

# LAND USE COMMISSION

Wednesday, September 25, 2024 | 7:00 P.M.  
James C. Lytle City Council Chamber, Second Floor  
Lorraine H. Morton Civic Center, 2100 Ridge Avenue

## AGENDA

Those wishing to make public comments at the Land Use Commission meeting may submit written comments in advance or sign up to provide public comment in-person during the meeting by calling/texting 847-448-4311 or completing the Land Use Commission meeting online comment form available by clicking [here](#), or visiting the Land Use Commission webpage, <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>, clicking on How You Can Participate, then clicking on Public Comment Form. Community members may watch the Land Use Commission meeting online at [www.cityofevanston.org/channel16](http://www.cityofevanston.org/channel16) or on Cable Channel 16.

### I. CALL TO ORDER/DECLARATION OF A QUORUM

### II. DISCUSSION

#### A. Envision Evanston 2045 - Corridors, Centers and Zones and Referral Related to Parking Minimums

Discussion of City Council referrals regarding car parking minimums and mixed-use centers and corridors that will be recommended as part of Envision Evanston 2045.

### III. COMMUNICATION

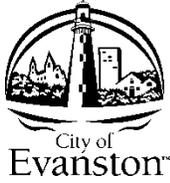
### IV. PUBLIC COMMENT

### V. ADJOURNMENT

The next meeting of the Evanston Land Use Commission will be held **on Wednesday, October 9, 2024, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

*Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>. Questions can be directed to Meagan Jones, Neighborhood and Land Use Planner, at [mmjones@cityofevanston.org](mailto:mmjones@cityofevanston.org) or 847-448-4311. The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-866-2919 (Voice) or 847-866-5095 (TTY). Requests for access assistance must be made 48 hours (two working days) in advance. Requests received with less than 48 hours (two working days) advance notice will be attempted using best efforts, but cannot be guaranteed.*

*La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847/866-2916 (voz) o 847/448-8052 (TDD).*



# Memorandum

To: Chair and Members of the Land Use Commission

From: Cara Pratt, Sustainability and Resiliency Manager, Sarah FioRito, Transportation and Mobility Coordinator, Meagan Jones, Neighborhood and Land Use Planner, and Liz Williams, Planning Manager

Subject: Discussion on Envision Evanston 2045 Referrals

Date: September 23, 2024

## **Background**

In late February 2024, the City Council made a referral related to parking minimums, which was recommended to be discussed with Envision Evanston 2045. The Environment Board has subsequently discussed this referral. On July 25, 2024, additional referrals related to Envision Evanston 2045 were made by the City Council based on observations made during the early phases of the community engagement process. These referrals represent a set of City Council policy directives and will be incorporated into the draft Comprehensive Plan and Zoning Code due for release this fall.

Referral Request	Description
Eliminate car parking minimums	Eliminate parking minimums to reduce housing costs, promote sustainable urban development, enhance mobility options, and support economic growth.
Promote walkable, mixed-use centers and corridors	Identity growth centers and corridors for mixed-use zoning including increasing residential capacity near transit hubs.
Promote housing choice in all neighborhoods	Allow duplexes, triplexes and fourplexes where they comply with zone requirements in all residential neighborhoods and reduce the minimum lot size.
Reduce the complexity and abundance of zoning districts	Generate a zoning map with fewer districts and overlays than the current one, using

	illustrations to communicate ideas.
Streamline the development approval process	Allow more uses by right to reduce the number of exceptions.
Increase the urban tree canopy through landscaping standards	Insert landscape standards in the zoning code.
Increase opportunities for outdoor dining and greenspace with new development.	Update the zoning code to make it easier for outdoor dining options to thrive in a way that allows Evanston residents and visitors to enjoy the outdoors and our city's natural beauty while also patronizing our local businesses.
Encourage opportunities to celebrate fun, joy and happiness.	<p>Simplify the special events ordinance to make it more straightforward and transparent.</p> <p>Develop a process to close streets for pedestrians and bicycles only both temporarily or permanently.</p>

On September 25, 2024, City staff will facilitate a discussion with the Land Use Commission to help inform the draft Comprehensive Plan and Zoning Code related to some of these topics. The sections below outline research on best practices and a preliminary proposal or concept for review. Each section concludes with a list of questions that help to inform the draft and guide the discussion.

**Discussion**

House People Over Cars - Remove Car Parking Minimums

This City Council referral focuses on the elimination of all car parking minimums across the city. In addition, the policy shift would promote investment in active transportation infrastructure and establish bike and micro-mobility parking recommendations. These policy changes have been found to support the following:

- **Reduced Traffic Congestion:** Excessive parking can encourage more people to drive, leading to increased traffic congestion, especially in urban areas. By eliminating car parking minimums and establishing bike and micro-mobility parking standards, cities can encourage the use of public transportation, walking, and biking, thereby reducing the number of vehicles on the road.
- **Promotion of Sustainable Transportation:** Eliminating car parking minimums encourages people to consider alternative modes of transportation, which supports sustainability goals by reducing greenhouse gas emissions and promoting healthier, more active lifestyles.

- **More Efficient Land Use:** Large amounts of land dedicated to parking lots or structures can be an inefficient use of valuable land. By limiting the amount of parking, cities can encourage the development of more productive land uses, such as affordable housing, commercial spaces, or green areas.
- **Cost Savings:** Building and maintaining parking infrastructure can be expensive for both the City and developers. By reducing the amount of required parking, cities can save on infrastructure costs, and developers can allocate resources to other aspects of their projects.
- **Improved Urban Design:** Excessive parking can create spaces that are not pedestrian-friendly or aesthetically pleasing. By limiting parking, communities can promote better urban design, with more emphasis on walkability, green spaces, and vibrant streetscapes.

#### Questions for discussion

- How can the code balance the cost benefits achieved by eliminating car parking minimums while ensuring sufficient access to alternatives?
  - How can the rules support parking for various sizes of small vehicles including vespas, cargo bikes, bicycles, scooters, etc?
  - What dimensions constitute one unit of parking and how does the code allow for different sizes of alternatives (ie. a heavy electric cargo bike needs different parking facilities than a simple bicycle)
- How can the code support e-bike charging?
- What feedback do you have for the team as this proposal is developed? .

#### Centers and Corridors Land Use Framework:

A Centers and Corridors Framework is a planning strategy that focuses on developing populated centers connected by corridors, typically featuring efficient public transportation and active transportation infrastructure. Centers are designated areas that serve as hubs for economic, social, and cultural activities. They typically feature mixed-use developments, allowing residential, commercial, and recreational spaces to coexist. Corridors are the transportation routes that link these centers, promoting connectivity and accessibility. Overall, a Centers and Corridors Framework represents a holistic approach that aligns development with the preliminary goals developed during the Envision Evanston 2045 process.

- **Prioritize Environmental Sustainability:** Centers and corridors promote more efficient use of infrastructure, such as water, energy, and transportation systems, reducing overall resource consumption. The built environment accounts for the vast majority of emissions, and to achieve our goal of zero emissions by 2050, all future development must be carbon neutral with zero onsite greenhouse gas emissions while exploring onsite renewable electricity generation.
- **Create Equitable Opportunities for All:** Centers and corridors foster equitable opportunities by enhancing accessibility, promoting diverse housing and economic opportunities, and ensuring access to essential services and social gathering places.

- **Invest in Active Transportation:** Corridors encourage public transit, cycling, and walking, decreasing reliance on cars and lowering greenhouse gas emissions.
- **Establish a Strong Local Economy:** Concentrating activities in centers can stimulate local economies, create jobs, and enhance community engagement.
- **Celebrate Arts and Culture:** Well-designed centers promote social interaction, provide access to amenities, and foster vibrant community life.
- **Increase Housing Diversity:** Centers often feature mixed-use development and a variety of housing types catering to different income levels and family sizes.
- **Create a Healthy Community:** Essential services like healthcare, grocery stores, and fitness facilities are concentrated in centers, making them easily accessible to residents, and enhancing overall health.

As part of the process, the consultant team analyzed existing land to identify locations across the city based on a set of variables including ownership status, proximity to transit, parks, and community facilities such as schools and grocery stores, land improvement value, and City-owned assets or TIF areas. Based on these variables, the map on the following page resulted.

#### Questions for discussion

1. What do you think about the Centers & Corridor Framework concept?
2. Where would you recommend centers and corridors be located based on the suitability analysis results?
3. How can zoning help support the Centers and Corridor Framework concept?

#### **Land Suitability Map**

