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June 30, 2017

Andrew Yule  
Albion Residential  
188 W. Randolph, Suite #202  
Chicago, IL 60601

RE: **Proposed Planned Development  
1454-1508 Sherman Avenue**

Dear Mr. Yule,

Staff has reviewed your application for the proposed mixed-use Planned Development at 1454-1508 Sherman Avenue

Staff has tentatively scheduled the project for Design and Project Review (DAPR) Committee review on **July 19, 2017**. Please be prepared to provide a brief project presentation (5-10 min. maximum) and bring samples of all exterior building materials. Please submit revised plans by **July 11, 2017** to be presented at this DAPR meeting.

Based on our review of your application materials and plans, there are a number of comments that need to be addressed before your petition can be presented to the Plan Commission. Staff has tentatively scheduled your project for the Plan Commission meeting on August 9, 2017. Revised plans and documents addressing the comments listed below must be submitted on or before **Friday, July 28, 2017** for your petition to be presented at the Plan Commission meeting on **Wednesday, August 9, 2017**.

Following our review of the application materials, the following comments need to be addressed in your next submittal:

1. The following five site development allowances are needed for the project based on the Zoning Analysis (attached) with D4 zoning classification:
  - 1) The proposed FAR is 6.78. The maximum permitted FAR in the D4 district is 5.4 with a maximum site development allowance of 6.0 FAR. An FAR above 6.0 requires approval of two-thirds of the City Council.

**Revisions to plans have been made to reflect residential and retail garage access occurring off of the alley. FAR has been updated to 6.79.**

- 2) The proposed building height is 172 feet (excluding parking levels). The maximum permitted height of a building in D4 is 105 feet with a site development allowance of up to 145 feet. A building height larger than 145 feet requires approval of two-thirds of the City Council.

**Albion is in agreement.**

- 3) The proposed number of dwelling units is 292. The maximum permitted number of dwelling units based on the lot size of 37,279 sq. ft. and Code requirement for a minimum of 400 square feet per dwelling unit is 93 units.

**Albion Residential has revised the proposed unit count to 287 private residences.**

Proposed Unit Mix		
Unit Type	Avg. SF	Unit
Studio A	430	42
Studio B	515	55
Convertible	625	64
1-Bedroom	700	35
1-Bedroom + Den	800	33
2-Bedroom A	975	38
2-Bedroom B	1200	18
3-Bedroom	1400	2
<b>TOTAL</b>	<b>692</b>	<b>287</b>

- 4) The number of parking spaces proposed is 172. The minimum required number of parking spaces for the proposed residential and retail uses is 397.

**After relocating residential/retail garage access to the alley, the parking count has increased 13 stalls to a total of 185 parking stalls.**

- 5) A minimum 40-foot ziggurat setback is required along Sherman Avenue above a height of 42 feet. Less than 40 feet is proposed.

**The proposed development achieves a 40-foot setback on the northeast portion of the residential tower on Sherman Avenue, which curves in an s-shaped manner to a 0-foot setback on the southeast corner of the residential tower.**

**Ziggurat setbacks have been architecturally challenging due to the irregular shape of the development site.**

2. To improve pedestrian experience in downtown environment, vehicular access shall occur from the alley without any driveway access from Sherman Avenue. Proposed one-way vehicular circulation through the alley from south to north allows for increased visibility exiting the alley because of the widened dimensions at the northern end of the alley.

**Albion is in agreement. Revisions have been made. Please see updated plans attached.**

3. Active uses are strongly preferred on all street-facing facades at all levels. If parking uses are proposed at the upper-level street facades, the design of these spaces is

critical and examples shall be provided of projects that successfully incorporate this use. Provide locations of, and images from, comparison project examples and provide detailed elevations for the base/podium.

**Hartshorne Plunkard Architecture has prepared several examples of projects that successfully incorporate parking structure façades that appear as if there is an active use beyond the façade other than parking.**

**Parking structure façade examples will be presented at DAPR meeting and will be included in the Planned Development Application resubmission.**

4. Providing below grade parking could reduce the amount of non-active space above grade.

**Albion Residential has reviewed this option. Due to construction and environmental remediation costs associated with the site, parking below grade within the proposed development is not economically feasible.**

5. Increasing the depth of the proposed pocket park from around 25 feet from south property line would provide a better amenity and reduce the length of the building.

**Given the proposed development's transitional location within downtown Evanston, the public pocket park naturally fits within the scale & context of the surrounding neighborhood.**

6. Show alley conditions and adjacent parcels all the way to Grove Avenue.

**SpaceCo is conducting survey site work. Updated survey and plans will be included in the Planned Development Application resubmission to show alley conditions and adjacent parcels all the way to Grove Street.**

7. Explore parcel ownership (11-18-317-008-0000) west of alley at Grove Avenue for improved sightlines.

**11-18-317-008-0000 consists of commercial retail space that that is currently occupied. However, Albion believes the city was referring to 11-18-317-007-0000. According to the Cook County Property tax portal, the parcel located west of the alley on Grove Street (11-18-317-007-000) shows that the current owner also owns the Harper Park land situated on the southwest corner of Sherman Avenue and Lake Street (also pin 11-18-317-007-0000). Parcel ownership of 11-18-317-008-0000 and 11-18-317-007-0000 are not currently being explored by Albion Residential.**

8. Provide detailed pocket park improvement plan including separation from vehicular traffic in alley.

**Revisions Made. Attached Landscape Plans show the separation between vehicular traffic and the pocket park. The first tier of separation between the park and vehicular traffic consists of a 16-inch planter wall that steps up to a 36-inch planter wall, which then steps up to a 48-inch planter wall. A 4-foot tall evergreen hedge fence sits atop the 48-inch planter wall to create more privacy and separation between the public pocket park and vehicular traffic in the alley.**

- a. Provide information and/or assurances that this will be a pocket park open to the public and not an area that will be turned into a sidewalk cafe for a commercial tenant (since this is being claimed as a public benefit).

**Albion Residential plans to work with city staff to develop language for the pocket park. Updated language will be included in the updated Planned Development Application resubmission.**

9. Provide streetscape elevations to show comparison with adjacent buildings.

**Albion Residential has prepared a 3D model at the recommendation of Alderman Wynne during the Joint 3<sup>rd</sup> and 4<sup>th</sup> Ward Neighborhood Group Meeting. The 3D model will be made available during DAPR, Planning Commission, and City Council meetings.**

10. Provide exterior building material and color samples.

**Exterior building materials will be brought to DAPR meeting.**

11. Provide color building elevations. Include building materials for top level, including mechanical equipment enclosures.

**Updated building elevations have been included.**

12. Demonstrate functionality of proposed loading spaces by showing turning movements for appropriate sized trucks.

**KLOA has prepared truck maneuvering analysis regarding the functionality of the loading spaces occurring in the alley.**

13. Proposed Public Benefits should be separated by benefits that are otherwise required (IHO, compliance with Green Building, etc. are not direct public benefits to necessitate development allowances since they are required by any development) and additional proposed benefits.

**Albion Residential will separate all the benefits of the proposed development that are required from any compensating public benefits that are intended to be derived from the approval of planned developments. All revisions will be included in the updated Planned Development Application resubmission.**

- a. Revise Public Benefits (interactive public lobby is not a public benefit, review: 6-3-6-3.- PUBLIC BENEFITS. The public benefits to the surrounding neighborhood and the City as a whole that are intended to be derived from the approval of planned developments, include, but are not limited to:

14. Provide additional information on what is meant by “wayfinding signage in new pocket park”

**Wayfinding signage within the pocket park will be used to direct pedestrian in the right direction towards other significant areas throughout Evanston. Wayfinding Signage implemented will be consistent with other signage throughout the City of Evanston and will be subject to approval before implementation.**

15. Clarify where the “green wall” will be located.

**The green wall that was previously located above the lobby entrance has been removed. Updated rendering will be presented at DAPR meeting and will be included in the Planned Development Application resubmission.**

16. Construction Management Plan describing phases of construction, staging & logistics, truck routes, work hours, contractor parking, vibration monitoring, etc. will be required prior to permit issuance.

**Noted.**

17. Construction management plan logistics will undergo major revisions after consultation with our Right of Way permits engineer.

**Noted.**

18. Separate demolition permits for each building being demolished will be required.

**Noted.**

19. Separate sign review and permit(s) required.

**Noted.**

20. Please provide estimated project construction valuation for budgeting purposes.

**Estimated project cost will be included in Planned Development Application resubmission.**

21. Provide exterior lighting proposal specifically any upper level lighting.

**Exterior Lighting Proposal is being revised for Planned Development Application resubmission.**

22. Provide bird-friendly design proposals.

**Under Review by Hartshorne Plunkard Architecture and Wolff Landscape Architecture.**

23. Clarify where the publicly available bike racks will be located on the Landscape Plan. Staff recommends that the bike racks be located at multiple locations along Sherman Ave. including near the development's main entrance, and near the Sherman Ave. and Lake St. intersections, and within the proposed Pocket Park.

**The bike racks are called out as Forms + Surfaces Trio Bike Racks on the ground level floor plan. Specified bike racks have been approved on previous Evanston projects. Updates have been specified in the Landscape Plans.**

24. Clarify where the entrance door for bike parking will be located, and how the bike parking facilities will be organized on the site plan?

**Private bike parking within the proposed development will be accessible off of Sherman Avenue. The Bike Parking room will be located towards the center of the building and will be easily accessible by residents by using the main elevator lobby.**

25. The developer is encouraged to consider supporting the residents' and building staffs'

utilization of the Divvy system through the distribution of 24-hour passes for all new residents over the next three years, and the building management's participation in Divvy's Corporate Membership program. The City can assist the developer in securing an individualized building code for the passes and in providing information about Divvy's Corporate Membership options.

**Under Review.**

26. Provide details on the audible, lighting and tactile measures that will be utilized at the driveway along Sherman Avenue. **Details on audible, lighting, and tactical measures will be included in the Planned Development Application resubmission.** The developer is encouraged to explore a raised- sidewalk application which will maintain the sidewalk's grade along the driveway, reduce mobility demands on pedestrians, and require motorists to slow down when entering and exiting out of the pedestrian space when using the driveway. The developer can refer to the Fountain Square Project that is currently under construction for material references. The sidewalk in front of the driveway access should be carried through instead of painting of a crosswalk across the driveway as recommended in the traffic report.

**Under Review.**

27. Clarify if the proposed Transit Tracker screen will be visible for only residents, or also for the public walking by; and, if the screen shall be solely used for transit arrival information and not for package notes/ news/ or replaced by any other information.

**Under Review.**

28. Will the proposed Divvy station be a 15-dock station with 10 bikes? Will the proposed station be placed in the proposed pocket park?

**The proposed Divvy station will be a 15-dock station with 10 bikes situated on the northwest corner of Lake Street and Sherman Avenue. The estimated cost for implementing a new Divvy station is approximately \$60,000.**

29. Identify where in the parking garage the two proposed, dedicated car sharing spaces will be location. Clarify how the general public will access these car sharing places.

**The 2 car-sharing stalls will be located on the ground floor parking level within the proposed development closest to the lobby. General Public will be able to access the car sharing stalls through the lobby. Albion Residential plans to staff a 24-hour concierge service that will be able to direct the general public in the right direction towards the car-sharing stalls.**

30. Clarify what is meant by "restoration of CTA viaduct", just painting or rebuilding or something else.

**Albion Residential plans to meet with CTA and Metra to discuss the restoration of viaducts within proximity to the proposed development. Upon agreement with CTA and Metra, Albion Residential plans to commence viaduct restorations, which will consist of new paint and updated lighting focused on increasing safety and pedestrian atmosphere in and around the viaducts.**

31. 7 sewer and 3 water service - 2 of which need water main shutdowns – disconnects are required before demolition of the site.

**Revisions made on the Preliminary Engineering Plan. SpaceCo has shown the locations of the sewer and water connections that are to be removed.**

32. Pre-demolition foundation and structure assessment of the surrounding buildings must be documented. Monitoring of identified 'at risk' structures will be required during demo and construction.

**Noted.**

33. Water service needs to be a double service with meters installed 5' from where service enters building and no pipe underground within the building footprint.

**See updated Preliminary Engineering Plan. Double service is being shown.**

34. Streetscape plantings should be 10' from water services.

**Drawings have been modified and dimensions have been labeled between the water line and the closest trees.**

35. Lowering the water main is not allowed.

**SpaceCo to coordinate with the City of Evanston. The water main is going to be in a direct conflict with the sanitary/storm services.**

36. Water and sewer services require a City WSNS permit which is separate from the Building permit.

**Noted.**

37. Put inspection storm and sanitary manholes on private property.

**See updated Preliminary Engineering plans. MWRD requires that inspection manholes are to be located 5' from the building. The manholes were relocated to the private property where feasible.**

38. Storm lines must have City standard vortex restrictors and back check valves.

**Noted.**

39. Provide stormwater detention per City requirements and volume control per MWRD requirements.

**See Preliminary Engineering Plan. Volume control per MWRD and detention per City is being provided in combination of the roof and under the ramp storage.**

40. The viaducts structures on Lake Street and Grove Street with limited clearance may limit trucks access to and from the west. Therefore, please provide truck turning templates entering the alley and exiting the alley. The concern is that if only right turn in and right turn out is possible, the alley width may have to be adjusted accordingly especially at the Lake Street side.

**KLOA has provided truck maneuvering plans within the alley. See plans attached.**

41. If there are utility poles and boxes in the alley creating pinch points, consideration should be given to increase the alley width to 16 feet. Also consider burying of

utilities for the length of the alley which will also provide more space for vehicle maneuvering in the alley.

**Under Review.**

42. If access from Sherman Street is to be approved, then the garage entrance/exit should be set back and/or widened to allow better line of sight/visibility for safety of pedestrians in the sidewalk.

**Parking garage entrance/exit will be accessible from the alley.**

43. Will the building need a drop-off/pick-up loading area in the front for residents/business/delivery? If so, then a proper loading area should be part of the design with ADA access ramps.

**Revisions made to the ground level floor plan. The proposed development will include a drop-off/pick-up loading area in front of the residential lobby. Albion Residential plans to have (1) parking meter removed from the western side of the Sherman Avenue streetscape.**

44. Existing street lighting levels should be analyzed and upgraded as needed.

**Under Review. Revisions to be Included in Planned Development Application resubmission.**

45. Submitted building photometric study shows readings in excess of City policy. Lighting will need adjustment to meet brightness and glare guidelines.

**Under Review. Revisions to be Included in Planned Development Application resubmission.**

46. Any proposed Lake Street viaduct renovation should include the Metra viaduct as well as the CTA's.

**Revisions have been made. All viaduct restorations will include Metra & CTA.**

47. New trees must be chosen from the City approved list.

**Revision have been made. Implemented trees have been specified in the landscape plans. The trees that have been selected are from the City of Evanston's approved list.**

48. Sherman Avenue should be resurfaced from Lake to Grove after building construction is complete.

**Under Review. Comments to be Included in Planned Development Application resubmission.**

49. Damaged sections of the alley should be restored as directed by the City Engineer.

**Under Review. Comments to be Included in Planned Development Application resubmission.**

50. The Sherman Avenue streetscape damaged due to construction or streetscape changes due to the proposed development should be restored as directed by the City Engineer.

**Under Review. Comments to be Included in Planned Development Application resubmission.**

51. There is a discrepancy as far as the number of proposed units: The document says 292 proposed units on pages 7, 10, 12, 239, 240, 249-252, 269, 278, 284, 307, 311, 470, 475, 486, 490, 503; and 298 proposed units on pages 162, 279, 568. ‘

**\*\*\*Most current proposed unit count consists of 287 dwelling units. \*\*\***

**PP. 162 – Unit count shown on preliminary plans during first pre-application conference with city staff. Proposed unit count has since changed from 298 units to 287 units.**

**PP. 279 – Numerical error. Revised unit count has reduced 7 units to 287 units. See updated plans attached.**

**PP.568 – Drafted notice letter by city staff for neighborhood group meeting. Unit count has changed from 298 units to 287 units since pre-application conference with city staff and neighborhood group meeting.**

52. On page 221 the developer says they will contribute \$2,980,000 to the Affordable Housing Fund, and on pages 9, 12, and 304, the document says they will contribute approximately \$300,000; however, on pages 279 and 580 it says they will contribute \$300,000 (no "approximately")

**Revisions made. Updates to be Included in Planned Development Application resubmission. Given proposed unit count of 287 units, Albion Residential plans to contribute \$2,900,000 to the City of Evanston Affordable Housing Fund.**

53. Since we do not do partial units, their IHO contribution is either 29 or 30 affordable units depending on whether the project is 292 or 298 units. Therefore, the fee-in-lieu of the affordable units is either \$2,900,000 or \$3,000,000.

**Revisions made. Updates to be Included in Planned Development Application resubmission. Given proposed unit count of 287 units, Albion Residential plans to contribute \$2,900,000 to the City of Evanston Affordable Housing Fund.**

54. Within the application documents, the following statement is made: "Albion Residential will also make a contribution of approximately \$3,000,000 to the affordable housing fund as required by the Inclusionary Housing Ordinance. Albion Residential believes that the cash-in-lieu contribution will be much more beneficial for the City of Evanston to pursue future affordable housing options compared to providing approximate 29 units that would be housed within the planned development." It is actually more beneficial to the City and community to have the 10% on-site affordable units. This helps work toward achieving more integration of affordable housing units in market rate TOD areas. Additionally, the cost of developing a single unit, which ranges from \$225,000 to \$300,000, is much more expensive than the fee-in-lieu of \$100,000 per unit. It is also challenging to acquire and develop affordable units in areas of high opportunity/close to transit due to the high costs of land and housing in those areas. Therefore, having 29 or 30 on-site affordable units in a market rate development is more beneficial to the City than a fee-in-lieu.

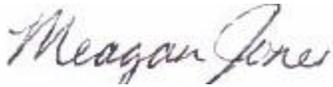
**Revisions made. Updates to be Included in Planned Development Application resubmission. Given proposed unit count of 287 units, Albion Residential plans to contribute \$2,900,000 to the City of Evanston Affordable Housing Fund.**

**Please submit four (4) sets of revised plans and documents addressing the**

**comments 1-54 listed above and included attachments by Tuesday July 11, 2017. Please note additional comments may be provided following the review of the revised plans.**

If you have any comments or questions about any of the comments listed above, please do not hesitate to contact me directly at 847.448.8170 or via email at [mmjones@cityofevanston.org](mailto:mmjones@cityofevanston.org).

Sincerely,

A handwritten signature in cursive script that reads "Meagan Jones". The signature is written in black ink on a white background.

Meagan Jones  
Neighborhood and Land Use Planner