td>
<td>11</td>
<td>166'‐6&quot;</td>
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<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td>13</td>
<td>10</td>
<td>154'‐0&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>12</td>
<td>9</td>
<td>141'‐6&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td>11</td>
<td>8</td>
<td>129'‐0&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td>10</td>
<td>7</td>
<td>116'‐6&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<tr>
<td>9</td>
<td>6</td>
<td>104'‐0&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td>8</td>
<td>5</td>
<td>91'‐6&quot;</td>
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</tr>
<tr>
<td>6</td>
<td>3</td>
<td>66'‐6&quot;</td>
<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td></td>
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<td>12'‐6&quot;</td>
<td>15,250</td>
<td>14,300 15,250 12,200</td>
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<td></td>
<td></td>
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<td>4</td>
<td>1</td>
<td>41'‐6&quot;</td>
<td>12'‐6&quot;</td>
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<td>14,300 15,250 12,200</td>
<td>3,800sf Terrace</td>
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<tr>
<td>3</td>
<td>1</td>
<td>29'‐0&quot;</td>
<td>12'‐0&quot;</td>
<td>19,140</td>
<td>1,450 17,690 40 Including 2 ADA</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>1</td>
<td>17'‐0&quot;</td>
<td>17'‐0&quot;</td>
<td>18,600</td>
<td>1,2170 1,920 4,510 Drive-thru included in Parking</td>
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<tr>
<td>1</td>
<td></td>
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<td></td>
<td>279,110</td>
<td>237,970 254,990 192,570 19,610 40 4,510 12,800</td>
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<td>B1 Cellar</td>
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<td>7,000</td>
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<td></td>
<td></td>
<td></td>
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</table>

**University Building**

<table>
<thead>
<tr>
<th># of Floors</th>
<th># of Office Floors</th>
<th>Elevation</th>
<th>Floor to Floor Height</th>
<th>Building Gross</th>
</tr>
</thead>
<tbody>
<tr>
<td>29</td>
<td></td>
<td>29'‐0&quot;</td>
<td>12'‐0&quot;</td>
<td>250,770</td>
</tr>
<tr>
<td>27</td>
<td></td>
<td>17'‐0&quot;</td>
<td>17'‐0&quot;</td>
<td>303,910</td>
</tr>
</tbody>
</table>

**Total Above Grade Area**

| 279,110     | 237,970         | 254,990         | 192,570         | 19,610          | 40         | 4,510            | 12,800         |

**Total Building Area**

| 284,110     | 19,800          |
LEVEL 2 : 40 PARKING SPACES including 2 ADA
GROSS FLOOR AREA: 15,250 SF
PLAN | LEVEL 17 FLOOR PLAN

GROSS FLOOR AREA: 14,135 SF
GROSS FLOOR AREA: 13,735 SF
AVG. BUILDING HEIGHT: 64'-3"
AVG. STREET FRONTAGE: 47'-6"
AVG. STREET FRONTAGE: 60'-6"
AVG. BUILDING HEIGHT: 143'-5"

SOUTH SIDE OF DAVIS STREET

NORTH SIDE OF DAVIS STREET

601 DAVIS
EXISTING BUILDING

NORTH ELEVATION

EAST ELEVATION

PAINTED ALUM. METAL PANEL
GLASS PANEL RAILING

PAINTED ALUM. METAL PANEL

TYPICAL GLASS CURTAIN WALL

PAINTED ALUM. METAL PANEL

PAINTED ALUM. SLAB COVER
GLASS PANEL RAILING

BRICK

METAL CANOPY

EXISTING BUILDING

NORTH ELEVATION

EXISTING BUILDING

EAST ELEVATION

GROUND FLOOR
EL: 0'

1ST FLOOR
EL: 15' - 30'

2ND FLOOR
EL: 17' - 0'

3RD FLOOR
EL: 29' - 0'

4TH FLOOR
EL: 41' - 6'

5TH FLOOR
EL: 54' - 0'

6TH FLOOR
EL: 66' - 6'

7TH FLOOR
EL: 79' - 0'

8TH FLOOR
EL: 91' - 6'

9TH FLOOR
EL: 104' - 0'

10TH FLOOR
EL: 116' - 6'

11TH FLOOR
EL: 129' - 0'

12TH FLOOR
EL: 141' - 6'

13TH FLOOR
EL: 154' - 0'

13TH FLOOR
EL: 166' - 6'

13TH FLOOR
EL: 179' - 0'

13TH FLOOR
EL: 191' - 6'

13TH FLOOR
EL: 204' - 0'

13TH FLOOR
EL: 217' - 6'

TOP
EL: 232' - 0'

TOP
EL: 252' - 0'

TYPICAL GLASS CURTAIN WALL
PAINTED ALUM. METAL PANEL
PAINTED ALUM. METAL PANEL
PAINTED ALUM. SLAB COVER
GLASS PANEL RAILING
BRICK
METAL CANOPY

DAVIS STREET DEVELOPMENT COMPANY 2015, LLC
© 2019

SOLOMON CORDWELL BUENZ

CITY OF EVANSTON | DEVELOPMENT SUMMARY | 601 DAVIS | EVANSTON | 5842.004 | 04–24–2019
WEST ELEVATION

- Ground Floor: EL: 0" (1005x165)
- 3rd Floor: EL: 29' - 0" (1005x158)
- 2nd Floor: EL: 17' - 0" (1005x137)
- 4th Floor: EL: 41' - 6" (1005x188)
- 5th Floor: EL: 54' - 0" (1005x217)
- 6th Floor: EL: 66' - 6" (1005x246)
- 7th Floor: EL: 79' - 0" (1005x276)
- 8th Floor: EL: 91' - 6" (1005x305)
- 9th Floor: EL: 104' - 0" (1007x335)
- 10th Floor: EL: 116' - 6" (1002x364)
- 11th Floor: EL: 129' - 0" (1002x393)
- 12th Floor: EL: 141' - 6" (1002x423)
- 13th Floor: EL: 154' - 0" (1007x452)
- Roof: EL: 232' - 0" (1003x636)
- 13th Floor: EL: 166' - 6" (1002x482)
- 13th Floor: EL: 179' - 0" (1002x511)
- 13th Floor: EL: 191' - 6" (1002x541)
- 13th Floor: EL: 204' - 0" (1002x572)
- 13th Floor: EL: 217' - 6" (1002x604)
- Top: EL: 252' - 0" (1003x683)

SOUTH ELEVATION

- Painted Alum. Metal Panel
- Glass Panel Railing
- Typical Glass Curtain Wall
- Painted Alum. Metal Panel
- Painted Alum. Slab Cover
- Glass Panel Railing
- Bank ATM Drive
- Brick
- Store Front Glass
- Metal Canopy
CITY OF EVANSTON'S FAR RELEVANT DEFINITIONS FROM CHAPTER 18 OF TITLE 6-ZONING

| FLOOR AREA (GROSS FLOOR AREA): | The sum of the gross horizontal areas of the several floors of a building, except a cellar floor, measured from the exterior faces of the exterior walls or from the center line of walls separating two (2) buildings. The "floor area" of a building shall also include, but not be limited to, basements, attics, space finished or unfinished, having a five (5) feet or more space from floor to ceiling, interior balconies and mezzanines; and enclosed porches or porches covered by a roof suitable for housing a habitable room. Any space devoted to required off-street parking or loading for the building shall not be included in "floor area." The following areas shall be excluded from calculations for "floor area": elevator shafts, stairwells, space used solely for heating, cooling, mechanical, electrical and mechanical penthouses, refuse rooms and uses accessory to the building. |
| FLOOR AREA, GROUND: | The sum of the gross horizontal area of the ground floor of a building, measured from the exterior faces of the exterior walls or from the center line of walls separating two (2) buildings. The ground floor area of a building also shall include recessed, unenclosed, or partially enclosed areas under a floor above exterior stairways, porches, and similar areas but excluding open terraces. |
| FLOOR AREA RATIO: | The numerical value obtained by dividing the gross floor area of a building or buildings by the lot area on which such building or buildings are located. |
17TH FLOOR PLAN
FAR Attributable Gross Area: 13,185sf

EXTERIOR COVERED TERRACE INCLUDED IN FAR

EXTERIOR OPEN TO SKY TERRACE EXCLUDED IN FAR

18TH FLOOR PLAN
FAR Attributable Gross Area: 13,185sf
SECTION 10  LANDSCAPE PLAN

The Landscape Plan is included within the Development Plan. Please see section 9 for more details.
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
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<tbody>
<tr>
<td>Planned Development Application</td>
<td>April 2019</td>
<td></td>
</tr>
<tr>
<td>City of Evanston Planned Development Review and Approval</td>
<td>April 2019</td>
<td>September 2019</td>
</tr>
<tr>
<td>Complete Architectural Plans and Specifications for Permit</td>
<td>October 2019</td>
<td>March 2020</td>
</tr>
<tr>
<td>Permits</td>
<td>March 2020</td>
<td>April 2020</td>
</tr>
<tr>
<td>Construction (core and shell)</td>
<td>April 2020</td>
<td>August 2021</td>
</tr>
</tbody>
</table>
March 21, 2019

Mr. Matthew F. Havey  
Managing Director  
Vermilion Development  
121 West Wacker Drive  
Suite 400  
Chicago, Illinois 60601

Dear Mr. Havey:

Enclosed please find the Evanston Office Market Analysis along with a survey of the Class A Buildings. Based upon the proposed location and the strong market fundamentals in Evanston, we strongly believe a new development project will be successful. Here are the facts:

- The current Class A vacancy rate in Evanston is seven percent (7%).
- There are only three blocks of contiguous space over 20,000 square feet in the Evanston Market. Currently large users considering Evanston have very limited options and growing companies may be forced to consider options outside of Evanston to accommodate their needs.
- The projects superior location in the heart of Evanston is complemented with both the Metra and CTA Purple Line in walking distance. This Transit Oriented location will be well received by the millennial generation whose preference is rail over the traditional car commuting of the past. This will benefit Evanston with less demand for vehicle parking.
- The last new development project delivered in Evanston was in 2002. With advances in technology, construction, riser management, amenities and tenant friendly buildings a new development will be in strong demand from today’s discerning office users.
- Based upon the incredible shift of tenants from the traditional suburban locations of the past to a more urban environment with restaurants, bars, and entertainment all within in walking distance, makes Evanston a natural choice for new companies.

We hope that the market data we have enclosed clearly supports the facts above and encourages you to bring this exciting project to fruition. If you require any additional information, please do not hesitate to contact us.

Sincerely,

John H. Clark  
Senior Managing Director

Robert Lundin  
Senior Managing Director
Evanston is one of the most affluent and desirable communities in the Chicagoland area. Its location provides easy commutes for decision makers living in the North Shore, as well as millennial employees commuting from downtown neighborhoods like Lincoln Park and Lakeview via Metra or CTA Purple Line making Evanston a transit oriented location.

While there are some proposed new office developments in Evanston a lack of new deliveries has kept vacancy rates low while pushing rental rates up.

Investors have shown significant interest in Evanston. In 2018 alone two of the largest office buildings in Evanston traded hands: 500 Davis Street and 1603 Orrington Avenue.
<table>
<thead>
<tr>
<th>Location</th>
<th>Stories</th>
<th>Total SF</th>
<th>Available SF</th>
<th>% Leased</th>
<th>Sublease Space</th>
<th>Rental Rate</th>
<th>T&amp;O</th>
<th>Year Built</th>
<th>Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>500 Davis St Evanston, IL</td>
<td>10</td>
<td>127,565</td>
<td>3,821</td>
<td>97.0%</td>
<td>8,077</td>
<td>$46-$50 (G)</td>
<td>$16.67/SF</td>
<td>1978</td>
<td>1.95/1,000</td>
</tr>
<tr>
<td>1007 Church St Evanston, IL</td>
<td>8</td>
<td>155,652</td>
<td>13,477</td>
<td>91.3%</td>
<td>0</td>
<td>$42.00 (G)</td>
<td>$14.35/SF</td>
<td>1984</td>
<td>2.25/1,000</td>
</tr>
<tr>
<td>909 Davis St Evanston, IL</td>
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<td>207,743</td>
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<td>91.7%</td>
<td>20,346</td>
<td>$21.00 (N)</td>
<td>$18.99/SF</td>
<td>2002</td>
<td>0.29/1,000</td>
</tr>
<tr>
<td>1603 Orrington Ave Evanston, IL</td>
<td>20</td>
<td>307,528</td>
<td>23,790</td>
<td>92.3%</td>
<td>47,717</td>
<td>$23.00 (N)</td>
<td>$16.83/SF</td>
<td>1969</td>
<td>0.84/1,000</td>
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<tr>
<td>1560 Sherman Ave Evanston, IL</td>
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<td>368,767</td>
<td>0</td>
<td>100.0%</td>
<td>0</td>
<td>$41.83 (G)</td>
<td>$16.46/SF</td>
<td>1978</td>
<td>1.00/1,000</td>
</tr>
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</table>
SECTION 13  TRAFFIC CIRCULATION IMPACT STUDY
1. Introduction

This report summarizes the results of a parking study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Transit Oriented Development (TOD) to be located at 601 Davis Street in Evanston, Illinois. The site, which is currently occupied by a two-story retail building, a vacant lot, and a Chase Bank drive-through, is located in the northwest quadrant of the intersection of Davis Street and Chicago Avenue. The site will be redeveloped with a 19-story building with approximately 192,000 of net leasable square footage. This square footage does not include the parking area or the lobby/retail/café area, which will be ancillary uses. As proposed, the site will provide a 42-space parking garage with access off the north-south alley that runs along the site’s west property line between Davis Street and Church Street. Given the proximity of the proposed office development to the Chicago Transit Authority (CTA) Davis Purple Line station (approximately 940 feet or 0.18 miles) and to the Metra Union Pacific/North Line (UP-N) Davis Street station (approximately 1,000 feet or 0.19 miles), the City of Evanston city core, residential and retail land uses, the development meets the characteristics of a TOD development. Figure 1 shows an aerial view of the site.

The purpose of this TOD parking study is to (1) inventory the existing transportation conditions within the vicinity of the site, (2) determine the characteristics of the TOD, and (3) evaluate the parking needs of the TOD.
Aerial View of Site Location and Distance to Public Transit

Figure 1
2. Existing Conditions

The following provides a summary of the alternative modes of transportation available in the area and the availability of parking in the area.

Site Location

The site is located on the north side of Davis Street between Chicago Avenue on the east and the north-south alley on the west. This site is located in the core of Evanston’s Central Business District, which generally consists of commercial, office, and multi-story residential developments. The site currently contains an existing two-story retail building, a vacant lot, and a Chase Bank drive-through with multiple lanes.

Alternative Modes of Transportation

Accessibility to and from the Evanston central business district is enhanced by the alternative modes of transportation serving the area as summarized below. Figure 2 shows a map of the public transportation serving the area.

Public Transportation. The area is served by several modes of public transportation including Metra commuter rail, CTA rapid transit service, and two bus lines. The following summarizes the rail lines providing service to the area:

- The Metra Union Pacific/North Line (UP-N) has a local stop at Benson Avenue just north of Davis Street, which is located approximately two to three blocks west of Chicago Avenue. This line provides daily service between Ogilvie Transportation Center in Chicago and Kenosha, Wisconsin.

- The CTA Purple Transit Line has a local stop at Benson Avenue just north of Davis Street and is located two to three blocks west of Chicago Avenue. This line provides daily service between the Linden station in Wilmette and the Howard station on the border of Chicago and Evanston. In addition, weekday peak period express service is provided between the Howard Station and downtown Chicago Loop.

The following bus routes serve the immediate area. Several other bus routes have stops that are within walking distance of the site:

- Route Number 205 Chicago/Golf runs mostly along Chicago Avenue, Davis Street, Church Street, and Golf Road between the Howard Street rapid transit station and the Cook County Courthouse in Skokie. Service is provided Monday through Friday.

- Route Number 201 Central/Ridge generally runs along Ridge Road, Sheridan Avenue, and Central Street with stops including the Old Orchard Shopping Center, Central and Davis Purple Line stations, and the Howard Red Line station. Service is provided weekdays from 5:00 A.M. to 8:00 P.M. and Saturdays from 9:00 A.M. to 7:00 P.M.
Non-Motorized Transportation Systems. All of the streets within the immediate area have sidewalks on both sides of the street. Standard crosswalks are provided on all approaches of the studied intersections except for the west approach at the intersection of Davis Street and Sherman Avenue. Pedestrian signals are also provided at all signalized intersections, but none provide pedestrian countdown timers.

According to the City of Evanston’s Area Bike Map, Chicago Avenue and Davis Street are designated bike routes. In addition, Davis Street and Church Street provide barrier-protected bike lanes within the vicinity of the site.

Car-Sharing Transportation Availability. Multiple vehicles are located within walking distance of the site, including two vehicles near the intersection of Davis Street with Benson Avenue and single vehicles near the intersections of Clark Street with Orrington Avenue and Chicago Avenue with Church Street.

Area Parking

The parking in the area is summarized below.

On-Street Parking. Two-hour metered parking spaces are generally provided on both sides of Davis Street, Chicago Avenue, and Church Street and on the west side of Orrington Avenue. Additionally, Sherman Avenue generally also provides two-hour metered parking on both sides of the road. All of the on-street parking spaces are free on holidays.

Public Parking Facilities. The immediate area contains a number of public parking facilities owned and operated by the City of Evanston, including the following:

- The Sherman Plaza Self Park is located in the northeast corner of the intersection of Davis Street and Benson Avenue, approximately 440 feet west of the site. This parking structure has approximately 1,583 parking spaces providing daily and monthly parking.

- The 525 Church Street Self Park is located at the northeast corner of the intersection of Church Street with Chicago Avenue, approximately 615 feet north of the site. This parking structure has approximately 600 parking spaces providing daily and monthly parking.

- The 1800 Maple Self Park is located on the west side of Maple Avenue just north of Church Street, approximately 1,450 feet northwest of the site. This parking structure has approximately 1,400 parking spaces providing daily and monthly parking.
In addition to these public parking facilities, there are also two other parking facilities within close proximity to the site. These are:

- The *Orrington Garage* is located at 1603 Orrington Avenue, approximately 300 feet northwest of the site. The underground parking facility has approximately 290 parking spaces providing hourly rates.

- The *500 Davis Street Garage* is located in the southwest quadrant of the intersection of Davis Street with Hinman Avenue, approximately 590 feet southeast of the site. The parking structure provides 250 parking spaces providing hourly rates.
3. TOD Parking Demand

The following provides a description of the proposed TOD and information regarding parking demand anticipated to be generated by the proposed TOD based on national data and studies.

Proposed Site and TOD Plan

The site, as previously indicated, is located in the northwest quadrant of the intersection of Davis Street and Chicago Avenue. As proposed, the site will be redeveloped with an 18-story building with approximately 192,000 square feet of net leasable area (NLA). This square footage does not include the parking area or the lobby/retail/café area which will be ancillary uses. As proposed, the site will provide a 42-space parking garage with access off the north-south alley that runs along the site’s west property line between Davis Street and Church Street. Given the proximity of the proposed office development to the Chicago Transit Authority (CTA) Davis Purple Line station (approximately 940 feet or 0.18 miles) and to the Metra Union Pacific/North Line (UP-N) Davis Street station (approximately 1,000 feet or 0.19 miles), the City of Evanston city core, residential and retail land uses, the proposed development meets the characteristics of a TOD development.

Characteristics of a TOD Development

Most TOD developments are defined as compact pedestrian-friendly, high density developments near transit stations. The main goals of a TOD are to improve transit accessibility, increase transit ridership and reduce the dependence on the automobile. By contrast these main goals enhance the livability of an area, broaden the housing choices and reduces the parking requirements and demand. More often than not, cities rely on established parking codes to calculate parking requirements. This in turn can lead to overparking areas and failing to strike a balance between the adequate parking supply for a TOD development. This is further validated by an offering memorandum prepared by CBRE for the Orrington Plaza office building that indicated that although downtown Evanston’s market for office development is the strongest in the Chicagoland area, the City’s strict parking requirements of 2.0 spaces per 1,000 square feet of GLA make new office development nearly impossible.

Parking Demand Evaluation

In order to determine the appropriate number of parking spaces for the proposed development, KLOA, Inc. researched various studies conducted in Chicago as well as throughout the United States to find a common characteristic in the parking demand of office TOD developments. Below is a summary of some of these studies:
Based on a study conducted in 2010 by the Regional Transportation Asset Management System (RTAMS) of work trip flows from the six county northeastern Illinois region to Evanston Township, approximately 57 percent of the workers destined to Evanston Township drive alone with the remaining 43 percent utilizing other means of transportation. While this shows a significant reduction in the automobile utilization, the results are skewed given that it encompasses all of Evanston Township, which includes numerous areas with little to no immediate public transportation available. For comparison purposes, KLOA, Inc. also looked at the characteristics of the City of Chicago divided by neighborhood and the percentage of workers utilizing their personal vehicle to get to work. Based on this, Table 1 shows a breakdown of the mode share by area.

Table 1
2010 WORK TRIP FLOWS (ORIGIN – SIX COUNTY NORTHEASTERN ILLINOIS REGION)

<table>
<thead>
<tr>
<th>Work Location</th>
<th>Mode Share</th>
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<tbody>
<tr>
<td></td>
<td>Drive Alone</td>
</tr>
<tr>
<td>The Loop</td>
<td>22%</td>
</tr>
<tr>
<td>River North</td>
<td>40%</td>
</tr>
<tr>
<td>North Michigan/Streeterville</td>
<td>37%</td>
</tr>
<tr>
<td>South Loop</td>
<td>41%</td>
</tr>
<tr>
<td>West Loop</td>
<td>34%</td>
</tr>
</tbody>
</table>

Based on the above, approximately 78 percent of the employees destined to the Chicago Loop either use public transportation or carpool to get to work while the remaining 22 percent drive alone. By contrast, approximately 60 percent of the employees destined to the surrounding neighborhoods use either public transportation or carpool with the remaining 40 percent driving alone. The West Loop, which extends from the Chicago River west to Ashland Avenue and from Grand Avenue south to Van Buren Street, experiences a modal split of 66 percent either utilizing public transportation or carpooling to get to work with the remaining 34 percent driving alone. This data clearly indicates that the availability of public transportation near workplaces coupled with the high density of the area, the numerous local dining and retail amenities, and the mix of land uses reduce the dependence on the automobile and in turn reduce the need for a large number of parking spaces for each individual land use. By applying this correlation between the Loop and the surrounding neighborhoods from the RTAMS survey results, the percentage of workers that would drive to downtown Evanston is reduced to 35 percent.
Getting the Parking Right for Transit-Oriented Development (Center for Transportation Research, University of Texas at Austin)

Based on a study prepared by the University of Texas with a grant from the U.S. Department of Transportation which looked at various communities throughout the United States, it was found that the best practices for TOD parking include:

1. Reductions: Parking requirements can typically be reduced around 20 and up to 50 percent in areas with good transit. Deregulate parking to allow developers to assess parking demand, provide market-priced parking to meet average demand, and use shared parking to accommodate peaks.

2. Management: Cities need to create/utilize parking databases to understand supply and demand and to develop programs that allow the City to track the impacts of adjustments.

3. Pricing: Pricing can be used to improve monitoring, increase enforcement, reduce spillover, and make improvements in parking districts.

The study acknowledges that while it is neither feasible nor reasonable to eliminate all parking in a TOD district, applying the conventional parking ratios to TOD projects would undermine the expected community benefits of TODs and could even cause the TOD initiative to fail. This is because the conventional parking standards are very suburban biased and are based largely on low-density single land-uses. The study further states that “Successful integration of parking is vital for capturing the benefits of TODs and achieving all of its goals. Applying suitable parking standards in TODs can improve the overall performance of the TOD and shape travel behavior, community design, and development economics”. Based on a publication titled Developing TOD Parking Strategies, APA Transportation Planning, Volume XXX, Number 1 “Mainstream data suggest that developers often rely on established parking codes to calculate parking requirements for TODs, which can lead to parking and traffic problems, obstruct land development, and reduce the impact in transit use”.


As stated in the publication, “This report was conducted to serve as a guide or handbook for communities interested in planning and implementing parking policies and programs that are supportive of Smart Growth and Transit Oriented Development (TOD)”. Based on the study, communities can be organized into five major area types: A) Regional Center, B) City Center/Urban Neighborhood, C) Suburban Center/Town Center, D) Transit Neighborhood, and E) Rural/Small Town. While each area has unique characteristics, a common trend is managing the amount of parking associated with new development in an effective way to allow increased density and to support transit. Examples of these policies that apply to regional centers and city center/urban neighborhoods are:

- Reducing parking requirements
- Providing TOD-friendly parking requirements
- Requiring parking maximums instead of minimums
- Considering shared parking
Based on the results of the parking demand model, office developments within a regional center TOD had a parking demand of 0.10 to 0.75 spaces per 1,000 square feet.

Current TOD (Office Development) Trends

It should be noted that while most of the data and guidelines available for TOD developments is for residential uses which supports a significant reduction in parking demand, it is worth noting that the same parking trends will most likely be observed and experienced in an office development within a dense urban area and within close proximity to transit such as 601 Davis Street. One development in the area that embraces this trend and characteristics is the 909 Davis Street building which is 207,743 square feet in size and provides 57 parking stalls on-site for a parking ratio of 0.29 stalls per 1,000 square feet. Together with this trend is the fact that a study prepared by the City of Evanston in 2017 showed the occupancy counts at the 1800 Maple Street, Church Street, and Sherman Plaza self-park garages at less than 60 percent occupancy at peak times on weekdays and less than 45 percent occupancy on weekends.

For comparison purposes, a review of the City of Evanston TOD parking requirements for residential buildings indicates that it resulted in a reduction of 56 percent in the number of parking spaces required for a studio/one-bedroom unit in a TOD zone as compared to a non-TOD location. By applying the same standards to an office development within close proximity to transit, the parking requirement could be reduced from 2.0 spaces per 1,000 square feet to 0.88 spaces per 1,000 square feet. This is more in line with the parking ratios discussed previously.

Given the relatively new efforts by many communities to reduce the reliance and dependence on the automobile by increasing the density and types of land uses within close proximity to a transit station and the ability of residents, visitors, and employees to walk, bike or take transit to work, new trends with regards to parking have emerged. Below is a summary of those trends.

- Reducing and/or eliminating the minimum parking requirements and instead establishing parking maximums
- Develop around or near transit within a rich mix of land uses
- Share parking whenever possible
- Encourage developments to provide ample bicycle parking stalls to increase bicycle ridership
- Provide vehicle trip reduction programs such as telecommuting and/or flexible work schedules
- Allow the private sector to make the decision as to how many parking spaces are required for the TOD
- Allow employees of tenants to seek monthly parking in adjacent or nearby parking lots/structures
As stated in the UCLA publication titled *The High Cost of Free Parking (2011)*, “Commuters will drive to work only if they can park free at work; if they have to pay to park, they will ride public transit, walk, or bike to work. Employer-parking draws commuters into cars and away from transit”. Ultimately, free parking is distorting transportation prices in favor of driving alone which increases congestion, parking demand, fuel consumption, accidents, and air pollution. Based on a model of commuter travel in Los Angeles, if commuters can park free at work, 70 percent of them would drive alone, while 15 percent would ride public transit and 15 percent would carpool. By comparison if commuters must pay for parking, only 45 percent of them would drive alone, while 34 percent would ride public transit and 21 percent would carpool. All of this points out to the fact that tenants in a setting such as downtown Evanston want to be located in an urban setting instead of a suburban one. It becomes a lifestyle choice that self-imposes a parking reduction from the employee and the employer’s perspective.

Furthermore, many recently constructed office buildings in Chicago near transit hubs have provided minimal parking, have leased to full occupancy without issue, and are currently operating as any normal office building would despite not providing the historically typical number of parking spaces required in a suburban setting. These buildings are very recent, clear examples of private markets dictating the amount of parking required for a Class A office tower. Below is a sample of these office buildings.

- 150 N. Riverside (74 stalls, 0.06 stalls per 1000 SF)
- 110 N. Wacker (110 stalls, 0.07 stalls per 1000 SF)
- 151 N. Franklin (34 stalls, 0.04 stalls per 1000 SF)
4. Evaluation and Recommendations

The following discusses the conclusions regarding the proposed development and any recommendations to reduce the TOD’s impact on area streets and parking.

Overall Evaluation

As seen from the previous discussion, the availability of alternative modes of transportation will adequately serve future employees of the proposed office development. This site is located within a walking distance of the CTA Davis Purple Line station (approximately 725 feet or 0.13 miles) and to the Metra Union Pacific/North Line (UP-N) Davis Street station (approximately 950 feet or 0.18 miles), the City of Evanston city core, residential and retail land uses. Based on a review of ridership statistics provided by RTAMS, the Davis Street station has experienced a seven to eight percent increase in ridership over the past 10 years even though the employment and population within half a mile to one mile of the transit center have remained mostly unchanged. Therefore, this confirms that public transportation continues to be an attractive and convenient alternative to the office, retail and residential uses within the City of Evanston city core.

Furthermore, given that bicycle facilities and bicycle routes are provided in the area, which allow for access to other major bike routes, the proposed office building plans to build a significant amount of indoor bicycle parking on site to encourage bicycle ridership. Lastly, sidewalks and traffic signals with pedestrian countdown timers are provided in the area and crosswalks striped with high-visibility continental striping are generally provided near the site. Therefore, biking and walking to/from the proposed office building will be very attractive and convenient.

Parking

The proposed development qualifies as a TOD. As such, the development is proposing a reduced parking ratio to conform with the trend of lower parking supply for TODs. As indicated earlier, these developments have experienced a significant reduction in parking demand given their location in an urban environment, such as downtown Evanston, which is in close proximity to public transit, other alternative modes of transportation and mix of uses that collectively minimize the reliance on the automobile as a primary mode of transportation. The development is also following the trend of the low amount of parking provided in other recently-constructed Class A office buildings which reflects what the private market has clearly determined that Class A office tenants no longer consider surplus parking an important amenity.
Transportation Sustainability Conclusions and Recommendations

The following summarizes transportation sustainability conclusions and measures that could be implemented by the proposed TOD to further foster alternative modes of transportation other than the automobile, and to enhance pedestrian/bicycle safety:

• Employees will benefit from sidewalks, crosswalks, and pedestrian signals which are generally provided throughout downtown Evanston.

• The proximity of the site to Divvy stations and car-share facilities will provide employees and visitors with additional alternative modes of transportation.

• Consideration should be given to providing a real-time transit monitor within the lobby in order to further encourage public transit use.

• Implementation of one or more of the following Travel Demand Measures (TDM):
  o Carpool matching services
  o Preferred carpool parking
  o Telecommuting
  o Bike storage and charging facilities
This report summarizes the results and findings of a TOD parking study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for the proposed TOD to be located at 601 Davis Street in Evanston, Illinois. As proposed, the site will be redeveloped with a 19-story building with approximately 192,000 square feet of net leasable area. The site will provide a 42-space parking garage with access off the north-south alley that runs along the site’s west property line between Davis Street and Church Street.

Based on the preceding analysis and recommendations and given the proximity of the proposed office development to the Chicago Transit Authority (CTA) Davis Purple Line station (approximately 940 feet or 0.18 miles) and to the Metra Union Pacific/North Line (UP-N) Davis Street station (approximately 1,000 feet or 0.19 miles), the City of Evanston city core, residential and retail uses, the development meets the characteristics of a TOD development. The reduction in off-street parking will not be detrimental to the future employees and the area based on the following:

- The proposed development meets the characteristics of a TOD development.
- Accessibility to and from the Evanston central business district is enhanced by the numerous alternative modes of transportation serving the area.
- The nature of the Evanston downtown area with excellent transit service, bicycle and pedestrian facilities, high density, and broad mix of land uses, lends itself to a much lower parking requirement than what the City of Evanston code requires.
- The immediate area contains a number of public parking facilities owned and operated by the City of Evanston as well as various private parking structures/lots that provide ample off-street parking.
- Based on review of numerous studies of TOD developments, it is imperative to strike a balance between the parking supply and the development. If typical parking ratios are applied it can lead to overparking areas, discouraging development and failing to create a true TOD development.
- Work Trip Flow Data collected by RTAMS clearly indicates that office developments within close proximity to transit reduces the auto dependency and thus the parking demand.
- A study conducted in California for the San Francisco Metropolitan Transportation Commission has shown that the parking demand for office buildings near public transportation ranges from 0.10 to 0.75 spaces per 1,000 square feet, which is consistent with the proposed parking supply for the proposed office development.
• Given the available off-street parking spaces in the three public parking structures owned and operated by the City of Evanston as well as those available in other public parking garages managed by private companies, the building will operate efficiently with the proposed 42 off-street parking spaces.

• The reduced parking supply of the proposed office development is consistent with the new trends in TOD developments which include the following:
  
  o Reduce and/or eliminate the minimum parking requirements and instead establish parking maximums
  
  o Develop around or near transit within a rich mix of land uses
  
  o Share parking whenever possible
  
  o Provide vehicle trip reduction programs such as telecommuting and/or flexible work schedules
  
  o Allow the private sector to make the decision as to how much parking spaces is required for the TOD
  
  o Allow employees of tenants to seek monthly parking in adjacent or nearby parking lots/structures
  
  o Implementation of one or more of the following Travel Demand Measures (TDM)
    ▪ Carpool matching services
    ▪ Preferred carpool parking
    ▪ Telecommuting
    ▪ Bike storage and charging facilities
  
  o Installation of real-time transit monitoring in the lobby to encourage/facilitate use of transit
**Site Demolition:**

The site is located at the northwest corner of Chicago Avenue and Davis Avenue in Evanston, IL. The existing site consists of the University Building, multiple covered ATM drive lanes and an open plot with existing exposed building foundations. All onsite improvements shall be removed in their entirety except for the University Building, which is to be preserved. Within the public right of way, the curb and sidewalk shall be removed and replaced as required for construction activities and for the proposed driveways. All pavement removed shall be removed full depth.

**Site Grading and Surface Work:**

The proposed site shall consist of the preserved university building, a proposed mixed-use tower with a Chase Bank ATM drive-thru facility on a portion of the first floor. An interior loading dock for the tower will be located on the west side of the building accessed off of the alley. The open area north of the University Building shall be paved with brick. All grading will be completed to ensure stormwater is collected and retained on-site pursuant to MWRD and Evanston requirements. All pavements shall match the existing conditions in the ROW with a mixture of brick and concrete. The drive-thru lanes associated with the bank shall be an asphalt or concrete driveway pavement.

**Proposed Utility Work:**

All proposed utility connections will be made in Davis based on the water and combined sewer atlases provided by the City of Evanston. Based on those atlases, there is a 24” combined sewer and a 24” watermain in Davis, an 8” watermain and 10” combined sewer in Chicago and a 12” combined sewer in the alley northwest of the project. The size of the existing sewer main and watermain within Davis should adequately meet the demands of the proposed development. The tower will have a new sanitary and a new water service located on Davis. The University Building to remain shall utilize the existing utility services. Stormwater from the proposed tower will be routed into a detention system located north of the University Building. The ultimate outfall for the storm system will consist of a restrictor catch basin discharging into the 24” sewer in Davis.
Check number 3811 is enclosed in the amount of $6,000 for the Planned Development Application, Zoning Map Amendment Application, and Special Use Application.