CITY OF EVANSTON

SPECIAL JOINT MEETING OF THE

PLANNING AND DEVELOPMENT COMMITTEE AND

PLAN COMMISSION

RE: SUMMARY OF THE CENTRAL STREET CORRIDOR PLAN/REPORT

AND STREETSCAPE DESIGN. At this joint meeting of the

Planning & Development Committee and the Plan

Commission, the Draft Central Street Corridor Plan and

Streetscape Design will be presented for review and

discussion.

Transcribed Report of Proceedings of a public

hearing on the above captioned matter, held April 12,

2007 at the Evanston Civic Center, 2100 Ridge Avenue,

2nd Floor, Evanston, Illinois, at 7:10 p.m. and presided

over by E. Tisdahl, Chair.

PRESENT:

A. RAINNEY                L. JEAN-BAPTISTE
C. WOLLIN                 M. WYNNE
E. TISDAHL, Chair         D. HOLMES
E. MORAN                  A. HANSEN
C. WOLLIN                 D. GALLOWAY
J. WOODS                  L. WIDMAYER
S. OPDYCKE

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

COMMISSIONER WIDMAYER: This is Larry Widmayer, Plan Commission.

CHAIRMAN TISDAHL: Excellent, Larry. Good job.

COMMISSIONER OPDYCKE: Stu Opdycke, Plan Commission.

COMMISSIONER GALLOWAY: David Galloway, Plan Commission.

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

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

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

ALDERMAN MORAN: Eb Moran, I represent the 6th Ward.
ALDERMAN HOLMES: Delores Holmes, 5th Ward.
ALDERMAN WOLLIN: Cheryl Wollin, 1st Ward.
ALDERMAN WYNNE: Melissa Wynne, 3rd Ward.
MR. WOLINSKI: James Wolinski, Community Development Director for the City and Staff to the P&D Committee.

COMMISSIONER REBECHINI: Alice Rebechini, Plan Commission.
COMMISSIONER WOODS: Jim Woods, Plan Commission.

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

MR. MARINO: Thank you. Good to be here tonight. I can see a lot of familiar faces. This is the fifth meeting, nature meeting that we've had of the Central Street planning process that we had consistently excellent turnout. A lot of creativity and a lot of passion for this street and these business districts. It's been an exciting process and we've been very fortunate to have John Lamotte from Lakota Group and his team and various subcontractors involved who have done an excellent job in terms of leading us through this
process. And also, they have been very creative in working through a lot of issues that have been raised at these meetings, a lot of concerns, but also a lot of creative opportunities suggested.

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

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

I don't need to really take more time than that because I think the real essence of the meeting here is to have John lead us through this process and
the findings and the recommendations. There certainly will be a considerable time for not only Committee discussions and questions, but also for citizen comments after that. But our primary purpose tonight is to make sure that both the Planning & Development Committee and also the Plan Commission which are two bodies that need to act on a number of these recommendations, to make sure they are fully familiar with how these processes emerged, how these recommendations and findings have come about, and also an opportunity for them to ask questions and make comments and suggestions as well.

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

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

So, those of you new to the process, we have
really the three-part team here where Gewalt Hamilton
and IRI have been looking at the infrastructure and
traffic issues, kind of the basics for us to kind of
build from not only from development standpoint but from
improving the streetscape. And then our firm has been
doing the land use and urban design and site concepts.

So, tonight we're at a crossroads. It's great
to get our leaders all together and take a fresh look at
this. You'll see the word preliminary and draft on
everything because this still is preliminary and draft.
This is the first kind of major unveiling of the plan.
You've got some different handouts and things.

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

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

They talk about the objectives, the vision for the street. They talk about the zoning in this graphic that we showed you, guidelines for design, the building envelope, we talked about setbacks and step-backs -- sidewalks, parking, street widths, things that are either guidelines or policy things that the City Council would eventually approve. And then last but not least, the City Council and Commission members got a little bit more detailed handout of the breakdown of the plans so
they can see in a large scale some of these concepts up close. So, we'll walk you through those now.

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

Now, we're going to go through a little analysis of the, our overview of the analysis. We're not going to get into all the details. I think many of you have sat through that. We want the Commissioners and Aldermen to see the process we went through with the three firms to get to where we are. Then we're going to just skim at those development strategies and design concepts again to show you all that we've got a process, that we've tested and tried different things. We went
high and low and min-mid-max, and purple and green and
what's the best approach.

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

The first phase was a very thorough analysis.

City Staff and the two Aldermen asked us to look at
everything from A to Z. We were in the alleys of every
street, driving and walking and up and down, by the
train stations. And we looked at not only the big
picture things but also the minor picture things, things
that make your life better or not better when there's
cracked sidewalks or missing things, missing teeth from
the streetscape, things that we can improve now that the
street is needing a little work.
We did a lot of interviews of leaders, stakeholders, the Staff. We had Workshop I and II which we broke up from west and east with people invited to come to both. There was a lot of creative input.

That's where people talked about their issues. That's where they talked about opportunities, the positives, the building blocks, and then also first kind of cut out some ideas they want to do to make the street better.

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

Then we looked at the streetscape concepts, how to improve the streetscape. We had some great input from the community. Staff reviews. We had our workshop March 1st. You can see this is moving very fast as far as getting information to you.
And then, Phase III is where we're deep into it today. So, we did the preliminary master plan draft, the first cut. That was the last one we had, that was a couple of weeks ago. We had our design kind of fleshed up for the streetscape. We looked a little bit at material samples, things that you want to see in the street and we'll talk about that in a minute. And then we actually got IDOT to come out and drive the street with Bill Grieve and walk the street and we got great input from them and we're going in the right direction with them. Had the community workshop, and then tonight it's for the Council and Commission to review it and kind of ask their questions, sink their teeth into it.

From here, we're going to put a little cost estimate together for the potential streetscape improvements to see what that would be. We're going to draft report out in the next couple of weeks. I just talked to Dennis about that, getting that ready. We'll have a little booklet on the streetscape design as a guide for the City in the future when the hard design comes, Staff review, and then the final report. And these things will continue to be put on the web site as all the other information that's been going on.
So, here is the analysis start, and I'm not going to go into all the details, but in the visioning workshops that were held in February, you were very passionate, many, many people came out. Thank you again. You were very into preserving the character. We've heard things like quirky and funky which was great to hear, that we have like a village feel inside the City, that it's like a little European street or a European village street, eclectic architecture, meet your neighbors, running to the neighbors on the street, go to the park, go to the small shops that you might not get at the big shopping centers.

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

Residential, big concern about the alleys, the condition, the use of alleys for some of the commercial traffic and the visibility of what's coming up as a new development into the neighborhoods. And we're finding
this out around the country. You're in a single family home or a townhouse, you're right next to a commercial block. You knew it was going to be a commercial block where it could be better or softer and more attractive in the alley space in your homes up and down the street. And then high quality residential neighborhoods, you've got such great neighborhoods here in Evanston and the ones around Central Street offer a variety of housing types with great green areas.

Commercial, the gateway intersection at Crawford and Grosse Point was a big topic of discussion. A lot of people go through. They don't realize that's Evanston or they may know it's Evanston but it doesn't look great. There's a lot of deterioration of the streetscape and the parkways and the streets. Hotdog Island might have seen its day. The CVS site which is much used by the community and probably one of the heavily used drugstores in the area is not in that great a shape from a building or a site standpoint. That could be greener. And just the need to kind of make things a little bit better but not get too far up with sidewalks and paving and fancy streetscape.

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

And then we did a visual preference survey. That's a fancy term for just looking at different development heights and fixtures, architecture, to get everybody in the mode, the mood for what could go on the street. There were the good's, the bad's and the ugly's. We just show you tonight a sample, there's a whole package of this on the web site and that we've got available if needed, where people like the more articulated buildings, the lower buildings, the articulated roof lines, the roof lines that vary up and down, the warmer brick. The right side of the equation
there were the buildings that were too stark or too hard
or had parking in front or had narrow sidewalks and not
really attractive architecture. So, these are things
that we collectively, the Staff, the team and the
community want to get control of as we go on into the
next round on Central Street.

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

Again, some of the Ryan Field issues were
really strong. People said it's time, we've got to
address this. We're at the crossroads with Ryan Field.
We can't ignore it anymore. The fences are
deteriorating, the drainage isn't working, things are
breaking down over there and we've just got to get to
it. The good news is that IEI has found that there's a
lot of storm sewers near there. We just need to start looking closely if whether we can connect them in the right locations and start to clean and green that whole area up.

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

And then the opposite intersection, a lot of discussion and debate, do we like them, do we hate them? They work, they don't work. And I think at the end of the day, it came to a point where we really didn't need to change a lot of the opposite intersections but let's
just make sure the parking, the crosswalks are working good around them.

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

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

Then when you look closer at the transportation, I want to talk about that in a minute, the circles. Brian, they're coming up in another drawing later, right? Yes. We'll talk about it later.

Yes, okay. But the crosswalks were very much an issue.
People are using them, not using them. They're not marked. Some of them have been striped and they're worn down, they're hard to see. We want to really get into that. The bump-outs where you bump the sidewalk out to make it closer to the other sidewalk across the street as a solution is a possibility and just blocks needing to become more safe as you go up and down and cross at the right locations.

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

So, we went all the way down from Crawford up on the left, mapped out where they were, what were the relationships, some of the new things like the townhouses that you've approved recently that went in, the CVS commercial corner, the condition there. And then Brian, let's just kind of run through them, you can
see, and then we start moving to the commercial node at Lincolnwood and Central Park, and then another big bunch of residential. We get to Hartrey and Independence Park, a lot more retail, a lot more active and viable retail, more walking/strolling retail and we're over in Lincolnwood in that area. It's a little bit more service-y and a little bit fragmented there.

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

And then zoning. This is the start of this, the use, the land use, the form. I won't go into all the details but there's a wide mix of zoning up and down the street. Some is working; we think some isn't. And collectively, I think we've come to some good conclusions which we'll talk about in a little bit. But you've got some R-4's and R-5's, the B-2's, the B-1's and O-1's. We think the majority are okay but some of them need some changing and/or a complete change to a new district.
Physical conditions I mentioned a lot. If we start to take a look at some of the pictures, there are some great trees. We're a little worried about the condition of the trees. They seem to be choked in a couple locations. We think some of them might even have some problems with growth and if they're even going to make it much more past a few years.

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

Streetscape conditions we talked about. You start to look closer at the CVS site. Hopefully when the plan is done we would get CVS to work with the City to start greening that site up and making the facade look a little better to make it a little bit more of a better view going into the community. Hotdog Island, we're still amazed that anybody can pull in there during any kind of traffic situations. And then as you come...
into the community, you're seeing the drums and the junk and stuff in the back. So, we've got some ideas for that.

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

Then you look at the crossings and the sidewalk conditions and this is no one's fault, it's just time for a refresher on these sidewalks. The unfortunate thing at the corner at Green Bay, the northwest corner of Green Bay and Central where we have the two steps, until that corner is developed, we're probably not going to be able to get those two stairs knocked down because of the access points to the stores. But we think by setting back a new development, you could create a flatter plaza there so people can come right off the intersection to get in there.
Looking closer now at Ryan Field, we have a world class stadium with a great university in a great city. But conditions have slipped. That's an understatement. You've got the raggedy stuff along the alleys and chains and things and not a really great pedestrian environment day to day for residents and shoppers as well as for all the visitors that come and we show the City off to many, many visitors. I've been here for graduations where there's a lot of people in here and they're kind of walking through all this asphalt and these chains and things. So, we think that could be better. I think the community gave us a strong voice on that.

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

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

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

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

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

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

Also, you look closely on this min scheme, we've really worked the parkways over and the landscaping around all edges. Floating the parking lot right to the curb line doesn't work anymore. It doesn't give a good feel. Many of the residents said, you know, I'm a little afraid to bring the kids down there and
cross or go to CVS because it's not a great walking
environment. So, we shrunk down some of the drive
aisles inside the parking lot to make them more
efficient, put a full parkway in, greened up around CVS.
And you can see it hardly in the drawing but we also
show the potential for a new facade improvement maybe
following the City's facade program for CVS.

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

So, to the northeast corner, you see the
potential for CVS being redeveloped. You see a couple
of the townhomes where the low-rise townhomes were in.
We combine the alley with the driveway so it's more
efficient and less asphalt. We buffered more along the
residential and we put the parking in the back so it's
an easier drive in and an easier parking situation for
the shoppers.

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

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

Now, moving farther east, when we get to the next commercial section, the Central Park and Lincolnwood area, the Indian Museum is on the far left. There's a darker image there. The idea that the Indian Museum, when we met with them, they want to get more recognition, they want to get more visibility. Maybe a signage, maybe some landscaping or sculpture, or maybe it's even expanding the buildings. One of the things we talked about was greening up the gift shop to the corner and make it a little bit more of a retail corner.

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

You also can look down the south side of the street, you see a lot of the missing teeth. There is not a facade or a street wall of shopping there. A lot
of little scattered businesses in there. Somebody over
time may buy those and now we're showing them how they
could be developed in the next couple of concepts.

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

    Then farther east on the bank site, you show
the potential for redeveloping that as set back away
from the street with parking. We show the realignment
of Lincolnwood. And then far east, we show the
potential redevelopment of the White Hen and the
Blockbuster Video. The idea there is no parking in the
front, no triple parking there when the trucks and
deliveries come. Every time we go over there, it seems
like it's clogged up with traffic. If that site could
be redeveloped with the next site and the fire station,
a new corner development could be there.
And then the next one real quick, then we're showing some of the concepts. This is an existing street facade on the lower left. The building is kind of harsh white, not a lot of glass storefront. We sketched how it could look with a little bit more glass and a little softer look. And then if the little UPS and the other building in there ever redeveloped, how a three-story building with step-backs and roof lines would fit into that character again with a lot of articulated architecture.

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

Then we'd fix up the streetscape and sidewalks. Maybe do a few little seating benches or
pockets in the park to make that more usable. And then on the Chase site, we showed really using that site for shared parking more. Now, the sign says you should not park here, it's only bank customers. But neighbors are parking there. But they're confused, some won't go in there. So, if we could at a minimum get Chase to open that up officially for shared parking, it would help Bluestone and some of the other restaurants and stores.

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

Then we took and showed Chase and the paint store redeveloped some day. If it happens, what do we want in the plan? What do we want to get ahead of there? We framed it with mixed use. There's a parking deck in the middle that would serve the greater area. You have to work with the owner and developer to work
that out. And the view would be from Central and you
can get into the deck, or for Harrison we would have
step-backs and setbacks. You get residential above
retail or it could be office, and then a similar
development done by the paint store and the length of
that paint store down by Harrison to the south.

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

So, if the park could seem more as a village
square, we show seating pockets along Central. One idea
was just a little fence there to guide people to the
crossing so they're not floating across the block to
cross. We also looked at the possibility of a fence
along the alley to block the use. And then what's
interesting, the parking lot, we had a lot of
discussion. People want to see more parking. They
don't want to knock buildings down to create new parking. We had one suggestion that we check putting a parking deck on that lot. We did and it would be very big and it would be hard because by the time you ramp the second floor you really are inefficient on that second floor.

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

Then, we did some sketching and thinking of the whole block. This is the block that people said is one, two and three-story. We don't want them to go four-story like the zoning. We want to change it. Some people said keep it one, some two, some three. And
basically what we did is we did a little study, and you can see up in the upper hand corner, there's a three-story building in the corner, some one's, some two's, some three's. And we in-filled with three just to the east of that building just to show how it would look, and then you would try and pitch the roofs and do some articulation.

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

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

People said we like the architectural articulation. We like the step-backs and terraces but
five is way too high. We're still concerned a little bit about four. Okay?

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

The second concept, the mid concept then went to a mixed use parking deck right there next to Mustard's Last Stand. And the idea there was to create a parking situation that would maybe absorb some of the parking in the lots, allow some of the greening, get the parking closer to Central so shoppers and visitors would be right at Central but not packing lunch to come from the north to the south. Put some retail restaurants in the corners, maybe even a terrace restaurant, and then in-filling the teeth as we went along, as redevelopment
occurs beyond the theater project and across the street. Because when you look at this block, it's not great right now for retail. It's got some potential. We've got the train station right there. We've got more we can do about the stadium. If we get more facades and open glass storefronts, especially some of these low rise little office buildings that may turnover sooner than later. So, this was the mid scheme that said let's green up the front of the stadium, maybe screen some of the chainlink fence in those working areas under the stadium but highlight the beautiful facade on the west, and then put in a parking deck like getting 440 cars or something like that in there at four levels, 30 feet high with a facade of retail and restaurants on the front.

The next, the max scheme was, okay, if we still do the mixed parking deck, could we look at the possibility of some little buildings across the front of the stadium and maybe even a hotel or a restaurant or retail to the east of the stadium? Frame the street, get more eyes when walking on the street, hide some of the parking and still have parking available. Now, what's interesting is when you looked at those earlier
diagrams we had the circles on there, within a quarter mile of the Metra Station, this parking deck is within a quarter mile. Within a little over a quarter mile, this parking deck is next then to the CTA Station.

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

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

If you go to the next slide, this is a closer view. Create a little plaza, maybe Mustard's picks one of the two corners and goes into Mustard's New Stand or
Last Stand. We hide the facade of the parking deck with all new great architecture of retail. And right behind there, if you go to the next slide, we even talked about how you're looking from the west down into the stadium to the east, a green planting in front of those beautiful arches of the stadium where, as Kevin keeps reminding us, that's where ESPN takes the shot of the stadium on a game day, where you meet your loved ones to make sure you're all together for your seats, where you might tailgate, where you could have a picnic or event seating if there is not a football game. So, some kind of plaza would go there. Okay?

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

But the number one overall thing is sustain and enhance Central Street, not redevelopment and take it and start it all over again. Sustain and enhance it
and make it, think of it as the character that's there now and keep it the attractive mixed use, pedestrian oriented street. It's far enough away from downtown that it really, really serves the northern tier of the City as well as regional visitors. There's a lot of folks that know the street up and down on the North Shore.

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

Multi-modal options meaning bike and bus and train. Again, you have this great confluence there. Well maintained and vibrant green neighborhoods, they're there. Let's keep them going. And one of the things
from their value is to have a good commercial street to
provide. So, the more we fix this up and make it
to better, the more viable those green neighborhoods are.

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

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

Provide diverse residential options so they're
up and down Central. If you don't find a larger single
family home in the green neighborhoods, you can find
apartments, condos, townhouses and a range of options.

Improve the appearance and use of open space. The parks
are in pretty good shape but let's look at these parks and plazas and take them another level and maybe dress them up a little bit.

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

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

So, on the far west, this is the C-2 District where CVS is, in the Crawford-Grosse Point intersection. It's C-2, it's auto oriented. It is auto oriented out there. The idea is not to change that attitude or flavor but introduce some new thinking. One would be require shared parking, access drives and curb cuts. Just start to think about anybody coming in with
multiple developments, let's start sharing instead of having four, five, six curb cuts.

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

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

Now, we move down. R-4 is fine. The B-1A in the Lincolnwood-Central Park area, we think that the setback needs to be increased to 14 feet, curb to the front of the building so that we don't have that small sidewalk situation in front of the Renal Center anymore. And the idea would be to say to the developer, at the
end of the day we need a consistent 14-foot walk, so we put trees in and a regular sidewalk. Then increase the side yard going into the neighborhood to 20 feet from the curb to the building. So, there's a little bit more relief going into your green lawns as you live north and south of the street.

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

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

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

Going farther north, and we'll show you some of the concepts we have for that, C-2 will pretty much stay there. As the community develops over time, we've got to be careful how much commercial sites and properties are available for some of these auto uses. We all need our transmissions fixed some day, we just want to make sure the transmission shop looks good and
doesn't have junk all sitting outside. So, the idea would be as the future Green Bay Road north goes, we would put shared parking, shared wider alleys, access drives that are connected, and increase the setback to 14 feet also on that street.

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

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

So, here is the discussion and debate we need to do today. If we rezone it to B-2, then it would be similar to the Chase site. Four-story, articulated,
step-back, retail at the base, residential above or office. There's been some good discussion on maybe encouraging more office near the train.

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

Then when we get farther east, the O-1, we recommend going to B-1A so that that whole three-story profile would be kept all the way up to the stadium rather than the O-1. And then reduce the height in R-5 we talked about. And then there's a little spot by the station that we think we need to rezone to a more retail use so that we would encourage more shops to easily get into those stations. Those are kind of vacant in there now. Okay? A little complicated but I think it's important for this big picture strategy stuff for all of us to think about.
Now, here are some of the recommended strategies. You have design guidelines for certain parts of the zoning. These are some of the things we're starting to see maybe for all of your zoning so that when a developer comes in no matter what they do, what district they're in, we have landscaping that is set for everybody. You're not kind of hoping and begging and negotiating and pushing to get it.

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

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

Incorporate all the terraces.

Make identifiable storefronts. It sounds like it's 101 Architecture but sometimes people forget this.

You've got to see that this has got a commercial feel to it when you're going through the commercial blocks. You've got a few storefronts in glass and V walls and
entry points. So, that's something we'd look to.

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

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

Step-backs we've talked about up at the upper stories. Sidewalks we've mentioned. We think we can add, this is good news, five feet from like Lincolnwood west. So, in front of the Renal Center in some of those blocks, you'd add five feet on each side. So, at least
get like a 12-foot walk, and then the street width would
be all the same. We wouldn't have the weaving and the
merging issue. So, we think that's good news. And
then, install new walks because they need work. And
then in the residential, there is not a lot missing but
install where they're missing.

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

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

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

And then the crosswalks, give consistent
signage on all of them. Markings on all of them and
nice, clean lighting on all of them so that they all
read together. They're not kind of hit or miss so to
And then bump-outs where appropriate. Now, the bump-outs will help make the crossings better but we have to careful of some corners so the bump-out doesn't force people to jam up when the left turns are happening. So, it's a delicate puzzle that we're working with there. And then enhance the pedestrian signals.

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

The 30-foot setbacks, some nice greening all
the way around, the green Central island. Here we've
got a little residential building, three stories, or
maybe it's an office building, buffer against the
neighborhood, set back farther from this immediate house
right here. Over on the gas station and restaurant
site, we have a three-story with retail at the base,
with parking on the side, and the site is long enough
that we think it could be a little more creative with
the mixed use.

Now, what's interesting is we like the idea, I
think a lot of folks, of redeveloping the whole CVS
corner as an option. But realistically, that's one of
the busiest stores in the area and it helps serve the
western flank of the neighborhoods. So, we think the
main plan should recommend the greening up and fixing up
of CVS in the parking lot. This shows some facade work,
new parkways, fixing up the aisles, sharing some of the
access points, and eventually some kind of little
townhouse development. So, that's something we think we
can do now with CVS. But if CVS makes a move, then in
the plan you have the option for a full redevelopment.

Moving farther east --

(Question from audience.)
MR. LAMOTTE: We're going to take questions later, okay? We're going to get there.

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

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

Farther east on the bank site, we left Lincolnwood as it is. We put some parking off the street to replace what would eventually be used up on the site. If the bank ever wanted to fill out the corner and frame the corner, we show a three-story
residential or office above with retail in front and
some more parking in the back. It's got a nice step
there that you maybe get a little surface parking in the
back.

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

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

Now we're over here on Central, Independence
Park. Seating pockets, nice little green plazas where
you can sit with your neighbor or one of the neighbors
said something about making sure the benches face each
so we can talk to each other. This is a great idea.
This could be benches, it could be gardens, it could be
fountains, it could be bocce ball courts, chess tables.
That's all in the next stage of design. But the idea
here is that you really could use the front of the park
as well as the back. There was even some discussion
about maybe a gazebo or some small little frame
structure that you can have events or go sit and have
your coffee in.

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

And then we close the entrance to the parking
lot so we're not getting jammed up with lefts in here.
Close the little fence across there. Folks would turn
in and what we did is we completely reorganized the lot
so it's one easy circulation system. You could come in,
pull in, pull out, you won't get caught in that little
dead zone back there. We close the entrance up the
alley and now everybody's got two clean entrances to
work with. And Kevin, I think you have four spaces --
something like that. We also picked up a little space
or two on the street when you make those street changes.
We think this is one that solves a lot of micro and
macro issues.

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

Now, farther east on Green Bay, some
interesting refinements, especially for folks that were
at the last meeting. The northwest corner, still more
of a mixed use, frame the street, kind of match what the
commercial base of these buildings are, big plaza on the
corner. Then this would be stepped back to residential
or office above, 14-foot walk. And then going farther
north which we'll get to in a minute would be the retail
zone. So, as all these different owners would come
together, would fill in the buildings up in the street,
parking in the middle or in the back.
To the south, this is the Chase lot. On Harrison we show the four-story profile with step-backs, and on the north side on Central we show the three-story profile. Well, you've got to study this closer because we've got the parking inside. You pull into the alley, you go into the parking, you come in from Harrison and go to parking. And ideally because the block is so big, you'd work with the developer to get a couple of extra spaces in there for the community parking. So, this should be retail facade with office or residential above, again right across from the train station.

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

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

Now, the second action here we've got to look at is what I've said earlier. If the mixed use is the way to go or do we go to a one or two-story commercial building profile that continues to have the commercial facades along Green Bay. You got more than mixed use and the traditional things on Central, but do we continue that here as an option? Because if we go with this, folks, we'll start to fill in that profile. If we say we want retail or office but lower but shared parking, that's a different approach and we want to talk about that tonight.
Now, to the east, we brought Broadway down and connected it into Prospect, teed it in so there's one street now instead of two, to try to knock down the width of that drive there on the street so that we don't have so many conflicting turning movements there. We also think we're going to need to put a fence right at the access point so people aren't turning and walking across that part of the intersection.

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

This is the stretch north on Green Bay. So, here is Independence Park, existing buildings, future redevelopment of that corner, that kind of tight corner with the steps. And then if you start marching all the way up to the Dominick's, the idea would be retail. It could be drive-in type retail where you're going to pull
in and get to a parking lot. But what you see here is a 14-foot streetscape in front, curb cuts that are consolidated, either the street or centrally located, parking in between and parking in the back, with full alleys in the back where we restrict some of the semi loading that we're getting there today. So, this sends a message to these owners, we'd like to get together, same kind of businesses, maybe your business, but a better building, a better parking and a better look for the yard.

Okay. Moving farther east then, here is the theater proposed site, in-fill just bringing up the street, retail in the front, retail in the front, maybe a plaza in between. Same thing over here by Mustard's. Eventually that block is going to be a candidate for redevelopment. We show these now as three-story rather than four-story.

Then you take a closer look, this would be retail and possibly rooftop terrace, the four-story, 30-foot-high mixed parking lot deck. We also are showing, you'll see in a minute, a re-greening, and I want to show the full type of the parking lot. Why don't you go up on PowerPoint? So, what we're trying to do is
introduce a new streetscape across this parking lot so
you don't walk along the street, go to Mustard's and
then it falls off all the way down to the other side of
the stadium.

So, if you go to the next one, Brian, here is
how it would be. The retail facade, folks kind of
debated, could we put something in front of the stadium?
We thought it wouldn't be necessarily retail. It could
be a museum, it could be tickets. But a lot of you said
no, maybe not. But they like the idea of creating some
really great looking plazas in the front, a place to get
some pictures. When my nephew graduated, we had no
place to take a picture with mom and dad. So, this
could be a place you can take a picture.

This could also be a plaza that you can sit
and have coffee and visit your neighbors during the week
when there is no games. So, this greens up the front,
greens up the sides. You create consistent street trees
all the way along. We paved it all the way to the north
and all the way down. We created a cedar fence screen
to the houses to the west with an 18-foot alley. We
then show these access points, these pedestrian paths so
people can walk through green and get to the stadium.
Walk through green, this is the green plaza here across from the main arches. And really this completely changes the look and feel of the area.

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

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

And last but not least, the smallest little spot but it's got potential. Here is the hospital, here is the CTA Station. The first recommendation is we've
got to get that chainlink fence pulled out and some kind of decorative fence pulled back on that edge on the golf course. When you pull out of the parking lot, your line of sight is blocked by that fence. So, pull the fence back, maybe make it look a little more decorative, and dress this edge up across the fire station, get some retail in the station. Possibly we're going to study the potential for a drop-off, a little striped area here on the street by the medical station for the station. We're still debating that.

And then, we looked at the plaza, and there is no plaza. Here is the starter shed for the golf course. It's kind of raggedy, the chainlink fence is rusty. It's not a good front door to the area. So, what we thought of is let's put in a plaza in here that could be the entry to the golf course, could be the entry to the station and a nice corner as you come along from the hospital. We saw some folks crossing from the wide sidewalk to a very narrow sidewalk. Some folks walking down with kids on those sidewalk down to the street and then going in between rusty fences to the get to the station. So, that's another one of those candidates that could be fixed up sooner than later.
So, that's basically the plan. Last couple of things, we've done some good look at the streetscape. We won't get into every little tree in detail. The idea is to get new sidewalks poured, not get too fancy with pavers. We heard that loud and clear. Not get too fancy with benches and things. We get the sidewalks fixed up, this is Independence Park, and just fix up those pits and in-fill new trees where needed.

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

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

MR. MARINO: Thank you, John, for an excellent presentation.
MR. MARINO: Excellent job. If you're seeing this for the first time, it's a lot to absorb. But obviously most people in the audience from the neighborhood have been working on this over three months, this now being the fifth meeting. If you've been at all those meetings, it's fascinating to see how this has evolved during each of those meetings to the point at which it is now. There have been some real interesting dialogues and debates in this room over some of these issues. I'm sure some of those will be continued but I think there's a strong consensus that's emerged about many issues, maybe not all issues. And I think we feel pretty good about that. What we want to do tonight is have a brief break. But I know most of you have been here to at least two or three other meetings, but I'm seeing some faces for the first time. If you're here for the first time and you want some additional information during the break, you might want to check in with Vince Jones. Vince, if you could stand up? And Tracy Norfleet. These two have also been the foundation of

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

   (Applause.)

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

   (Off the record.)

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

   The second thing to clarify, I was asked by
our bike folks about bike racks and bike lanes. We do not think right now that there is enough room to do a full bike lane on Central. So, to clarify that, the bike route would be the smaller, tighter -- with the little chevron markings. And then, that part of the streetscape -- that we would increase the potential for bike racks where we could possibly put some decorative bike racks and maybe --

And then the next thing was a gentleman wanted to know about the viaducts. I think everybody in the room would love to see these viaducts changed tomorrow. Make them easier to see through, drive through -- work out within our lifetime but the City has been good at chipping away and getting funding over time for all these viaducts. So, we'll see what happens downtown when they're fixed up. Probably the safe thing, we'd like to incorporate that into our traffic study to say let's look at our viaducts closer and get them on somebody's -- for funding.

Then last but not least, I was reminded that one of our great activity generators in the area is the library. You've heard me talk about the stadium, the hospital and the museum, and of course the library and
the post office. So, we think that it is a great anchor for the street now and in the future. When we find these things, we call them activity generators, and that just means that people are coming in on a regular basis with all the stores, the shops in the neighborhood, but there are also civic interests as well. So, we think strongly that the library is one of those --

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

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

I would like to say one thing before I open this up for everybody else because along with Eb, I sat through all these meetings and I would like to ask members of the Plan Commission and the Council when you are viewing this plan, instead of viewing the height as being reduced, I hope that you will think about the number of people and cars that if this plan as it presently is constituted is enacted could be added to Central Street. So, I look at this plan not as reducing
although it does reduce height, I look at it as potentially adding a great number of people and traffic to the street. And that is why I fully support the reduced height in some of the buildings.

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

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

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

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

CHAIRMAN TISDAHL: Thank you.

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

CHAIRMAN TISDAHL: David?

COMMISSIONER GALLOWAY: Yes, it seems to me that there are some certain zoning policies that were
implicit in this plan. And I think some of the zoning
policies and down zoning that we see as part of this
plan is also reflective of some of the abuses that we
can all point to in the City whereby through the planned
development process a number of buildings have been
built egregiously out of scale with their context.

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

And one thing I noticed in reading the
documents that were submitted to us was there was a
reference made to form-based zoning or form-based code
which the City is entertaining in a number of other
neighborhoods. And it would seem to me that if the
desire here is for the community to have a secure
understanding as to what the scale setback and character
of developments along Central Street is to really be,
the best way to afford that would be through, one of the
ways to afford that would be through a form-based code
wherein an envelope is created and the buildings are not allowed to exceed that envelope.

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

And the two areas that I look at here where I think a little more expression, and by virtue of that perhaps a little increased height would be beneficial as far as defining these areas and providing a fencepost, a signpost, a totem if you will, would be the Chase property and perhaps some of the properties at Skokie.
and Crawford. Both those areas need a strong architectural and urban planning design spatial component that defines them as a place of 'you have arrived.' You have arrived to this gateway into Evanston such as the Skokie location. And as regards Central Street, you have arrived at the northern most transit oriented development node in our fine city.

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

ALDERMAN MORAN: I would reiterate what Liz is saying here. We did have a presentation from a consultant in California about form-based zoning and I think a lot of people had a lot of enthusiasm and I think there is a lot of enthusiasm for form-based zoning. It just didn't really fit the mission that we had here in the time frame that we're trying to work on. Some people have questioned whether we have been going too fast in this, but I think it makes sense, made sense
to set an aggressive schedule to approach these issues
because, you know, as the clock ticks forward, I think
all of us in Central Street have become concerned that
we need to move. And if we think that there are
improvements we can make or encourage through this plan,
that we should get on to it.

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

I also would like to make a quick comment on
Stuart's observations. I don't know exactly how to, I
mean, you know, the implications of your question are
apparent and I think people have thought about those
things. I'm not sure that we're necessarily thinking
that five-story buildings that exist in this stretch
which there aren't that many but there are a few, and
some of those were the catalyst for some of the issues
that we tried to address in this exercise.
From my own perspective, I don't know that the adoption of this plan would mean that we think somebody is going to come along and tear a five-story building down and replace it with a three or four-story building. And actually, the five-story buildings are fairly modern, you know, developed not too long ago. So, they'll be there, you know. I think the notion of addressing that concept is more not what has passed and what might be pulled down and then reconstituted, but more in the areas where this could be propagated that we would stop that or slow down that, maybe stop that propagation in the areas where it doesn't exist.

Just very quickly, I wanted to say a couple of things just in general. I want to thank John Lamotte and the Lakota Group and their partners in this process. I find their presentation to be really sensational. I feel as though their presentation tonight demonstrates the fact that they have been listening very carefully to the comments of people who have been here. And yes, there are a few components in this proposal that I think will be, as John pointed out, the subject of future debate and discussion.

I think that what we are seeing as this plan
has evolved is a constant march towards consensus on an awfully large percentage of the plan. I know that we aren't done yet but I'm encouraged by the progress that we've made. And we hope that all of you continue to be engaged.

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

I am very excited not only about getting a plan for Central Street for the future and its environs, but I am very inspired by your participation in this. It makes me feel that we did the right thing by saying we need this, that we engaged the Lakota Group to help us with it, and that we have invited you to be our partners in the development of this plan. And I hope you will stay engaged. And I want to say also to the
Plan Commission members and other City Council members, some of whom have been here for almost all the meetings and others not, but we've had great turnouts on all these meetings. And what you're seeing here tonight as a proposal is really a product of a tremendous amount of discussion in the community. So, thank you.

CHAIRMAN TISDAHL: Alice?

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

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

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

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

So, we thought this a good opportunity and IDOT thought the same thing. We have a 40-foot pavement width farther east, and then you continue that, pick up the extra width from the sidewalks, not to put it in a bike lane because we'd help the traffic safety, traffic movement and then still be able to move traffic.
I also think there was a lot of discussion that this is really a good thing to ride the bike and really pushing the bike on Central in a good way. Backups, parallel parking, the crosswalks, the left turns, and in most commercial areas, people can ride it through Downtown Evanston, they can ride to downtown and park. They're right about that. But it's not necessarily the preferred bike lane. And that's why you're usually coming to it and then parking the bikes in the racks near them.

Now, that doesn't say we couldn't do a route for that and that's something Bill is still looking at. But we're really not encouraging that much of a width on Central with the bikes. It seems tight and we're not going to be able to do much east of, you know, Lincolnwood. So, that was the rationale.

Now, in other areas where we had more room and -- but I think in the long run this would probably make more sense. And then when you look at the whole town and the east-west movements through these neighborhoods, if you could channel folks that are going to the lake through the neighborhoods, still maybe with some guiding signs of here are some great restaurants and shops to
come on to Central Street, then maybe that's the best of
all --

CHAIRMAN TISDAHL: Alice, are you done?

COMMISSIONER REBECHINI: Yes.

ALDERMAN MORAN: A little bit more background
on this. Many of you probably know that the City has
been involved in the development of a city-wide bike
plan. And we actually had developed plans and in our
initial plans we did have a bike plan on Central Street.

In this portion, a large portion of Central, it's still
under IDOT jurisdiction. When the street is under the
jurisdiction of the Illinois Department of
Transportation, they have the call on whether we can put
a bike lane in or not. And we have to get their
blessing in essence to do that.

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

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

CHAIRMAN TISDAHL: David?

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

CHAIRMAN TISDAHL: We do want to retain and encourage it. We do want to retain and encourage the mom and pop stores. That was part of the reason for down zoning as much as we have. The mom and pop stores are concerned that if someone comes and builds a four or five-story building, that it will be too expensive for them to rent space and that they will have to move out. So, that was a concern expressed by the Central Street
ALDERMAN MORAN: I would also say that I think mom and pop stores are subject to some of the same stressors as giants are subject to. You know, we Sears and Kmart struggle, and mom and pop stores can struggle, too. We see big box people who succeed and we on Central Street have seen many mom and pop stores who are great successes. And, I mean, my own personal viewpoint is that, you know, everybody is in the pool but I have confidence the mom and pop stores will endure over time and we want to have a plan that allows them to endure on Central Street.

CHAIRMAN TISDAHL: Alderman Wynne.

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

MR. LAMOTTE: That's a great question. And I think it's really -- some of the debate on this. If you
look at the south side of Central and Green Bay, you've got C-1, a little less intensive than the C-2. And the idea there is right now you can -- paint store and all these things are there. But there is a restaurant or a mixed use -- so one track could be let's review any new developments on Central or around the corner of Green Bay by the train station, have retail at the base but residential or office above, the true mixed use as the Aldermen would say.

The other option would be, well, maybe not so much mixed use but one or two-story office/retail format that would allow people in the community to still come but maybe pull a little traffic off of Green Bay. But the new thinking would be consolidated parking, parking on the sides or back, not in front, sharing of curb cuts and things. So, I think the choice for the Aldermen and I think it's really more of a discussion and debate -- standpoint of what's more important now. Now, we know there's a lot of crazy turns and the Village is looking at some of the length for the left turns and things that are, if you're coming south on Green Bay past Central, are you ready to pull into a commercial like Harrison which is a good street --
So, if you could think of that mixed use format, or more of a single or one to two-story format of office and commercial, there was a lot of discussion I think -- not a lot but some discussion about our office folks and service providers -- So, I think that's just a good land use decision. We can see it both ways. Green Bay is more -- auto oriented streets, it's gotten to look better but it's still auto oriented/commercial. It also is near the train station.

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

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

But you also raised the point of the thing that we always hear about transit oriented development, therefore you could have fewer parking requirements. The studies that we've done on Chicago Avenue
demonstrate that even in new buildings that are directly
across from both the Metra and the L locations, people
still own more cars than they have parking spaces in
their building. And one of the things that we had a
transportation analyst tell us is that transit oriented
development works when you really truly have a transit
system. But what we have is a commuter line system.
And so, that means people can get to and from work
really easily but it doesn't mean that they can get to
Old Orchard or the grocery store or Target or any of
those places except with their cars.

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

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

ALDERMAN WYNNE: Go right ahead.

MR. LAMOTTE: I think you're hitting it right
on the head because there's transit oriented development
and there's transit oriented development. If you look
at it in the pure sense, some of the things that happened in Washington, D.C. where they planned the station, planned the development around it, and the development is clustered right at the station, you can walk without a coat right after the train and do your thing, but it's the other trips that, you know, we need to be careful of. It's easy to -- I think we have a first or second workshop of we'll just have no parking and then they'll all take the train. Well, that doesn't work.

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

In discussions with Staff, we don't think we're far off with the ratio which is now is the time. We're looking at everything with this plan. Density, height, weights, everything, to see what we should as a policy give guides to -- at best. So, if the one per unit is still shaky, let's talk about that.
Now, one thing we have found in commercial downtowns is 1.5 isn't really a deterrent. Sometimes the developers say I've got the one unit with the one car, we've got a couple with two cars, a couple of units and then I might have a few extras then that are ready for a dinner party or grandma stays overnight or something. But going 2 or 3 is too much and maybe 1 is still a little light. But we should really debate that.

CHAIRMAN TISDAHL: Thank you. Are you done?

Larry.

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

But my question is in that same -- I said the reason that our residents still have the same number of cars whether they live next to the train is what we don't have are cruising taxis. And in downtown Chicago, Washington, New York, that's the substitute for the other car. But my question on this is taxicabs. Do you know what I mean by cruising taxis? Taxicabs, you know. You stand on a corner, you go like this and three of
them pull up. Taxis, t-a-x-i. We can talk about that, too, but that's a different thing.

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

MR. LAMOTTE: On the south leg up here?
COMMISSIONER WIDMAYER: On that C-1 area today.

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

COMMISSIONER WIDMAYER: So, you don't think
MR. LAMOTTE: No, the traffic -- left turn lane that may be restricting -- Harrison will help, wider sidewalks, getting the viaduct fixed up some day. But there's retail there now, the paint store is there, the bank is -- and we think off peak, you know, there's the people coming in and out of residential -- but you're right, I mean, it's a delicate street, Green Bay, because people are flying by and because they're really pulling in to park and do business. We've got to be careful not to hurt that.

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

COMMISSIONER WIDMAYER: Let me, I guess, restate it a little bit. I wasn't referring to the Bank One traffic. I was referring to the three or four lots that are the paint store, the south paint store down to
where the new condominiums are being built.

MR. LAMOTTE: Towards the south?

COMMISSIONER WIDMAYER: To the south, yes.

Yes, I wasn't referring to the bank lot one.

MR. LAMOTTE: So, at least to Harrison, you're

-- retail corner?

COMMISSIONER WIDMAYER: Oh, yes. I'm sorry,

my question is Harrison south.

MR. LAMOTTE: And that's another good

Debate, liability and --

ALDERMAN HANSEN: I just, there was a point

that was made earlier that I think should be addressed

or if it hasn't should be addressed in the future is the

idea of the PUD and where that fits into this plan.

Because I do like the idea of, you know, making it, you

know, the three-story or lowering the height down to a

three-story. And clearly, what John had said was, you

know, you talked about four and five and people clearly

said no, we don't want five, four scares us a little

bit. And if we're talking about a PUD, that's, you

know, a developer coming in saying I want relief and I

want a height bigger than three stories. I want, you

know, a setback that's less than the 20 feet.
So, was that any part of the discussion during this planning process?

CHAIRMAN TISDAHL: It has been discussed a little bit at least with me. I'm trying to remember if it was at these meetings. But from my perspective, I would love to have this be a sacred zone with no PUD's. (Applause.)

CHAIRMAN TISDAHL: I did want to ask the City Manager who is here, we had discussed, Julie, you and I, at one point having commercial zones along Green Bay and the need for some commercial areas. And I wondered if you had any views on our question about whether to keep that or whether to have it be residential.

MS. CARROLL: Well, I think the concern I have about losing commercial is that we need to increase our retail base or have some office spaces that we're losing in the downtown area and that's why I favor the commercial over residential because I think that, my concern is we're turning over a lot of commercial into residential or mixed use in the downtown area, particularly the Research Park area. And we have to have some variety for people that are smaller office or the smaller retail. So, I think it's important to have
CHAIRMAN TISDAHL: Thank you.

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

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

MR. LAMOTTE: That's right.

CHAIRMAN TISDAHL: All right.

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

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

Well, I would like to thank John also. I think the Lakota Group did a wonderful job. And I would like to thank all of the people who have come here
tonight and every other night to work on this.

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

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

All right. We'll go through the ones who are signed up first and you'll each have four minutes, and then we'll go through the ones who didn't know there was this secret sheet. Barbara? I was sure you were going to help us with all your zoning experience. All right. Next is Harold Miller. Maybe you want to go up to the microphone, Mr. Miller? Okay, anyway you want.

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

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

ALDERMAN JEAN-BAPTISTE: We can't hear you
over there.

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

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

(Applause.)

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

thank you.

(Applause.)

CHAIRMAN TISDAHL: John, will you try to
answer some of his questions after the meeting? After
the meeting goes, thank you. Mary Rosinski.

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

MR. LAMOTTE: Three.

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

MR. LAMOTTE: On Central --

MS. ROSINSKI: Yes, was that --

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

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

CHAIRMAN TISDAHL: Jeff Smith. Jeff?

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

Two important points I want to make that aren't always said, that most of the time people in Evanston agree despite appearances to the contrary.

People don't come out when we're in agreement and so the vast majority -- Council agrees don't make the papers. The second point is that you can't ever take anything personally. I'm not among those who feels that if people disagree, they must be evil or ignorant. People have honest differences about methods and solutions.
And in Evanston, I assume that everybody wants what's best for Evanston, and if we're on opposite sides today, we might be on the same side tomorrow.

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

With regard to the group I represent, I just want to say that sometimes I'm worried about the word stakeholders. It suggests a land grab from the 19th Century or else somebody is holding money for a bet neither or which are appropriate I think in the planning process. However, if we're going -- to stakeholders, I would suggest and urge that the Plan Commission and Council put the residents and the neighborhood first. Just looking at our view among our membership which is now almost 150, we have considerably spent over a
thousand years living in this neighborhood. We paid
conservatively about two million dollars directly to
taxes just to the City of Evanston and doesn't come to
schools and it's probably double that if you count
street sweeping times.

I would guess that our membership probably has
conservatively over $20 million, maybe $30 million sunk
in equity into the neighborhood and made over 200,000
automobile trips and at least half that many -- logged
in the neighborhood. So, when you're focusing on
development, this can be misleading because you look
only at incremental revenue and inadvertently you can
take for granted the great and strong base that exists.
And I would suggest that the people who have sunk so
much into this neighborhood and will continue to pay
outright more than any developer ever would should count
for a little more than some LLC that might have only
been in existence for six months and after selling their
condo units is gone.

(Applause.)

MR. SMITH: I'm in complete agreement with the
focus of some Commissioners on economics. I don't think
there has been enough of that. I think the Commission
in its upcoming work, I urge them, you, us all to take a
look at the real on-the-ground, feet-on-the-ground
store-by-store economics of what happens to a
neighborhood when you redevelop.

The question what developer is going to, you
know, knock down a building that's five story to put in
a four-story one is a great question. And the answer to
it is that first of all this area was singled out by the
planners -- one that's not crying out for redevelopment.
We're talking about enhancing and sustaining. Second,
I would just raise the question what independent
retailer can survive a redevelopment of a building
that's bought for $75 a square foot as a tear down where
you put $250 a square foot in the infrastructure. And
what we're looking to do with the down zoning is reduce
speculation.

There's a number of points that when we get to
the Commission phase and the Central Street Neighbors
Association fully agrees with the recommendation of
Staff to refer to the Commission for further discussion,
it will be in the nature of testimony. In particular,
we want to focus on three things. One is that the B-1A
designation needs to be tweaked a little bit -- planners
in the recommendation that's going to be B-1A in some of these areas, but also we urge you to take a look at -- movement towards a form-based type of coding or the suggestion of setbacks and step-backs.

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

Sure, the planners made many references in their summaries to the many -- in our workshops for more green features. I'm not sure, other than a lot of trees which are in part great, that green buildings with sustainable practices are figuring in as much to this and we'd like to see a bit more of that. I would say -- I know I have no time -- and we're in great agreement with most of the things that Lakota Group and their
cohorts have recommended. I think this is a fantastic
progress where along the way the consultants started
thinking more like residents and the residents started
thinking more like consultants. Thank you.

(Applause.)

CHAIRMAN TISDAHL: Pat Dyer? Oh, thank you.

Richard Wright?

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

The few items I would like to indicate,
there's already been kind of a discussion of different
types of transit oriented development. I think people
have said that this is not the ordinary sort of, you
know, suburb, that, you know, we need to kind of get
people off the highways and into the train stations.
We're already into the train stations. And people like me who already live in the area, we already walk to the train station 10 or 15 minutes. And we have parks -- I think it's correct to say that to the extent you can reduce parking very much in this area, even if they're right next to the train station I think is a mistake, that people are still going to be driving everywhere else except on the way to work on the train.

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

We have tremendous congestion, traffic is often backed up for blocks. Many of us, me included, never use Central Street, at least, you know, only rarely, you know, at certain times. We go -- streets because Central Street is so congested, it backs up for
blocks, you know, so that we need to have in this plan if we're talking about, you know -- density in. And even though it's part of this down zoning that, you know, even with the B-1A, you're going to have double or triple what you kind of have here now. If you put this in here, you're going to have a lot more traffic, a lot more density, and -- numbers about what that all means. I think we need to have this.

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

On the other hand, insofar as you do change the C zoning to B zoning, you're going to make tremendous up zoning. That was what's there on the Prairie property, they went from C to B-2, they went from no residential over there, only 1.0 FAR to allowing
a four-story, 50-foot building with very high density. I remember in talking to the Plan Commission about that and opposing that project, the Plan Commission told me we were not allowed to say anything about Central Street itself. We recognize that's too high for Central Street -- I hope they're stick to what we said at that meeting.

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

But, you know, insofar as there's a question to develop these, I can see that. You know, some of these C's into B's, that is a tremendous up zoning. That's going to let in a lot more density, there being no residential before, only 1.04 FAR which means you can
only have a one-story building by the lot line. And it has to be, you know, residential where we have no residential, that's -- there's up zoning in this and there is down zoning in this. There is very little reduction in existing buildings. In fact, it allows for a lot of additional density in this plan, a tremendous amount of additional density.

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

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

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

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

(Applause.)
CHAIRMAN TISDAHL: Thank you. John Walsh.

John Walsh? And Mr. Hughes, you're next if you want to set up. You have slides?

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

I want to make just a couple of points without repeating what has been said by the other speakers. I fully support the comments of Jeff Smith and Richard Wright. I wanted to ask the Plan Commission and the Aldermen to recognize and appreciate, I know Alderman Moran and Alderman Tisdahl who have been involved in this process know how much time and effort has gone into it. But for the other Aldermen who have not been so closely involved, I hope you recognize that the report of the Lakota Group and the other consultants has been very thorough, very well researched and very well
articulated. Alderman Wynne, I know you mentioned that
you wish that you had a similar opportunity in your ward
and I hope that you will appreciate the value of what
has been done here, what has been accomplished with this
plan, and the range of recommendations.

One point that I think needs to be addressed,
and I've heard John Lamotte say it at our visioning
sessions with regard to the B-1A Zoning Districts, right
now those, the height limit is three stories or 40 feet.
The 40-foot limit that exists there came about in
somewhat of an offhanded way last year when the shopping
district that's between Ewing and just west of Central
Park along Central Street, when that going through
hearings and being rezoned as a B-1A. As I recall, the
recommendation was that the maximum height be something
like 35 or 37 feet and I believe it was one of the City
Staff who suggested at the hearing why don't we just
make it 40 because we don't like to deal with odd
numbers.

I submit that 40 is too high for a B-1A Zoning
District. It's certainly too high for the area along
Central Street that's between Hartrey and Eastwood. And
so, I want to ask as part of this process the Commission
and the Council consider reducing the maximum height of
the B-1A Zoning District to 35 feet rather than 40 and
adopt that as part of the recommendations of the Lakota
Group. Thank you very much.

(Applause.)

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

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

I want to say to the other Aldermen, I hope
that you can feel how strongly we have worked for this.
I will say that I entered this process feeling fairly
cynical about the possibilities that existed, and I've
come to feel less cynical. I think there's a great
change that we have gone through working with this. I
know that the west side went for a planning process
also, that seems to have been similarly constructive
although longer. I wish in some ways that we have
longer. But I think that we should move forward with
the plan that we've been given.

Time line was a question that was raised by
the first gentleman who spoke. And I hope that the time
line is short on this to act on these recommendations.
I wanted to say that I think this is a way to
look at investment to the neighborhood, comparing the
investment of the current residents to the investment of
the developers who want to come in -- we know that
Evanston sometimes is seen as a stepping stone. People
will start here and then move up the shore. And I think
that a lot of us just love Evanston and would never want
to move up the shore. But I think that we want to
maintain an area that has so much to offer and frankly
-- benefits throughout Evanston to the other wards if we
can.

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

There was one question about supporting mom
and pop stores. There has been some talk of trying to encourage the B-1A zoning to support what’s called real retail, not offices, storefronts but actual stores, real retails, not insurance companies and so on perhaps have those office buildings on the second floor or whatever. That may be a solution.

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

There are planned developments that happen all the time in Evanston that have neighborhood input that result in nice buildings. And I think that this master plan has started that. If necessary, we could have form-based context on perhaps later when you think about that for all of Evanston. We could 'terrify' developers by insisting that they deal with neighbors a certain number of times. Those are all ways to try to make the interface happen.
In short, I think a lot of folks here really support this work. And we urge you to go forward with it as quickly as possible.

CHAIRMAN TISDAHL: Thank you. Carl?

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

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

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

I would recommend also that we consider build-to line rather than a 14-foot sidewalk. And the reason
for that is there is no telling how long it will take
to, let's say narrow Central Street. It could be ten
years from now. So, where does a developer building the
building? It's better to have a build-to line in those
instances rather than just say 14 feet.

John Lamotte mentioned design guidelines. And
John, if you could please describe this? Who will write
them? Are they part of your plan? How can these
guidelines be enforced or have the oomph or power to
direct good design and architecture?

Good design and shared parking is not ensured
by the master plan. We simply can't depend on these
things in the plan. We have to have some further
guidance, whether the building code, form-based zoning,
whatever, to enable the good design to be the finished
product. Thank you.

(Applause.)

CHAIRMAN TISDAHL: Thank you. Okay. Who
else? You, sir, are next. Who else wanted to speak?
You want to go up next and then Carol, you're after.

MR. MANROSE: Steve Manrose, 2100 Harrison
Street, formerly on Elm Avenue, the yellow house across
from the tennis courts. Some of you must have seen it
on sale. We sold it by the way.

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

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

And then the dumpsters of these new buildings particularly in the crown jewel, if they can be put on this property and not on alleys, that is a problem. I
think that's got to be provided for. So, the alleys, the telephone poles and then Harrison Street where they come down like rockets. Thank you.

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

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

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

CHAIRMAN TISDAHL: Thank you. Carol Bild, you're on next.
MR. SIEGEL: My name is Bob Siegel. My wife and I have been long time residents. And I'd like to keep this very short. But I'd like to reiterate one point that was made about the build-to line. I'm a retired architect and -- I think that's really important.

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

CHAIRMAN TISDAHL: Thank you.

MS. BILD: Carol Bild, I live at 1404 Lincoln. And I'd also like to really say how much I appreciate -- listen to it. I'd just like to say that a comment was made at one of our meetings that once they had a plan developed, then they stopped the developers coming in and asking for the moon, they work past the first stage and I think -- all this I've learned that it’s sort of like negotiating houses at the very bottom level. The developers come in with something that they know will never be approved and it's a whole negotiating process so that they look like the good guys giving up
this and giving up that. And I think some of that really gets the citizens unnecessarily upset. And now I realize some of those things that were proposed early on were just negotiating tools.

So, I would hope that maybe you can repeat what you said about there was some mayor that where the developers brought something in that was totally out of line was just told immediately to go back to the drawing board so don't even bother bringing something forward.

So, I would hope the Council would listen to that because I think this whole process that I've watched sort of start at the bottom level that these developers, and maybe it's just the system the way it is coming in with something and then modifying it. And I hope with a plan like this, they will know from day one what would be acceptable to even bring in to talk about getting.

Thank you.

CHAIRMAN TISDAHL: Thank you.

(Applause.)

CHAIRMAN TISDAHL: All right. Does anyone else want to speak who hasn't spoken? Then, Mr. Hughes, you're on. We're going to have some slides so the members of the Council who are sitting right here may
want to, I think we all should move.

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

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

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

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

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

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

Part of the study, I understand you're doing
this to look at traffic, and the way traffic studies are
done, somebody stands on a corner with a counter that
would count the cars going by and then turn left and
they turn right. Then the counts are done by the end of
the day and busy hour is calculated. And that hour for
one day a year is used to size the intersection.

Using the formula based on the delay, the
number of cars in line is calculating it, the delay
factors come up with it. And this is then added on each
study that comes up for a particular developer.

However, there are some things that continue to be a
problem.

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

This isn't going to get better if we increase
density. And this is an opportunity really to look at
this to see if we can do something about it. There's probably one accident every two weeks at that intersection given the rates that have here. It is five times the next closest intersection.

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

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

Secondly, regarding traffic, we are proposing to, I said constrict Central, it’s probably a bad word,
to narrow Central which will be good for the street cape, and bump-outs are going to be added. They'll be good for pedestrian safety. But with that combination, will it slow traffic? Will cars parking and buses stopping allow traffic to pass on the right? What about safety when you add all this traffic up and look at the density of the overall area and the speed of traffic? Will we need to reduce the speed limits? These flow items need to be studied as well.

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

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

(Applause.)

MR. MARINO: Yes. I believe the next step on the agenda, number 7, really pertains -- refer the master plan to the Plan Commission for consideration. And there is two components of that master plan that actually -- the zoning recommendations particularly require a great deal of formal hearings and the very important legal notification process. So, those are
more time consuming. The non-zoning issues that are
eMBEDDED in the master plan may, I emphasize may, move
along faster. And the track that we have here is P&D
making a reference to the Plan Commission to come back
to P&D with their recommendation on the entire master
plan and also on the zoning issues that they have to
include times.

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

John, do you want to add to that?

MR. LAMOTTE: For clarification, I think just
a couple of quick ones. There was a question, design
guidelines, what could they mean and are they going to
be in the plan. If you think of the street right now
without a plan while we're all here, is to put a plan
and guide together, our plan will address the land use
and the zoning in general terms. As Dennis said,
there's more work to be done beyond that. Either you
change your district zoning or it might be form-based.
The plan will have the policies in there
approved by the Council. So, today a developer comes
in, there is no plan. Tomorrow or whenever this gets
approved, you'll have a plan. After all this process,
the point that was made earlier, you can then point,
sir, we just went through, you know, a six to eight-
month, a year process, here is our plan, here is the
direction, here is the height, here is the design
guideline, here is where zoning is going to be changed,
what part of this don't you get.
It's really, I don't mean to be flippant but
we run into this community by community. Without this
planning like we're doing, it's hard to do this trench
warfare and negotiate each project site by site. So,
the design guidelines we listed here, we're going to
have those listed as ideas and guidelines in the plan.
The Planning and Development Ordinance has a lot of good
technical information. We're basically saying let's
look at it for the whole street anyway, whether it's

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

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

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

One other quick thing was the build-to line.
A build-to line is different than a setback. And what
we're seeing more and more around the country is the 
build to this line because we don't want to have to 
interpret crazy setbacks and then we don't get good 
sidewalks at the end of the day. If somebody steps to a 
block and says I'm ready to go but it hasn't been 
widened yet, it's farther west, then City Staff and the 
Council could look at that block and say maybe it's time 
to get that curb line fixed.

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

MR. MARINO: Just a couple of things to add to 
that list just quickly. A question was raised about how 
does this all get financed. A great question. We're 
early in the process here in terms of trying to get 
agreement on concepts and master plan. But prior to
developments that you see here that's contemplated with the concepts that are in here is a soon-to-be privately financed, -- privately financed.

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

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

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

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ALDERMAN MORAN: I would like to make a motion to refer the proposed plan for Central Street to the Plan Commission for its consideration, review, analysis and recommendations.

ALDERMAN WYNNE: Second.

CHAIRMAN TISDAHL: Thank you. All in favor?

(Chorus of ayes.)

CHAIRMAN TISDAHL: Opposed?

(No response.)

CHAIRMAN TISDAHL: The ayes have it. I would like to make mention one other thing Alderman Rainey reminded me. In case anyone does not know, there is a moratorium currently in existence on building on both Central and Green Bay in the 7th Ward. And we would like to have all of this resolved before the moratorium expires.

MR. MARINO: And if I remember correctly, that expires in July or July 12th, is that correct, Jim? Okay. So, that's our time line.

CHAIRMAN TISDAHL: Thank you all for coming.

(Whereupon, the joint meeting was adjourned at 9:55 p.m.)