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EVANSTON PLAN COMMISSION

ZPC 09 PLND-0015

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1 CITY OF EVANSTON  
2 PLAN COMMISSION

3 CASE NO.: ZPC 09 PLND-0015

4 RE: CONTINUATION OF ZONING ORDINANCE TEXT AMENDMENT  
5 PUBLIC HEARING. To consider amendments to the Zoning  
6 Ordinance as part of the General Zoning Ordinance  
7 Updates, Phase 1-B: Group B Zoning Update  
8 Recommendations Forwarded to Plan Commission (B-1:  
9 Establish a Car and Truck Rental Definition).

10 Transcribed Report of Proceedings of a public  
11 hearing on the above captioned matter, held June 10,  
12 2009 at the Evanston Civic Center, 2100 Ridge Avenue,  
13 2nd Floor, Evanston, Illinois, at 7:10 p.m. and presided  
14 over by S. Opdycke, Chair.

15 PRESENT:

- |    |                   |                        |
|----|-------------------|------------------------|
| 16 | S. OPDYCKE, Chair | J. WOODS               |
| 17 | S. FREEMAN        | S. PETERS              |
| 18 | C. STALEY         | R. SCHULDENFREI        |
| 19 | R. SHURE          | L. WIDMAYER, Associate |

20 STAFF:

- 21 B. DUNKLEY, Zoning Administrator
- 22 C. SKLENAR, General Planner
- 23 S. GUDERLEY, Interim Asst. Director for Planning

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1           CHAIRMAN OPDYCKE: Okay. The meeting is  
2 called to order. We do have a quorum so we'll get  
3 underway here.

4           The first order of business, approval of the  
5 May 13 meeting minutes. Is there a motion to approve?

6           COMMISSIONER STALEY: So moved.

7           CHAIRMAN OPDYCKE: Is there a second?

8           MEMBER COMMISSIONER: Seconded.

9           CHAIRMAN OPDYCKE: All those in favor?

10                           (Chorus of ayes.)

11           CHAIRMAN OPDYCKE: Opposed?

12                           (No response.)

13           CHAIRMAN OPDYCKE: Motion carries. Next order  
14 of business, committee assignments.

15           MS. GUDERLEY: I think --

16           CHAIRMAN OPDYCKE: Do we all have our  
17 committee assignments? I think with the two new  
18 additions that were going to go on Zoning. Mr. Peters?

19           MS. GUDERLEY: Just in case the two members  
20 had any other, besides another on Zoning, but if there  
21 is anything else they wanted, whether they wanted it to  
22 be Rules or stuff.

23           CHAIRMAN OPDYCKE: Okay. Robin, you're on  
24 Rules, right? Okay. Mr. Dunkley, you're up next, Item

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1 No. IV, Continuation of Zoning Ordinance Text Amendment.  
2 Before we get in -- yes? Oh, I'm sorry, yes.

3 MS. GUDERLEY: I just wanted to, I think  
4 everyone has had a chance to meet Craig as they were  
5 coming in, but maybe not Robin. Craig Sklenar, we're  
6 very happy to have him aboard. He started the week  
7 after the last Plan Commission meeting.

8 Craig has wonderful credentials. He has a  
9 Bachelor's degree from Ball State University which is,  
10 in terms of the planners I've worked with, has one of  
11 the, I think one of the best curriculum in terms of both  
12 design and policy orientation. He has dual Masters in  
13 Urban Planning and Urban Design from Colorado,  
14 University of Colorado. He has worked the last several  
15 years working in urban in-fill projects, a lot of  
16 transit-oriented development, is very fluent in terms of  
17 design issues. I was very impressed during the  
18 interview process and I think that he will really come  
19 in handy with a lot of the things that are facing the  
20 Plan Commission in terms of downtown, talking about  
21 design, updating the plan, et cetera.

22 So, with great pleasure, I'd introduce Craig.

23 CHAIRMAN OPDYCKE: Craig, welcome.

24 MR. SKLENAR: I just want to say really quick

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1 that if you guys have any questions or concerns, please  
2 email me. I will send out another email after tonight  
3 so you'll have my contact information again. So, I'm  
4 excited to work here.

5 CHAIRMAN OPDYCKE: Welcome aboard. On a  
6 related matter, everybody receives their packet through  
7 email means. Does anybody have a problem with that or  
8 any suggestions how it might be changed or modified in  
9 any way? So, we're content with the email dissemination  
10 of information?

11 MR. SKLENAR: If there is any special document  
12 or anything --

13 COMMISSIONER WOODS: Yes, I was going to say  
14 assuming that --

15 MR. SKLENAR: We will mail those out. But if  
16 there is not, we'll just send out an email packet.

17 CHAIRMAN OPDYCKE: Jim, what were you saying?

18 COMMISSIONER WOODS: I was going to say  
19 assuming you don't have some huge PUD type of submission  
20 where --

21 MR. SKLENAR: Yes. Yes, we're just trying to  
22 reduce our --

23 COMMISSIONER WOODS: Then you would have to  
24 print it. 600 pages.

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1           CHAIRMAN OPDYCKE: And Craig, you do have  
2 copies there of, hard copies for any members of the  
3 public that should attend. And you will put those in  
4 the recycling bin if no one uses those, right?

5           MR. SKLENAR: Yes.

6           CHAIRMAN OPDYCKE: Okay. Mr. Dunkley?

7           MR. DUNKLEY: Thank you. Good evening,  
8 Commissioners. I have given Dominick the night off  
9 because we have a fairly concise Zoning Ordinance Text  
10 Amendment agenda for tonight.

11           The one item which remained from our last Plan  
12 Commission meeting was the definition of automobile and  
13 truck rental establishments. There were some questions  
14 about what would be the cutoff between the two, we  
15 talked about two models of those establishments, the  
16 retail model and the airport model, and how it was  
17 important to be clear in delineating the two so that one  
18 could continue, the retail model could continue as a  
19 type of retail service establishment which is how it's  
20 been handled to date whereas the other which is the much  
21 more, the high impact model would not be ubiquitously  
22 allowed wherever retail services are permitted.

23           And we went back and did some research and  
24 found that a cutoff of 15 vehicles in surface parking --

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1 I'm sorry, more than 15 vehicles in surface parking was  
2 a pretty good delineation between the smaller, I think  
3 the example that was used is the Enterprise on Green Bay  
4 Road, and the larger airport models. So, we'd propose  
5 that that be the delineation, that the definition be  
6 changed so that it would read automobile and track  
7 rental establishments provide the rental of vehicles  
8 that includes the onsite storage of 15 or more vehicles  
9 in surface lots. The establishment of vehicles with  
10 less than 15 vehicles would continue to be defined as  
11 retail service establishments. We wanted to spell that  
12 out in the definition.

13 COMMISSIONER SHURE: Excuse me, is that  
14 vehicle both truck and?

15 MR. DUNKLEY: Yes.

16 COMMISSIONER SHURE: And is there any concern  
17 about the sizes of trucks?

18 MR. DUNKLEY: Well, no, it was felt that since  
19 our parking spaces are standard, the required parking  
20 spaces are standard size, it would be using up the same  
21 amount of land. There was no discussion --

22 COMMISSIONER SHURE: So, it's 15 parking  
23 spaces?

24 MR. DUNKLEY: Actually 15 or more vehicles.

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1           COMMISSIONER FREEMAN: -- over on Dempster,  
2 right? They have some pretty large trucks. I would  
3 assume that some of those orange trucks take up more  
4 than one parking space.

5           MR. DUNKLEY: Yes, they likely would take up a  
6 larger area to park.

7           COMMISSIONER FREEMAN: They could have 15 of  
8 their largest trucks.

9           MR. DUNKLEY: That is possible.

10          COMMISSIONER FREEMAN: Do we know how many  
11 vehicles that, I'm assuming U-Haul does fall under this,  
12 correct?

13          MR. DUNKLEY: Yes, it does.

14          COMMISSIONER FREEMAN: Do we know how many  
15 vehicles they have on that lot there?

16          MR. DUNKLEY: We may have that number in  
17 research. I'll have to check with our researcher.

18          COMMISSIONER FREEMAN: It just seems like  
19 they've got quite a few vehicles there and I just want  
20 to make sure we're not doing anything that would --

21          MR. DUNKLEY: An alternative would be to  
22 specify the square footage of surface parking that was  
23 used. It would be a little more difficult to calculate  
24 but it would be doable.

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1           COMMISSIONER FREEMAN: I have a question. If  
2 we do make it 15 and then --

3           MR. DUNKLEY: Correct.

4           ASSOCIATE COMMISSIONER WIDMAYER: Two  
5 questions for definition. An unattached trailer, as in  
6 a U-Haul, is that a vehicle?

7           MR. DUNKLEY: We would consider that a  
8 vehicle. It would take up the same amount of space.

9           ASSOCIATE COMMISSIONER WIDMAYER: We're  
10 talking only about outdoor space so if they park five  
11 more inside a garage type environment, would that count?

12          MR. DUNKLEY: They would be dealt with as  
13 retail service establishment.

14          ASSOCIATE COMMISSIONER WIDMAYER: Okay.

15          MR. DUNKLEY: We found that that really is a  
16 very clear difference. If the cars are being stored in  
17 structured parking and covered parking, there is much  
18 less impact on the surrounding environment.

19          ASSOCIATE COMMISSIONER WIDMAYER: Okay, thank  
20 you.

21          MR. DUNKLEY: In defining a new use, of course  
22 we have to define where that use is permitted and where  
23 it's allowed as a special use. And in looking at the  
24 existing uses, we felt this was closest to outdoor

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1 storage, has similar impacts. And so, we, you know, our  
2 draft here modeled the usage profile for the airport  
3 model the same as for outdoor storage. So, what that  
4 means is that the airport model, car and truck rental,  
5 would be a permitted use only in the I3 District and  
6 would be eligible as a special use in I1, I2 and the RP  
7 District. It should be relatively short --

8 I think the only concern is the RP District.  
9 It's not that large of a concern since it is a special  
10 use and would get adequate public scrutiny. However,  
11 that is the northern part of downtown that may  
12 categorically not be appropriate for large land use  
13 surface parking rental agencies. And I'd welcome your  
14 input on that.

15 COMMISSIONER WOODS: I think personally  
16 there's a couple of issues here. One issue is I don't  
17 think it should be in an RP District. Second is I think  
18 there is a difference between trucks and cars. 15 24-  
19 foot trucks has got a significantly greater impact than  
20 15 automobiles/cars. And so, I --

21 MR. DUNKLEY: We could use certainly a dual  
22 scale. 15 passenger vehicles --

23 COMMISSIONER WOODS: And or something --

24 MR. DUNKLEY: 10 would, I think would be an

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1 appropriate number of trucks. We just have to make sure  
2 that we have an adequate definition of passenger  
3 vehicles versus trucks.

4 COMMISSIONER WOODS: -- truck in this case.

5 MR. DUNKLEY: I hope mine isn't because I  
6 wouldn't be allowed on Lake Shore Drive. But that would  
7 require just a little bit more research and I'm sure the  
8 definitions exist, not in the Zoning Ordinance but in  
9 other parts of the City Code.

10 COMMISSIONER STALEY: It's also a question of  
11 the length of those big trucks. It's not just width.  
12 If you've ever rented one, some of those are enormous.

13 MR. DUNKLEY: Certainly.

14 COMMISSIONER STALEY: Or two-cars long.

15 COMMISSIONER PETERS: How did you decide where  
16 to allow them as special uses?

17 MR. DUNKLEY: We mirrored the outdoor storage  
18 use which is a similar, a use that requires large  
19 amounts of essentially surface land that's inordinately  
20 large. And so that was our starting point.

21 COMMISSIONER PETERS: And if I, as I think  
22 about the Dempster site, you know, it might not be  
23 appropriate for some kinds of outdoor storage, but the  
24 U-Haul is fine there.

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1 MR. DUNKLEY: Correct.

2 COMMISSIONER PETERS: I guess it seems there  
3 might be other areas where we'd want to look at it as a  
4 special use.

5 MR. DUNKLEY: The other set would, I think the  
6 next tier would be the Transitional Manufacturing  
7 Districts although those are rapidly becoming more mixed  
8 use. And certainly, you know, after that the higher  
9 intensity uses below that would be the Commercial  
10 Districts.

11 COMMISSIONER PETERS: I'm thinking that with  
12 the special use designation, there's still control of  
13 impact.

14 MR. DUNKLEY: Yes. I don't think there would  
15 be an issue with extending as a special use this use to  
16 all but the, to the C Districts other than C1-A.

17 ASSOCIATE COMMISSIONER WIDMAYER: You're  
18 talking, you know, especially as you're talking about  
19 the airport, the large --

20 MR. DUNKLEY: Yes. I think that would be very  
21 reasonable especially because there would be the  
22 opportunity for scrutiny.

23 I'd recommend against the B Districts,  
24 certainly the Residential Districts as well. And I'd,

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1 unless there is a request to include this use in the  
2 University and Transitional Districts, I would stay away  
3 from them. And the Office Districts tend to be fairly  
4 small and self-contained. I wouldn't think that it  
5 would be appropriate there either.

6 Okay. That is the end of the --

7 CHAIRMAN OPDYCKE: Well, is there a consensus  
8 that we want to somehow modify to include sizes of  
9 vehicles and so on?

10 MR. DUNKLEY: That would be fine. You know,  
11 we tried to find a good workable line between being  
12 absolutely, well, be able to administer the ordinance in  
13 a reasonable way and also keep ourselves from the risk  
14 of, you know, 15 huge 18-wheeler trucks for rental. So,  
15 somewhere in there is a good, is a fine compromise and  
16 I'm willing --

17 COMMISSIONER FREEMAN: We don't have any  
18 places that rent semis in Evanston today, do we?

19 MR. DUNKLEY: We have not found any.

20 COMMISSIONER FREEMAN: Do we want to  
21 exclude --

22 COURT REPORTER: Would you mind turning your  
23 microphone on?

24 COMMISSIONER FREEMAN: No. I had asked if we

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1 had any places that rent semis today in Evanston, and  
2 then the answer was no. And I said, well, is that  
3 something we want to exclude.

4 MR. DUNKLEY: I wouldn't think we would want  
5 to categorically exclude it. Keep in mind, the  
6 differences between the retail services model, the urban  
7 model, and the airport model, I think if it were an  
8 appropriate use in an industrial district, renting semis  
9 would be a great economically contributing use for  
10 certain very specific areas within the city limits.

11 ASSOCIATE COMMISSIONER WIDMAYER: I think if  
12 you have a concern about that, you just want to move it  
13 into, by some definition, into the airport variety just  
14 so that can be scrutinized.

15 MR. DUNKLEY: Yes.

16 ASSOCIATE COMMISSIONER WIDMAYER: Based on  
17 where you put it.

18 COMMISSIONER FREEMAN: Agree.

19 ASSOCIATE COMMISSIONER WIDMAYER: But it's a  
20 good business and I wouldn't throw a good business out  
21 if the opportunity comes our way. We can tax rentals  
22 then.

23 COMMISSIONER FREEMAN: Then in each one of the  
24 zones, we'd want to have, as currently outlined, you'd

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1 want to have semi rentals?

2 COMMISSIONER PETERS: Let me ask a question.  
3 Is there any I3 other than the area by the canal where  
4 the junkyard and auto crushing is?

5 MR. DUNKLEY: I believe that's it.

6 COMMISSIONER PETERS: So, if that's the only  
7 area that's over by the junkyard behind the, sort of  
8 south of the Wal-Mart, maybe the concern about larger  
9 trucks is not --

10 COMMISSIONER FREEMAN: Is not an issue.

11 COMMISSIONER PETERS: Not an issue.

12 COMMISSIONER FREEMAN: Now, yes.

13 COMMISSIONER PETERS: And in the other places,  
14 it would be a special use and restrictions could be  
15 adopted on a case by case basis.

16 MR. DUNKLEY: I don't see us growing I3 areas.  
17 We're trying to conserve the ones, the industrial areas  
18 that we have.

19 COMMISSIONER PETERS: So, maybe we don't need  
20 the special consideration of truck sizes.

21 MR. DUNKLEY: I think there's a fairly low  
22 risk of that occurring, and it's well contained with  
23 what we're proposing. But I certainly would welcome a  
24 motion that also includes the C Districts as special

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1 uses except for C1-A.

2 COMMISSIONER PETERS: So moved.

3 COMMISSIONER FREEMAN: Second.

4 CHAIRMAN OPDYCKE: So, you're recommending  
5 these changes in I1, 2 and 3 and the Research Park and  
6 C1? Is that what you're proposing?

7 MR. DUNKLEY: No, what I just said was we'd  
8 welcome an expansion of the use as a special use in C1,  
9 C2, not C1-A. However, there were other alterations  
10 that were recommended, for instance, removing the RP  
11 District as an allowed use, removing this as an allowed  
12 use in the RP District. Also, the change to allow  
13 either 15 passenger vehicles or 10 trucks as the  
14 dividing line between the urban model and the airport  
15 model, I thought that was reasonable as well.

16 CHAIRMAN OPDYCKE: Then for my benefit, would  
17 you articulate please the full contours of what your  
18 proposal is?

19 MR. DUNKLEY: Yes.

20 CHAIRMAN OPDYCKE: And then we will have a  
21 motion on that particular articulation. If you would do  
22 that for my benefit?

23 MR. DUNKLEY: The change to the definition  
24 would be the rental of vehicles that includes the onsite

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1 storage of 15 or more passenger cars in surface lots or  
2 10 or more trucks in surface lots. Establishments of  
3 vehicles with less than 15 passenger vehicles or 10  
4 trucks are defined as retail service establishments.  
5 That same bifurcation would be carried over into the  
6 retail service establishment definition so we would  
7 cross reference back the uses as defined.

8 I1 would be a special use for the automobile  
9 and truck rental establishment with the amended  
10 definition. I2 would also be a special use. I3 would  
11 be a permitted use. RP would not be an allowed use at  
12 all, would neither be a permitted nor a special use. C1  
13 would be a special use and C2 would be a special use.

14 CHAIRMAN OPDYCKE: So, we're scratching the  
15 Research Park?

16 MR. DUNKLEY: Yes.

17 CHAIRMAN OPDYCKE: Okay, fine. So, is there  
18 now a motion to approve?

19 COMMISSIONER PETERS: Let me ask. What was  
20 the third part of your definition? Because I heard 15  
21 or more passenger cars, 10 or more trucks, and there was  
22 a third.

23 MR. DUNKLEY: No, that was it. And there is  
24 of course the other condition of surface lot versus

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1 structured parking.

2           ASSOCIATE COMMISSIONER WIDMAYER: Is there  
3 somewhere a definition of automobile or passenger car?  
4 And the reason I'm getting into that is you're going to  
5 get the question of SUV's, vans, and those two are  
6 probably fairly used that you can throw into an  
7 automobile. But it's going to be the small pickup, and  
8 I know there are definitions of, you know, the half-ton,  
9 quarter-ton or whatever that can probably allow you to  
10 move into one or the other category. But now that  
11 you're dividing them out, you know, as those vehicles  
12 that, you know, for example, the State of Illinois  
13 classifies an SUV as a truck.

14           MR. DUNKLEY: I see we're --

15           ASSOCIATE COMMISSIONER WIDMAYER: But I don't  
16 think we want to here.

17           MR. DUNKLEY: We're on the verge of a slippery  
18 slope.

19           ASSOCIATE COMMISSIONER WIDMAYER: Yes.

20           MR. DUNKLEY: May I suggest an alternative?  
21 And what we're really concerned about is surface land  
22 use, surface land parking. Would it be acceptable to  
23 have the difference in definition correspond to, I'm  
24 sorry, 15 or more passenger vehicles or a surface

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1 storage area that occupied the same surface area?

2 That's easily calculable. We know exactly how many --

3 COMMISSIONER WOODS: -- 6,000 square feet.

4 MR. DUNKLEY: How much space you'd need.

5 COMMISSIONER WOODS: 15 spaces times 400

6 square-foot of space would be a typical parking lot in

7 terms of ballpark.

8 MR. DUNKLEY: That would be a workable

9 definition that would cover both options. And this way

10 you could have some cars and some trucks.

11 COMMISSIONER WOODS: Absolutely.

12 CHAIRMAN OPDYCKE: So, you want to define it

13 in terms of square footage?

14 MR. DUNKLEY: I think that would be, I think

15 that would get to the core of the matter, yes, and would

16 allow flexibility.

17 COMMISSIONER WOODS: And then we wouldn't have

18 to slide down the slippery slope of cars, trucks --

19 MR. DUNKLEY: SUV's --

20 COMMISSIONER WOODS: SUV's, pickup trucks,

21 whatever.

22 CHAIRMAN OPDYCKE: So, we're going to have

23 three or four semis maybe.

24 MR. DUNKLEY: I'm not sure if they'd fit in

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1 6,000 square feet.

2 COMMISSIONER PETERS: I'm not so concerned  
3 about this distinction if it's only allowed in the I3  
4 zone because that's by the junkyard. And the canal land  
5 there is, I can't think of an adverse impact in that --

6 MR. DUNKLEY: Well, this actually is, this  
7 affects the difference between retail services  
8 establishment which is all of the commercial districts  
9 and the airport model. So, I do think this is an  
10 important distinction.

11 COMMISSIONER FREEMAN: The 6,000 square feet  
12 just relates to the space whether it be a closed park.

13 MR. DUNKLEY: Correct.

14 COMMISSIONER FREEMAN: Not to the driveway or  
15 anything else.

16 MR. DUNKLEY: No, no, it's all, fully loaded,  
17 it's the entire space.

18 COMMISSIONER FREEMAN: The entire space or is  
19 it the space that the vehicles occupy?

20 COMMISSIONER WOODS: It includes drive aisles  
21 and everything else.

22 MR. DUNKLEY: Yes, it would include drive  
23 aisles which is --

24 COMMISSIONER WOODS: Basically, a car parking

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1 space is 200 square feet. So, 400 square feet, if one  
2 is roughly doing land development, is an approximation  
3 for what drive aisles and parking spaces would take up  
4 for automobiles. And so, by limiting it to 15 times 400  
5 or 6,000 square feet, you kind of precluded the fact  
6 that you could park 15 semis there.

7 MR. DUNKLEY: And I'm comfortable with that.  
8 We do those calculations day in and day out.

9 CHAIRMAN OPDYCKE: Would you then please again  
10 for my benefit recite the retail services establishment  
11 that reflects the change to surface parking lots?

12 MR. DUNKLEY: Certainly. Actually I think I  
13 should probably go back to the initial definition as  
14 well. It would be the rental of vehicles that includes  
15 the onsite storage of in-surface lots that comprise  
16 6,000 or more square feet of surface area include  
17 parking and access. And that's it.

18 CHAIRMAN OPDYCKE: Do you want the surface lot  
19 to be that size because then you are including the  
20 surface lots with two spaces for rental cars? Or do you  
21 want the area of rental cars to be that size?

22 COMMISSIONER FREEMAN: I think it should be  
23 the area of rental cars.

24 COMMISSIONER PETERS: I think so, too.

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1 MR. DUNKLEY: I'm not sure I understand the  
2 distinction.

3 COMMISSIONER PETERS: If you think about the  
4 surface lot adjacent to Whole Foods, it's more than  
5 6,000 square feet.

6 MR. DUNKLEY: Correct.

7 COMMISSIONER PETERS: There are two spaces for  
8 I-Go or one space for I-Go rental. If you defined it in  
9 terms of lot size, you've made that an airport.

10 MR. DUNKLEY: No, no, it would be the size  
11 that is --

12 COMMISSIONER PETERS: -- for the use.

13 MR. DUNKLEY: Yes.

14 COMMISSIONER PETERS: I just, that's what I  
15 wanted added.

16 MR. DUNKLEY: Yes, absolutely. We wouldn't --

17 COMMISSIONER WOODS: For the use, yes.

18 MR. DUNKLEY: We would want to encourage  
19 shared use of that space if possible. So, it would be  
20 only the space that is dedicated to that particular use,  
21 accessory parking, it's actually fleet parking for that  
22 use.

23 CHAIRMAN OPDYCKE: Okay. Are we all in  
24 agreement then as to the change in definition here?

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1 There is a motion and there is a second. All those in  
2 favor?

3 COMMISSIONER FREEMAN: Hang on, I'm sorry, I'm  
4 going to go back on this here. I want to ask another  
5 question. So, help me visualize because I, you know,  
6 I'm an average guy and not an architect who deals with  
7 this stuff. Let's frame it around U-Haul. That's a  
8 pretty big space on that corner, right?

9 COMMISSIONER PETERS: I don't know.

10 COMMISSIONER FREEMAN: I'm sorry?

11 COMMISSIONER PETERS: I don't know what --

12 COMMISSIONER WOODS: It's bigger than that. I  
13 think it's 77 by 77.

14 COMMISSIONER FREEMAN: It's a large space.

15 COMMISSIONER WOODS: 6,000.

16 COMMISSIONER FREEMAN: So, if that place  
17 wasn't there now, it would have to be a special use for  
18 them to open that facility, correct?

19 MR. DUNKLEY: That's right.

20 COMMISSIONER FREEMAN: And they have things on  
21 that facility like to fill gas that's on the lot itself.  
22 Does that, would that get counted in that 6,000 square  
23 feet?

24 MR. DUNKLEY: No. No, any accessory

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1 maintenance space would be proportional to the number of  
2 vehicles which are serviced, so which should be  
3 proportional to the amount of space that they needed to  
4 store them. So, it would all essentially come out in  
5 the wash. But we do have to be clear about what it is  
6 we're measuring, and that is the parking space.

7 COMMISSIONER FREEMAN: It's just for the  
8 rental?

9 MR. DUNKLEY: For storage of the rental  
10 vehicles, yes.

11 COMMISSIONER FREEMAN: Not for customers or  
12 anything else?

13 MR. DUNKLEY: Correct.

14 COMMISSIONER FREEMAN: Or other incidental,  
15 okay.

16 CHAIRMAN OPDYCKE: Any other questions?  
17 There's been a motion, there's a second. All those in  
18 favor, say aye.

19 (Chorus of ayes.)

20 CHAIRMAN OPDYCKE: Opposed?

21 (No response.)

22 CHAIRMAN OPDYCKE: Motion carries. Thank you,  
23 Mr. Dunkley.

24 MR. DUNKLEY: Thank you. A brief update on

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1 the legislative schedule. We have, because we took a  
2 few Council weeks off I suppose or Council sessions off  
3 to get our new aldermen up to get familiar with our  
4 procedures, we are now experiencing a fairly high number  
5 of cases on our Planning & Development agenda. We have  
6 eight ordinances which have been recommended for  
7 approval by this Commission. Those have all been  
8 written, they've all been drafted. They will be  
9 actually before the Planning & Development Committee on  
10 July 13th. We were trying to get them on the June 22nd  
11 agenda but it is just too full.

12 So, they are coming and it may turn out that  
13 some of them that are lagging will have a chance to  
14 catch up with the rest. So, that will be an  
15 interesting --

16 CHAIRMAN OPDYCKE: We must also have a finding  
17 of fact here.

18 MR. DUNKLEY: That is true. Regarding text  
19 amendment.

20 CHAIRMAN OPDYCKE: So, the standards set forth  
21 in 6-3-4-5, Standard For Amendment, there are four  
22 standards but only one is really applicable here, and  
23 that is, whether the proposed amendment is consistent  
24 with the goals, objectives and policies of the

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1 Comprehensive General Plan. I move that the standard in  
2 this case has been met. Is there a second?

3 COMMISSIONER WOODS: Second.

4 CHAIRMAN OPDYCKE: Those in favor?

5 (Chorus of ayes.)

6 CHAIRMAN OPDYCKE: Those again?

7 (No response.)

8 CHAIRMAN OPDYCKE: Motion carries.

9 Craig, are you up on Number V, Comprehensive  
10 Plan for Update Discussion?

11 MR. SKLENAR: Yes. That was actually a good  
12 segue to the Comprehensive Plan. Stu and I had a  
13 conversation last week about what's coming up in the  
14 year, just starting up in the City. We were trying to  
15 figure out what our schedule is going to look like. And  
16 I know the next few months are going to be dealing with  
17 a lot of the Downtown Zoning and resolving a lot of  
18 that. But I wanted to start thinking about how to scope  
19 out the Comprehensive Plan Update.

20 I do want to take the position that I think  
21 this should be more than just an update, that it should  
22 be a new plan because the current plan was an update of  
23 the '86 plan. And so, we seem to be coming up due for a  
24 brand new plan here. And I think it's the time to

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1 really start thinking blue skies here and how we can  
2 really reinvent the Comprehensive Plan for the City of  
3 Evanston.

4           So, I wanted to bring that up for discussion  
5 today, if you guys have any ideas or suggestions on  
6 that. The next few months I think could be beneficial  
7 for us to really start thinking about that. Comments?

8           CHAIRMAN OPDYCKE: Comments? You know, I  
9 perused this and I have perused it the last couple of  
10 weeks. And there's a lot of very good things that are  
11 contained in that report, things that applied to 10  
12 years ago, 20 years ago, that apply today. And I'm not  
13 sure that we have to reinvent the wheel here and scrap  
14 this thing and start from ground zero.

15           MR. SKLENAR: Let me restate myself. I don't  
16 think that we should completely throw it out the window  
17 and ignore everything that's in here. But I think there  
18 might be, I've been doing a lot of research on other  
19 plans that have just been published around the nation  
20 and I think there is a way to really engage the public  
21 by using the Comprehensive Plan as a guiding document  
22 for that and not just a plan that the Plan Commission or  
23 those of us in City Hall really look to, but something  
24 that we could actually get citizens participating in and

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1 really thinking about their community.

2           We just finished the Downtown Plan. From what  
3 I understand, there was a lot of public involvement with  
4 that. Or maybe not.

5           CHAIRMAN OPDYCKE: Oh, just a little.

6           MR. SKLENAR: Yes. But I think it's a great  
7 time to take the Comprehensive Plan and look beyond the  
8 borders of downtown and let people talk about their  
9 neighborhoods and talk about how the entire City of  
10 Evanston can grow and change as a community as a whole.

11 So, looking at ways to use what's in here that's great  
12 and find ways to change the parts that need to be  
13 changed or we think could be changed.

14           MS. GUDERLEY: Have you been looking at other  
15 communities as PDF files? Or do you have a small  
16 library of other plans? I'd be really interested --

17           MR. SKLENAR: I've actually started drafting a  
18 little white paper for Plan Commission I was planning on  
19 sending out later in the week that will have links to  
20 other city websites that I thought were really great.  
21 One of the things that I, coming from, I'm 27, I'm a  
22 younger person, I grew up with the internet. I think  
23 that engaging a web version of the Comp Plan would be a  
24 great way to get people involved. I know 12,000

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1 students from Northwestern University live in the city  
2 but may not be able to come to a Plan Commission maybe  
3 because they're gone during the summer or they're at  
4 night class or they're doing something else. And it  
5 would be a great way for us to interact with the younger  
6 crowd and get the message the get ideas out there that  
7 we wouldn't be able to do in other ways.

8           So, there are a lot of PDF plans but also  
9 actual active plans that have interactive websites that  
10 I thought were very interesting and very engaging.

11           CHAIRMAN OPDYCKE: Is the Comp Plan online?

12           MR. SKLENAR: Yes.

13           CHAIRMAN OPDYCKE: Okay.

14           MS. GUDERLEY: I don't know that the  
15 original --

16           CHAIRMAN OPDYCKE: Well, I mean the one that  
17 we've got here, the 2000 version.

18           MS. GUDERLEY: I'll just say this because  
19 Craig and I were looking at things together. I think it  
20 was scanned in. I think that when this was written,  
21 there was no electronic file. And if you look at a lot  
22 of these, you know, these maps, I'm old enough to  
23 remember Zipatone, you know, I mean like tape. I mean  
24 some of these maps are quite old. So, the format in

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1 which this plan was developed, you know, is not easily  
2 translatable to a web environment.

3           So, I think what's on there is the same plan.

4       It's just I think it was scanned. A lot of the  
5 formatting is gone, you know. So, it is on there  
6 though.

7           COMMISSIONER PETERS: Are you using a standard  
8 program now for this type of, does the city use other  
9 than PDF's --

10          COMMISSIONER FREEMAN: Do you have a --

11          COMMISSIONER PETERS: Do you have a program  
12 that you use for this type of document?

13          MR. SKLENAR: To give you a little background,  
14 I spent the last six years both in college and working  
15 professionally doing a lot of graphic design and working  
16 with Adobe products. I am trying to get Adobe Creative  
17 Suite into the Planning Department right now. I know  
18 the city has a couple of licenses. We're looking to  
19 acquire one for the Planning Department and I will be  
20 using those programs to create all future documents.

21          COMMISSIONER PETERS: Now, as I recall, there  
22 is a reader that's available at low cost for citizens to  
23 read things created in that program.

24          MR. SKLENAR: Yes. Yes, Adobe PDF Reader,

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1 it's free.

2 COMMISSIONER PETERS: It's not the PDF Reader,  
3 it's a reader for the more complex documents. And I  
4 think it's, as I recall it's free.

5 MR. SKLENAR: Okay.

6 COMMISSIONER PETERS: Because the public  
7 somehow has to, I mean, the cost of Adobe is  
8 astonishingly high.

9 MR. SKLENAR: Yes.

10 COMMISSIONER PETERS: And somehow the public  
11 has to be able to access that.

12 MR. SKLENAR: All PDF documents that we show  
13 right now online are viewable if the user will download  
14 the PDF reader which is free.

15 COMMISSIONER PETERS: But for the Adobe, you  
16 need a further reader.

17 COMMISSIONER FREEMAN: No.

18 MR. SKLENAR: No. No, no, no. The PDF  
19 reader --

20 ASSOCIATE COMMISSIONER WIDMAYER: Only if you  
21 want to modify it.

22 COMMISSIONER PETERS: Not for the PDF  
23 documents, for the large graphic documents.

24 MR. SKLENAR: All large graphic documents will

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1 be translated into a PDF because it's the most universal  
2 way of presenting documents to a mass audience. And  
3 it's the way to compress everything down into a short  
4 file standard.

5 COMMISSIONER PETERS: -- content.

6 MR. SKLENAR: -- content and you can --

7 COMMISSIONER PETERS: Maybe there's, if you do  
8 a white paper, I'm thinking about process, you know, how  
9 do you get from A to B. If you do a white paper and we  
10 look at the documents and think about what's missing  
11 that we want and what's here that we don't want, maybe  
12 we should have a meeting time with a less formal  
13 discussion of your proposal, what all the members of the  
14 Commission think is needed. Presumably you've gotten  
15 comments over the years from other departments, and we  
16 could just sort of look and then try to figure out how  
17 to proceed.

18 CHAIRMAN OPDYCKE: I would appreciate comments  
19 from Larry and Jim on this because I can see a committee  
20 being formed and taking this on over the course of the  
21 next 12 months or so because this is not a small  
22 undertaking. And a white paper, I mean I don't know if  
23 that's --

24 COMMISSIONER PETERS: It's a monstrous

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1 undertaking.

2 CHAIRMAN OPDYCKE: Yes.

3 COMMISSIONER PETERS: And I've done these for  
4 a number of cities and it's huge.

5 COMMISSIONER FREEMAN: I think his white paper  
6 is more to just get us oriented into what we have --

7 COMMISSIONER PETERS: Yes, background.

8 COMMISSIONER FREEMAN: And background and  
9 what's being done in other cities. I don't --

10 MR. SKLENAR: And I have to say that the  
11 actual Comp Plan document of other cities around the  
12 United States is changing dramatically over the last 10  
13 years. It's no longer this document that sits on the  
14 shelf, that it's actually, it's almost an economic  
15 development package or a sustainable package for the  
16 city to figure out what they need to do over the next 10  
17 years or 20 years. So, I think what we see today, there  
18 might be content in this document that may morph into a  
19 different format and I want people to start thinking  
20 about that. Do we really, is this layout the best  
21 layout to do the Evanston Comprehensive Plan? Or is  
22 there a way that we can present this material in a more  
23 interactive, more concise way?

24 COMMISSIONER FREEMAN: Yes.

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1 MR. SKLENAR: That citizens can actually  
2 participate in and stand up for.

3 MS. GUDERLEY: And what we have now, too, you  
4 know, we've got chapters there on transportation, we now  
5 have a multi-modal plan for the city.

6 CHAIRMAN OPDYCKE: I was going to say  
7 there's --

8 MS. GUDERLEY: We now have five or six  
9 neighborhood plans. So, yes, we have different building  
10 blocks.

11 COMMISSIONER FREEMAN: And the internet is a,  
12 I manage general management and e-commerce web software,  
13 and with a lot of the web 2.0 capabilities to have, you  
14 know, discussion boards and have all sorts of ways to  
15 generate community feedback. I think your idea is  
16 something that we should -- yes, the mike is on. It's  
17 unusual because I've got a big mouth that you can't hear  
18 me. I think it makes a whole lot of sense to leverage  
19 technology to get involvement. And I think it's more  
20 than just Northwestern students by the way.

21 MR. SKLENAR: Yes.

22 COMMISSIONER FREEMAN: You know, my mother is  
23 in her 70's and she's using the internet. So, but I  
24 think it's a way that we can get a lot of residents

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1 involved that can't come to the meetings and sit here  
2 every time.

3 MR. SKLENAR: Yes. And let me be clear, we  
4 will still have a physical document.

5 COMMISSIONER FREEMAN: Yes, absolutely.

6 MR. SKLENAR: Everybody will still have a  
7 piece of paper in their hands at the end. And we'll  
8 still have public meetings and we'll still have maps on  
9 the walls and we'll still have people drawing on those  
10 maps. But I think it's a great way to really reinvent  
11 or reintroduce the idea of the Comprehensive Plan.

12 COMMISSIONER FREEMAN: I'm agreeing violently  
13 with you.

14 MR. SKLENAR: Yes.

15 CHAIRMAN OPDYCKE: What are we looking at, do  
16 you think, down the road here in terms of staff  
17 resources, staff time?

18 MS. GUDERLEY: Want me to --

19 CHAIRMAN OPDYCKE: Yes.

20 MS. GUDERLEY: Well, at least until the fall,  
21 it will be primarily Craig and he will, with the  
22 subcommittee or the standing or the ad hoc committee or  
23 however we want to set a working group. We'll probably  
24 work with an internal, we were talking a little bit,

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1 there may need, since we now have multiple city plans  
2 that we'll want to bring into this. It makes sense to  
3 form some sort of internal staff team to work with him  
4 on that so we can do that. But we haven't gone too much  
5 further than that. As we scope out the project, then  
6 we'll kind of figure out what, you know, what's the  
7 staff support beyond --

8 CHAIRMAN OPDYCKE: Can staff manage this  
9 comfortably without killing themselves? Because I know  
10 you've got a pretty full plate and you always do.

11 MS. GUDERLEY: I think we're up to this. I  
12 think we'll have a better idea whether there needs to be  
13 any additional resources. You know, the thing that  
14 we're running into maybe with this and also with the  
15 consolidated plan, some of our demographics were, you  
16 know, we won't have new census data for a while, so  
17 perhaps we'll need some, we need to get into numbers.  
18 That might be something we need outside resources for,  
19 but I think staff can handle it.

20 ASSOCIATE COMMISSIONER WIDMAYER: -- before  
21 it's done. You know, I think one of the things you want  
22 to consider is exactly the structure that you want this  
23 to take. And by that I mean, you know, the old document  
24 sort of started from scratch and said here is all the

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1 wish list we want for the city. And as you've pointed  
2 out, we have gone through and developed a number of  
3 plans through the whole process that you're talking  
4 about for downtown, for Central Street, for four or five  
5 areas.

6 And I think instead of just starting from  
7 scratch let's just go to a new wish list plan, you may  
8 want to consider a method of integrating what's already  
9 done into something that becomes a plan. Otherwise,  
10 what you're going to end up with is everybody who lost  
11 in the last round, back trying to win in the next round.

12 MR. SKLENAR: Absolutely. I think step one is  
13 to lay out all the plans and integrate them and then  
14 figure out where the holes are. And then step from  
15 there to --

16 ASSOCIATE COMMISSIONER WIDMAYER: And tying it  
17 together.

18 MR. SKLENAR: Yes.

19 ASSOCIATE COMMISSIONER WIDMAYER: You know,  
20 the biggest thing that the plan today doesn't do because  
21 things have evolved over 20 years is figure out how we  
22 tie these plans which we spent a lot of time putting  
23 together for different neighborhoods into a whole city.

24 MR. SKLENAR: Yes.

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1           ASSOCIATE COMMISSIONER WIDMAYER: And I think  
2 that if we look at everything we've done, that's  
3 probably the new purpose, or the purpose of the new  
4 Comprehensive Plan rather than just to start from, you  
5 know, one more time let's run through the wish list.

6           COMMISSIONER PETERS: The other thing I  
7 noticed about the old plan is that it doesn't address  
8 many tradeoffs. So, you have separate sections and they  
9 are not, from a policy perspective they are not  
10 consistent. You can't maximize all 15 things that are  
11 addressed in separate chapters. And the biggest  
12 difference I see between the newer Comprehensive Plans  
13 and the old ones is they deal with the tradeoffs. And  
14 the old plans, the old style plans, and this is better  
15 than most of them, they don't deal with the tradeoffs.

16           So, in my experience litigating this kind of  
17 issue, almost everything agrees with the plan because  
18 the plan wants public transit and the plan wants car  
19 transit and the plan wants calm streets and the plan  
20 wants good transportation and rapid movement of large  
21 amounts of traffic. And it sounds to me like you're  
22 talking about a plan that begins to address the  
23 tradeoffs. And some of them have been addressed, you  
24 know, the Downtown Plan, I was not here with you guys

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1 for all of the hearings and all of the disputes, but it  
2 was pretty clear to me you were addressing the  
3 tradeoffs. And then the neighborhood plans do, too.  
4 And if you did a new city plan, similar to some of the  
5 newer styles, that would be involved.

6 ASSOCIATE COMMISSIONER WIDMAYER: The old plan  
7 is a plan for all people. No matter which side you're  
8 on, there is a way to justify it in that plan.

9 COMMISSIONER WOODS: Absolutely.

10 ASSOCIATE COMMISSIONER WIDMAYER: And believe  
11 me, every lawyer who has presented before us has pointed  
12 that out.

13 COMMISSIONER WOODS: -- the position for or  
14 position against a PUD.

15 ASSOCIATE COMMISSIONER WIDMAYER: And they  
16 both could reference the plan and say, see, we're right.  
17 Yes. So, your point is well, well taken I think.

18 CHAIRMAN OPDYCKE: Growth and development  
19 thing, one of those sticky wickets.

20 COMMISSIONER PETERS: To preserve the  
21 character of places just now. Lots of economic  
22 development.

23 CHAIRMAN OPDYCKE: Right. We want to increase  
24 the tax base. Okay. So, tell us again, Craig, what the

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1 next move is? You're going to present us with a white  
2 paper?

3 MR. SKLENAR: I will email you a white paper  
4 of kind of the plans that I think are elements that we  
5 could actually pull from and think about organizing our  
6 plan. And then I think the Commission should form a  
7 subcommittee.

8 CHAIRMAN OPDYCKE: Sure.

9 MR. SKLENAR: To start organizing our scoping  
10 for this.

11 CHAIRMAN OPDYCKE: Okay. So, perhaps you'll  
12 have that white paper to us in, what, within 30 days or  
13 something?

14 MR. SKLENAR: Two.

15 CHAIRMAN OPDYCKE: Two days?

16 MR. SKLENAR: By the end of the week.

17 CHAIRMAN OPDYCKE: Okay, fine.

18 MR. SKLENAR: I've been drafting it already.

19 CHAIRMAN OPDYCKE: And then we can talk about  
20 it at the next Plan Commission meeting and decide where  
21 we want to go.

22 MR. SKLENAR: Yes.

23 CHAIRMAN OPDYCKE: Okay, great. Any questions  
24 from anybody on this subject? Committee Reports. Mr.

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1 Staley, you have something on Rules?

2           COMMISSIONER STALEY: Not really. Just before  
3 we started which you overheard, I think there's a memo,  
4 because I thought we pretty much reached agreement. I  
5 just don't know where that is, you know. And I think  
6 you're going to look in, Susan is going to look through  
7 the notes because we had about five or six things that  
8 we agreed on. And I want to get that and then bring it  
9 to the Plan Commission and see if you agree on it. But  
10 I don't think there's much more to do. We had three or  
11 four meetings on that.

12           And I thought there was something that we put  
13 together but maybe it isn't --

14           MS. GUDERLEY: Yes, I'll look again. But  
15 based on conversations, I was left to believe that there  
16 were just some fine points. But what I will do is take  
17 a look through Tracy's files, look for the final  
18 document. And if I don't, finding none, I will put  
19 together my best guess based on notes and minutes and  
20 everything else.

21           COMMISSIONER STALEY: Okay.

22           CHAIRMAN OPDYCKE: Okay. Any other Committee  
23 Reports? Any open comments before I entertain a motion  
24 to adjourn? Is there a motion to adjourn?

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1 COMMISSIONER WOODS: So moved.  
2 CHAIRMAN OPDYCKE: Is there a second?  
3 COMMISSIONER FREEMAN: Second.  
4 CHAIRMAN OPDYCKE: Those in favor, say aye.  
5 (Chorus of ayes.)  
6 CHAIRMAN OPDYCKE: Opposed?  
7 (No response.)  
8 CHAIRMAN OPDYCKE: Motion carries. We are  
9 adjourned.

10 (Whereupon, the hearing on the  
11 above-titled cause was  
12 concluded at 8:00 p.m.)  
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