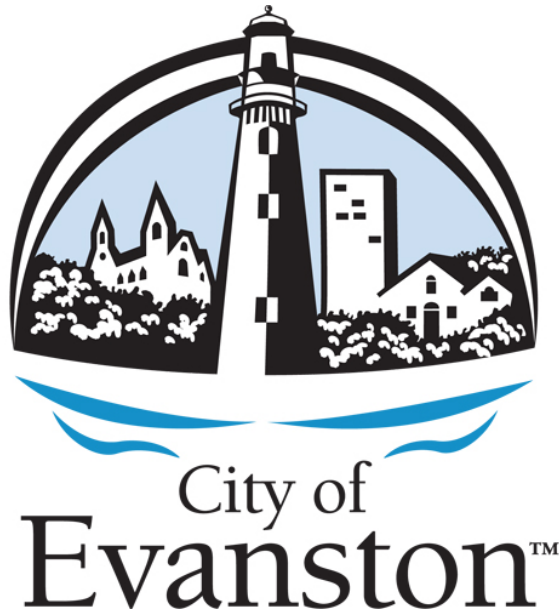


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# City of Evanston

## Community Profile



Source: [www.cityofevanston.org/about-evanston](http://www.cityofevanston.org/about-evanston)

**By: Tegha Obire**

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# Introduction

## 1.1 Historical Overview

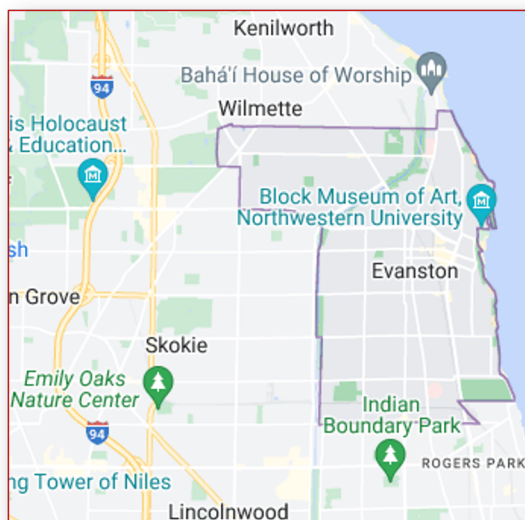
The City of Evanston is a college town suburb in Chicago, Illinois. Founded in 1855, the city was home to Methodist settlers who formed Northwestern University, one of the most prestigious private universities in the world (Northwestern University, n.d). The city was named after John Evans, a politician and co-founder of Northwestern University. Initially a small college town, the city expanded after the American Civil War following its annexation of North and South Evanston villages. It was officially incorporated as a town in 1863 (City of Evanston, n.d). Most notably, prolific urban designer Daniel Burnham recognised Evanston as “the most beautiful city in the world” (City of Evanston, n.d).

## 1.2 Geography

Evanston is situated in Cook County, the most populous in Illinois and the second most populous in the United States (Cook County Government, n.d). It is located adjacent to Lake Michigan in the north of Chicago and is bordered by the Village of Skokie on its Western edge and Wilmette on the North. Evanston is 12 miles from downtown Chicago.

The city has a total area of 7.08 square miles, where 7.78 square miles accounts for land area and 0.02 square miles of water (City of Evanston).

Figure 1: Map of Evanston, Illinois



Source: Google Maps (2022). Retrieved November 15, 2022, from: [https://www.google.com/maps?client=safari&rls=en&oe=UTF-8&q=evanston+illinois&um=1&ie=UTF-8&sa=X&ved=2ahUKEwj11a6Wo9b7AhXVjIkEHXPeBywQ\\_AUoAXoECAIQAw](https://www.google.com/maps?client=safari&rls=en&oe=UTF-8&q=evanston+illinois&um=1&ie=UTF-8&sa=X&ved=2ahUKEwj11a6Wo9b7AhXVjIkEHXPeBywQ_AUoAXoECAIQAw)

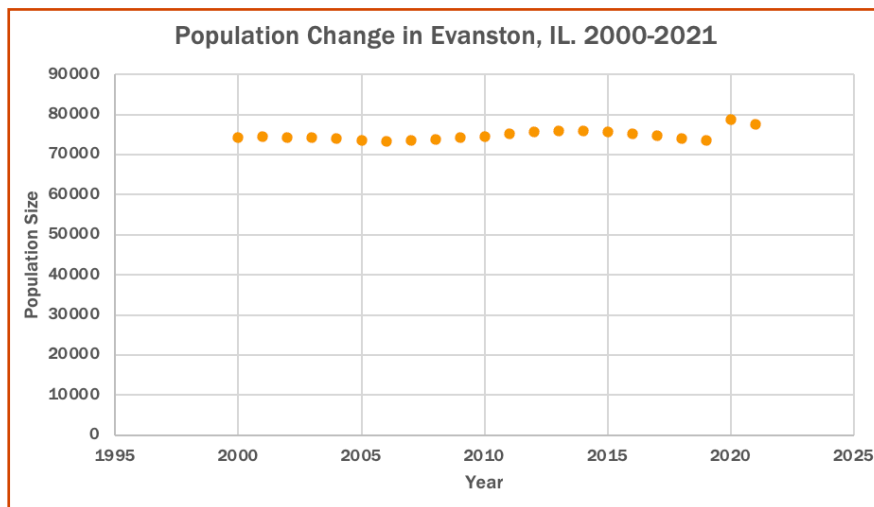
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# Community Characteristics

## 2.1 Population

According to the U.S. Census Bureau in 2020, Evanston had a population of 78,110 with a total household number of 31,425. Evanston's population is primarily White, with the racial group accounting for 58.3 per cent of the city's total population. This is followed closely by the Black population, which account for 16 per cent, Hispanic or Latino at 11.8 per cent and Asian at 9.2 per cent (CMAP, 2022).

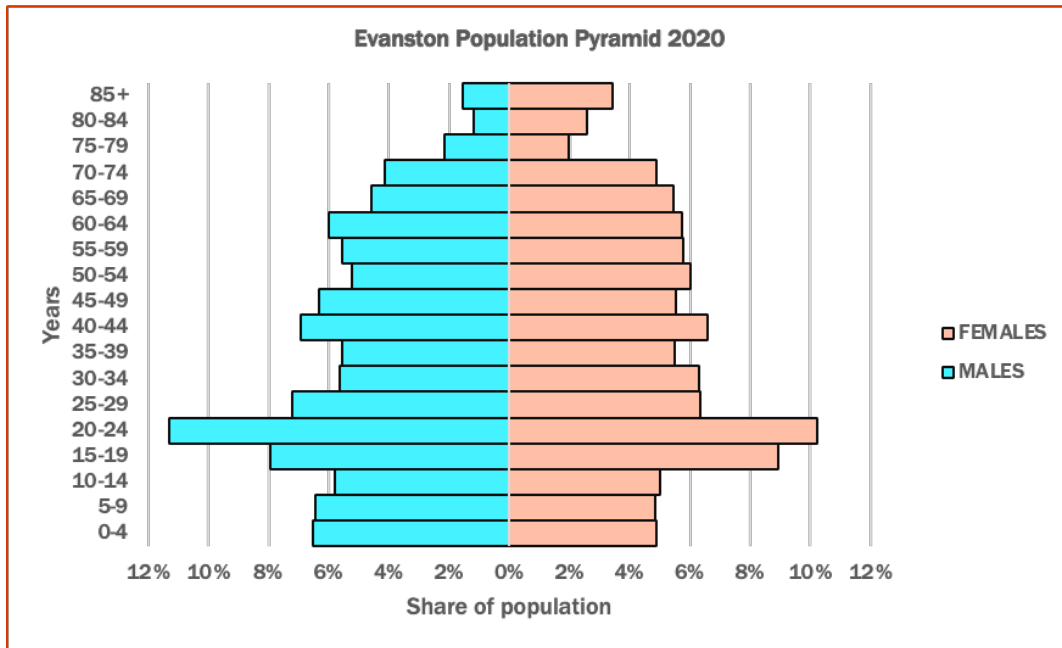
Graph 1



Source: U.S. Census Bureau (2000-2010; 2010-2019; 2020-2021). Population Change for Counties in the United States. Retrieved October 11, 2022, from <https://www.census.gov/data/tables/time-series/dec/cph-series/cph-t/cph-t-1.html>

Graph 1 shows that Evanston's population has been steady over the past two decades. A significant contributor to the population changes in Evanston is the total undergraduate enrolment at Northwestern University, where the population grows when Northwestern undergraduate enrolment increases and declines when enrolment is lower (see Appendix A). Graph 2, which shows the population by age and gender, depicts Evanston's youthful population, with ages 20-24 as the largest cohort for both males and females. This, again, might be attributed to Evanston being a college town. Outward migration from the city appears to occur in the 65+ age group for both genders with Graph 2 showing a decline in these age groups. It may be that as the city is catered towards providing services for its youthful population, resources to support an ageing population are sparse. In Evanston, the median age is 35.2 (CMAP, 2022).

Graph 2



Source: American Community Survey, 5-year estimates. Table S0101. Illinois Department of Public Health, Centres for Disease Control and Prevention. Retrieved October 11, 2022, from <https://data.census.gov/cedsci/table?g=1600000US1724582&tid=ACST5Y2010.S0101>

## 2.2 Housing

In Evanston, 56.7 per cent of properties are owner-occupied, lower than the county and regional average. This may in part be due to Evanston’s designation as a college town, where typically housing units are rented by students (New York Times). This parallels the 43.3 per cent of housing units that are renter-occupied, which is higher than the regional and county benchmarks.

In Evanston the median home value is \$400,000 (Redfin, 2022), higher than the statewide average of \$267,231 (Redfin). Higher property values in Evanston may be attributed to its significantly larger median household income \$82,335 (U.S. Census Bureau, 2020), that is considerably higher than the statewide benchmark of \$68,428.

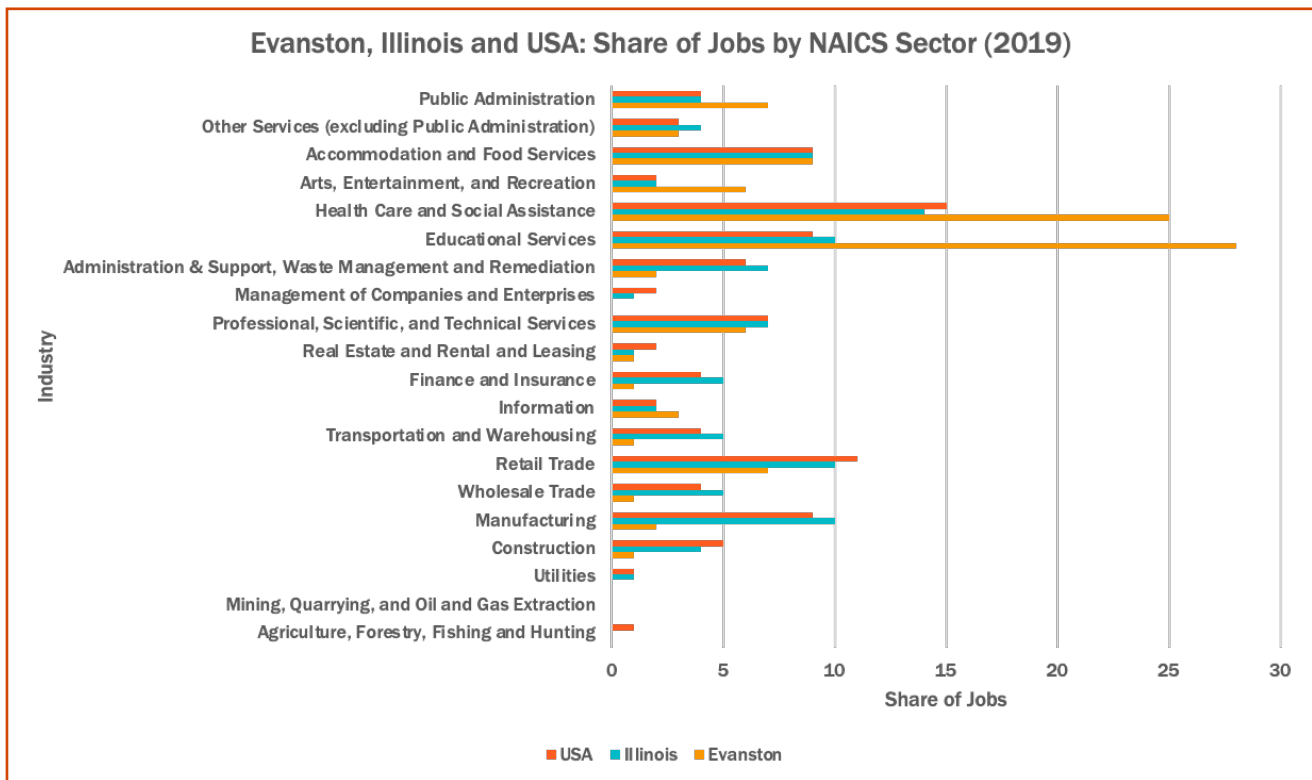
## 2.3 Education

Education attainment in Evanston is higher than the County and regional average. In Evanston, 67.1 per cent of its population has a bachelor’s degree or higher (CMAP, 2022).

## 2.4 Economic Conditions

In Evanston, 62.4 per cent of its population are in the labour force, which is lower than the county and regional average. The city’s designation as a college town once more may contribute to this trend, particularly because students attending Northwestern, the main higher education institution in Evanston may not seek employment while attending the university.

Graph 3



Source: U.S. Census Bureau On The Map (2019). Evanston City, IL: Area Profile Analysis by All Jobs; Illinois: Area Profile by All Jobs. Retrieved October 18, 2022, from <https://onthemap.ces.census.gov/>

Although the proportion of Evanston’s population in the labour force is lower than the county and regional averages, unemployment rate of its population employed in the labour force is 5 per cent, lower than the county and regional unemployment rate (CMAP, 2022).

In the city, 37.8 per cent of its total population work in the city of Chicago while 19.3 per cent work in Evanston. Although top employment locations include Skokie where 3.3 per cent of the labour force works, followed by Glenview where 2.1 per cent of Evanston’s labour force works (U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2019).

In 2019, there were 50,021 jobs in Evanston. Graph 3 shows that over 50% of these jobs were in educational services, healthcare and social sectors. The data parallels the primary employment sector of Evanston’s residents, where over 30% work within these sectors. One of the reasons for this clustering is the presence of the Northshore Hospital Health System, one of the most expansive health networks and Northwestern University, a nationally acclaimed higher education institution in Evanston.

Table 1 visually displays Evanston’s economic composition alongside the statewide and national benchmarks. Evanston has fewer jobs in manufacturing, construction, retail and financial sectors compared to the benchmarks.

Some of these findings are further reflected in the city's zoning map (see Appendix B), where only a small proportion of land is designated for manufacturing/industrial purposes. The city has also converted a significant portion of manufacturing land into commercial space. As mentioned earlier, the city's high economic concentration sectors are health care, social assistance, and education services because of its large hospital and university systems. The

Table 1:

2019 Jobs by NAICS Industry Sector	Evanston		United States		LQ
	Count	Share (%)	Count	Share (%)	
Agriculture, Forestry, Fishing and Hunting	0	0.0	1,134,669	0.8	0
Mining, Quarrying, and Oil and Gas Extraction	0	0.0	662,980	0.5	0
Utilities	0	0.0	780,341	0.5	0
Construction	403	0.8	7,473,024	5.2	0.155
Manufacturing	958	1.9	12,534,818	8.7	0.219
Wholesale Trade	286	0.6	5,790,931	4.0	0.141
Retail Trade	3410	6.8	15,077,094	10.5	0.649
Transportation and Warehousing	338	0.7	5,599,500	3.9	0.173
Information	1267	2.5	3,226,860	2.2	1.126
Finance and Insurance	647	1.3	5,959,320	4.2	0.311
Real Estate and Rental and Leasing	358	0.7	2,264,685	1.6	0.453
Professional, Scientific, and Technical Services	2,08	5.6	9,535,052	6.6	0.844
Management of Companies and Enterprises	144	0.3	2,493,476	1.7	0.166
Administration & Support, Waste Management and Remediation	991	2.0	9,100,129	6.3	0.312
Educational Services	13789	27.6	13,093,231	9.1	3.02
Health Care and Social Assistance	12345	24.7	21,641,413	15.1	1.635
Arts, Entertainment, and Recreation	2839	5.7	2,670,406	1.9	3.048
Accommodation and Food Services	4337	8.7	13,413,976	9.4	0.927
Other Services (excluding Public Administration)	1703	3.4	4,600,519	3.2	1.061
Public Administration	3398	6.8	6,372,939	4.4	1.529

Source: U.S. Census Bureau On The Map (2019). Evanston City, IL: Area Profile Analysis by All Jobs. Retrieved October 18, 2022, from <https://onthemap.ces.census.gov>

other epicentres of economic concentration are shown in Table 1, which shows the location quotient (LQ) calculations. The LQ shows that sectors with scores of 1 or higher are zones of local concentration, and a score of 1.25 or higher are basic sectors, meaning that these industries “produce goods and services sold to consumers outside the community/region” (Rupasingha & Patrick, 2009). It assumes that the overall economic growth is precipitated by growth in the basic sector which positively affects growth in the non-basic sector.

The competitiveness of various sectors is shown in Table 2, which uses a shift-share analysis of the industries of greatest economic growth and decline. Here, it is depicted that Evanston's transportation and warehousing industries are in decline. Nationally there was a 41.7% growth in this sector from 2010 to 2019; however, as seen in the large negative local shift in Evanston, there was a significant reduction in jobs within this sector. The Evanston Roundtable provided insight into the effects of the decline, explaining that the city is looking to attract more workers within the transportation sector by increasing hourly wages for positions such as bus drivers (Agnew, 2020). The manufacturing sector in Evanston also fell short of national growth trends, both within the industry and locally. This is partly attributed to the industry's

increased yearly automation (McDowell, 2021). Interestingly, while there was a decline in both Evanston

**Table 2 Shift-Share Analysis of Industries of Greatest Economic Growth and Decline**

Industry	Evanston			United States			National Shift	Industry Mix	Local Shift
	2010	2019	Change (%)	2010	2019	Change (%)			
Arts, Entertainment, and Recreation	1,400	2,839	102.8	1804488	2670406	48.0	358	314	767
Manufacturing	1,198	958	-20.0	11175487	12534818	12.2	306	-160	-386
Wholesale Trade	519	286	-44.9	5228088	5790931	10.8	133	-77	-289
Transportation and Warehousing	811	338	-58.3	3952473	5599500	41.7	207	131	-811
Public Administration	1,232	3,398	175.8	6298145	6372939	1.2	315	-300	2,151

Source: U.S. Census Bureau On The Map (2019). Evanston City, IL: Area Profile Analysis by All Jobs. Retrieved October 18, 2022, from <https://onthemap.ces.census.gov>

and the overall manufacturing industry, nationally, this was a sector of economic growth.

**N.B:**

While this section provides an overview of the economic state of Evanston, there are limitations to some methodologies used to conduct this analysis. In the case of the shift-share evaluation, while it compares the national economic growth and declines alongside the local trends, it does not reveal the causal factors of these trends. Other analyses, such as the LQ calculation, do not account for the fact that some locales have higher productivity or internal consumption rates than the national average.



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# Environmental Characteristics

## 3.1 Conditions

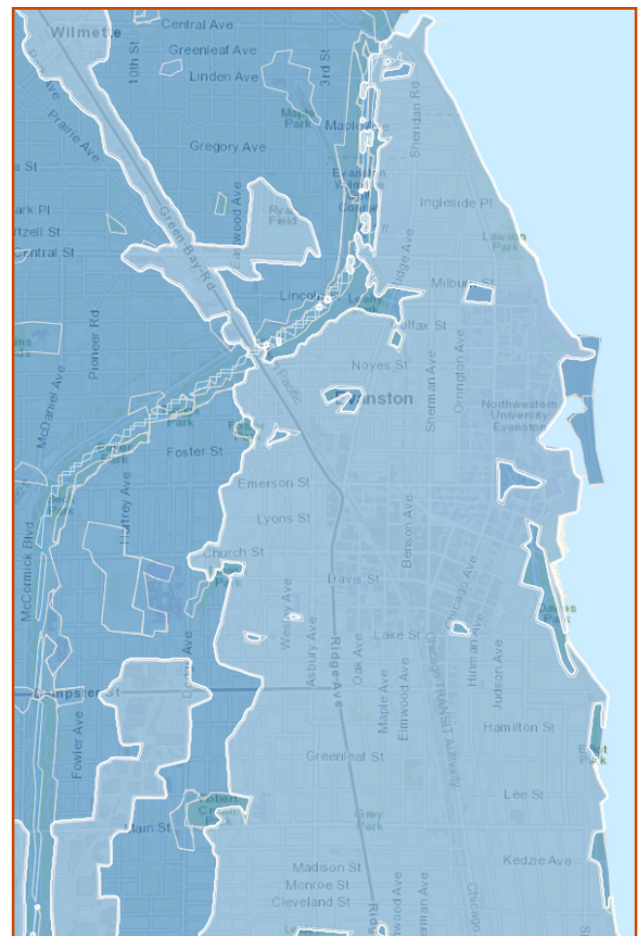
In Evanston, wetlands are clustered near the lake edge. Similar to its adjacent towns, except for Chicago, there is a low proportion of impervious surfaces aside from in its downtown areas (National Land Cover Database, 2016). Imperviousness is an indicator of the degree of constructed surfaces. High impervious surface is often linked to environmental challenges, such as urban heat islands (Li et al., 2019). Most of the soil in the Northeast and Southeast of Evanston is non-hydric, meaning that most of its soil is not frequently flooded for long durations of time. However, on the Northwestern and Southwestern edges, the soil conditions are partially hydric (Chicago Wilderness Soil Attributes, 2021).

The city has specified areas recognised as high flood-risk zones, particularly land directly adjacent to Lake Michigan. The CMAP flood susceptibility index also notes that the city is an area for regional flooding mitigation activities (CMAP, 2017).

## 3.2 Land Use

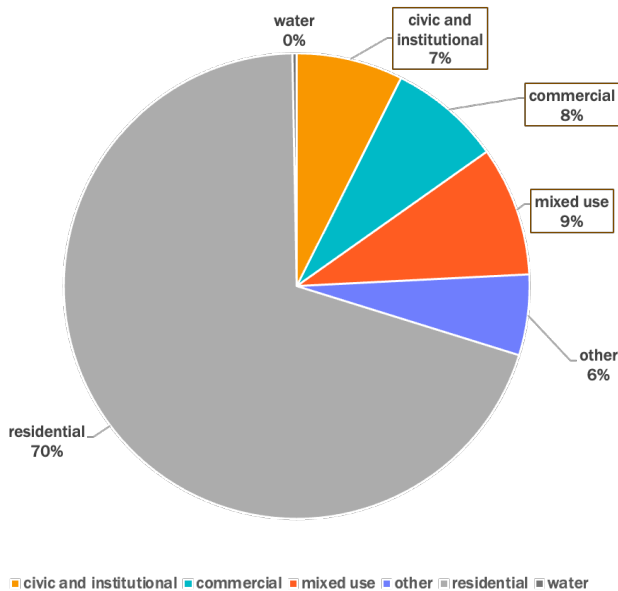
As shown in graph 4, residential areas account for the most significant proportion of land use in Evanston, and historically this has been the case for the town. (see Appendix C). Land use for most residential purposes is consistent with the typical spatial composition of suburban neighbourhoods. A news article by real estate providers, Makaan, denotes that suburban areas are spaces that aim to lessen the housing demand in urban areas (Makaan). Additionally, Evanston's primarily residential land use may be attributed to its designation as a college town. Multiple news articles and literature suggest that housing demand is generally higher in college towns (National Multifamily Housing Council, 2021) because of the proportion of university students seeking off-campus housing. The New York Times reports that 9 in 10 college students reside off-campus (Sharpe, 2016). There is community interest in preserving the residential characteristics of Evanston as outlined in its 1970 and 2000 comprehensive plans, which denote this in its mission statements. The plans state that their primary goal is to maintain the existing physical layout of Evanston (City of Evanston, 2000). In the city, 33.8 per cent of residential property are single-family

Figure 2: Soil Conditions, Evanston



Source: Chicago Wilderness Soil Attributes (2021). Retrieved October 27, 2021, from <https://hub.chicagowilderness.org/datasets/cw-soil-attributes-usda-nrcs-2021/explore?location=41.945726%2C-87.517112%2C8.79>

Graph 4



Source: Urban Footprint. Retrieved October 12, 2021, from <https://www.urbanfootprint.com>

contributes to this category's share of land use. Aligned with this, the city's educational services sector accounts for 28 per cent of jobs in the city, the highest of any industry sector and is significantly larger than the state and national shares of 10 per cent and 9 per cent, consecutively (U.S. Census Bureau on the Map, 2019). Growth is expected in this category's share of land use as Northwestern recently announced plans to rebuild and expand its 100-year-old Ryan Field (Northwestern, 2022). Also accounted for within this category is civic land use, which refers to "a public building or institution owned and operated by governmental or other public agencies, not including parks and open space. This classification includes government offices and other governmental activities" (Code Publishing). In Evanston, the public administration is the fourth largest job sector accounting for 7

residences, while under 10 per cent are multi-family residential.

Following this is the mixed-use category, which accounts for 9 per cent of land use. As shown in Evanston's land use summary (see figure 3), mixed-use spaces are generally clustered near areas of commercial land use primarily because, as listed in the 2000 comprehensive plan, the city aims to connect residents to local employers by mixing residential, commercial and institutional developments in neighbourhoods through integrated development types.

Civic and Institutional land use is another category of note and accounts for 7.4 per cent of the total land use. Evanston's designation as a college town

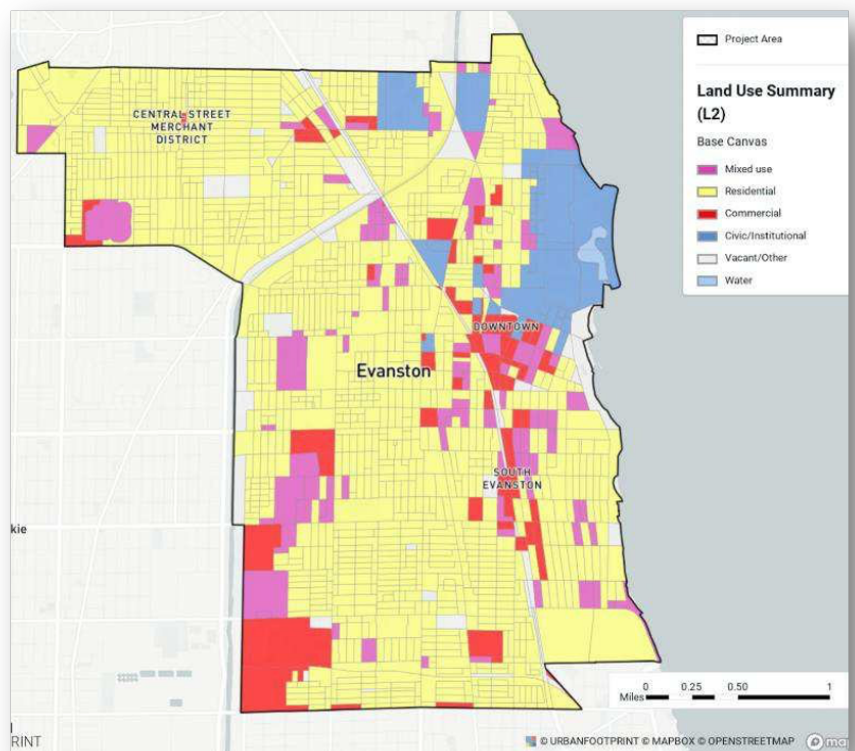


Figure 3: City of Evanston, Land Use Summary (2022)

Source: Urban Footprint. Retrieved October 12, 2021, from <https://www.urbanfootprint.com>

per cent of the city's jobs (U.S. Census Bureau on the Map, 2019). This may also factor into the use of land for this purpose.

### **3.2.2 Land Use Opportunities**

Evanston has opportunities for significant growth in its mixed-use land spaces, primarily as it continues to integrate residential spaces into its commercial land. This is primarily due to increased demand for cheaper rental units to serve as off-campus housing in the university town. There have already been significant growth in this category with mixed-use accounting for just 0.7 per cent of land use in 2015, but has since grown to 9.0 per cent in 2022 (CMAP, 2022).

Evanston has also committed to protecting environmentally sensitive locations by avoiding development within these areas (see zoning map, Appendix B), specifically land areas near Lake Michigan, which have been identified as zones for high flood risk.

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# Built Environment

## 4.1 Transportation Infrastructure

### *Supply Characteristics:*

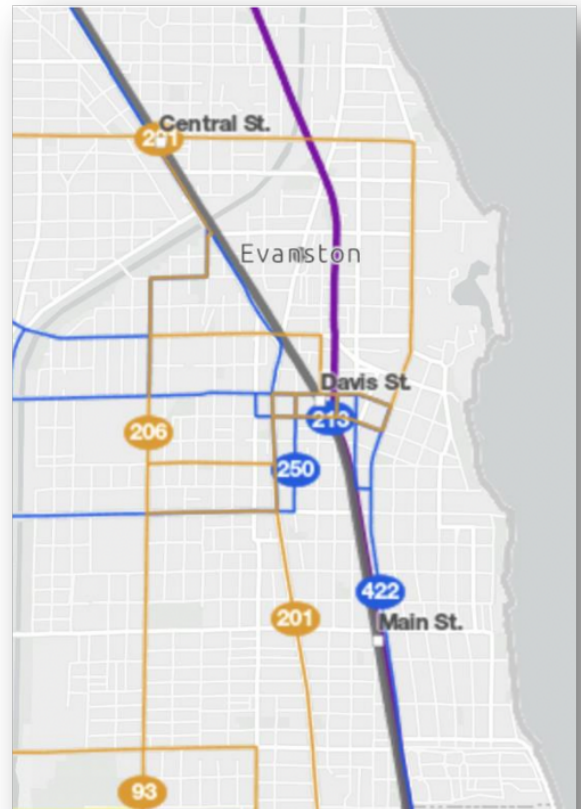
Two roadway jurisdiction authorities operate in Evanston, the Illinois Department of Transportation (IDOT) and the City of Evanston. However, IDOT only has jurisdiction over six streets in the city (City of Evanston, 2009). Evanston’s road network consists primarily of minor arterial roads that provide intra-community travel. It also features a variety of major and minor collector roads, which connect its local roads and streets with the minor arterials. No significant interstates, freeways or expressways networks pass through the city, and the closest interstate to the city is located near its neighbouring Western city, Morton Grove.

The main rail services in Evanston are the Chicago Transit Authority (CTA), Metra and Pace. Figure 4 shows Evanston’s rail network. The city is served by the Chicago Transit Authority’s Purple Line “L” train, which makes stops in Evanston at seven stations. On weekdays during rush hour, the Purple Line runs express to and from downtown Chicago (City of Evanston). Evanston’s rail network is unique as it is one of two Northern suburbs that receives services from the CTA. Metra, the rail service which serves the Greater Chicago area runs its Union Pacific North Line through Evanston with three stations in the city. This service connects the northern suburbs to downtown Chicago.

Four CTA bus routes operate in Evanston- Route 93, Route 97, Route 201 and Route 206. Also, five Pace bus routes serve Evanston connecting Evanston to Skokie, Des Plaines, Glenview and O’Hare international airport. See figure 4 for the bus network in Evanston.

The city also has an extensive bike network, see figure 5. It has protected bike lanes near Northwestern University and its downtown area and evenly distributed biking infrastructure across the city. Of note is Evanston’s Greenleaf Shared Street program, which commenced in July 2022. The goal of the project is to “allow pedestrians, bicyclists, and drivers to safely share the entire length of Greenleaf Street from McDaniel Avenue to Lake Shore Boulevard.” (City of Evanston).

Figure 4: City of Evanston Public Transportation Infrastructure (2022)



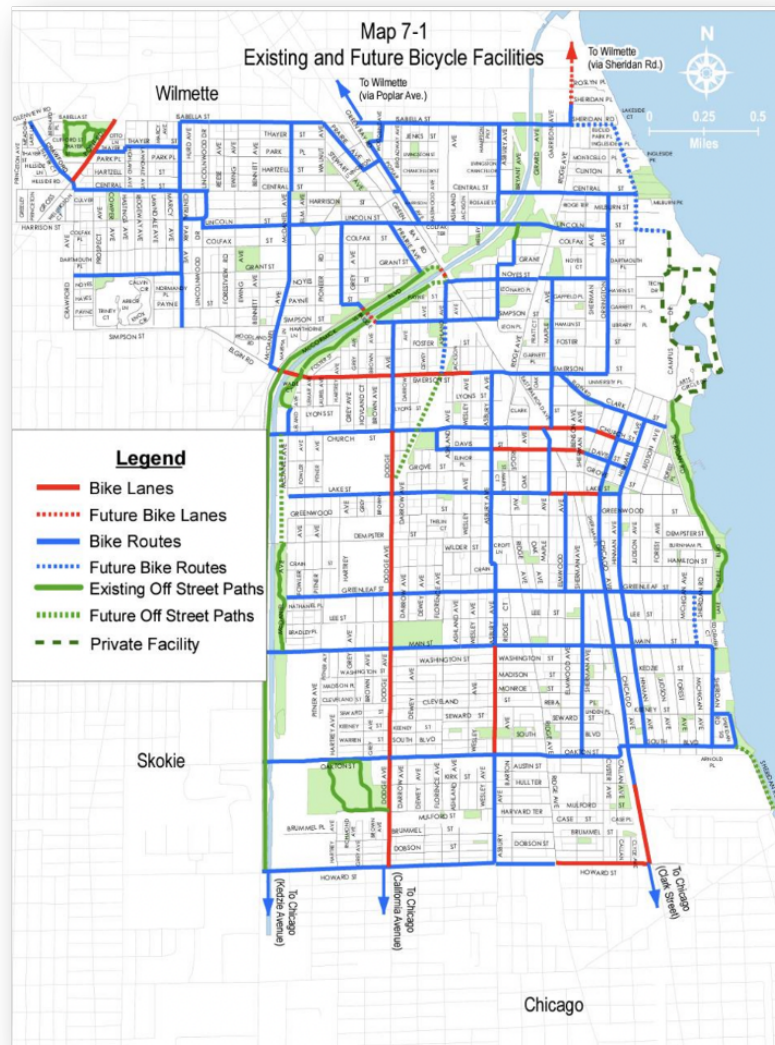
Yellow Lines CTA Bus Services; Purple Line CTA Train Services; Blue Lines Pace Bus Services; and Grey Line Metra Service  
Source: Regional Transportation Authority . City of Evanston Rail and Bus Network. Retrieved November 1, 2022, from <https://rtagis.maps.arcgis.com/apps/webappviewer/index.html?id=19474223c46a44e4be17dde454a855bc>

Figure 5: City of Evanston Existing and Future Bicycle Facilities (2009)

The city notes that the main goal is to promote multimodal shared streets that discourage cut through traffic and allow drivers, pedestrians and bikers to share access to and from commercial and residential areas in Evanston. Following the pilot project, the city will evaluate its strengths and weaknesses by analysing the various motorist, bicycle and pedestrian operations and the program's overall safety.

**4.2 Demand and Usage:**

Vehicle ownership In Evanston, vehicle ownership is high. 83.9 per cent of its households have at least one vehicle. This is marginally higher than in Cook County, where 82.4 per cent of households have at least one vehicle. The share of vehicle ownership by the total number of vehicles owned is visually displayed in figure 4. The high vehicle ownership is consistent with the



Source: City of Evanston (2009). Multimodal Transportation Plan. Retrieved November 1, 2022, from, <https://www.cityofevanston.org/Home/ShowDocument?id=1>

Figure 6:

	Evanston		Cook County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
No Vehicle Available	4,487	16.1	352,058	17.7	399,153	12.7
1 Vehicle Available	13,385	47.9	802,467	40.3	1,116,123	35.4
2 Vehicles Available	8,157	29.2	592,810	29.8	1,103,633	35.0
3 or More Vehicles Available	1,889	6.8	244,139	12.3	534,470	16.9

Source: Chicago Metropolitan Agency for Planning (2022). Evanston Community Snapshot. Retrieved November 1, 2022, from <https://www.cmap.illinois.gov/documents/10180/102881/Evanston.pdf>

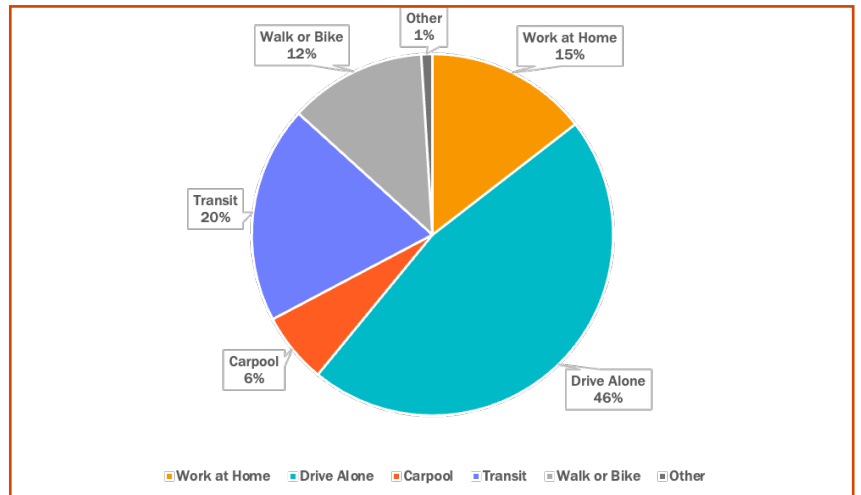
which is considerably lower than the County and regional averages of 14,123 and 17,165. Many factors contribute to this difference, such as shorter distances travelled by Evanston households or less car use for activities outside of commuting to work (CMAP, 2022).

primary zoning of the city, single-family home zoning, which is recognised for promoting high vehicle usage as residences are generally clustered together away from workspaces, grocery stores and other urban places people frequent. Additionally, the annual vehicle miles travelled per household is 11,454,

It is important to note that vehicle ownership in Evanston is lower than the regional average of 87.3 per cent (see figure 6). This might be because of Evanston’s multimodal transportation infrastructure, and the fact that it is a college town where many students do not own a car.

In terms of work trip mode shares, graph 5 shows that Evanston’s primary mode of work travel is driving. On the other hand, carpooling is the lowest mode of travel to work. In Evanston, the average commute time to work is 30.6 minutes which is lower than the County and Regional averages of 33.2 minutes and 32.2 minutes. This may be because as the density of Evanston’s built environment increases, there are shorter distances between residences and work for those who work within the city and for those who work outside the city, public transportation is generally used (City of Evanston).

**Graph 5: Evanston Mode of Travel to Work 2016-2020 Estimates**



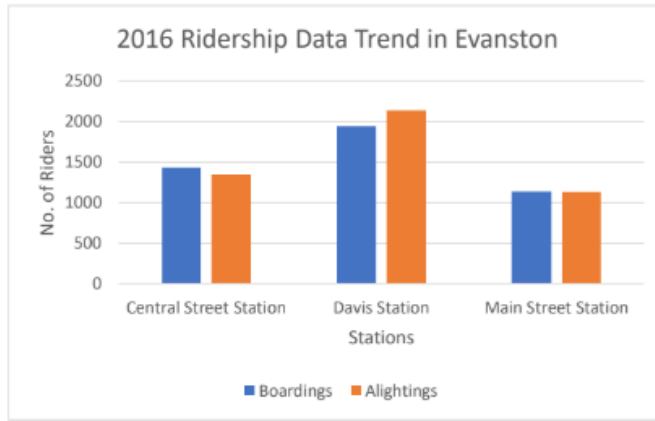
Source: Chicago Metropolitan Agency for Planning (2022). Evanston Community Data Profile. Retrieved November 1, 2022, from <https://www.cmap.illinois.gov/documents/10180/102881/Evanston.pdf>

### 4.3 Transit Ridership

#### CTA Trains

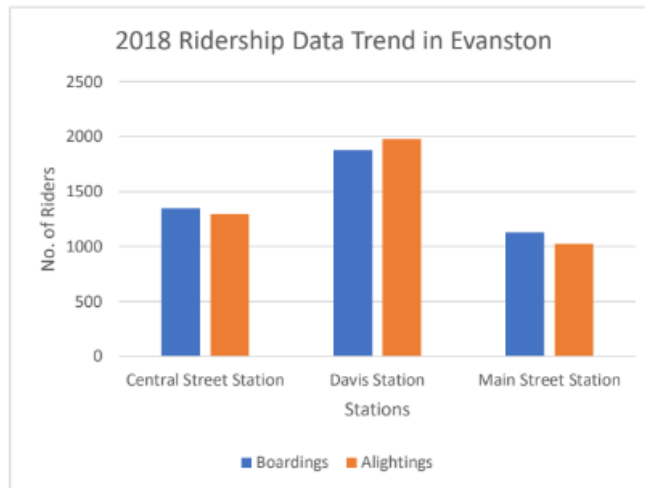
As seen in graph 6 of the three Metra stations in Evanston, Davis Street located closest to downtown Evanston has the highest ridership in terms of alighting and boarding passengers. Of note is the decline in Metra ridership in Evanston from 2016 to 2018 (see graphs 6 and 7). The decrease was consistent with overall decline in Metra ridership across the Chicago region mostly due to fare increases (Metra, 2018).

Graph 6



Source: Regional Transportation Authority (2016). Chicago Transit Authority Purple Line Trains Ridership. Retrieved November 1, 2022, from <https://rtagis.maps.arcgis.com/apps/webappviewer/index.html?id=19474223c46a44e4be17dde454a855bc>

Graph 7

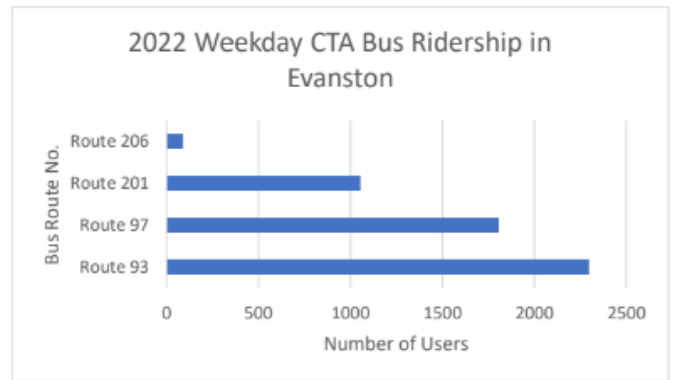


Source: Regional Transportation Authority (2018). Chicago Transit Authority Purple Line Trains Ridership Retrieved November 1, 2022, from <https://rtagis.maps.arcgis.com/apps/webappviewer/index.html?id=19474223c46a44e4be17dde454a855bc>

## CTA Buses

Graph 8 shows the distribution in ridership amongst the four CTA bus services in Evanston. Route 93 has the highest weekday ridership as it connects downtown Evanston to Chicago's Brown Line Kimball Station.

Graph 8



### 4.4 Transportation Infrastructure Analysis

Evanston has a diverse transportation system with CTA, Metra and Pace public transit systems operating in the city. It also has a sophisticated cycling network with designated protected bicycle lanes and no-cycling zones. Vehicle ownership is also high, where 83.9 per cent of households have at least one vehicle, though lower than the regional average of 87.3 per cent. This might be because of Evanston's multimodal transportation infrastructure. Overall, Evanston has healthy transit availability. According to the CMAP's transit index, 99.4% of Evanston has high transit availability, significantly higher than the CMAP region, which scores 53.9% and Cook County's 79.3%. The transit availability index considers the frequency of transit service, proximity to transit stops, activities reachable without transfer and pedestrian friendliness (CMAP, 2022).

Source: Regional Transportation Authority (2022). Weekday Chicago Transit Authority Bus Ridership. Retrieved November 1, 2022, from <https://rtagis.maps.arcgis.com/apps/webappviewer/index.html?id=19474223c46a44e4be17dde454a855bc>

Compared to other Chicago suburbs, Evanston has a robust public transit system. According to a study conducted by the Chaddick Institute for Metropolitan Development by Depaul University, Evanston's transit-friendliness is attributed chiefly to the presence of CTA services in this suburban city, a feature that is not prevalent in all Chicagoland suburbs (Depaul University, 2012).

Evanston is committed to having accessible, healthy, mobile streets, particularly for its vulnerable population. In 2017, the city launched a complete green streets policy for all construction projects within the right-of-way and public spaces. The goal was to encourage residents and visitors to take advantage of its compact landscape and walk when possible (City of Evanston, n.d).

In terms of the supply-demand balance, Evanston successfully provides its city with various means of transportation. This is primarily because of the city's investment in various modes of transportation.

The main weakness of Evanston's transportation system is its exclusionary transit system which provides services for the elderly and disabled people. However, it does not offer these services to customers who use wheelchairs, and the city's transportation plan offers no rationale behind this specific exclusion.



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## Future Considerations

### 5.1 Growth Opportunities

As indicated in the shift-share analysis in table 2, Evanston's arts, entertainment and recreational services sector saw growth more than two times the national growth rate. In 2019, former mayor Jeffrey Schoenberg allocated money from the city's budget to support establishing artsy and entertainment-focused businesses frequented by the younger demographics (The Daily Northwestern, 2019). The investment in this sector allows the city to expand its share of land allocated for commercial purposes, which will accommodate business within the arts, entertainment and recreation sector.

The growth in this sector also provides a possibility to increase investment in mixed-use development, as indicated by the city in the 2000 comprehensive plan (City of Evanston, 2000). The city may cater to increased housing demand due to university students seeking off-campus options generally cheaper by university-provided housing by co-locating residences and these commercial areas into the same unit. In turn, this will increase the mixed-use land in Evanston. Additionally, the investment in mixed-use land may support better environmental sustainability as it might help to reduce the city's carbon footprint. Mixed-use properties may reduce car usage and efficient land use, which may help to minimise pollution and promote energy conservation (Iskalo Development Corporation, 2022).

### 5.2 Areas of Concern

Evanston's soil conditions pose a severe risk for the city. As explained earlier, some soil in the city, mainly in the Southwest and across the lakefront, is hydric, so developments within these zones are at higher risk for flooding. Today, climate change results in "rising temperatures, more frequent extreme storms and changes in season precipitation rates will impact lakes, rivers and streams. As air temperatures rise, so will water temperatures in freshwater systems." (Environmental Resilience Institute). Consequently, flooding conditions are expected to increase, significantly affecting the city's land.

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# Appendix

## A: Northwestern Undergraduate Enrolment

NORTHWESTERN UNIVERSITY OPENING FALL ENROLLMENTS - UNDERGRADUATE																						
UNDERGRADUATE ENROLLMENT	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>FULL-TIME EVANSTON</b>																						
Education & Social Policy	267	297	307	277	259	243	261	275	348	387	362	377	392	405	401	390	395	431	492	492	435	423
Medill Journalism	613	617	638	658	655	663	669	681	674	670	681	682	674	677	655	613	633	626	648	684	649	665
Weinberg Arts & Sciences	3,708	3,817	3,933	3,840	4,070	4,009	4,058	4,149	4,256	4,343	4,314	4,316	4,252	4,176	4,023	3,948	3,911	3,857	3,726	3,795	3,841	4,130
Bienen Music	409	392	380	383	397	402	404	408	401	382	409	385	389	372	352	367	390	371	373	376	372	389
Communication	1,133	1,119	1,102	1,102	1,146	1,166	1,203	1,193	1,199	1,195	1,149	1,165	1,117	1,096	1,132	1,051	1,039	1,007	1,004	1,014	897	905
McCormick Engineering	1,495	1,427	1,398	1,385	1,313	1,343	1,381	1,394	1,384	1,420	1,452	1,496	1,552	1,623	1,700	1,764	1,848	1,825	1,812	1,801	1,772	1,818
<b>TOTAL FULL-TIME EVANSTON UNDERGRADUATES</b>	<b>7,535</b>	<b>7,669</b>	<b>7,758</b>	<b>7,645</b>	<b>7,840</b>	<b>7,826</b>	<b>7,976</b>	<b>8,100</b>	<b>8,262</b>	<b>8,397</b>	<b>8,367</b>	<b>8,421</b>	<b>8,376</b>	<b>8,349</b>	<b>8,263</b>	<b>8,133</b>	<b>8,216</b>	<b>8,117</b>	<b>8,055</b>	<b>8,162</b>	<b>7,966</b>	<b>8,330</b>
<b>PART-TIME EVANSTON</b>																						
Education & Social Policy	49	9	37	60	68	4	7	8	8	6	4	8	3	6	8	8	8	10	8	12	18	10
Medill Journalism	6	7	6	6	2	11	7	4	3	3	2	3	7	13	4	8	8	13	10	6	30	12
Weinberg Arts & Sciences	50	44	48	37	42	29	38	42	54	49	32	30	62	46	63	68	74	92	69	55	79	54
Bienen Music	8	8	9	17	8	5	4	3	4	6	6	5	6	2	4	2	1	2	2	6	6	4
Communication	21	34	24	25	21	13	16	14	12	14	10	15	19	19	29	32	23	22	21	20	37	29
McCormick Engineering	16	15	10	10	7	14	12	5	19	6	4	7	13	14	14	15	21	15	17	18	30	21
<b>TOTAL PART-TIME EVANSTON UNDERGRADUATE</b>	<b>150</b>	<b>117</b>	<b>134</b>	<b>155</b>	<b>148</b>	<b>76</b>	<b>84</b>	<b>76</b>	<b>100</b>	<b>84</b>	<b>58</b>	<b>68</b>	<b>110</b>	<b>100</b>	<b>122</b>	<b>133</b>	<b>135</b>	<b>154</b>	<b>127</b>	<b>117</b>	<b>200</b>	<b>130</b>
<b>SCHOOL OF PROFESSIONAL STUDIES</b>																						
Full-time	31	15	9	33	58	121	106	84	75	100	129	126	129	110	112	90	95	88	79	84	83	95
Part-time	1,116	366	248	286	455	267	288	289	284	320	389	532	498	461	410	414	367	339	318	306	308	259

NOTE: These numbers do not include Specials and Auditors

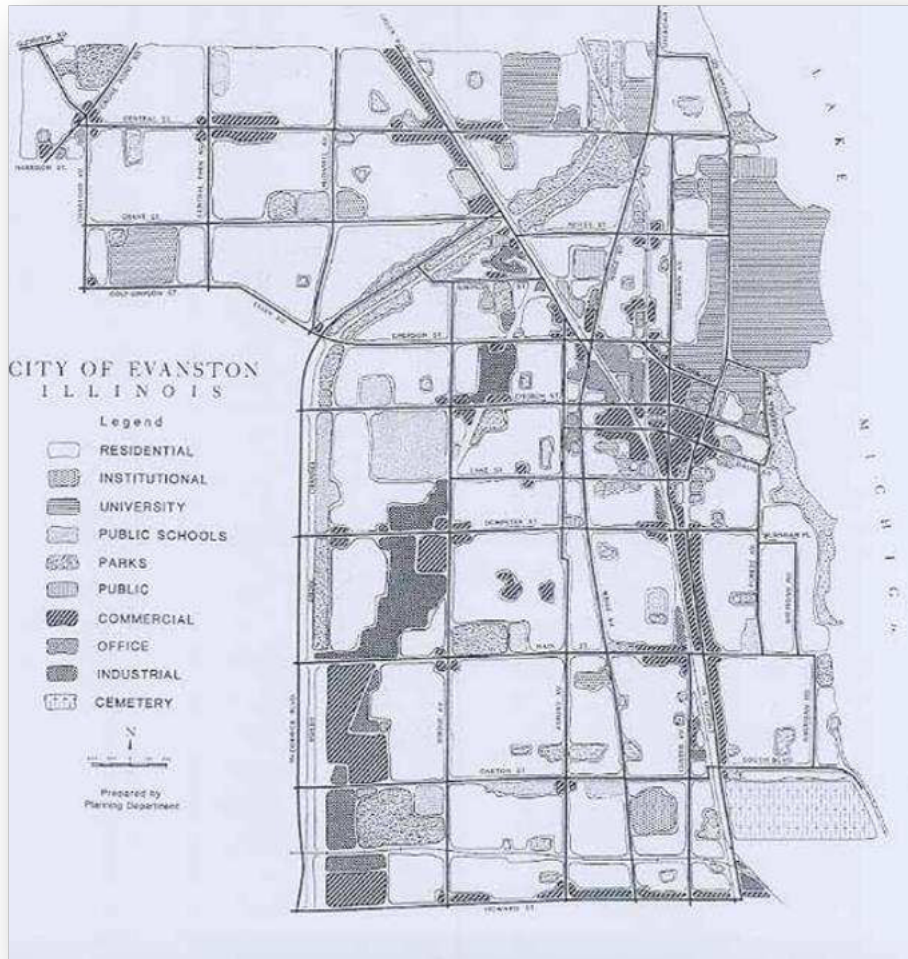
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Source: City of Evanston (2022). Zoning Map. Retrieved October 22, 2022, from <https://www.cityofevanston.org/home/showpublisheddocument/33310/636501392398000000>

C: Evanston Land Use Map (1990)



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