

GENERAL DISCUSSION:

Mr. Horne explained that the planned development had been approved with much input from the community in 2007 on the former site of the Evanston Theater. The following was discussed:

- Previously approved: a 4 story, 47 unit condo building
- Mr. Horne introduced Michael Breclaw, Principal, OKW Architecture and explained that the changes is the plan would be an amendment to the approved Ordinance 7-O-07.
- Propose:
 - Same footprint with 78 rental apartments
 - 81 parking stalls
 - 10,600 square feet of retail space (former pd 12,200)
 - 50'-52' depth retail spaces (former retail spaces were 30'-35' deep); market study showed that the retail spaces needed to be deeper
 - Anchor, 4,000 – 5,000 sq. ft. white tablecloth restaurant at the corner of Eastwood and Central (TBD)
 - Other types of retail such as a yoga studio or local or national coffee shop
 - To revitalize Central Street on the east side of Green Bay
 - Competitive rates to attract businesses
- Mr. Horne introduced Luay Aboona, Traffic Engineer, Gary Weiss, Civil Engineer and Brian Kettleamp
- Mr. Horne explained that the real estate market crashed in 08 and they finally closed their leasing office in 2009; thankfully they had not built yet
- They have maintained the property and have tried to be good neighbors but are ready to build the proposed mixed use rental development
- Mr. Breclaw presented plans for the revised project:
- Propose:
 - Building to be property line to property line
 - Setback 5'8" – 8' on Central Street leaving a 15' – 16' sidewalk
 - Plan meets the guidelines of the Central Street Streetscape Plan
 - Retail to be along Central Street
 - Entrance to apartments, leasing office, amenities (fitness center, cyber café lounge and party room) all to be at western 70' on Central St.
 - 56 parking spaces
 - Loading berth off Eastwood
 - Internal trash area
 - 25 garage spaces along alley with 1 open space for an IGO car + 56 interior spaces
 - Hope to have an entrance to the building from the alley; individual garages along alley do not have indoor access to building
 - Increasing setback along alley to 5' and removing ComEd poles (electric to be put underground), addressing an alley width concern brought up about the previous plan (1.5' setback)
 - 2nd floor is to have a U-shape of apartments with a green roof over the indoor parking area; some 2nd floor apartments will have terraces; otherwise Juliet balconies
 - Have broken mass with different materials and alternated relief of buildings
 - Door to garage is on east side of building
 - Varied parapet heights to break up mass
 - 15' floor to floor height for ground floor
 - 11' floor to floor height for apartments; shooting for 9' ceilings

- Considering distinguishing the residential entrance with an awning to mark residential entrance
- Some relief of store fronts to break up mass
- 24' driveway off Eastwood into indoor parking area
- Mechanicals to be in center of roof, not visible from street (parapet hides)
- The development will be LEED Silver, which has determined many of the materials such as the windows
- Materials:
 - Masonry on two end buildings (“towers”)
 - Sconces and fixtures on retail/Central St. side
 - Lighting on garage side, compliant with requirement not to spill onto neighbors’ property
 - Residential design garage doors that match masonry in color and will be uniform in color
 - Trying to achieve a crisper, contemporary traditional style
 - Windows to be a clad product (not white vinyl): painted metal or wood
- Mr. Luay Aboona of KLOA Traffic Consultants explained the traffic proposal:
 - Limit circulation of site traffic into the neighborhood and minimize impact by:
 - Making Eastwood a 2 way street to the alley
 - Placing a “Not a Through Street” sign at Central and Eastwood
 - Removing the “One Way” sign
 - Placing a “Do Not Enter” sign at the corner of Eastwood and the alley south of the building
 - Eastwood would lose 2 spots + 3 if it is made 2 way
 - Alley exits to Poplar
 - Mr. Aboona of KOLA argued that rental owners typically have less cars than condo owners and has studios to confirm this
 - The restaurant traffic would depend on the surrounding parking lots, agreements are pending for use
 - Parking is more abundant in the evening when commuters have gone home
 - It is a traffic-oriented development, since it is right near the train stop
 - Bike racks are proposed for the indoor parking area and outside of the retail area
 - Studied on and off street parking within a 1,000’ radius of property including Ryan Field and concluded that there is more than sufficient parking available; study did not go to other side of Metra track
 - Private lots including an office at 1717 Central St. has 32 parking places and owner is in process of putting an agreement in place for parking when offices are closed
 - St. A’s school lot immediately southeast of site has historically been used by the theater patrons
 - A ratio of 1-1 is adequate for rental buildings; their ratio is a little over
 - Railroad embankment parking is available along Poplar after 6:00 pm and on weekends
- Paul Schneider agreed with the traffic study results
- Dennis Marino agreed that staff observed that in condos downtown, usage was less than the City requires
- The Committee voted to hear comments from the public:
 - Kevin O’Connor of 1227.5 Isabella commented:
 - His 3 brothers worked at the Evanston Theater and parking was always difficult
 - Asking for more density and wondered how parking would work out
 - Wondered whether owner/developer would turn building back into condos in the future and requested specific language preventing that from happening

- He believes this project is “privatizing profit, socializing risk”
- Jeff Smith, member of the Board of the Central Street Neighbors’ Association commented:
 - He is concerned it has been 3.5 years since the original ordinance was approved
 - He feels there is less articulation and setback of the overall mass in the new proposal
 - Residents will applaud moving alley back 5’
 - Suggested SPAARC Committee consider the mass and appearance and request more change in color of building
 - Feels it was more attractive before
 - Board members feel there should be a new ordinance
 - Asked whether there would be a green roof on top of the building
 - Doesn’t think it is an “active storefront” if passersby can see someone working out but not go to the facility because it is for residents only
 - He is concerned that renters will have the same amount of cars as condo owners; doesn’t think downtown is a good indicator

Mr. Hallen thanked them for their comments.

Action:

The Committee voted unanimously to recommend approval to the P&D Committee and advised the developer to consider quality windows and bike racks on Central St. for retail and a Zip Car space without a garage door, as designated in the proposal.

Other Business:

The Committee voted unanimously to approve the meeting notes of the August 17, 2011 meeting.

There being no other business, the meeting adjourned at 4:00 p.m.

The next SPAARC meeting will take place on Wednesday, September 7th, 2011 unless otherwise notified.

Respectfully submitted,
Bobbie Newman