

1 CITY OF EVANSTON
 2 SPECIAL JOINT MEETING OF THE
 3 PLANNING AND DEVELOPMENT COMMITTEE AND
 4 PLAN COMMISSION

5 RE: SUMMARY OF THE CENTRAL STREET CORRIDOR PLAN/REPORT
 6 AND STREETScape DESIGN. At this joint meeting of the
 7 Planning & Development Committee and the Plan
 8 Commission, the Draft Central Street Corridor Plan and
 9 Streetscape Design will be presented for review and
 10 discussion.

11 Transcribed Report of Proceedings of a public
 12 hearing on the above captioned matter, held April 12,
 13 2007 at the Evanston Civic Center, 2100 Ridge Avenue,
 14 2nd Floor, Evanston, Illinois, at 7:10 p.m. and presided
 15 over by E. Tisdahl, Chair.

16 PRESENT:

- | | | |
|----|-------------------|------------------|
| 17 | A. RAINEY | L. JEAN-BAPTISTE |
| 18 | C. WOLLIN | M. WYNNE |
| 19 | E. TISDAHL, Chair | D. HOLMES |
| 20 | E. MORAN | A. HANSEN |
| 21 | C. WOLLIN | D. GALLOWAY |
| 22 | J. WOODS | L. WIDMAYER |
| 23 | S. OPDYCKE | |

1 CHAIRMAN TISDAHL: Hello. I'd like to welcome
2 you all to the Special Joint Planning Development
3 Committee and Plan Commission meeting, and it's
4 Thursday, April 12th. Thank you all for coming. And I
5 would like to start by having Larry Widmayer, would you
6 go around the table and introduce yourselves? Larry
7 Widmayer of Plan Commission.

8 COMMISSIONER WIDMAYER: This is Larry
9 Widmayer, Plan Commission.

10 CHAIRMAN TISDAHL: Excellent, Larry. Good
11 job.

12 COMMISSIONER OPDYCKE: Stu Opdycke, Plan
13 Commission.

14 COMMISSIONER GALLOWAY: David Galloway, Plan
15 Commission.

16 ALDERMAN RAINEY: This is our court reporter.
17 I'm Ann Rainey, Alderman of the 8th Ward.

18 ALDERMAN HANSEN: I'm Anjana Hansen, I'm the
19 9th Ward Alderman.

20 ALDERMAN JEAN-BAPTISTE: Lionel Jean-Baptiste,
21 2nd Ward Alderman.

22 ALDERMAN MORAN: Eb Moran, I represent the 6th
23 Ward.

1 ALDERMAN HOLMES: Delores Holmes, 5th Ward.

2 ALDERMAN WOLLIN: Cheryl Wollin, 1st Ward.

3 ALDERMAN WYNNE: Melissa Wynne, 3rd Ward.

4 MR. WOLINSKI: James Wolinski, Community
5 Development Director for the City and Staff to the P&D
6 Committee.

7 COMMISSIONER REBECHINI: Alice Rebechini, Plan
8 Commission.

9 COMMISSIONER WOODS: Jim Woods, Plan
10 Commission.

11 CHAIRMAN TISDAHL: Thank you all. And I have
12 Dennis Marino who is going to do our meeting
13 introduction and planning mission.

14 MR. MARINO: Thank you. Good to be here
15 tonight. I can see a lot of familiar faces. This is
16 the fifth meeting, nature meeting that we've had of the
17 Central Street planning process that we had consistently
18 excellent turnout. A lot of creativity and a lot of
19 passion for this street and these business districts.
20 It's been an exciting process and we've been very
21 fortunate to have John Lamotte from Lakota Group and his
22 team and various subcontractors involved who have done
23 an excellent job in terms of leading us through this

1 process. And also, they have been very creative in
2 working through a lot of issues that have been raised at
3 these meetings, a lot of concerns, but also a lot of
4 creative opportunities suggested.

5 We're all very proud of Central Street but we
6 know it could be better. And we know one of the major
7 ways at which it will be better is to have an effective
8 master plan that will be based on the recommendations
9 that we've been discussing at each of these meetings.

10 Our purpose tonight is to have John and his
11 team walk us through their recommendations at this point
12 that have been based on all the citizen participation
13 that we've had at the four previous meetings. They also
14 will develop a, sort of list out and explain a number of
15 their findings, and then they will take us through a
16 number of sites that they've been working on and working
17 with all of us in this room and others who are not here
18 tonight to develop options, develop an option that's
19 very compatible with the kind of goals that have been
20 discussed at these four previous meetings.

21 I don't need to really take more time than
22 that because I think the real essence of the meeting
23 here is to have John lead us through this process and

1 the findings and the recommendations. There certainly
2 will be a considerable time for not only Committee
3 discussions and questions, but also for citizen comments
4 after that. But our primary purpose tonight is to make
5 sure that both the Planning & Development Committee and
6 also the Plan Commission which are two bodies that need
7 to act on a number of these recommendations, to make
8 sure they are fully familiar with how these processes
9 emerged, how these recommendations and findings have
10 come about, and also an opportunity for them to ask
11 questions and make comments and suggestions as well.

12 Thank you all for being here. I'm going to
13 turn you over to John Lamotte from the Lakota Group.

14 MR. LAMOTTE: Good evening. And I'll just do
15 a quick introduction and then we can kind of -- for
16 looking at the problem. John Lamotte -- in the audience
17 tonight. I have with us Earl Donovan who's an associate
18 with our firm; Kevin Clark, one of our project managers
19 and project designers; Brian Martin, Project Manager,
20 over here we have Bill Grieve with Gewalt Hamilton
21 Associates, our transportation engineers; and Chris Leow
22 with IEI, infrastructure engineering agent.

23 So, those of you new to the process, we have

1 really the three-part team here where Gewalt Hamilton
2 and IEI have been looking at the infrastructure and
3 traffic issues, kind of the basics for us to kind of
4 build from not only from development standpoint but from
5 improving the streetscape. And then our firm has been
6 doing the land use and urban design and site concepts.

7 So, tonight we're at a crossroads. It's great
8 to get our leaders all together and take a fresh look at
9 this. You'll see the word preliminary and draft on
10 everything because this still is preliminary and draft.

11 This is the first kind of major unveiling of the plan.
12 You've got some different handouts and things.

13 We're going to walk you through the process on
14 the PowerPoint. In front of you, and if you haven't
15 picked it up, you've got an 11 by 17 color handout, and
16 this is basically a color version of your Zoning
17 Ordinance, one of the districts along the street, and
18 then little tiny captions that go to each district that
19 show some of the recommendations that are being looked
20 at, things that could be changed. Some of the districts
21 I think are staying the same. Others are changing.
22 Others might have adjustments in height. But this is
23 one of the bigger strategies that you don't necessarily

1 see in the plan drawing.

2 Also, in front of you you've got the little
3 handout with the Central Street Agenda in the front
4 which we'll go through in a minute. Within there as
5 Dennis said is an introductory kind of background, so
6 any newcomer today or the Aldermen who haven't gotten a
7 chance to catch up yet will see the background. You
8 also will have this first draft of a vision and stated
9 goals for the street because it's not just the plan
10 drawing, it's really the land use and the zoning, the
11 form, the guidelines. So, these are shaped by this
12 process and we want to talk and debate those tonight,
13 and eventually they will go into the final report that
14 we're putting together for the next couple of weeks.

15 They talk about the objectives, the vision for
16 the street. They talk about the zoning in this graphic
17 that we showed you, guidelines for design, the building
18 envelope, we talked about setbacks and step-backs --
19 sidewalks, parking, street widths, things that are
20 either guidelines or policy things that the City Council
21 would eventually approve. And then last but not least,
22 the City Council and Commission members got a little bit
23 more detailed handout of the breakdown of the plans so

1 they can see in a large scale some of these concepts up
2 close. So, we'll walk you through those now.

3 Let's go over to the PowerPoint. I'm thinking
4 I may have to stay here. All right, I'll take word
5 picture over picture. Okay. So, here is the agenda
6 tonight. We're done with the introductions. We want to
7 talk a minute about process so that when the Aldermen
8 get this for formal approval, they can see that there's
9 been a lot of work. I want to thank everybody in the
10 audience that's been coming to all the meetings. And
11 those of you that are new and heard about it, a lot of
12 sleeves rolled up, a lot of passion, as Dennis said,
13 people saying I love my street, let's really keep it
14 going and make it even better.

15 Now, we're going to go through a little
16 analysis of the, our overview of the analysis. We're
17 not going to get into all the details. I think many of
18 you have sat through that. We want the Commissioners
19 and Aldermen to see the process we went through with the
20 three firms to get to where we are. Then we're going to
21 just skim at those development strategies and design
22 concepts again to show you all that we've got a process,
23 that we've tested and tried different things. We went

1 high and low and min-mid-max, and purple and green and
2 what's the best approach.

3 But the main focus tonight then will be on the
4 master plan draft. That's shown here in the drawing,
5 the complete drawing here across the wall. It starts to
6 get exciting when you see it all in one drawing. This
7 was the draft we presented to the community a couple of
8 weeks ago. It's been fine-tuned with that input from
9 you and now we'll walk through that. We'll take a
10 little break and then we'll open it up to the Commission
11 and the Council members to talk about this, and then
12 citizens could comment a little later. So, Brian, why
13 don't we just get right into it?

14 The first phase was a very thorough analysis.
15 City Staff and the two Aldermen asked us to look at
16 everything from A to Z. We were in the alleys of every
17 street, driving and walking and up and down, by the
18 train stations. And we looked at not only the big
19 picture things but also the minor picture things, things
20 that make your life better or not better when there's
21 cracked sidewalks or missing things, missing teeth from
22 the streetscape, things that we can improve now that the
23 street is needing a little work.

1 We did a lot of interviews of leaders,
2 stakeholders, the Staff. We had Workshop I and II which
3 we broke up from west and east with people invited to
4 come to both. There was a lot of creative input.
5 That's where people talked about their issues. That's
6 where they talked about opportunities, the positives,
7 the building blocks, and then also first kind of cut out
8 some ideas they want to do to make the street better.

9 Phase II was the visioning. We cranked out
10 all these different concepts after listening to people
11 and seeing the street or experiencing other areas. We
12 have our famous min-mid-max approach, min being the
13 minimal change, the mid maybe pruning out a corner or
14 adding to a site, and the max may be a more involved
15 development. Again, with the private sector coming to
16 the table saying I bought three properties or I have one
17 property, how would some of these developments really
18 fit? It's not necessarily --

19 Then we looked at the streetscape concepts,
20 how to improve the streetscape. We had some great input
21 from the community. Staff reviews. We had our workshop
22 March 1st. You can see this is moving very fast as far
23 as getting information to you.

1 And then, Phase III is where we're deep into
2 it today. So, we did the preliminary master plan draft,
3 the first cut. That was the last one we had, that was a
4 couple of weeks ago. We had our design kind of fleshed
5 up for the streetscape. We looked a little bit at
6 material samples, things that you want to see in the
7 street and we'll talk about that in a minute. And then
8 we actually got IDOT to come out and drive the street
9 with Bill Grieve and walk the street and we got great
10 input from them and we're going in the right direction
11 with them. Had the community workshop, and then tonight
12 it's for the Council and Commission to review it and
13 kind of ask their questions, sink their teeth into it.

14 From here, we're going to put a little cost
15 estimate together for the potential streetscape
16 improvements to see what that would be. We're going to
17 draft report out in the next couple of weeks. I just
18 talked to Dennis about that, getting that ready. We'll
19 have a little booklet on the streetscape design as a
20 guide for the City in the future when the hard design
21 comes, Staff review, and then the final report. And
22 these things will continue to be put on the web site as
23 all the other information that's been going on.

1 So, here is the analysis start, and I'm not
2 going to go into all the details, but in the visioning
3 workshops that were held in February, you were very
4 passionate, many, many people came out. Thank you
5 again. You were very into preserving the character.
6 We've heard things like quirky and funky which was great
7 to hear, that we have like a village feel inside the
8 City, that it's like a little European street or a
9 European village street, eclectic architecture, meet
10 your neighbors, running to the neighbors on the street,
11 go to the park, go to the small shops that you might not
12 get at the big shopping centers.

13 The idea is to keep things lower in density
14 and scale here, not only for the look but also possibly
15 for how many people are out on the street walking and
16 driving. We've got a variety of shopping ideas here,
17 more of the Mom and Pop kind of retailers. Whatever we
18 can do from a policy or plan standpoint to keep that
19 going, that's where people want to go.

20 Residential, big concern about the alleys, the
21 condition, the use of alleys for some of the commercial
22 traffic and the visibility of what's coming up as a new
23 development into the neighborhoods. And we're finding

1 this out around the country. You're in a single family
2 home or a townhouse, you're right next to a commercial
3 block. You knew it was going to be a commercial block
4 where it could be better or softer and more attractive
5 in the alley space in your homes up and down the street.

6 And then high quality residential neighborhoods, you've
7 got such great neighborhoods here in Evanston and the
8 ones around Central Street offer a variety of housing
9 types with great green areas.

10 Commercial, the gateway intersection at
11 Crawford and Grosse Point was a big topic of discussion.

12 A lot of people go through. They don't realize that's
13 Evanston or they may know it's Evanston but it doesn't
14 look great. There's a lot of deterioration of the
15 streetscape and the parkways and the streets. Hotdog
16 Island might have seen its day. The CVS site which is
17 much used by the community and probably one of the
18 heavily used drugstores in the area is not in that great
19 a shape from a building or a site standpoint. That
20 could be greener. And just the need to kind of make
21 things a little bit better but not get too far up with
22 sidewalks and paving and fancy streetscape.

23 Now, when you walk up and down the street, a

1 lot of the streets have the green canopy. There is that
2 feeling, you know, that funky, quirky feel. But when
3 you take a close look, and we'll see it in a minute when
4 you look at the slide a little bit, the street needs
5 some work. It's tired, it's a little bit worn out. You
6 folks have been working it good, walking up and down.
7 The sidewalks are popping. In some cases near the
8 residential they're missing. There are some curb
9 problems which mean pits and things are overgrowing and
10 we'll talk more about that in a minute. And the
11 community said yes, let's address these things but let's
12 not get fancy with the streetscape. Okay?

13 And then we did a visual preference survey.
14 That's a fancy term for just looking at different
15 development heights and fixtures, architecture, to get
16 everybody in the mode, the mood for what could go on the
17 street. There were the good's, the bad's and the
18 ugly's. We just show you tonight a sample, there's a
19 whole package of this on the web site and that we've got
20 available if needed, where people like the more
21 articulated buildings, the lower buildings, the
22 articulated roof lines, the roof lines that vary up and
23 down, the warmer brick. The right side of the equation

1 there were the buildings that were too stark or too hard
2 or had parking in front or had narrow sidewalks and not
3 really attractive architecture. So, these are things
4 that we collectively, the Staff, the team and the
5 community want to get control of as we go on into the
6 next round on Central Street.

7 We looked at infrastructure between Lakota and
8 IEI, we went up and down the street, looked at all the
9 pavements, looked at some of the drainage issues, got
10 into some of the IDOT plans, water capacity is okay for
11 developments, it's ready to go but there's some flow of
12 things that are going to be done to fix fire flow and
13 get things even better. You look at both sides of the
14 street, the east and west, and you can see that we
15 really have a long stretch to deal with and it's just
16 good basic infrastructure assessments.

17 Again, some of the Ryan Field issues were
18 really strong. People said it's time, we've got to
19 address this. We're at the crossroads with Ryan Field.
20 We can't ignore it anymore. The fences are
21 deteriorating, the drainage isn't working, things are
22 breaking down over there and we've just got to get to
23 it. The good news is that IEI has found that there's a

1 lot of storm sewers near there. We just need to start
2 looking closely if whether we can connect them in the
3 right locations and start to clean and green that whole
4 area up.

5 Then we get into transportation. What was
6 interesting is that the area towards Hartrey and
7 Independence Park is a narrower street width. And then
8 as you get farther out towards Lincolnwood, it goes into
9 a wider street, there's actually ten more feet to the
10 street. So, the idea here is to recapture some of that
11 into a parkway and create wider sidewalks in some of
12 those blocks, more parkway, and not have this kind of
13 merging and speed issue that came up. So, the wider
14 area to the 52-foot width to the west was a concern
15 because people were merging at the wrong times and maybe
16 not even know when people are merging, but also because
17 of speed limit. So, the good news is we think we can
18 narrow it down and we'll talk about that in a minute.

19 And then the opposite intersection, a lot of
20 discussion and debate, do we like them, do we hate them?
21 They work, they don't work. And I think at the end of
22 the day, it came to a point where we really didn't need
23 to change a lot of the opposite intersections but let's

1 just make sure the parking, the crosswalks are working
2 good around them.

3 Then, transportation further, the Metra and
4 CTA operations, Gewalt Hamilton looked at that. Big
5 issue is the drop-offs. People are clogging up the
6 front all around each station. Can we move some of that
7 drop-off to the south of the Metra Station for example,
8 people are dropping off right immediately in front as
9 people are making turns into it.

10 Short-term parking, a lot of the neighbors
11 said it would be nice to have a couple of spaces in
12 front of the Starbucks, a quick run-in to get your
13 coffee, come out and not double or triple park and clog
14 up the street. Then, Harrison Street, the discussion
15 about Harrison, the turning movements into it, the
16 turning movements out of it, do we need it as a street
17 link? Is it kind of congested and not safe in that
18 intersection? So, we looked at that.

19 Then when you look closer at the
20 transportation, I want to talk about that in a minute,
21 the circles. Brian, they're coming up in another
22 drawing later, right? Yes. We'll talk about it later.
23 Yes, okay. But the crosswalks were very much an issue.

1 People are using them, not using them. They're not
2 marked. Some of them have been striped and they're worn
3 down, they're hard to see. We want to really get into
4 that. The bump-outs where you bump the sidewalk out to
5 make it closer to the other sidewalk across the street
6 as a solution is a possibility and just blocks needing
7 to become more safe as you go up and down and cross at
8 the right locations.

9 Then the land use, now we're not going to go
10 through every single one, but when you look at this
11 colored maps, we've looked at everything from the multi-
12 family being brown, the yellow single family, the red is
13 retail/commercial, the orange is office, the blue is
14 your civic type uses. And why do we do that? We looked
15 at what is the mix? What are the relationships to each
16 other? What about a busy use next to a quiet use? A
17 single family home next to a multi-family home?

18 So, we went all the way down from Crawford up
19 on the left, mapped out where they were, what were the
20 relationships, some of the new things like the
21 townhouses that you've approved recently that went in,
22 the CVS commercial corner, the condition there. And
23 then Brian, let's just kind of run through them, you can

1 see, and then we start moving to the commercial node at
2 Lincolnwood and Central Park, and then another big bunch
3 of residential. We get to Hartrey and Independence
4 Park, a lot more retail, a lot more active and viable
5 retail, more walking/strolling retail and we're over in
6 Lincolnwood in that area. It's a little bit more
7 service-y and a little bit fragmented there.

8 And then we went to the east of the station
9 and over to the stadium. Retail is struggling over
10 there. A lot of goals and discussions where let's get
11 more retail to the Metra Station, and then what can we
12 do to kind of fill in the a little bit of the gaps with
13 the Ryan Field area.

14 And then zoning. This is the start of this,
15 the use, the land use, the form. I won't go into all
16 the details but there's a wide mix of zoning up and down
17 the street. Some is working; we think some isn't. And
18 collectively, I think we've come to some good
19 conclusions which we'll talk about in a little bit. But
20 you've got some R-4's and R-5's, the B-2's, the B-1's
21 and O-1's. We think the majority are okay but some of
22 them need some changing and/or a complete change to a
23 new district.

1 Physical conditions I mentioned a lot. If we
2 start to take a look at some of the pictures, there are
3 some great trees. We're a little worried about the
4 condition of the trees. They seem to be choked in a
5 couple locations. We think some of them might even have
6 some problems with growth and if they're even going to
7 make it much more past a few years.

8 We also think there's gaps in the street
9 canopy. We need to in-fill some trees to make that
10 canopy stronger and to just make it a little healthier
11 for them to grow. The blank walls, the white sidewalks
12 with no landscaping, the narrow sidewalks with not a
13 good feel for walking, there's a variety of these issues
14 up and down the street and we just need to kind of make
15 the sidewalks a little better for us.

16 Streetscape conditions we talked about. You
17 start to look closer at the CVS site. Hopefully when
18 the plan is done we would get CVS to work with the City
19 to start greening that site up and making the facade
20 look a little better to make it a little bit more of a
21 better view going into the community. Hotdog Island,
22 we're still amazed that anybody can pull in there during
23 any kind of traffic situations. And then as you come

1 into the community, you're seeing the drums and the junk
2 and stuff in the back. So, we've got some ideas for
3 that.

4 Then you go closer and you look at the
5 sidewalks up and down the residential areas. They're in
6 pretty good shape. But then by the Indian Museum,
7 they're missing and we need to link them. Then you
8 start to look again at the tree pits and we've got to
9 make them better and make it a more healthy environment
10 for the trees. Some of the merchants plant things and
11 do some nice things but it's not consistent up and down
12 the street.

13 Then you look at the crossings and the
14 sidewalk conditions and this is no one's fault, it's
15 just time for a refresher on these sidewalks. The
16 unfortunate thing at the corner at Green Bay, the
17 northwest corner of Green Bay and Central where we have
18 the two steps, until that corner is developed, we're
19 probably not going to be able to get those two stairs
20 knocked down because of the access points to the stores.
21 But we think by setting back a new development, you
22 could create a flatter plaza there so people can come
23 right off the intersection to get in there.

1 Looking closer now at Ryan Field, we have a
2 world class stadium with a great university in a great
3 city. But conditions have slipped. That's an
4 understatement. You've got the raggedy stuff along the
5 alleys and chains and things and not a really great
6 pedestrian environment day to day for residents and
7 shoppers as well as for all the visitors that come and
8 we show the City off to many, many visitors. I've been
9 here for graduations where there's a lot of people in
10 here and they're kind of walking through all this
11 asphalt and these chains and things. So, we think that
12 could be better. I think the community gave us a strong
13 voice on that.

14 Again, sidewalks and some of the narrowness of
15 the sidewalk. This is a big issue. Even when a
16 developer comes in with a good looking building, people
17 react when they're too close to the sidewalk creating a
18 curb where you feel kind of overpowered by a building.
19 Even a one-story building could feel overpowering. So,
20 we've got to look at the width of these sidewalks and
21 start setting more stricter standards for a better
22 sidewalk condition.

23 So, this is what I was asking Brian for. I

1 know we would discuss what those were. This is the two
2 halves, the west and the east. And in the brownish
3 orange color are what we call development opportunity
4 sites or improvement opportunity sites. It doesn't mean
5 they're going to develop overnight. It doesn't mean the
6 City is going to go in there and do anything with these
7 properties. It just means that because of the key
8 corner location, maybe a deteriorated building, maybe an
9 underdeveloped site, that somebody may be going through
10 that site and saying I want to buy your property and
11 develop.

12 So, you look to the west, you'll see really
13 pretty much the whole intersection except for the new
14 Starbucks at Crawford and Grosse Point. You go a little
15 bit to the east, there's a lot of one-story townhouse
16 duplexes. They're vulnerable to change. You can see
17 some new townhouses going across the street. We just
18 want to get ahead and that's why the plan is being done.

19 And then some of the sites we've talked about
20 including north and south on Green Bay, north and south
21 of Central, that things are starting to churn and turn
22 over there. The Chase Bank site is a big site, and
23 again, we want to get ahead of it and look through the

1 new plan. Okay.

2 And now, let's just take a quick look here at
3 the concepts. I won't go into a lot of details because
4 they've been up in and about at the workshops and then
5 on the web. But it will show the Aldermen and the
6 Commissioners a little bit more about some of the
7 thinking.

8 This is the corner of Crawford and Grosse
9 Point again. Even in the min scheme, we show the nice
10 green island in the middle that basically says can we
11 clean that, green it, maybe some kind of an element
12 there. It could be a sign, it could be a sculpture or
13 something. It's not a park where people are going to
14 sit in that intersection, but it's a green gateway into
15 your town. It could say nothing. It could say Welcome
16 to the City of Evanston. It could say Welcome to
17 Central Street. The idea is to make that look better.

18 Also, you look closely on this min scheme,
19 we've really worked the parkways over and the
20 landscaping around all edges. Floating the parking lot
21 right to the curb line doesn't work anymore. It doesn't
22 give a good feel. Many of the residents said, you know,
23 I'm a little afraid to bring the kids down there and

1 cross or go to CVS because it's not a great walking
2 environment. So, we shrunk down some of the drive
3 aisles inside the parking lot to make them more
4 efficient, put a full parkway in, greened up around CVS.

5 And you can see it hardly in the drawing but we also
6 show the potential for a new facade improvement maybe
7 following the City's facade program for CVS.

8 The second one, we started to think about
9 redevelopment of CVS. If you look at that site, the
10 building is inefficient. And it's got a little home
11 stuck in the back of the alley. If that site were
12 squared up, you could do a new drugstore. You could do
13 two or three new buildings with a restaurant. But what
14 we did was we brought the buildings up to the street to
15 frame the sidewalk. But we still, as Kevin my partner
16 here was talking about earlier in the other workshops,
17 we still have the 30-foot setbacks so that there's a
18 nice green edge. We're not going to have the buildings
19 right up on the street.

20 So, to the northeast corner, you see the
21 potential for CVS being redeveloped. You see a couple
22 of the townhomes where the low-rise townhomes were in.
23 We combine the alley with the driveway so it's more

1 efficient and less asphalt. We buffered more along the
2 residential and we put the parking in the back so it's
3 an easier drive in and an easier parking situation for
4 the shoppers.

5 On the north, the northwest corners across the
6 street, there was discussion if the gas station was ever
7 developed, what could happen there. We've looked at
8 retail, we've looked at mixed use. The corner across
9 from the gas station and auto use, we think it's tight.
10 It's going to be tough to get a lot of development in
11 there. We think that's probably going to be more of a
12 residential or small office building.

13 Then we go to the max scheme, same thing on
14 CVS. You fill it in. If CVS wants to move or wanted to
15 put a new store in, we show a mixed use with residential
16 above retail and the gas station/restaurant site with
17 parking to the side. We show some office or residential
18 on the other corner. And then we actually introduced
19 new office buildings right on the south tip there. We
20 looked at those. They're a little bit older. The
21 parking is inefficient. It might be a way to bring the
22 buildings right up to frame the intersection again and
23 maybe introduce some new office space for doctors and

1 dentists and attorneys and planners and architect types.

2 Now, moving farther east, when we get to the
3 next commercial section, the Central Park and
4 Lincolnwood area, the Indian Museum is on the far left.

5 There's a darker image there. The idea that the Indian
6 Museum, when we met with them, they want to get more
7 recognition, they want to get more visibility. Maybe a
8 signage, maybe some landscaping or sculpture, or maybe
9 it's even expanding the buildings. One of the things we
10 talked about was greening up the gift shop to the corner
11 and make it a little bit more of a retail corner.

12 We then looked at the Renal Center area there.

13 And just to the east, the potential for a little in-
14 fill development to the east of that, and then a little
15 in-fill farther east over by Lincolnwood. We also are
16 starting to think about reorganizing the Lincolnwood
17 intersection and see if we can straighten it out. We
18 showed it in the next couple of slides here, but we're
19 thinking in the long run after a lot of discussion it
20 probably isn't needed.

21 You also can look down the south side of the
22 street, you see a lot of the missing teeth. There is
23 not a facade or a street wall of shopping there. A lot

1 of little scattered businesses in there. Somebody over
2 time may buy those and now we're showing them how they
3 could be developed in the next couple of concepts.

4 Okay. So, the idea then again would be across
5 the street from the Renal Center, when two or three or
6 four or five or maybe the whole block was redeveloped,
7 what that would look like. You bring the buildings to
8 the street but still need 15 feet of step-backs and
9 setbacks. Some parking in the back, some shared parking
10 from the shops. And we've discussed a lot about pushing
11 like a 50-foot line or setback for retail, that you've
12 got to push retail into these mixed use buildings.

13 Then farther east on the bank site, you show
14 the potential for redeveloping that as set back away
15 from the street with parking. We show the realignment
16 of Lincolnwood. And then far east, we show the
17 potential redevelopment of the White Hen and the
18 Blockbuster Video. The idea there is no parking in the
19 front, no triple parking there when the trucks and
20 deliveries come. Every time we go over there, it seems
21 like it's clogged up with traffic. If that site could
22 be redeveloped with the next site and the fire station,
23 a new corner development could be there.

1 And then the next one real quick, then we're
2 showing some of the concepts. This is an existing
3 street facade on the lower left. The building is kind
4 of harsh white, not a lot of glass store front. We
5 sketched how it could look with a little bit more glass
6 and a little softer look. And then if the little UPS
7 and the other building in there ever redeveloped, how a
8 three-story building with step-backs and roof lines
9 would fit into that character again with a lot of
10 articulated architecture.

11 Now, we're going over towards the golden area,
12 the area that people really, really focused on. And
13 there's passion for the whole street where discussion
14 gets stretched. And it's very interesting what came out
15 here. On the left side of the screen is a small
16 residential building, a little house building. I keep
17 calling it, it looks like a gingerbread house. That has
18 become a landmark in the minds and hearts of people, and
19 that right now the dentist is there. And if the dentist
20 stays there, it would be great. But maybe in the future
21 there's some other use and I'll talk about that later.

22 Then we'd fix up the streetscape and
23 sidewalks. Maybe do a few little seating benches or

1 pockets in the park to make that more usable. And then
2 on the Chase site, we showed really using that site for
3 shared parking more. Now, the sign says you should not
4 park here, it's only bank customers. But neighbors are
5 parking there. But they're confused, some won't go in
6 there. So, if we could at a minimum get Chase to open
7 that up officially for shared parking, it would help
8 Bluestone and some of the other restaurants and stores.

9 Then you go to the next slide. We started to
10 look at what if we develop the northwest corner of Green
11 Bay and Central where that double step is. And we
12 showed it setback so there's a full plaza there so as
13 pedestrians come across that crazy intersection, they're
14 going right into a plaza. And then we show the little
15 mixed use development on that corner, kind of framing
16 what the existing building that's there going farther
17 over.

18 Then we took and showed Chase and the paint
19 store redeveloped some day. If it happens, what do we
20 want in the plan? What do we want to get ahead of
21 there? We framed it with mixed use. There's a parking
22 deck in the middle that would serve the greater area.
23 You have to work with the owner and developer to work

1 that out. And the view would be from Central and you
2 can get into the deck, or for Harrison we would have
3 step-backs and setbacks. You get residential above
4 retail or it could be office, and then a similar
5 development done by the paint store and the length of
6 that paint store down by Harrison to the south.

7 And then in the max scheme, we show the
8 rethinking of Independence Park. And the idea there is
9 it's a great green space. A lot of people use it but
10 several people were saying, you know, a lot of this is
11 oriented to kids up towards the play lot area. What
12 about folks that just want to sit and have coffee or
13 play chess or enjoy the park as well? The seating
14 wasn't in great shape. There's not a lot of seating and
15 it doesn't feel like a village square.

16 So, if the park could seem more as a village
17 square, we show seating pockets along Central. One idea
18 was just a little fence there to guide people to the
19 crossing so they're not floating across the block to
20 cross. We also looked at the possibility of a fence
21 along the alley to block the use. And then what's
22 interesting, the parking lot, we had a lot of
23 discussion. People want to see more parking. They

1 don't want to knock buildings down to create new
2 parking. We had one suggestion that we check putting a
3 parking deck on that lot. We did and it would be very
4 big and it would be hard because by the time you ramp
5 the second floor you really are inefficient on that
6 second floor.

7 So, what we did in this concept, you will see
8 if the plan was changed, the access changed the
9 direction of parking, gave it two spaces and it started
10 to work out from a lot of different reasons and I'll
11 show that again in a bit. We then show some development
12 kind of marching down Green Bay. There's a foundation
13 under construction just north of Lincoln and south of
14 Harrison, so we showed what would happen in the full
15 development across. The facade really of the train
16 station, that people could live there and walk across to
17 the train or maybe have an office there and walk across
18 to the train.

19 Then, we did some sketching and thinking of
20 the whole block. This is the block that people said is
21 one, two and three-story. We don't want them to go
22 four-story like the zoning. We want to change it. Some
23 people said keep it one, some two, some three. And

1 basically what we did is we did a little study, and you
2 can see up in the upper hand corner, there's a three-
3 story building in the corner, some one's, some two's,
4 some three's. And we in-filled with three just to the
5 east of that building just to show how it would look,
6 and then you would try and pitch the roofs and do some
7 articulation.

8 In the next slide, we showed it at four, just
9 so people can start to see the massing and the scale.
10 And I think folks -- said four was too much where at the
11 four-story with the zoning can change that. We worked
12 that through the process.

13 Next, we start looking at the view going west
14 from the Metra Station down Central. So, on your left
15 there, the middle is the Chase bank site. It's a one,
16 well, it's kind of a one-and-a-half, two-story Chase
17 bank site which redeveloped. This shows new framing in
18 the corner. The plaza is at the corner like we talked
19 about. Three stories and four stories possible on the
20 east and on the north. Three, four or five on the south
21 facing the station.

22 People said we like the architectural
23 articulation. We like the step-backs and terraces but

1 five is way too high. We're still concerned a little
2 bit about four. Okay?

3 Now, we're getting down towards the stadium.
4 The min approach would be let's get together finally
5 with the University and really work on fixing up that
6 whole area. We're getting the phase yet, let's just
7 start to get this going. And the idea, because we all
8 get a chuckle at that one, the idea here would be a
9 couple of things. It's to green up the site, get the
10 drainage under control, and start to really make the
11 front facade of this whole thing work better and look
12 like what the stadium and the auditorium and everything
13 need, and we'll talk more about that in a minute.

14 The second concept, the mid concept then went
15 to a mixed use parking deck right there next to
16 Mustard's Last Stand. And the idea there was to create
17 a parking situation that would maybe absorb some of the
18 parking in the lots, allow some of the greening, get the
19 parking closer to Central so shoppers and visitors would
20 be right at Central but not packing lunch to come from
21 the north to the south. Put some retail restaurants in
22 the corners, maybe even a terrace restaurant, and then
23 in-filling the teeth as we went along, as redevelopment

1 occurs beyond the theater project and across the street.

2 Because when you look at this block, it's not
3 great right now for retail. It's got some potential.
4 We've got the train station right there. We've got more
5 we can do about the stadium. If we get more facades and
6 open glass storefronts, especially some of these low
7 rise little office buildings that may turnover sooner
8 than later. So, this was the mid scheme that said let's
9 green up the front of the stadium, maybe screen some of
10 the chainlink fence in those working areas under the
11 stadium but highlight the beautiful facade on the west,
12 and then put in a parking deck like getting 440 cars or
13 something like that in there at four levels, 30 feet
14 high with a facade of retail and restaurants on the
15 front.

16 The next, the max scheme was, okay, if we
17 still do the mixed parking deck, could we look at the
18 possibility of some little buildings across the front of
19 the stadium and maybe even a hotel or a restaurant or
20 retail to the east of the stadium? Frame the street,
21 get more eyes when walking on the street, hide some of
22 the parking and still have parking available. Now,
23 what's interesting is when you looked at those earlier

1 diagrams we had the circles on there, within a quarter
2 mile of the Metra Station, this parking deck is within a
3 quarter mile. Within a little over a quarter mile, this
4 parking deck is next then to the CTA Station.

5 So, from a transit standpoint, getting folks
6 into a deck and off the street, this is probably one of
7 the best position locations for any kind of a shared
8 parking deck in the region because often we find these
9 but they're way away from the station. So, that alone
10 would be a great strong thing here. Add in the
11 visitors, the shoppers, overnight folks for some of the
12 apartment people, and then of course any extra parking
13 you get for any of the events, that would be great. So,
14 this was to kind of fill the street wall.

15 These are some 3D pictures we did, the stadium
16 obviously in the middle. This is looking from the west
17 to the east, and a new potential building by Mustard's
18 there. The parking deck with the retail, maybe a
19 rooftop terrace on the top, possibly some buildings in
20 front, and we'll tell you where that ended up later.

21 If you go to the next slide, this is a closer
22 view. Create a little plaza, maybe Mustard's picks one
23 of the two corners and goes into Mustard's New Stand or

1 Last Stand. We hide the facade of the parking deck with
2 all new great architecture of retail. And right behind
3 there, if you go to the next slide, we even talked about
4 how you're looking from the west down into the stadium
5 to the east, a green planting in front of those
6 beautiful arches of the stadium where, as Kevin keeps
7 reminding us, that's where ESPN takes the shot of the
8 stadium on a game day, where you meet your loved ones to
9 make sure you're all together for your seats, where you
10 might tailgate, where you could have a picnic or event
11 seating if there is not a football game. So, some kind
12 of plaza would go there. Okay?

13 So, that brings us to today. The things we
14 need to discuss and debate because we're honed in on
15 objectives and zoning and the plan. So, we take a quick
16 deep breath. Overall, right now this is what we're
17 seeing as the objectives. This is what we've been
18 hearing. We shaped them as your consultants. You want
19 to wordsmith and test them, add or subtract as you go
20 along.

21 But the number one overall thing is sustain
22 and enhance Central Street, not redevelopment and take
23 it and start it all over again. Sustain and enhance it

1 and make it, think of it as the character that's there
2 now and keep it the attractive mixed use, pedestrian
3 oriented street. It's far enough away from downtown
4 that it really, really serves the northern tier of the
5 City as well as regional visitors. There's a lot of
6 folks that know the street up and down on the North
7 Shore.

8 Location for diverse small scale shops and
9 businesses, wherever we can through Staff or the Council
10 or the Commission, let's encourage that. Try not to get
11 the bigger storefronts and footprints and chains.
12 Transit oriented development community, many, many
13 people have reminded us that we have been a transit
14 oriented development community for 80 or 100 years.
15 Well, let's keep it that way. Keep our stations going,
16 keep our transit going. That's a good thing. But maybe
17 not get too much into density around the stations like
18 other areas of the City or with other parts of the
19 country.

20 Multi-modal options meaning bike and bus and
21 train. Again, you have this great confluence there.
22 Well maintained and vibrant green neighborhoods, they're
23 there. Let's keep them going. And one of the things

1 from their value is to have a good commercial street to
2 provide. So, the more we fix this up and make it
3 better, the more viable those green neighborhoods are.

4 And last but not least is support the local
5 and regional destination for civic and culture and other
6 uses. Not just shopping people are coming there.
7 They're going to come to the stadium. They're going to
8 come to the hospital and other things like that Indian
9 Museum.

10 So, the objectives continue on. Encourage
11 commercial developments so that we can in-fill some of
12 our missing teeth. I think folks said we like what we
13 have but we've got some spots that aren't all that great
14 for shopping. We really want to encourage getting new
15 stuff, at least to the train. Enhance the multi-family
16 housing. If we have some older buildings, maybe built
17 in the 40's or 50's, let's keep an eye on them and keep
18 them going, keep their green front yards going.

19 Provide diverse residential options so they're
20 up and down Central. If you don't find a larger single
21 family home in the green neighborhoods, you can find
22 apartments, condos, townhouses and a range of options.
23 Improve the appearance and use of open space. The parks

1 are in pretty good shape but let's look at these parks
2 and plazas and take them another level and maybe dress
3 them up a little bit.

4 Of course, improve all the access and
5 circulation up and down the street. Crosswalks, bump-
6 outs, the lighting. People talked about there's dark
7 gaps in the lighting because of the spacing of the
8 lights. And then encourage sustainable building and
9 site design. The good news is it's becoming more and
10 more mainstream for people to do sensible and
11 sustainable design and we want to really encourage that
12 down the pipe.

13 Now, let's quickly get into the zoning. And I
14 think, Brian, I'm going to have to lean somewhere the
15 little microphone. These are not, can I -- microphone
16 so I can see? Use one of these? Okay.

17 So, on the far west, this is the C-2 District
18 where CVS is, in the Crawford-Grosse Point intersection.
19 It's C-2, it's auto oriented. It is auto oriented out
20 there. The idea is not to change that attitude or
21 flavor but introduce some new thinking. One would be
22 require shared parking, access drives and curb cuts.
23 Just start to think about anybody coming in with

1 multiple developments, let's start sharing instead of
2 having four, five, six curb cuts.

3 Increase the setback to 30 feet. And I was
4 asked for clarification from a gentleman in the audience
5 earlier. 30 feet from the curb to the building.
6 Sometimes right-of-ways move in and out and roads get
7 widened. What we want from the curb to the building,
8 you'd have a green edge when you come into town.

9 Now, it's not only to make it more attractive.
10 Bill always reminds me as our great traffic engineer
11 that it's also to give us good sight lines coming around
12 them. Some of the neighbors said it's a little hard to
13 kind of peak around there as you're going on all these
14 confluence of streets you're coming in. So, with a 30-
15 foot setback, some clean green framing with the
16 buildings, we think it all should be safer for traffic
17 flow.

18 Now, we move down. R-4 is fine. The B-1A in
19 the Lincolnwood-Central Park area, we think that the
20 setback needs to be increased to 14 feet, curb to the
21 front of the building so that we don't have that small
22 sidewalk situation in front of the Renal Center anymore.
23 And the idea would be to say to the developer, at the

1 end of the day we need a consistent 14-foot walk, so we
2 put trees in and a regular sidewalk. Then increase the
3 side yard going into the neighborhood to 20 feet from
4 the curb to the building. So, there's a little bit more
5 relief going into your green lawns as you live north and
6 south of the street.

7 Then over in R-5, the idea was to reduce the
8 maximum height from five to four stories. There are
9 several structures where there's a lot of big buildings
10 that were developed many years ago. The folks are
11 starting to think maybe the next round should be of four
12 stories that fill in the teeth rather than five. Okay.

13 Now, we're moving farther east. And we're in
14 R-5, I mentioned five to four stories. This is the most
15 talked about area, right by the train station. Here is
16 Metra, here is Green Bay Road. This area is B-2, so
17 what we're recommending here is from B-2 to B-1A, make
18 sure the setback is 14 feet again, so you get a good
19 walk whenever the new buildings come in, and then
20 increase the corner sides to 20. But that would knock
21 the height down to three stories all along Central from
22 Hartrey east over to almost the stadium. So, the idea
23 is to go from B-2 to B-1A, four stories to three

1 stories. You saw the sketch earlier where we had the
2 sketches of the three and four stories.

3 Now, we also showed it, and this is why these
4 black lines are in here because there's changes in here,
5 going across the northern part of the Chase site, the
6 whole site, so that a building on the Chase site in the
7 future would be three stories facing Central, but then
8 coming to the south would be allowed to go to four
9 stories stepped up near the train station. So, it
10 sounds a little complicated but the idea was to keep a
11 three-story profile down Central. At the last meeting,
12 we had four stories to the east leaving it B-2. Folks
13 said they still think that was too much. We discussed
14 and debated, so three stories on the Central Street
15 facade, four stories mixed use then on the back side on
16 Harrison and of Chase.

17 Going farther north, and we'll show you some
18 of the concepts we have for that, C-2 will pretty much
19 stay there. As the community develops over time, we've
20 got to be careful how much commercial sites and
21 properties are available for some of these auto uses.
22 We all need our transmissions fixed some day, we just
23 want to make sure the transmission shop looks good and

1 doesn't have junk all sitting outside. So, the idea
2 would be as the future Green Bay Road north goes, we
3 would put shared parking, shared wider alleys, access
4 drives that are connected, and increase the setback to
5 14 feet also on that street.

6 We stood there with the community and the
7 Aldermen and you look to the right and you've got your
8 beautiful streetscape along the tracks. You look to the
9 left and there's not a tree, and there's like 25 curb
10 cuts. And it's not a good look for the City as you come
11 into town. So, the idea here would be as new
12 development comes in, you pull the building back, you
13 put the streetscape in, but you don't allow the parking
14 in front. It's shared between uses with a shared curb
15 cut, and we'll show you that in a minute.

16 Then when we get down to C-1, again auto
17 oriented, but now we're looking right across to the
18 train station. There is a little denser development
19 around Harrison. Central Street is busy. Maybe not
20 necessarily auto oriented but retail or mixed use.

21 So, here is the discussion and debate we need
22 to do today. If we rezone it to B-2, then it would be
23 similar to the Chase site. Four-story, articulated,

1 step-back, retail at the base, residential above or
2 office. There's been some good discussion on maybe
3 encouraging more office near the train.

4 Or do we take and leave it at C-1 and
5 encourage some better office and commercial low one-
6 story, two-story buildings. Again, better meaning
7 facing the street the right way, shared parking in
8 between. So, that's the discussion and debate we
9 especially want to get going with the Commissioners and
10 the Council tonight. So, we either go to a B-2 type
11 format or we really keep C-1 but encourage a better
12 look.

13 Then when we get farther east, the O-1, we
14 recommend going to B-1A so that that whole three-story
15 profile would be kept all the way up to the stadium
16 rather than the O-1. And then reduce the height in R-5
17 we talked about. And then there's a little spot by the
18 station that we think we need to rezone to a more retail
19 use so that we would encourage more shops to easily get
20 into those stations. Those are kind of vacant in there
21 now. Okay? A little complicated but I think it's
22 important for this big picture strategy stuff for all of
23 us to think about.

1 Now, here are some of the recommended
2 strategies. You have design guidelines for certain
3 parts of the zoning. These are some of the things we're
4 starting to see maybe for all of your zoning so that
5 when a developer comes in no matter what they do, what
6 district they're in, we have landscaping that is set for
7 everybody. You're not kind of hoping and begging and
8 negotiating and pushing to get it.

9 The buildings are articulated. This is two
10 words but we've got a lot more written on this. Step-
11 backs, cornice lines, material changes, things that they
12 should do, any good architect or developer should do in
13 this day and age. You shouldn't have to fight for it.

14 Design the building so there's a base, middle
15 and top. The more we drive around the region, you see
16 some strange looking buildings. What happened to the
17 old days of the base, the middle and the top?
18 Incorporate all the terraces.

19 Make identifiable storefronts. It sounds like
20 it's 101 Architecture but sometimes people forget this.
21 You've got to see that this has got a commercial feel
22 to it when you're going through the commercial blocks.
23 You've got a few storefronts in glass and V walls and

1 entry points. So, that's something we'd look to.

2 And then the other big one, as I mentioned
3 earlier, if you've got a good looking facade and you do
4 it on the front and you do it on the side but now the
5 rear is left alone facing all the great green
6 neighborhoods, we've got to start getting good
7 architecture on the back as well. And it's greener
8 parking lots and loading areas.

9 Setbacks. We talked about 14 feet. We talked
10 about the 30 feet. We think the residential setback is
11 great. Staff and the Aldermen and the community said
12 this is looking good, let's keep it going. But now this
13 is from the property line to the building. You still
14 will add the parkway and you still have a very deep
15 green setback in front of these buildings. So, if
16 anybody says I bought a 50's building and I'm going to
17 tear it down or assemble some property in the
18 residential, they'd still have that deep green setback.

19 Step-backs we've talked about up at the upper
20 stories. Sidewalks we've mentioned. We think we can
21 add, this is good news, five feet from like Lincolnwood
22 west. So, in front of the Renal Center in some of those
23 blocks, you'd add five feet on each side. So, at least

1 get like a 12-foot walk, and then the street width would
2 be all the same. We wouldn't have the weaving and the
3 merging issue. So, we think that's good news. And
4 then, install new walks because they need work. And
5 then in the residential, there is not a lot missing but
6 install where they're missing.

7 Now, the alleys, big issue. And this is a big
8 policy discussion with our Commissioners and our Council
9 members. Can we set a minimum 18-foot alley width that
10 the developers and everybody work together to make right
11 so that the parking for the people that are living in
12 the new buildings would be accessed off of that alley?
13 But it would be 18 feet with no obstructions, so you
14 couldn't develop your building and then stick your
15 dumpster out there or put your coal there and all of a
16 sudden have a 15-foot alley. But they'd also be
17 required to pave the alley. So, whoever comes in, one-
18 story, two-story, three-story, four-story, you've got to
19 make an 18-foot alley in the back, you've got to pave it
20 and you've got to keep your stuff out of there. You can
21 use it for access to your garage. Okay.

22 And then, the last couple of things, parking,
23 there's a little few refinements to the parking ratios,

1 nothing major. We were discussing maybe going to one
2 car per unit next to the stations. And maybe encourage
3 more transit use, that's still one to debate. Short-
4 term parking, maybe pick four or five spaces up by the
5 Starbucks, give them 15-minute flags on the meters or
6 just get them in there. Street width, get Central all
7 to 40 to 42 so it's consistent, and then add some --
8 lanes south of the Metra Station, not in front of the
9 Metra Station.

10 Last couple of ones, bike route, big
11 discussion. Folks want to be able to get to Central
12 Street with their bike but there's a lot of discussion
13 that it's so busy that it's probably not a great bike
14 route. If we have a little extra width, maybe not
15 making a bike line, maybe a route but really encourage
16 your east-west side streets to be part of your bike plan
17 so people can go down through to green neighborhoods and
18 not fight Central. But then when you do get to Central,
19 add bike racks.

20 And then the crosswalks, give consistent
21 signage on all of them. Markings on all of them and
22 nice, clean lighting on all of them so that they all
23 read together. They're not kind of hit or miss so to

1 speak.

2 And then bump-outs where appropriate. Now,
3 the bump-outs will help make the crossings better but we
4 have to careful of some corners so the bump-out doesn't
5 force people to jam up when the left turns are
6 happening. So, it's a delicate puzzle that we're
7 working with there. And then enhance the pedestrian
8 signals.

9 So, let's just quickly go through the plan.
10 This is what we're really discussing and debating that's
11 going to move through into the Commission or Council.
12 This is the west portion. Go to the east portion.
13 That's what's on the wall right behind me. And then if
14 you go now point by point, what has made it through the
15 process and what has evolved through the plan to date is
16 that we look at Crawford and Grosse Point as a nice
17 office corner, work with those two owners there, share
18 some parking possibly with the condos across the street,
19 and really look at some really nice looking office
20 buildings on the corner, somewhere that people here on
21 Central Street can move to and maybe even some folks
22 from downtown.

23 The 30-foot setbacks, some nice greening all

1 MR. LAMOTTE: We're going to take questions
2 later, okay? We're going to get there.

3 Here is the Indian Museum. We just show the
4 blue and the possibility of expansion. They're thinking
5 all kinds of ideas. They want to come to the Commission
6 and Council. The ideas get them more recognized, get
7 people to see that there's a great museum there. This
8 could be a building or could be a plaza with some kind
9 of signage.

10 What we did is we pulled the sidewalks out
11 five feet here. You can see it from the Renal Center.
12 We got them from like six or seven to 12 or 13. We also
13 show the possibility of consolidating all the asphalt in
14 back of the building and landscaping that and having
15 joined entrances. And then eventually to the east, a
16 two-story profile building. There's not a lot of rooms
17 to get higher and mixed buildings in there. This might
18 be a little shop with some office space up above.

19 Farther east on the bank site, we left
20 Lincolnwood as it is. We put some parking off the
21 street to replace what would eventually be used up on
22 the site. If the bank ever wanted to fill out the
23 corner and frame the corner, we show a three-story

1 residential or office above with retail in front and
2 some more parking in the back. It's got a nice step
3 there that you maybe get a little surface parking in the
4 back.

5 Across the street, we show the gas station
6 staying. I think the community was saying we've got to
7 be careful not to lose some of these auto uses. So, we
8 think the cleaning and greening of the station, maybe
9 planting the corner a little bit. We're going to have
10 some teeth inside that block go, we just showed
11 individual developments. Retail in the front, step-
12 backs, setbacks, parking in the back and some shared
13 parking inside the building.

14 And then far over by the White Hen and the
15 video store, same thing. Near the fire station, in-
16 fill, frame the corner, get some parking in the back,
17 nice streetscapes on both sides and maybe a little green
18 roof in the back once the residential would come in.
19 Okay.

20 Now we're over here on Central, Independence
21 Park. Seating pockets, nice little green plazas where
22 you can sit with your neighbor or one of the neighbors
23 said something about making sure the benches face each

1 so we can talk to each other. This is a great idea.
2 This could be benches, it could be gardens, it could be
3 fountains, it could be bocce ball courts, chess tables.
4 That's all in the next stage of design. But the idea
5 here is that you really could use the front of the park
6 as well as the back. There was even some discussion
7 about maybe a gazebo or some small little frame
8 structure that you can have events or go sit and have
9 your coffee in.

10 Then what we did is we took Stewart and we
11 bent it to a 90-degree at Central so it's central to the
12 block. It's going to be angled. If you've ever been in
13 that angle, try to look over your shoulder, it's not
14 good. So, the idea would be to leave Stewart but bend
15 it down here. We actually gain more plaza and green
16 space here.

17 And then we close the entrance to the parking
18 lot so we're not getting jammed up with lefts in here.
19 Close the little fence across there. Folks would turn
20 in and what we did is we completely reorganized the lot
21 so it's one easy circulation system. You could come in,
22 pull in, pull out, you won't get caught in that little
23 dead zone back there. We close the entrance up the

1 alley and now everybody's got two clean entrances to
2 work with. And Kevin, I think you have four spaces --
3 something like that. We also picked up a little space
4 or two on the street when you make those street changes.
5 We think this is one that solves a lot of micro and
6 macro issues.

7 Across the street would be the lower zoning as
8 we've said. The gingerbread house could be dentist,
9 could be a restaurant with a cool outdoor terrace, it
10 could be a reading garden, it could be a civic use. It
11 could be a lot of things but keep that corner looking
12 good.

13 Now, farther east on Green Bay, some
14 interesting refinements, especially for folks that were
15 at the last meeting. The northwest corner, still more
16 of a mixed use, frame the street, kind of match what the
17 commercial base of these buildings are, big plaza on the
18 corner. Then this would be stepped back to residential
19 or office above, 14-foot walk. And then going farther
20 north which we'll get to in a minute would be the retail
21 zone. So, as all these different owners would come
22 together, would fill in the buildings up in the street,
23 parking in the middle or in the back.

1 To the south, this is the Chase lot. On
2 Harrison we show the four-story profile with step-backs,
3 and on the north side on Central we show the three-story
4 profile. Well, you've got to study this closer because
5 we've got the parking inside. You pull into the alley,
6 you go into the parking, you come in from Harrison and
7 go to parking. And ideally because the block is so big,
8 you'd work with the developer to get a couple of extra
9 spaces in there for the community parking. So, this
10 should be retail facade with office or residential
11 above, again right across from the train station.

12 This is the paint store block and going all
13 the way down to the foundation that's under
14 construction. Just getting ahead, if somebody puts one
15 together, two together or all of them together, what
16 could that look like? This option basically shows mixed
17 use retail facades. We've got some little connection,
18 access drive, you've got some teaser parking. We think
19 that anybody flying by on Green Bay is going to have a
20 hard time to get in and shop if they don't have the
21 parking right out of the box . So, we have the shopper
22 parking in the street and in the back here, shops in
23 front, and residential or office above, and maybe some

1 green roofs over the parking decks.

2 So, this sends a message that says mixed use.

3 Make sure we try some nice retail to keep framing what
4 we're doing on the street, have a good facade and
5 streetscape. Got to have some parking if you're going
6 to have retail because they're not going to just pull
7 and park on Green Bay. We also have shown a right-in
8 and right-out on Harrison to try and keep some of the
9 lefts out of that turning over there. Bill is still
10 studying this with his traffic counts to see if the
11 right-in/right-out is the best way to go, but we've kept
12 Harrison open as well.

13 Now, the second action here we've got to look
14 at is what I've said earlier. If the mixed use is the
15 way to go or do we go to a one or two-story commercial
16 building profile that continues to have the commercial
17 facades along Green Bay. You got more than mixed use
18 and the traditional things on Central, but do we
19 continue that here as an option? Because if we go with
20 this, folks, we'll start to fill in that profile. If we
21 say we want retail or office but lower but shared
22 parking, that's a different approach and we want to talk
23 about that tonight.

1 Now, to the east, we brought Broadway down and
2 connected it into Prospect, teed it in so there's one
3 street now instead of two, to try to knock down the
4 width of that drive there on the street so that we don't
5 have so many conflicting turning movements there. We
6 also think we're going to need to put a fence right at
7 the access point so people aren't turning and walking
8 across that part of the intersection.

9 Farther east, we've shown in-fill where some
10 of that office and low-rise development goes, especially
11 with the big areas in the back. Just in-fill. Now, one
12 of the issues was not to have one monolithic buildings.
13 You felt the theater was too long and maybe it needed
14 to be broken up into parts. So, the idea would be as
15 you break it up, there might be a Central plaza here,
16 some future parking for the retail in the back, retail
17 facades and retail facades and then theater.

18 This is the stretch north on Green Bay. So,
19 here is Independence Park, existing buildings, future
20 redevelopment of that corner, that kind of tight corner
21 with the steps. And then if you start marching all the
22 way up to the Dominick's, the idea would be retail. It
23 could be drive-in type retail where you're going to pull

1 in and get to a parking lot. But what you see here is a
2 14-foot streetscape in front, curb cuts that are
3 consolidated, either the street or centrally located,
4 parking in between and parking in the back, with full
5 alleys in the back where we restrict some of the semi
6 loading that we're getting there today. So, this sends
7 a message to these owners, we'd like to get together,
8 same kind of businesses, maybe your business, but a
9 better building, a better parking and a better look for
10 the yard.

11 Okay. Moving farther east then, here is the
12 theater proposed site, in-fill just bringing up the
13 street, retail in the front, retail in the front, maybe
14 a plaza in between. Same thing over here by Mustard's.

15 Eventually that block is going to be a candidate for
16 redevelopment. We show these now as three-story rather
17 than four-story.

18 Then you take a closer look, this would be
19 retail and possibly rooftop terrace, the four-story, 30-
20 foot-high mixed parking lot deck. We also are showing,
21 you'll see in a minute, a re-greening, and I want to
22 show the full type of the parking lot. Why don't you go
23 up on PowerPoint? So, what we're trying to do is

1 introduce a new streetscape across this parking lot so
2 you don't walk along the street, go to Mustard's and
3 then it falls off all the way down to the other side of
4 the stadium.

5 So, if you go to the next one, Brian, here is
6 how it would be. The retail facade, folks kind of
7 debated, could we put something in front of the stadium?

8 We thought it wouldn't be necessarily retail. It could
9 be a museum, it could be tickets. But a lot of you said
10 no, maybe not. But they like the idea of creating some
11 really great looking plazas in the front, a place to get
12 some pictures. When my nephew graduated, we had no
13 place to take a picture with mom and dad. So, this
14 could be a place you can take a picture.

15 This could also be a plaza that you can sit
16 and have coffee and visit your neighbors during the week
17 when there is no games. So, this greens up the front,
18 greens up the sides. You create consistent street trees
19 all the way along. We paved it all the way to the north
20 and all the way down. We created a cedar fence screen
21 to the houses to the west with an 18-foot alley. We
22 then show these access points, these pedestrian paths so
23 people can walk through green and get to the stadium.

1 Walk through green, this is the green plaza here across
2 from the main arches. And really this completely
3 changes the look and feel of the area.

4 Get the drainage fixed. Get the green edges.
5 We might even be able to do some bio-swales or some
6 special greenage things on the west edge. Same amount
7 of parking except for a few spaces we take out for the
8 islands. And then we consolidate a lot of this parking
9 into the deck.

10 We also show the potential deck to the other
11 building on the east side, greening up of the parking
12 lot, framing it. Maybe that's a little hotel, bed and
13 breakfast, restaurant, little office building would
14 frame both sides of stadium. When you look closely,
15 there's a row of trees at one side but then it falls
16 into the parking lot and there's not really a friendly
17 spot to kind of walk up and down the promenade. So, the
18 idea here would be to create a wide walk, frame it with
19 trees and have places to cross into the neighborhood and
20 through the parking lot.

21 And last but not least, the smallest little
22 spot but it's got potential. Here is the hospital, here
23 is the CTA Station. The first recommendation is we've

1 got to get that chainlink fence pulled out and some kind
2 of decorative fence pulled back on that edge on the golf
3 course. When you pull out of the parking lot, your line
4 of sight is blocked by that fence. So, pull the fence
5 back, maybe make it look a little more decorative, and
6 dress this edge up across the fire station, get some
7 retail in the station. Possibly we're going to study
8 the potential for a drop-off, a little striped area here
9 on the street by the medical station for the station.
10 We're still debating that.

11 And then, we looked at the plaza, and there is
12 no plaza. Here is the starter shed for the golf course.
13 It's kind of raggedy, the chainlink fence is rusty.
14 It's not a good front door to the area. So, what we
15 thought of is let's put in a plaza in here that could be
16 the entry to the golf course, could be the entry to the
17 station and a nice corner as you come along from the
18 hospital. We saw some folks crossing from the wide
19 sidewalk to a very narrow sidewalk. Some folks walking
20 down with kids on those sidewalk down to the street and
21 then going in between rusty fences to the get to the
22 station. So, that's another one of those candidates
23 that could be fixed up sooner than later.

1 So, that's basically the plan. Last couple of
2 things, we've done some good look at the streetscape.
3 We won't get into every little tree in detail. The idea
4 is to get new sidewalks poured, not get too fancy with
5 pavers. We heard that loud and clear. Not get too
6 fancy with benches and things. We get the sidewalks
7 fixed up, this is Independence Park, and just fix up
8 those pits and in-fill new trees where needed.

9 Go to the next slide, we just started thinking
10 about materials. The thought was we have Evanston's
11 standard trash can and, great, let's go for it. Let's
12 put them in. We could do something nice with the,
13 create some newsstands. This is a new stand we designed
14 for Palatine where they put all the newspapers in one
15 element. There has been some discussion, maybe a kiosk
16 or two in the park to show what events and things are
17 going on and maybe a map of the stores. And then, maybe
18 introducing some kind of a new bench into the seating
19 areas up and down the street.

20 And that is the presentation. And we can open
21 it up to the Commission and Council for questions.

22 MR. MARINO: Thank you, John, for an excellent
23 presentation.

1 (Applause.)

2 MR. MARINO: Excellent job. If you're seeing
3 this for the first time, it's a lot to absorb. But
4 obviously most people in the audience from the
5 neighborhood have been working on this over three
6 months, this now being the fifth meeting. If you've
7 been at all those meetings, it's fascinating to see how
8 this has evolved during each of those meetings to the
9 point at which it is now.

10 There have been some real interesting
11 dialogues and debates in this room over some of these
12 issues. I'm sure some of those will be continued but I
13 think there's a strong consensus that's emerged about
14 many issues, maybe not all issues. And I think we feel
15 pretty good about that.

16 What we want to do tonight is have a brief
17 break. But I know most of you have been here to at
18 least two or three other meetings, but I'm seeing some
19 faces for the first time. If you're here for the first
20 time and you want some additional information during the
21 break, you might want to check in with Vince Jones.
22 Vince, if you could stand up? And Tracy Norfleet.

23 These two have also been the foundation of

1 this process. They have done everything from the work
2 plan with the developer to notices to refining the
3 strategies that you've seen up on the walls and they're
4 doing an excellent job. We should give them a hand.

5 (Applause.)

6 MR. MARINO: So, what we'd like to do is take
7 a ten-minute break at this point, not more than that.
8 We will enforce that. And then we can ask the
9 Commissioners and also the Aldermen to be back at the
10 table and then we'll start with the Q&A period. Thank
11 you.

12 (Off the record.)

13 MR. LAMOTTE: What I'd like to do, just a
14 couple of quick things that have come up in discussions
15 as we've been talking on the break. One is to remind
16 everybody, I think the Aldermen know and some of the
17 folks in the audience that this format is obviously
18 different. It's more of a kind of discussion with the
19 group tonight and then some input, kind of one-on-one
20 with the community. In the past it's been hands-on
21 workshops -- format on all four or five or so, that's
22 the first thing.

23 The second thing to clarify, I was asked by

1 our bike folks about bike racks and bike lanes. We do
2 not think right now that there is enough room to do a
3 full bike lane on Central. So, to clarify that, the
4 bike route would be the smaller, tighter -- with the
5 little chevron markings. And then, that part of the
6 streetscape -- that we would increase the potential for
7 bike racks where we could possibly put some decorative
8 bike racks and maybe --

9 And then the next thing was a gentleman wanted
10 to know about the viaducts. I think everybody in the
11 room would love to see these viaducts changed tomorrow.

12 Make them easier to see through, drive through -- work
13 out within our lifetime but the City has been good at
14 chipping away and getting funding over time for all
15 these viaducts. So, we'll see what happens downtown
16 when they're fixed up. Probably the safe thing, we'd
17 like to incorporate that into our traffic study to say
18 let's look at our viaducts closer and get them on
19 somebody's -- for funding.

20 Then last but not least, I was reminded that
21 one of our great activity generators in the area is the
22 library. You've heard me talk about the stadium, the
23 hospital and the museum, and of course the library and

1 the post office. So, we think that it is a great anchor
2 for the street now and in the future. When we find
3 these things, we call them activity generators, and that
4 just means that people are coming in on a regular basis
5 with all the stores, the shops in the neighborhood, but
6 there are also civic interests as well. So, we think
7 strongly that the library is one of those --

8 And then, the format is really the discussion
9 for the Commissioners and Council members, and then
10 later we'll open it up for the public.

11 CHAIRMAN TISDAHL: Thank you, John. We do not
12 have microphones that do anything other than record.
13 So, if you can't hear any of us, if you would just raise
14 your hands and let us know, we'll try to speak louder.

15 I would like to say one thing before I open
16 this up for everybody else because along with Eb, I sat
17 through all these meetings and I would like to ask
18 members of the Plan Commission and the Council when you
19 are viewing this plan, instead of viewing the height as
20 being reduced, I hope that you will think about the
21 number of people and cars that if this plan as it
22 presently is constituted is enacted could be added to
23 Central Street. So, I look at this plan not as reducing

1 although it does reduce height, I look at it as
2 potentially adding a great number of people and traffic
3 to the street. And that is why I fully support the
4 reduced height in some of the buildings.

5 Having said that, I'm opening this up for
6 discussion. Stuart?

7 COMMISSIONER OPDYCKE: Where does one, and I
8 don't mean to be contrite, but where does one find a
9 developer who would be willing to tear down a 50-foot
10 building in R-5 and put up an R-4 35-foot building or a
11 four-story to a three-story? What incentive is there
12 for a developer to do that?

13 CHAIRMAN TISDAHL: If the price is low enough,
14 I would hope that a developer would. Larry, you're
15 laughing over this.

16 COMMISSIONER WIDMAYER: Well, no, I think you
17 make a good point, if the price is low enough.

18 CHAIRMAN TISDAHL: Thank you.

19 COMMISSIONER WIDMAYER: That seems to be the
20 key to a lot of this.

21 CHAIRMAN TISDAHL: David?

22 COMMISSIONER GALLOWAY: Yes, it seems to me
23 that there are some certain zoning policies that were

1 implicit in this plan. And I think some of the zoning
2 policies and down zoning that we see as part of this
3 plan is also reflective of some of the abuses that we
4 can all point to in the City whereby through the planned
5 development process a number of buildings have been
6 built egregiously out of scale with their context.

7 Having said that, a number of us were
8 discussing if this zoning was to go forward, would you,
9 there will certainly be some projects that will fall
10 into the scope of, and size of a planned development.
11 Will we then be looking at reviewing planned
12 developments as part of this master plan? And as a
13 consequence, will that then be a source of abuse?

14 And one thing I noticed in reading the
15 documents that were submitted to us was there was a
16 reference made to form-based zoning or form-based code
17 which the City is entertaining in a number of other
18 neighborhoods. And it would seem to me that if the
19 desire here is for the community to have a secure
20 understanding as to what the scale setback and character
21 of developments along Central Street is to really be,
22 the best way to afford that would be through, one of the
23 ways to afford that would be through a form-based code

1 wherein an envelope is created and the buildings are not
2 allowed to exceed that envelope.

3 But that as of yet has not been stated as part
4 of this process. And I also think that, I share some
5 concern with some of the other Commissioners that in a
6 number of these areas, in a few of these areas, we think
7 they might be under zoned, and that if a form-based code
8 was implemented, that would articulate a specific
9 envelope that would then, by virtue of that envelope,
10 define a floor area ratio that some of these areas might
11 be allowed to go slightly higher maybe in the terrace
12 format and be more economically viable. And still as
13 far as the density is concerned, quantity of people may
14 be no more than a four-story building, and as far as
15 your perception from the street given that a terraced or
16 setback approach would be no different than say a three
17 or four-story building.

18 And the two areas that I look at here where I
19 think a little more expression, and by virtue of that
20 perhaps a little increased height would be beneficial as
21 far as defining these areas and providing a fencepost, a
22 signpost, a totem if you will, would be the Chase
23 property and perhaps some of the properties at Skokie

1 and Crawford. Both those areas need a strong
2 architectural and urban planning design spatial
3 component that defines them as a place of 'you have
4 arrived.' You have arrived to this gateway into
5 Evanston such as the Skokie location. And as regards
6 Central Street, you have arrived at the northern most
7 transit oriented development node in our fine city.

8 CHAIRMAN TISDAHL: Well, Eb, you can jump in
9 here but I don't think we were rejecting form-based
10 zoning in any way in our discussions. I think we didn't
11 as a group have enough information about form-based
12 zoning to incorporate it into this plan in the amount of
13 time we had. We worked pretty hard. But that was
14 beyond our scope. Go ahead.

15 ALDERMAN MORAN: I would reiterate what Liz is
16 saying here. We did have a presentation from a
17 consultant in California about form-based zoning and I
18 think a lot of people had a lot of enthusiasm and I
19 think there is a lot of enthusiasm for form-based
20 zoning. It just didn't really fit the mission that we
21 had here in the time frame that we're trying to work on.
22 Some people have questioned whether we have been going
23 too fast in this, but I think it makes sense, made sense

1 to set an aggressive schedule to approach these issues
2 because, you know, as the clock ticks forward, I think
3 all of us in Central Street have become concerned that
4 we need to move. And if we think that there are
5 improvements we can make or encourage through this plan,
6 that we should get on to it.

7 I don't know whether form-based zoning will
8 catch up to us or we'll catch up to it, but we weren't
9 going to wait any longer to develop a future concept
10 plan. And so, I very much appreciate the comments and I
11 think they're all very good, but I think, you know, part
12 of the challenge as we go forward in this discussion is
13 how we, you know, if possible commit those two pieces
14 together.

15 I also would like to make a quick comment on
16 Stuart's observations. I don't know exactly how to, I
17 mean, you know, the implications of your question are
18 apparent and I think people have thought about those
19 things. I'm not sure that we're necessarily thinking
20 that five-story buildings that exist in this stretch
21 which there aren't that many but there are a few, and
22 some of those were the catalyst for some of the issues
23 that we tried to address in this exercise.

1 From my own perspective, I don't know that the
2 adoption of this plan would mean that we think somebody
3 is going to come along and tear a five-story building
4 down and replace it with a three or four-story building.

5 And actually, the five-story buildings are fairly
6 modern, you know, developed not too long ago. So,
7 they'll be there, you know. I think the notion of
8 addressing that concept is more not what has passed and
9 what might be pulled down and then reconstituted, but
10 more in the areas where this could be propagated that we
11 would stop that or slow down that, maybe stop that
12 propagation in the areas where it doesn't exist.

13 Just very quickly, I wanted to say a couple of
14 things just in general. I want to thank John Lamotte
15 and the Lakota Group and their partners in this process.

16 I find their presentation to be really sensational. I
17 feel as though their presentation tonight demonstrates
18 the fact that they have been listening very carefully to
19 the comments of people who have been here. And yes,
20 there are a few components in this proposal that I think
21 will be, as John pointed out, the subject of future
22 debate and discussion.

23 I think that what we are seeing as this plan

1 has evolved is a constant march towards consensus on an
2 awfully large percentage of the plan. I know that we
3 aren't done yet but I'm encouraged by the progress that
4 we've made. And we hope that all of you continue to be
5 engaged.

6 I also wanted to point out that we have had
7 such great response from everybody. We've had large
8 crowds here at every one of these meetings. We
9 appreciate so very much the effort that all of you have
10 made to come out here and stay out late at night. Some
11 of us are forced to stay out late at night all the time
12 because of meetings. You all are not, so you aren't
13 conditioned quite as we are. So, we appreciate the fact
14 that you've been steadfast, you've been loyal, you've
15 been passionate.

16 I am very excited not only about getting a
17 plan for Central Street for the future and its environs,
18 but I am very inspired by your participation in this.
19 It makes me feel that we did the right thing by saying
20 we need this, that we engaged the Lakota Group to help
21 us with it, and that we have invited you to be our
22 partners in the development of this plan. And I hope
23 you will stay engaged. And I want to say also to the

1 Plan Commission members and other City Council members,
2 some of whom have been here for almost all the meetings
3 and others not, but we've had great turnouts on all
4 these meetings. And what you're seeing here tonight as
5 a proposal is really a product of a tremendous amount of
6 discussion in the community. So, thank you.

7 CHAIRMAN TISDAHL: Alice?

8 COMMISSIONER REBECHINI: Yes. I'd just like
9 to remark that I think it's an excellent vision for the
10 street. There are some minor details, you know, that I
11 would see different. And I think it's especially
12 beneficial to show it reach northward and a little bit
13 south on Green Bay Road because that's such an important
14 corridor in the presentation of our community to all the
15 towns south and north of us.

16 I do wonder a one point of logic though that
17 I'd like to ask Mr. Lamotte about, and that is on the
18 subject of not making a bike lane. We're here in a time
19 in our society where we want to encourage less use of
20 automobiles and the street happens to be extra wide.
21 And there's discussion of using that space, of its extra
22 width differently. Why is it precluding a bike lane on
23 a street that has extra width? At least for a portion

1 of its length if not all of it?

2 MR. LAMOTTE: That's a great question because
3 we did ask about bike access and circulation in all
4 downtown and some commercial streets, how could we make
5 it work or not work. And when you look at what we were
6 hearing, that there are some merging problems, some
7 crisscrossing of traffic, people are speeding up or
8 there is some perception that farther west there's
9 speeding going on. You then look at the narrowness of
10 these sidewalks from the Renal Center on some of those
11 blocks.

12 And so, the idea, the concept was let's go
13 ahead and make the street the same width all the way
14 down, consistent. We couldn't go narrower. I think it
15 was some folks that said let's really, you know, calm
16 the traffic down but you've got the hospital and the
17 games and everything to it --

18 So, we thought this a good opportunity and
19 IDOT thought the same thing. We have a 40-foot pavement
20 width farther east, and then you continue that, pick up
21 the extra width from the sidewalks, not to put it in a
22 bike lane because we'd help the traffic safety, traffic
23 movement and then still be able to move traffic.

1 I also think there was a lot of discussion
2 that this is really a good thing to ride the bike and
3 really pushing the bike on Central in a good way.
4 Backups, parallel parking, the crosswalks, the left
5 turns, and in most commercial areas, people can ride it
6 through Downtown Evanston, they can ride to downtown and
7 park. They're right about that. But it's not
8 necessarily the preferred bike lane. And that's why
9 you're usually coming to it and then parking the bikes
10 in the racks near them.

11 Now, that doesn't say we couldn't do a route
12 for that and that's something Bill is still looking at.

13 But we're really not encouraging that much of a width
14 on Central with the bikes. It seems tight and we're not
15 going to be able to do much east of, you know,
16 Lincolnwood. So, that was the rationale.

17 Now, in other areas where we had more room and
18 -- but I think in the long run this would probably make
19 more sense. And then when you look at the whole town
20 and the east-west movements through these neighborhoods,
21 if you could channel folks that are going to the lake
22 through the neighborhoods, still maybe with some guiding
23 signs of here are some great restaurants and shops to

1 come on to Central Street, then maybe that's the best of
2 all --

3 CHAIRMAN TISDAHL: Alice, are you done?

4 COMMISSIONER REBECHINI: Yes.

5 ALDERMAN MORAN: A little bit more background
6 on this. Many of you probably know that the City has
7 been involved in the development of a city-wide bike
8 plan. And we actually had developed plans and in our
9 initial plans we did have a bike plan on Central Street.
10 In this portion, a large portion of Central, it's still
11 under IDOT jurisdiction. When the street is under the
12 jurisdiction of the Illinois Department of
13 Transportation, they have the call on whether we can put
14 a bike lane in or not. And we have to get their
15 blessing in essence to do that.

16 And although our Staff who has been
17 responsible for developing the bike plan had been pretty
18 aggressive about making Central Street, you know, with a
19 bike lane, IDOT continues to push back. And they have
20 not given us approval. So, they've worked on
21 alternative plans for certain segments that were
22 considered to be difficult, that there would be a
23 funneling down across on a residential street and then a

1 funnel back out.

2 So, our City Staff, just to kind of close
3 that, our City Staff continues to engage in this
4 dialogue with IDOT on whether that should or should not
5 be done. But there's been a lot of consideration and
6 discussion of that over the course of the last two years
7 and it continues on.

8 CHAIRMAN TISDAHL: David?

9 COMMISSIONER GALLOWAY: The mom and pop retail
10 has been mentioned a number of times. In my experience,
11 they are a great benefit in bringing a character element
12 to this entire corridor. What do we anticipate the
13 health of mom and pop stores to be in the near term and
14 long term? I mean, assuming that this is a desirable
15 thing we want to retain and encourage.

16 CHAIRMAN TISDAHL: We do want to retain and
17 encourage it. We do want to retain and encourage the
18 mom and pop stores. That was part of the reason for
19 down zoning as much as we have. The mom and pop stores
20 are concerned that if someone comes and builds a four or
21 five-story building, that it will be too expensive for
22 them to rent space and that they will have to move out.
23 So, that was a concern expressed by the Central Street

1 merchants.

2 ALDERMAN MORAN: I would also say that I think
3 mom and pop stores are subject to some of the same
4 stressors as giants are subject to. You know, we Sears
5 and Kmart struggle, and mom and pop stores can struggle,
6 too. We see big box people who succeed and we on
7 Central Street have seen many mom and pop stores who are
8 great successes. And, I mean, my own personal viewpoint
9 is that, you know, everybody is in the pool but I have
10 confidence the mom and pop stores will endure over time
11 and we want to have a plan that allows them to endure on
12 Central Street.

13 CHAIRMAN TISDAHL: Alderman Wynne.

14 ALDERMAN WYNNE: I'd like to get a little bit
15 more understanding of the choices that were presented
16 about the Green Bay and Central option. I saw the one
17 on the PowerPoint that was presented. Could you flesh
18 that out a little bit more in terms of what are the
19 differences between, and I know that the only difference
20 is between B-2 and B-1, but could you describe better
21 what the thinking was on one versus the other?

22 MR. LAMOTTE: That's a great question. And I
23 think it's really -- some of the debate on this. If you

1 look at the south side of Central and Green Bay, you've
2 got C-1, a little less intensive than the C-2. And the
3 idea there is right now you can -- paint store and all
4 these things are there. But there is a restaurant or a
5 mixed use -- so one track could be let's review any new
6 developments on Central or around the corner of Green
7 Bay by the train station, have retail at the base but
8 residential or office above, the true mixed use as the
9 Aldermen would say.

10 The other option would be, well, maybe not so
11 much mixed use but one or two-story office/retail format
12 that would allow people in the community to still come
13 but maybe pull a little traffic off of Green Bay. But
14 the new thinking would be consolidated parking, parking
15 on the sides or back, not in front, sharing of curb cuts
16 and things. So, I think the choice for the Aldermen and
17 I think it's really more of a discussion and debate --
18 standpoint of what's more important now. Now, we know
19 there's a lot of crazy turns and the Village is looking
20 at some of the length for the left turns and things that
21 are, if you're coming south on Green Bay past Central,
22 are you ready to pull into a commercial like Harrison
23 which is a good street --

1 So, if you could think of that mixed use
2 format, or more of a single or one to two-story format
3 of office and commercial, there was a lot of discussion
4 I think -- not a lot but some discussion about our
5 office folks and service providers -- So, I think
6 that's just a good land use decision. We can see it
7 both ways. Green Bay is more -- auto oriented streets,
8 it's gotten to look better but it's still auto
9 oriented/commercial. It also is near the train station.

10 I think bottom line is as the two Aldermen
11 said, we've got to green the street up no matter what.
12 So whoever comes to the -- we can do that, but what is
13 the use, what is the density?

14 ALDERMAN WYNNE: I'd like to, Alderman
15 Tisdahl, if I could, I wanted to throw in my two cents
16 from experience on Chicago Avenue, and I'd like to say
17 that I wish I could go back in time and had done this
18 type of planning on Chicago Avenue instead of the type
19 of planning that we did on Chicago Avenue.

20 But you also raised the point of the thing
21 that we always hear about transit oriented development,
22 therefore you could have fewer parking requirements.
23 The studies that we've done on Chicago Avenue

1 demonstrate that even in new buildings that are directly
2 across from both the Metra and the L locations, people
3 still own more cars than they have parking spaces in
4 their building. And one of the things that we had a
5 transportation analyst tell us is that transit oriented
6 development works when you really truly have a transit
7 system. But what we have is a commuter line system.
8 And so, that means people can get to and from work
9 really easily but it doesn't mean that they can get to
10 Old Orchard or the grocery store or Target or any of
11 those places except with their cars.

12 So, I would just be a little bit cautious
13 about what happens if you reduce the parking requirement
14 because you end up with people still owning the cars and
15 just deciding to park them on the streets which is what
16 we saw at Main and Chicago which is why we raised the
17 parking requirement.

18 MR. LAMOTTE: Alderman Wynne, if I could
19 respond?

20 ALDERMAN WYNNE: Go right ahead.

21 MR. LAMOTTE: I think you're hitting it right
22 on the head because there's transit oriented development
23 and there's transit oriented development. If you look

1 at it in the pure sense, some of the things that
2 happened in Washington, D.C. where they planned the
3 station, planned the development around it, and the
4 development is clustered right at the station, you can
5 walk without a coat right after the train and do your
6 thing, but it's the other trips that, you know, we need
7 to be careful of. It's easy to -- I think we have a --
8 first or second workshop of we'll just have no parking
9 and then they'll all take the train. Well, that
10 doesn't work.

11 Now, we've been seeing, I know, -- things
12 start to become popular -- but we've got to be careful
13 how low it goes. Someone who's going to buy a
14 condominium, they're still going to have a car or some
15 one of the two spouses or somebody having cars. So, I
16 think you're right. We just have to be careful about
17 this.

18 In discussions with Staff, we don't think
19 we're far off with the ratio which is now is the time.
20 We're looking at everything with this plan. Density,
21 height, weights, everything, to see what we should as a
22 policy give guides to -- at best. So, if the one per
23 unit is still shaky, let's talk about that.

1 Now, one thing we have found in commercial --
2 downtowns is 1.5 isn't really a deterrent. Sometimes
3 the developers say I've got the one unit with the one
4 car, we've got a couple with two cars, a couple of units
5 and then I might have a few extras then that are ready
6 for a dinner party or grandma stays overnight or
7 something. But going 2 or 3 is too much and maybe 1 is
8 still a little light. But we should really debate that.

9 CHAIRMAN TISDAHL: Thank you. Are you done?
10 Larry.

11 COMMISSIONER WIDMAYER: Yes, just a couple of
12 points. One is in terms of your comments on the transit
13 area. The difference between Evanston and New York and
14 Chicago and Washington is we don't have cruising taxis
15 which are the substitute for the second car.

16 But my question is in that same -- I said the
17 reason that our residents still have the same number of
18 cars whether they live next to the train is what we
19 don't have are cruising taxis. And in downtown Chicago,
20 Washington, New York, that's the substitute for the
21 other car. But my question on this is taxicabs. Do you
22 know what I mean by cruising taxis? Taxicabs, you know.
23 You stand on a corner, you go like this and three of

1 them pull up. Taxis, t-a-x-i. We can talk about that,
2 too, but that's a different thing.

3 But my real question is if we look at that
4 area, the turns in, the turns out, the traffic coming in
5 and out of there, it's always a little bit shaky,
6 pulling in to Kinko's and what have you. Did you at all
7 consider just extending that as residential?

8 MR. LAMOTTE: On the south leg up here?

9 COMMISSIONER WIDMAYER: On that C-1 area
10 today.

11 MR. LAMOTTE: We looked at that because
12 obviously residential there are constraints -- and we
13 still think that there is some retail play that we can
14 green up over there, and there's one on Harrison, too,
15 that people would shop a little more if they get their
16 parking. But if we could show some of that to the Green
17 Bay folks driving by or people coming out of the train,
18 now will they march all the way down to Lincoln?
19 Probably not. But we think we should encourage up there
20 is retail at the base and mixed use -- or retail
21 freestanding, this is not to give up the retail for the
22 Green Bay --

23 COMMISSIONER WIDMAYER: So, you don't think

1 that's a traffic concern?

2 MR. LAMOTTE: No, the traffic -- left turn
3 lane that may be restricting -- Harrison will help,
4 wider sidewalks, getting the viaduct fixed up some day.

5 But there's retail there now, the paint store is there,
6 the bank is -- and we think off peak, you know, there's
7 the people coming in and out of residential -- but
8 you're right, I mean, it's a delicate street, Green Bay,
9 because people are flying by and because they're really
10 pulling in to park and do business. We've got to be
11 careful not to hurt that.

12 I'd like to get to one other thing. I mean,
13 there was discussion where -- in the process that right
14 now when you get done at Bluestone on that block and you
15 kind of walk across and you get the gap in the parking,
16 and then the bank which is becoming a one-shop thing
17 where if there were more shops there and there was stuff
18 going on as you're coming out of the south side of the
19 street near the train, it might be a good thing.

20 COMMISSIONER WIDMAYER: Let me, I guess,
21 restate it a little bit. I wasn't referring to the Bank
22 One traffic. I was referring to the three or four lots
23 that are the paint store, the south paint store down to

1 where the new condominiums are being built.

2 MR. LAMOTTE: Towards the south?

3 COMMISSIONER WIDMAYER: To the south, yes.
4 Yes, I wasn't referring to the bank lot one.

5 MR. LAMOTTE: So, at least to Harrison, you're
6 -- retail corner?

7 COMMISSIONER WIDMAYER: Oh, yes. I'm sorry,
8 my question is Harrison south.

9 MR. LAMOTTE: And that's another good
10 Debate, liability and --

11 ALDERMAN HANSEN: I just, there was a point
12 that was made earlier that I think should be addressed
13 or if it hasn't should be addressed in the future is the
14 idea of the PUD and where that fits into this plan.
15 Because I do like the idea of, you know, making it, you
16 know, the three-story or lowering the height down to a
17 three-story. And clearly, what John had said was, you
18 know, you talked about four and five and people clearly
19 said no, we don't want five, four scares us a little
20 bit. And if we're talking about a PUD, that's, you
21 know, a developer coming in saying I want relief and I
22 want a height bigger than three stories. I want, you
23 know, a setback that's less than the 20 feet.

1 this --

2 CHAIRMAN TISDAHL: Thank you.

3 MR. LAMOTTE: If I could add, too, and we have
4 discussed this with Staff, it's just the auto oriented
5 type store, not that that's bad always -- not right, so,
6 when we say we like May Day or we like some of these
7 folks and they might be on odd sites but we still need
8 those services, well, if they're going three towns out
9 and you've got to drive out there, at least this gives
10 somebody a chance to fill in on these commercial
11 structures, if it's done right and it can be done.

12 CHAIRMAN TISDAHL: Well, a lot of us have
13 older cars, John, and we need those.

14 MR. LAMOTTE: That's right.

15 CHAIRMAN TISDAHL: All right.

16 MR. LAMOTTE: And Liz, I was saying that
17 locally not globally.

18 CHAIRMAN TISDAHL: Does anyone else have
19 anything you'd like to add? We'll actually be done in
20 three minutes.

21 Well, I would like to thank John also. I
22 think the Lakota Group did a wonderful job. And I would
23 like to thank all of the people who have come here

1 tonight and every other night to work on this.

2 I have for public comments, I don't believe
3 there's only eight people signed up to speak. So, how
4 many of you want to speak and had no idea there was a
5 sign up sheet? That's my crowd. Wait, keep your hands
6 up because I have to figure out how much time. Seven.

7 All right. Vince, I'm going to need your help
8 with this because we're going to have four minutes a
9 peep for speakers. Could you time it? I don't have the
10 Mayor's clock in front of me so I'm going to need some
11 help.

12 All right. We'll go through the ones who are
13 signed up first and you'll each have four minutes, and
14 then we'll go through the ones who didn't know there was
15 this secret sheet. Barbara? I was sure you were going
16 to help us with all your zoning experience. All right.

17 Next is Harold Miller. Maybe you want to go up to the
18 microphone, Mr. Miller? Okay, anyway you want.

19 MR. LAMOTTE: And if you come up here, just
20 careful of these wires down here. There's a lot of
21 wires around.

22 MR. MILLER: My wife and I live at --

23 ALDERMAN JEAN-BAPTISTE: We can't hear you

1 over there.

2 MR. MILLER: -- I think it's a wonderful
3 presentation but I have several questions to ask.
4 Number one, you said an overall development, why not
5 these spots in CVS corner, or any other area. When I
6 walk from where I live, go to the train station, walk
7 past tennis courts, there is a close block and a half of
8 -- shopping. Magnificent, two bakeries, Starbucks, the
9 library, and all the -- old world buildings right -- the
10 question I have is who will pay for all those -- I don't
11 know. I wonder about that.

12 Next question is time line. When is this
13 supposed to start? When is it supposed to be completed?
14 And above all, where is the supervision? When the
15 condos were happening in downtown Evanston --

16 (Applause.)

17 MR. MILLER: -- it is up to the City of
18 Evanston to model this thing and keep the density low.
19 We need -- overall change. I believe there's an old
20 saying that's very true is that not all change is --
21 thank you.

22 (Applause.)

23 CHAIRMAN TISDAHL: John, will you try to

1 answer some of his questions after the meeting? After
2 the meeting goes, thank you. Mary Rosinski.

3 MS. ROSINSKI: When you talked about the B-1A,
4 are you saying three stories only? Because the pictures
5 showed four stories over by Mustard's, next to, one one
6 of the pictures. It showed retail in front of it and
7 showed three residential -- so, which is it? Four
8 stories or three stories?

9 MR. LAMOTTE: Three.

10 MS. ROSINSKI: Okay. So, then on Green Bay,
11 that would be three stories on Central? And then --

12 MR. LAMOTTE: On Central --

13 MS. ROSINSKI: Yes, was that --

14 MR. LAMOTTE: On Central facade with the
15 frontage the way it is would be three stories. And then
16 on Harrison south, it would be four if you go with B.
17 That's with setbacks and step-backs and --

18 MS. ROSINSKI: And then, the next question was
19 where is 1627, that satellite building across from
20 Mustard's? You're recommending it going to B-2 and I
21 was just wondering why you might have recommended --
22 something which would give a green space in front of --
23 oh, you're also recommending -- oh, okay. I don't have

1 a problem then, okay.

2 CHAIRMAN TISDAHL: Jeff Smith. Jeff?

3 MR. SMITH: Jeff Smith, 2724 Harrison. And
4 coincidentally, I'm president of Central Street
5 Neighbors Association but I'm not necessarily speaking
6 on behalf of the organization to all these points. I'd
7 first of all like to thank the consultants, all of you
8 who worked so hard on this, and the Plan Commission for
9 coming out and continuing to serve unpaid with the
10 Aldermen who are serving at what's a ridiculously low
11 salary for the amount of hours and time you've put in
12 this -- and the City Staff who have come out evening
13 after evening after evening really late. And you know,
14 it has to be a work of passion for them to do that.

15 Two important points I want to make that
16 aren't always said, that most of the time people in
17 Evanston agree despite appearances to the contrary.
18 People don't come out when we're in agreement and so the
19 vast majority -- Council agrees don't make the papers.
20 The second point is that you can't ever take anything
21 personally. I'm not among those who feels that if
22 people disagree, they must be evil or ignorant. People
23 have honest differences about methods and solutions.

1 And in Evanston, I assume that everybody wants what's
2 best for Evanston, and if we're on opposite sides today,
3 we might be on the same side tomorrow.

4 This is an opportunity for us I think all to
5 be on the same side and all to be on the same page. And
6 I hope that the Plan Commission and the Council will
7 look at this as an opportunity to really have a model
8 for what can be done in Evanston. I think it's a
9 challenge for us to be bold, to be forward-thinking, to
10 be progressive, and to really do something that's
11 citizen-driven, the amount of citizen participation here
12 has been I think, maybe not unprecedented but extremely
13 impressive.

14 With regard to the group I represent, I just
15 want to say that sometimes I'm worried about the word
16 stakeholders. It suggests a land grab from the 19th
17 Century or else somebody is holding money for a bet
18 neither or which are appropriate I think in the planning
19 process. However, if we're going -- to stakeholders, I
20 would suggest and urge that the Plan Commission and
21 Council put the residents and the neighborhood first.
22 Just looking at our view among our membership which is
23 now almost 150, we have considerably spent over a

1 thousand years living in this neighborhood. We paid
2 conservatively about two million dollars directly to
3 taxes just to the City of Evanston and doesn't come to
4 schools and it's probably double that if you count
5 street sweeping times.

6 I would guess that our membership probably has
7 conservatively over \$20 million, maybe \$30 million sunk
8 in equity into the neighborhood and made over 200,000
9 automobile trips and at least half that many -- logged
10 in the neighborhood. So, when you're focusing on
11 development, this can be misleading because you look
12 only at incremental revenue and inadvertently you can
13 take for granted the great and strong base that exists.

14 And I would suggest that the people who have sunk so
15 much into this neighborhood and will continue to pay
16 outright more than any developer ever would should count
17 for a little more than some LLC that might have only
18 been in existence for six months and after selling their
19 condo units is gone.

20 (Applause.)

21 MR. SMITH: I'm in complete agreement with the
22 focus of some Commissioners on economics. I don't think
23 there has been enough of that. I think the Commission

1 in its upcoming work, I urge them, you, us all to take a
2 look at the real on-the-ground, feet-on-the-ground
3 store-by-store economics of what happens to a
4 neighborhood when you redevelop.

5 The question what developer is going to, you
6 know, knock down a building that's five story to put in
7 a four-story one is a great question. And the answer to
8 it is that first of all this area was singled out by the
9 planners -- one that's not crying out for redevelopment.

10 We're talking about enhancing and sustaining. Second,
11 I would just raise the question what independent
12 retailer can survive a redevelopment of a building
13 that's bought for \$75 a square foot as a tear down where
14 you put \$250 a square foot in the infrastructure. And
15 what we're looking to do with the down zoning is reduce
16 speculation.

17 There's a number of points that when we get to
18 the Commission phase and the Central Street Neighbors
19 Association fully agrees with the recommendation of
20 Staff to refer to the Commission for further discussion,
21 it will be in the nature of testimony. In particular,
22 we want to focus on three things. One is that the B-1A
23 designation needs to be tweaked a little bit -- planners

1 in the recommendation that's going to be B-1A in some of
2 these areas, but also we urge you to take a look at --
3 movement towards a form-based type of coding or the
4 suggestion of setbacks and step-backs.

5 Second, to the critical corridor between
6 Hartrey & Prairie and that includes both sides of
7 Prairie where it's very, very low rise, it's sometimes
8 referred to as the crown jewel of Central Street, I
9 think there needs to be an overlay district or an even
10 lower zoning designation that allows reasonable return
11 on the investment but reserves that as the destination
12 and the very special place it is. And that type of
13 designation can serve as a model for a couple of other
14 areas in Evanston that are very special and crying out
15 for holding on to what is our heritage.

16 Sure, the planners made many references in
17 their summaries to the many -- in our workshops for more
18 green features. I'm not sure, other than a lot of trees
19 which are in part great, that green buildings with
20 sustainable practices are figuring in as much to this
21 and we'd like to see a bit more of that. I would say --
22 I know I have no time -- and we're in great agreement
23 with most of the things that Lakota Group and their

1 cohorts have recommended. I think this is a fantastic
2 progress where along the way the consultants started
3 thinking more like residents and the residents started
4 thinking more like consultants. Thank you.

5 (Applause.)

6 CHAIRMAN TISDAHL: Pat Dyer? Oh, thank you.
7 Richard Wright?

8 Mr. WRIGHT: I also wanted to thank the
9 Council as a whole and especially Aldermen Moran and
10 Tisdahl for starting the process. As you know --
11 Central Street for a number of years, and as the
12 Aldermen know -- you really have to have a plan to
13 control what's going on along here and not keep dealing
14 with things one by one -- and I also want to thank the
15 Lakota Planning Group -- I think there is a, you know,
16 we're 90 percent toward a consensus I think on -- of
17 thinking about this.

18 The few items I would like to indicate,
19 there's already been kind of a discussion of different
20 types of transit oriented development. I think people
21 have said that this is not the ordinary sort of, you
22 know, suburb, that, you know, we need to kind of get
23 people off the highways and into the train stations.

1 We're already into the train stations. And people like
2 me who already live in the area, we already walk to the
3 train station 10 or 15 minutes. And we have parks -- I
4 think it's correct to say that to the extent you can
5 reduce parking very much in this area, even if they're
6 right next to the train station I think is a mistake,
7 that people are still going to be driving everywhere
8 else except on the way to work on the train.

9 We still don't have in this process, and I
10 think we really need to have a study of the existing
11 density, the desired density, the feasible density, the
12 existing parking, the desirable parking. We're very low
13 on parking. The existing traffic. We have, anybody who
14 kind of lives around this area know there's a tremendous
15 lack of parking. And if we put, for example, this
16 development, Chase parking lot which everybody does use,
17 we'll have even less parking. We have a tremendous lack
18 of parking along Central Street.

19 We have tremendous congestion, traffic is
20 often backed up for blocks. Many of us, me included,
21 never use Central Street, at least, you know, only
22 rarely, you know, at certain times. We go -- streets
23 because Central Street is so congested, it backs up for

1 blocks, you know, so that we need to have in this plan
2 if we're talking about, you know -- density in. And
3 even though it's part of this down zoning that, you
4 know, even with the B-1A, you're going to have double or
5 triple what you kind of have here now. If you put this
6 in here, you're going to have a lot more traffic, a lot
7 more density, and -- numbers about what that all means.

8 I think we need to have this.

9 While we're talking about down zoning and up
10 zoning, it's true that some of this is formerly down
11 zoning that I think Eb was right that there's very few
12 five-story buildings on Central right now. Almost all
13 of the buildings along, you know, the shopping area on
14 Central Street are only one-story, the great majority.
15 There's a few two-stories, there's very few three-
16 stories. There's no four-stories, so nobody is going to
17 tear anything down to build something smaller, you know,
18 anywhere along the Central route.

19 On the other hand, insofar as you do change
20 the C zoning to B zoning, you're going to make
21 tremendous up zoning. That was what's there on the
22 Prairie property, they went from C to B-2, they went
23 from no residential over there, only 1.0 FAR to allowing

1 a four-story, 50-foot building with very high density.
2 I remember in talking to the Plan Commission about that
3 and opposing that project, the Plan Commission told me
4 we were not allowed to say anything about Central Street
5 itself. We recognize that's too high for Central Street
6 -- I hope they're stick to what we said at that meeting.

7 I think also that if you talk about that
8 northwest corner on Green Bay and Central which some of
9 these studies show as, you know, B-1A is sort of a
10 bigger development, and over here, it shows residential
11 developments, the zoning recommendations don't show
12 that. Those show those -- commercial, I think
13 especially none of us want to see us losing all the, you
14 know, the last little bit of auto service we have,
15 although there's already -- leading out to Wilmette. I
16 have a single car. You know, if -- moved, I don't know
17 how I'll get my car for service anymore, you know. It's
18 a matter we need to keep some service areas around.

19 But, you know, insofar as there's a question
20 to develop these, I can see that. You know, some of
21 these C's into B's, that is a tremendous up zoning.
22 That's going to let in a lot more density, there being
23 no residential before, only 1.04 FAR which means you can

1 only have a one-story building by the lot line. And it
2 has to be, you know, residential where we have no
3 residential, that's -- there's up zoning in this and
4 there is down zoning in this. There is very little
5 reduction in existing buildings. In fact, it allows for
6 a lot of additional density in this plan, a tremendous
7 amount of additional density.

8 Now, I don't think even what's mapped here --

9 CHAIRMAN TISDAHL: Richard, you've got to wrap
10 it up. Thank you.

11 MR. WRIGHT: Okay. Off the video store -- the
12 Central Street can handle this.

13 The final point I'd like to make, you know, if
14 I can, is that it's true, all of us really do love
15 Central Street, especially the area we call the crown
16 jewel between Green Bay and Hartrey. It's a very
17 attractive area. We love this and we love the
18 independent little shops. And we're very concerned
19 about losing the character of that strip and having it
20 turn into another -- and so on. We all moved to North
21 Evanston given the character of North Evanston. We
22 don't want to see it turn into something different.

23 (Applause.)

1 CHAIRMAN TISDAHL: Thank you. John Walsh.
2 John Walsh? And Mr. Hughes, you're next if you want to
3 set up. You have slides?

4 MR. WALSH: Thank you, Alderman Tisdahl. My
5 name is John Walsh. I live at 2736 Hartzell Street.
6 And for the past 31 years, my wife and I have raised a
7 family between Green Bay and Crawford within about two
8 blocks of Central Street. So, we have a lot of
9 background in this neighborhood. We've had three
10 children go through District 65 schools and Evanston
11 High School and have developed a lot of values with them
12 in this neighborhood.

13 I want to make just a couple of points without
14 repeating what has been said by the other speakers. I
15 fully support the comments of Jeff Smith and Richard
16 Wright. I wanted to ask the Plan Commission and the
17 Aldermen to recognize and appreciate, I know Alderman
18 Moran and Alderman Tisdahl who have been involved in
19 this process know how much time and effort has gone into
20 it. But for the other Aldermen who have not been so
21 closely involved, I hope you recognize that the report
22 of the Lakota Group and the other consultants has been
23 very thorough, very well researched and very well

1 articulated. Alderman Wynne, I know you mentioned that
2 you wish that you had a similar opportunity in your ward
3 and I hope that you will appreciate the value of what
4 has been done here, what has been accomplished with this
5 plan, and the range of recommendations.

6 One point that I think needs to be addressed,
7 and I've heard John Lamotte say it at our visioning
8 sessions with regard to the B-1A Zoning Districts, right
9 now those, the height limit is three stories or 40 feet.

10 The 40-foot limit that exists there came about in
11 somewhat of an offhanded way last year when the shopping
12 district that's between Ewing and just west of Central
13 Park along Central Street, when that going through
14 hearings and being rezoned as a B-1A. As I recall, the
15 recommendation was that the maximum height be something
16 like 35 or 37 feet and I believe it was one of the City
17 Staff who suggested at the hearing why don't we just
18 make it 40 because we don't like to deal with odd
19 numbers.

20 I submit that 40 is too high for a B-1A Zoning
21 District. It's certainly too high for the area along
22 Central Street that's between Hartrey and Eastwood. And
23 so, I want to ask as part of this process the Commission

1 and the Council consider reducing the maximum height of
2 the B-1A Zoning District to 35 feet rather than 40 and
3 adopt that as part of the recommendations of the Lakota
4 Group. Thank you very much.

5 (Applause.)

6 CHAIRMAN TISDAHL: All right. Now, whoever
7 didn't sign up, I need those hands again. All right,
8 over there, come on up and, Carl, come up next so we've
9 got a couple of people waiting to speak right after one
10 another.

11 MS. McFARLANE: I'm Lauren McFarlane, and I
12 wanted to say thank you to all the people who put work
13 into this. We know that it's members of the Lakota
14 Group and the Aldermen in the 6th and 7th Ward and also
15 the neighbors who come out over and over again. I think
16 we're getting a good product better all the time the
17 more we work on it. And I say thank you for that time.

18 I want to say to the other Aldermen, I hope
19 that you can feel how strongly we have worked for this.

20 I will say that I entered this process feeling fairly
21 cynical about the possibilities that existed, and I've
22 come to feel less cynical. I think there's a great
23 change that we have gone through working with this. I

1 know that the west side went for a planning process
2 also, that seems to have been similarly constructive
3 although longer. I wish in some ways that we have
4 longer. But I think that we should move forward with
5 the plan that we've been given.

6 Time line was a question that was raised by
7 the first gentleman who spoke. And I hope that the time
8 line is short on this to act on these recommendations.

9 I wanted to say that I think this is a way to
10 look at investment to the neighborhood, comparing the
11 investment of the current residents to the investment of
12 the developers who want to come in -- we know that
13 Evanston sometimes is seen as a stepping stone. People
14 will start here and then move up the shore. And I think
15 that a lot of us just love Evanston and would never want
16 to move up the shore. But I think that we want to
17 maintain an area that has so much to offer and frankly
18 -- benefits throughout Evanston to the other wards if we
19 can.

20 Let's have more green space. Let's have more
21 vibrant retail. Let's not make us feel -- by buildings.
22 And I understand Alderman Wynne's comments that way.

23 There was one question about supporting mom

1 and pop stores. There has been some talk of trying to
2 encourage the B-1A zoning to support what's called real
3 retail, not offices, storefronts but actual stores, real
4 retails, not insurance companies and so on perhaps have
5 those office buildings on the second floor or whatever.

6 That may be a solution.

7 There's also been a question about how the PUD
8 process can interface with this. I'm sure that the
9 members of the Plan Commission and the Aldermen have
10 their own ideas about that. But it occurs to me that
11 there are routes to try to, I don't think we can avoid
12 PUD's along this stretch, but there are ways to make it
13 a more positive process. I don't think that that
14 possibility is something we can give up on.

15 There are planned developments that happen all
16 the time in Evanston that have neighborhood input that
17 result in nice buildings. And I think that this master
18 plan has started that. If necessary, we could have
19 form-based context on perhaps later when you think about
20 that for all of Evanston. We could 'terrify' developers
21 by insisting that they deal with neighbors a certain
22 number of times. Those are all ways to try to make the
23 interface happen.

1 In short, I think a lot of folks here really
2 support this work. And we urge you to go forward with
3 it as quickly as possible.

4 CHAIRMAN TISDAHL: Thank you. Carl?

5 MR. BOVA: Thank you. And good evening,
6 everybody. Carl Bova, 1322 Rosalie Street. I've only
7 been living in this area for 23 years.

8 If I could just add a little bit to the
9 previous speaker, we need down sizing to set a solid
10 base upon which the City Staff, the Aldermen and the
11 residents will be happy to see what is developed rather
12 than having no leverage whatsoever. Furthermore, this
13 would help more so the developers to provide much better
14 design initially in any PUD should that be the case. At
15 present, we have zero leverage and all the recent
16 developments seem to bear this out.

17 I'm changing the subject a little bit here.
18 We haven't said anything specific about the traffic
19 studies that would be happening. If you could say a few
20 words about that at the conclusion of my discussion
21 here?

22 I would recommend also that we consider build-
23 to line rather than a 14-foot sidewalk. And the reason

1 on sale. We sold it by the way.

2 Just a couple of points. One is Harrison
3 Street I believe is going to take some of the impact of
4 this redesign which by the way I also compliment the
5 community on. It's a one-way street and if cars are
6 lined up and they go real fast, right back to that
7 Starbucks, Harrison Street, I think at a minimum there
8 should be speed bumps there, at least consider it
9 through the impact of the speeding cars. I think it
10 potentially -- parking on one side of the street. So, I
11 think that's got to be looked at.

12 The second point, we're talking about
13 expanding the alleys to 18 feet. And to facilitate
14 that, it seems like maybe some of those telephone poles
15 could get put down. I don't know if that's possible. I
16 know that has to be coordinated with the public
17 utilities but I think the question could be asked
18 because of the telephone poles that are not only
19 unsightly but also they take up a lot of space, and that
20 question could be raised.

21 And then the dumpsters of these new buildings
22 particularly in the crown jewel, if they can be put on
23 this property and not on alleys, that is a problem. I

1 think that's got to be provided for. So, the alleys,
2 the telephone poles and then Harrison Street where they
3 come down like rockets. Thank you.

4 MS. ANDERSON: My name is Marge Anderson. I'm
5 at 2647 Broadway, living out there 14 years.

6 One of the things I'd like to point out
7 perhaps that we haven't talked about in the plan, and I
8 know we feel very passionate about family and private,
9 small retailers on Central Street, is the concept of
10 maybe looking at offices for doctors, dentists, brokers,
11 and Renal Service. As we stay in the community, we have
12 to have these other services. Maybe it's Green Bay and
13 with the shared curb cuts, that's one way to go. But
14 rather than leaving the neighborhood to go out to our
15 doctors and our brokers and our insurance agents, having
16 the services there and giving people in the community or
17 people taking public transportation an opportunity to
18 work there.

19 So, maybe in some of these buildings, we have
20 offices above where these services could be. And I'd
21 welcome that within the study. Thank you.

22 CHAIRMAN TISDAHL: Thank you. Carol Bild,
23 you're on next.

1 MR. SIEGEL: My name is Bob Siegel. My wife
2 and I have been long time residents. And I'd like to
3 keep this very short. But I'd like to reiterate one
4 point that was made about the build-to line. I'm a
5 retired architect and -- I think that's really
6 important.

7 John, you talked about the setback measured
8 from the back of the curb to the building for this plan.
9 And I understand that previously setbacks were from the
10 property line. What's the difference -- it's confusing.
11 I don't think it should be --

12 CHAIRMAN TISDAHL: Thank you.

13 MS. BILD: Carol Bild, I live at 1404 Lincoln.
14 And I'd also like to really say how much I appreciate
15 -- listen to it. I'd just like to say that a comment
16 was made at one of our meetings that once they had a
17 plan developed, then they stopped the developers coming
18 in and asking for the moon, they work past the first
19 stage and I think -- all this I've learned that it's
20 sort of like negotiating houses at the very bottom
21 level. The developers come in with something that they
22 know will never be approved and it's a whole negotiating
23 process so that they look like the good guys giving up

1 this and giving up that. And I think some of that
2 really gets the citizens unnecessarily upset. And now I
3 realize some of those things that were proposed early on
4 were just negotiating tools.

5 So, I would hope that maybe you can repeat
6 what you said about there was some mayor that where the
7 developers brought something in that was totally out of
8 line was just told immediately to go back to the drawing
9 board so don't even bother bringing something forward.
10 So, I would hope the Council would listen to that
11 because I think this whole process that I've watched
12 sort of start at the bottom level that these developers,
13 and maybe it's just the system the way it is coming in
14 with something and then modifying it. And I hope with a
15 plan like this, they will know from day one what would
16 be acceptable to even bring in to talk about getting.
17 Thank you.

18 CHAIRMAN TISDAHL: Thank you.

19 (Applause.)

20 CHAIRMAN TISDAHL: All right. Does anyone
21 else want to speak who hasn't spoken? Then, Mr. Hughes,
22 you're on. We're going to have some slides so the
23 members of the Council who are sitting right here may

1 want to, I think we all should move.

2 MR. HUGHES: My name is Jim Hughes. I live at
3 2518 Hartzell Street. And I'm only here 32 years.

4 I think somebody said earlier not all change
5 is progress. This is a picture circa 1925 of Central
6 Street and Green Bay looking northwest, or beyond the
7 northwest corner looking east. And that's a North
8 Evanston bus -- at the corner there is a bus, the
9 Glenview Bus Company. I think the train has changed.
10 We have a new train. And -- Smith got the bridge
11 painted. And I think that's all that's changed there
12 except maybe the water --

13 The point I'd like to make is that a lot of
14 things are changing and we're seeing a lot of importance
15 in the plan. Many things have come up that we like
16 about the plan. Crosswalks, bump-outs, the Metra drop-
17 off points. All these are going to improve the traffic
18 and the safety on Central Street. The intersection
19 realignments, right-in/right-out, the curb cut
20 guidelines, the parking lot entrances, changes to -- and
21 the setbacks, all of those are going to help the
22 traffic.

23 But something remains, and that is the fact

1 that Central and Green Bay is the one intersection you
2 kind of have to go through once a day. If you work at
3 Evanston Hospital or Northwestern, you're pretty much
4 traveling east and west on Central Street and passing
5 through our neighborhood. And it is at parts of the day
6 like a river. Central Street doesn't lose traffic, it
7 just seems to gain.

8 Central Street today, major arteries of Green
9 Bay, about 20,000 vehicles a day. Central Street, 15 to
10 20 day, that's from a 1998 study published by the City
11 Traffic Engineer. The alternate routes are few.
12 They're far away. And the near routes are not really
13 good because they're not really good through streets.

14 We do have and always have a transit oriented
15 development here. But through time, that always has
16 been adding traffic. People who moved in brought --
17 people who've lived here 32 years have two cars, I have
18 two, and traffic has grown on Central Street. It's a
19 significant part of the density issue and I'm going to
20 try to address that here in the next slide.

21 Part of the study, I understand you're doing
22 this to look at traffic, and the way traffic studies are
23 done, somebody stands on a corner with a counter that

1 would count the cars going by and then turn left and
2 they turn right. Then the counts are done by the end of
3 the day and busy hour is calculated. And that hour for
4 one day a year is used to size the intersection.

5 Using the formula based on the delay, the
6 number of cars in line is calculating it, the delay
7 factors come up with it. And this is then added on each
8 study that comes up for a particular developer.
9 However, there are some things that continue to be a
10 problem.

11 I asked Rajiv Delal, the City Traffic
12 Engineer, to put some data together about accidents on
13 Central Street. And this is the data sheet he came up
14 with. We started about an hour and a half, he was very
15 helpful. He explained how this all worked, how traffic
16 is engineered. And I think the thing that stuck out on
17 this when I looked at it, if you'll hit the next slide,
18 is that that intersection at Green Bay and Central is
19 five times the accident incident rate, total accidents
20 here. Up here to the front of the intersections up in
21 Green Bay.

22 This isn't going to get better if we increase
23 density. And this is an opportunity really to look at

1 this to see if we can do something about it. There's
2 probably one accident every two weeks at that
3 intersection given the rates that have here. It is five
4 times the next closest intersection.

5 So, what I'm suggesting is that if more
6 development is more traffic, we really stop and take a
7 look at traffic on Central Street. Instead of just
8 adding up the condo units and number of cars per unit,
9 that we look at the historic trend. I think
10 historically other municipalities use 2 percent. We
11 have Evanston Hospital -- the street. It's going to be
12 growing I'm sure given the demand for medical services
13 going up like 10 percent a year growth rate might be
14 appropriate.

15 Northwestern University recently had 20
16 percent increased applications. And of course we have
17 new development -- that we have to factor in. And I
18 think all dynamics should be studied and that we should
19 have the data and the analysis and look at this as an
20 opportunity, a challenge to improve the situation rather
21 than just see it continuing in its ongoing path of way.

22 Secondly, regarding traffic, we are proposing
23 to, I said constrict Central, it's probably a bad word,

1 to narrow Central which will be good for the street
2 cape, and bump-outs are going to be added. They'll be
3 good for pedestrian safety. But with that combination,
4 will it slow traffic? Will cars parking and buses
5 stopping allow traffic to pass on the right? What about
6 safety when you add all this traffic up and look at the
7 density of the overall area and the speed of traffic?
8 Will we need to reduce the speed limits? These flow
9 items need to be studied as well.

10 So, what I'm suggesting is that we have a very
11 thorough going traffic review of the situation on
12 Central Street and take the opportunity to improve the
13 intersection at Central and Green Bay. Thank you.

14 CHAIRMAN TISDAHL: That I believe concludes
15 the citizen comments. Dennis?

16 (Applause.)

17 MR. MARINO: Yes. I believe the next step on
18 the agenda, number 7, really pertains -- refer the
19 master plan to the Plan Commission for consideration.
20 And there is two components of that master plan that
21 actually -- the zoning recommendations particularly
22 require a great deal of formal hearings and the very
23 important legal notification process. So, those are

1 more time consuming. The non-zoning issues that are
2 embedded in the master plan may, I emphasize may, move
3 along faster. And the track that we have here is P&D
4 making a reference to the Plan Commission to come back
5 to P&D with their recommendation on the entire master
6 plan and also on the zoning issues that they have to
7 include times.

8 What you have tonight in the packet is a very
9 detailed briefing document that does not include all
10 aspects of the master plan but it includes by far the
11 most important aspects along with the other material
12 that will be included in the more formal documents
13 that's given to both the P&D and the Plan Commission
14 over the next few weeks. We'll include a lot of
15 methodology sections and background data and some study
16 results, et cetera. But the core policy recommendations
17 you have here tonight and they've been presented.

18 John, do you want to add to that?

19 MR. LAMOTTE: For clarification, I think just
20 a couple of quick ones. There was a question, design
21 guidelines, what could they mean and are they going to
22 be in the plan. If you think of the street right now
23 without a plan while we're all here, is to put a plan

1 and guide together, our plan will address the land use
2 and the zoning in general terms. As Dennis said,
3 there's more work to be done beyond that. Either you
4 change your district zoning or it might be form-based.

5 The plan will have the policies in there
6 approved by the Council. So, today a developer comes
7 in, there is no plan. Tomorrow or whenever this gets
8 approved, you'll have a plan. After all this process,
9 the point that was made earlier, you can then point,
10 sir, we just went through, you know, a six to eight-
11 month, a year process, here is our plan, here is the
12 direction, here is the height, here is the design
13 guideline, here is where zoning is going to be changed,
14 what part of this don't you get.

15 It's really, I don't mean to be flippant but
16 we run into this community by community. Without this
17 planning like we're doing, it's hard to do this trench
18 warfare and negotiate each project site by site. So,
19 the design guidelines we listed here, we're going to
20 have those listed as ideas and guidelines in the plan.
21 The Planning and Development Ordinance has a lot of good
22 technical information. We're basically saying let's
23 look at it for the whole street anyway, whether it's

1 planned unit development or not. And then the zoning
2 will fall in place after the plan is approved. You may
3 want to adjust your traditional zoning or you may want
4 to be form-based. But it's giving a lot more direction
5 and clarity to what we're doing.

6 Let me give an update quickly on the traffic
7 study. We're going to be having parallel traffic with
8 DeWalt Hamilton doing traffic work, we're finally out
9 doing traffic counts. Things have been delaying us, is
10 that every time we go to take it, we're getting caught
11 in spring breaks, vacations, Easter vacations and
12 everything in there. You can't take counts on those
13 kind of weeks. You have to do it in a normal week. So,
14 within the next two weeks, we'll have the rest of the
15 counts filled in.

16 It looks like the study had the main
17 intersection, the City has got a couple of others.
18 Bill's people will be finishing it off and then we will
19 be adding in these numbers to his study. And that's
20 part of our report. So, that's what's going to be added
21 on the next time.

22 One other quick thing was the build-to line.
23 A build-to line is different than a setback. And what

1 we're seeing more and more around the country is the
2 build to this line because we don't want to have to
3 interpret crazy setbacks and then we don't get good
4 sidewalks at the end of the day. If somebody steps to a
5 block and says I'm ready to go but it hasn't been
6 widened yet, it's farther west, then City Staff and the
7 Council could look at that block and say maybe it's time
8 to get that curb line fixed.

9 But we don't want to kind of hope it happens
10 and then we're still stuck with five or six more
11 sidewalks. I think that's something that can be done
12 block by block. The streetscape catches up, street
13 improvement catches up, then the developer knows where
14 that curb line is but you could set that line pretty
15 easily. We're doing it on another location now where we
16 set the line, here is where we're going to go to and
17 we'll get that curb along. Okay? Just to clarify a
18 couple of loose ends.

19 MR. MARINO: Just a couple of things to add to
20 that list just quickly. A question was raised about how
21 does this all get financed. A great question. We're
22 early in the process here in terms of trying to get
23 agreement on concepts and master plan. But prior to

1 developments that you see here that's contemplated with
2 the concepts that are in here is a soon-to-be privately
3 financed, -- privately financed.

4 The public capital improvements, the City has
5 a capital improvement program which is a five-year
6 capital improvement program that is principally
7 supported by general obligation funds that we issue that
8 there are a number of other revenue sources that go into
9 that. That's the primary technique we use citywide for
10 the streetscape and for a variety of other improvements
11 including park improvements.

12 There are other sources of money that we won't
13 get into detail on tonight. But the bottom line is that
14 we would develop an implementation schedule for a number
15 of those things that would be phased over time. And
16 then find sources of funding that would then be weaved
17 into our capital improvement program or citywide
18 program. And it does take some time, a number of years
19 as we know from Chicago Avenue, to implement
20 streetscape. But it's obviously in all of our interests
21 to do as soon as we possibly can.

22 CHAIRMAN TISDAHL: Thank you. Would anyone on
23 the Council like to make a motion to refer this?

