CITY OF EVANSTON

PLAN COMMISSION

RE: PROPOSED PLANNED DEVELOPMENT PUBLIC HEARING 08PLND-0083 631-749 CHICAGO AVENUE. An application by Evanston Devco, LLC as contract purchase for the subject property, for a Planned Development. The subject property, commonly known as 631-749 Chicago Avenue, is presently located within the C1a Commercial Mixed use zoning district. The applicant requests that the City grant a planned development as a form of special use permit including such development allowances, exceptions to development allowances, and other relief as may be necessary to allow redevelopment of 631-749 Chicago Avenue as a mixed-use development including multi-family residential, live-work, retail, and accessory parking uses.

A Transcribed Report of Proceedings of a public hearing on the above captioned matter, held August 13, 2008 at the Evanston Civic Center, 2100 Ridge Avenue, Council Chambers, Evanston, Illinois, at 7:04 p.m. and presided over by Stuart Opdycke, Acting Chair.
PRESENT:
S. OPDYCKE, Acting Chair A. HUNTER
D. GALLOWAY       J. NYDEN
C. BURRUS         C. STALEY
S. FREEMAN

STAFF:
T. NORFLEET       D. MARINO
COMMISSIONER OPDYCKE: We'll now commence, we do have a quorum. I'm Stu Opdycke, I'm the Vice Chair of the Planning Commission, I'm here in Jim Woods' stead. The first order of business is approval of the minutes for the meeting of August 6th. Is there a motion to approve?

COMMISSIONER STALEY: So moved.

COMMISSIONER BURRUS: Second.

COMMISSIONER NYDEN: Second.

COMMISSIONER OPDYCKE: All those in favor?

(Chorus of ayes.)

COMMISSIONER OPDYCKE: Opposed.

(No response.)

COMMISSIONER OPDYCKE: Hearing none then the minutes are approved. Tonight we have a rather limited agenda featuring principally the proposed planned development for 631-749 Chicago Avenue. All the appropriate notices have been given. And I'm just going to read a short synopsis of the proposal.

The applicant proposes to construct two new attached structures at 631-749 Chicago Avenue, this is on the southeast corner of Kedzie and Chicago Avenue in Evanston, to develop a mixed-use development with the
following principle characteristics:

232 dwelling units, 8,400 square feet of retail commercial space on the ground floor. A gross floor area of approximately 225,000 square feet. Two connected five-story buildings of approximately 92 feet each in height. Approximately 329 parking spaces distributed both below and above ground within the two buildings.

The applicant is requesting special use approval for a planned development as required under the Zoning Ordinances. The applicant is requesting no site development allowances above what is permitted in the C1a zoning district.

So with that perhaps we should start with any staff reports.

MR. DUNKLEY: Bill Dunkley, the Zoning Administrator.

COMMISSIONER OPDYCKE: Mr. Dunkley.

MR. DUNKLEY: You have included the staff report prepared, which was included in your packets, it identifies that the project as proposed is compliant in all respects with the C1a zoning district.

The staff report, by the way, is somewhat
different, it includes only the comments, the report by
the Community Development Department. We normally do a
joint report with Public Works. Public Works is still
working on their comments, and they will be forwarded to
you as soon as possible. They need to talk with the
applicant, get some more information from their
consultants, and I assume that will be happening in the
very near future.

As far as its compliance with the, support of
the general plan, we find very high level of support. I
don't believe that there is any criteria except, and
it's marginal, it's adaptive use of buildings, since
their, the existing buildings are being entirely razed.
One could argue it's not applicable. But there is no
adaptive use of buildings involved in the project.
However, on all other criteria they are found to be not
applicable or supportive.

The project was presented to the site plan and
appearance committee meeting, committee on the 19th of
March of this year. And the response was fairly
positive, particularly impressed with the applicants
knowledge and desire to work within the Chicago Avenue
streetscape plan. And their desire to work with the
community, and to hold community meetings, and even to
design -- regarding a proposed public space on the, on
the property.

At this point, I believe the project is
contingent upon the finalization of a, actual
acquisition of a final piece of property that is owned
by the city that is well under way. In fact, I believe
the applicant has a memo from the city indicating that
it's, the city gives its permission to fully undertake
the planned development approval process.

The development consists of mixed-use, but
primarily residential, rental residential property, 232
dwelling units, six floors in total. The two buildings
are separated but are, they're separate buildings but
they are connected above the ground floor.
Approximately 84, 8,500 square feet of retail commercial
space on the ground floor, a total size of 225,000
square feet thereabouts, which results in a floor area
ratio of 2.73 which is well under the 4.0 that's, that's
permitted.

And 200, 329 parking spaces, which are both,
there's significant underground on one level of
underground parking, and the remainder is on ground
level. And as you, as you mentioned, the applicant is not asking for any development allowances above what is allowed by right in the C1a district.

So if there are any questions, I'll take them at that point, this point. But I believe you may want to get on with the developer's presentation.

COMMISSIONER OPDYCKE: All right, thank you. Any questions from members of the Commission? Mr. Ross, will you be speaking for the applicant?

MR. ROSS: Yes, and I have a number of team members with me. I was going to introduce the presentation and then turn it over to other team members.

COMMISSIONER OPDYCKE: You've got the floor.

MR. ROSS: Thank you very much. Good evening, Vice Chairman, Plan Commission members. I am Steve Ross, I'm the representative for Evanston Devco, the developer of the project before you this evening. And the presentation that will follow, I will introduce our team members before they present.

As Bill mentioned, our project is a mixed-use transit oriented development at Chicago and Kedzie. We are within a block of CTA and Metra Stations. And the
project is 232 units, but it is five stories, Bill, not six stories. It's five stories, approximately 62 feet.

We have assembled three separate parcels. Two parcels from private parties, and one parcel we are working on a contract with the City of Evanston, and the total site area is about two acres. And this allowed us to provide a site of size so that we can create a unified project that allowed us to create a public plaza at the corner of Chicago and Kedzie, which will be described in detail tonight.

We believe this product is unique for the 3rd Ward, it's unique in Evanston, that is luxury rental apartments above retail with live-work units lining Chicago and Kedzie, concealed parking, and a terrific public plaza.

I wonder if I can use the other microphone also? Is that okay? It's a little helpful to walk around and talk at the same time.

This site is the southern, a southern gateway to Evanston. And the drive-by today, if you can picture this as you drive into Evanston and you look at this site it is tattered. There are vacancies in the, in the retail, it is very tired and under-utilized.
And the pedestrian experience is worse. The experience of walking down this block with the narrow sidewalks with the multiple curb cuts, it's just a terrible experience.

And this shouldn't be this way, and tonight we hope to give you the vision that we have, both on what the visual experience will be like when we develop and construct our project, and then also the pedestrian feel of what it will feel like with new hardscape, landscape, setbacks, green areas. So that's what we hope to achieve tonight.

I'd like to just mention that this is, the site is C1a, Bill mentioned that. C1a allows for 67 feet plus 40 feet, our project is 62 feet, 62 feet high. And unlike most projects that have come before, or many projects, recent projects at least, that have come before this Commission we are seeking no allowances, no variances. Essentially the project is an as-of-right development but for that we are greater than 24 units. Did we start out that way? No, we did not. I've been working on this project for a year. We met last summer with city staff, with Alderman Wynne, with...
neighbors. We met extensively during the past year, and I'll detail the meetings that we went to.

And we incorporated the feedback from the neighbors, from the citizens, and evolved this project into what you're going to see today, and it's not the box, it's something under the box. So let's make a deal, it's right under the make.

And I just wanted to mention the meetings that we conducted with the neighbors and the community.

First we met with Design Evanston. We held a well attended neighborhood meeting at the, at the fire house. Afterwards, we met with the a smaller group of neighbors in a design workshop where we collectively designed the public plaza at the corner of Chicago and Kedzie, which we will present tonight.

We attended, Steve Perkins invited us to attend the Climate Action Plan Meeting, which was in May. And in fact, my associate, Molly, and I spent all afternoon with the boards showing our project as an example of a transit oriented development. And also, we spoke to neighbors and citizens about LEED Certification.

And also, we met with neighbors at the 3rd
Ward Town Hall Meeting and answered questions. We also created a website liveatchicagoandkedzie.com, and we've posted information, I've given each of you a copy of the information that's posted on that website. And we've updated it from time to time as the project has evolved because we want to stay in touch with the citizens, with the neighbors, with the community.

Now I'd like to turn it over to Nick Patera, our principle land planner from Tesca Associates will describe the neighborhood context. Thank you very much.

MR. PATERA: Good evening. It's nice to be here. You'll see me coming up a little bit later again to talk about zoning elements. Do you have something?

COMMISSIONER OPDYCKE: Can we get that screen on the, on the television? And perhaps we should turn the lights down just a little bit.

MR. PATERA: And also, I'd like to mention that you have color copies of the Power Point presentation in front of you if there's any problem in looking at this. I know the young members of the Plan Commission have great eyesight, but I have trouble reading these Power Points and I thought it would be helpful to give you color copies. Thank you.
COMMISSIONER OPDYCKE: Mr. Hunter? You know, we're going to swear you in. So state your name, spell your last name, raise your right hand first of all.

(Mr. Patera sworn.)

COMMISSIONER OPDYCKE: State your name, please, and spell your last name.

MR. PATERA: Yes, my name is Nick Patera (P-a-t-e-r-a), and my company is Tesca Associates.

Thank you.

What I'd like to give you is just an overview of what we looked at as we initiated the project, and Steve Ross had given you some background. But from a planning perspective we wanted to at least explain our point of view, come on.

And the proposed site, what you know as South Point Plaza and Walgreen's is to the south Chicago Avenue on our west side is a strong edge with the elevated, what's now kind of a, as Steve had mentioned, tattered retaining wall, concrete wall.

The CTA tracks and the Metra tracks combined before it goes into the west neighborhood. There is an underpass at Madison, and the Kedzie is our north side.

Surrounding us, an alley to the, to the east side.
The parking lot of South Point and the retail nature is mostly auto oriented. The narrow sidewalks that I'm going to show in a moment exist along Chicago Avenue and it widens along Kedzie, that's a little bit more of a gracious sidewalk.

Chicago Avenue you kind of make your way and get through it pretty quickly. There's three or four curb cuts, one for alley that's going three, and three others for car dealerships.

The backs of the Hindman Avenue buildings, and these are four to five story buildings along the Hindman Corridor are, are also facing the alley with their fronts and handsome Evanston courtyard buildings all facing Hindman. But this is kind of operations and support for those buildings that occurs on the alley.

The interesting thing about this photograph is really looking at what happens, and if I was to make a loop around what you're seeing as the block buildings, you know, you can start to see a pattern that happens at, where the newsstand, and Main Street, and CTA and Metra Stations are.

You've really got a patter happening from a land and department planning point of view of higher
density, residential, some of it's mixed-use, but most
of it is residential, and it is primarily, its proximity
to Metra and Chicago Avenue arterial, it's having that
occur. It begins to transition down, but it balloons
over.

And so we're kind of fitting in as an infield
site, which is appropriate according to the
Comprehensive Plan. To our north there's still six
story buildings at 525 Kedzie, and continuing up in
height as you go further north up towards Main Street,
and obviously transitioning down in scale as we get over
to Michigan, Forest, and Judson. So it really does have
a very typically kind of a patter that occur.

Some of the streets, and these are nice
refreshing pictures, too bad we're not in a 90 degree
August night here, this was a lovely day in February.
But this is looking north up Chicago Avenue. The
sidewalk widths that we were referring to are made even
more difficult with the piled up snow, vacant, vacant,
and transitioning for the retail and the pony shop move
north.

The plaza that you'll see momentarily is at
the north end of this corner. This is our north
neighbor of the newer building at Kedzie corner. I'm standing on what's now kind of a parking area, the fire house is just immediately to the, to the left. Go ahead, please.

Now, if I just rotate, look a little bit south, this is a, Evanston Subaru, and the city lot is this portion that's leased to them. When Steve Ross had explained this is a, a collection of properties that's the City property that's at the south side of what looks like it belongs to Subaru, but it's really leased and owned by the City.

Then the retail and Walgreen's is to the, further south looking down towards South Boulevard you can see the, the elevation of the buildings, the brick facades and such. And eventually the other CTA Station is down at the, at the south end of that block. Go ahead, please.

This is on Kedzie, and I had explained it, there's a broader parkway on Kedzie, we're looking west, that's the fire house. And there are smaller scale retail uses, some have been papered over, but we still have a few active uses, the cleaners, the Salvation Army is in here as existing conditions. Thank you.
Now, on our east side, this is the back side, this is the Hindman, the half-way alley between Hindman and Chicago. A bit slick with conditions, but as you'll listen to us we're talking about shifting the location our building. Not putting it right on the right-of-way, but the building is actually going to give additional 10 feet to reduce the building footprint, and give some relief to the, to the width of the alley and the distance between the buildings to our east and the distance to our proposed building.

Com Ed is down about mid-way down here, and that's going to be the location where we create the, the gap, so to speak, between Building North and Building South. Thank you.

COMMISSIONER OPDYCKE: As long as you've got that slide on there, how much wider will the alley be once you --

MR. PATERA: The increase will be 10 feet. So if I was to say, the power poles are about where the, you know, where the alley is now. So that 10 foot distance will be in, you know, somewhere, you know, beyond the roof that this Toyota van is maybe 15 feet.
So it's somewhere in about where this yellow wall is before it starts to, on this picture. Is that your question?

COMMISSIONER OPDYCKE: Yes, that's my question. Mr. Staley, do you have a question?

COMMISSIONER FREEMAN: Yes, I have a same --

COMMISSIONER OPDYCKE: Oh, Seth?

COMMISSIONER FREEMAN: Yes, I have the same question but for the sidewalks on Chicago and the Kedzie sidewalk is a pretty wide sidewalk today.

MR. PATERA: Right.

COMMISSIONER FREEMAN: So what would the impact be on the sidewalk?

MR. PATERA: The increase will be the, the benefit on Chicago Avenue. And we'll show you in plan view so you're not leaving any questions here. But Kedzie's going to stay like it is. It's already a broad parkway.

And the three other sides, east, south, and, and west will be having the building recessed in. Kedzie will stay where it is. These are where the live-work units are going to go, and actually for one story just like this building does. When you see the model,
the building actually steps back as it goes up, but this
is staying the same.
Chicago Avenue though, is that, Molly, can you
go backwards one more?
Chicago Avenue building frontage will go back
this five feet. Now, I'm doing this kind off the, off
the cuff here, but that corner going back about five
feet is somewhere in here to broaden that sidewalk out.
My associate, Jodi, is going to talk about
streetscape and show you kind of the result of how that
can be an enhanced pedestrians way in plan view.

COMMISSIONER OPDYCKE: Dave?
COMMISSIONER GALLOWAY: Nick, can you go back
to the alley photograph for a minute, please? Thank
you. The present alley width is what?
MR. PATERA: I would have to check, Dave,
I'm not certain the exact width, it might be 22 feet.
COMMISSIONER GALLOWAY: Okay. Can you just,
can you describe what officially is the present,
constitutes the present alley width given this
photograph from the Armco Barrier to the side of the
building on the right?
MR. PATERA: Yes, the Armco, the garage, and
then the power poles are probably right on the, on the line itself. I would think it would be the, the west side of these power poles is probably private property. These are probably still on the edge of the public, or the ally right-of-way.

COMMISSIONER GALLOWAY: And on the west side, the west side of the alley?

MR. PATERA: This --

COMMISSIONER GALLOWAY: We're looking, are we looking, I'm sorry, you're looking south?

MR. PATERA: Sorry. You're looking south, you're looking south. So this is the --

COMMISSIONER GALLOWAY: I beg your pardon, the east side then?

MR. PATERA: The east side, I think you're correct. The Armco Barrier, the garage is and the back of these buildings would be, best description of the, of the, we'll call it the limit of the public alley at this point.

COMMISSIONER GALLOWAY: I think I heard Bill say the alley width is 20 feet? Okay, thank you.

COMMISSIONER OPDYCKE: Mr. Hunter?

COMMISSIONER HUNTER: Yes, the poles are going
to be relocated then?

MR. PATERA: At this point these are staying intact. The, Com Ed has a substation that's, you know, front and center in the, you know, on the alley. Those are going to stay intact. We have landscape islands that we'll show you that will anchor where these poles are. The building will be, the building face will be set back from the, the alley right-of-way.

COMMISSIONER HUNTER: So accessibility in terms of truck and traffic will still be limited by the poles though, right?

MR. PATERA: It would remain as it is today.

COMMISSIONER HUNTER: That's what I meant, yes.

MR. PATERA: Right.

COMMISSIONER HUNTER: Okay, thanks.

MR. DUNKLEY: I wonder if I could introduce our design team at this point? And I'll introduce them as a group, and then they'll come up one by one.

It's Brad Lewis from Balsamo, Olson and Lewis is the design architect. Dina Roumeliotis is the project architect from Balsamo. We also have Jodi Mariano, who is our landscape architect from Tesca. And
we have Rebecca Franke from Seben Energy, who is our lead consultant. And I'll turn it over to Brad now.

MR. PATERA: Chair, do you want to swear in, we were going to have about six or so people, maybe we can do that at one time.

COMMISSIONER OPDYCKE: Okay, we'll do a mass swearing in.

(Speakers sworn.)

COMMISSIONER OPDYCKE: So, Mr. Lewis, if you would just state your name for the record and proceed.

MR. LEWIS: My name is Brad Lewis (L-e-w-i-s).

Speak into the mic? Sure, okay, so hopefully it's on.

Again, my name is Brad Lewis, I'm a partner with Balsamo, Olson and Lewis Architects. And, you know what, we're really excited about this project. We've had several meetings with the City, with the different committees, and with residents. And I think what we've come up with is really pretty unique to the site, you know. And, you know, it's really been helpful to have all these meetings, because we've gotten some good input.

This is, we built a model of the building.

And one of the things that came up in some of the
meetings, and one of the things that we had to deal with first is that there was a Commonwealth Edison plant right in the middle of our site.

And the first thing that we thought is that we would just build over the Commonwealth Edison plant and that we'd build up to the property line. But as we started to deal with Commonwealth Edison, sometimes it's better to go around an obstacle than over the top of it.

So then, actually it really helped us, because what ended up happening is that we were able to break it into two buildings. So we, you can see that we've got the North Building over here, we've got a South Building over here, and then it's connected by basically a bridge, which is, really serves as our main entrance in this site, both pedestrians and vehicular.

Then when we were meeting with the committees some of the things that came up that were really important were the fact that they really wanted to see a park on this site.

And after going back and forth we felt like the best place to put it was at the corner of Chicago and Kedzie, because it served as a focal point, it softened the development as you're entering into it. And
then we also wanted to create a backdrop to the, to the
park and create a really strong form at that corner that
was identifiable.

Some of the other things that came up that,
that were, people were concerned about is that what they
didn't want to see is this monolithic-looking building,
you know, that just ran across the streetscape. And,
you know, because they were afraid it was going to
create a canyon effect.

And we were concerned about that too. And
what we wanted to do was to create a building that
looked like it developed over time, and that it wasn't
this just big monolithic-looking building.

So what we did is we drove around Evanston, we
kind of studied the area. And if you'll notice there
are a lot of court-shaped buildings in Evanston, and
some beautiful older buildings.

So we kind of took that concept of the court-
shaped buildings and developed it into our concept. So
that you can see that as you're driving along, you know,
we'll have these insets that create courts. And then
when you get over here to the South Building we have the
deeper courts.
And then, like I said, we wanted this to look like it developed over time. So the architecture is a little bit more traditional, and it's something that you would see in some of the older court buildings. And we wanted to be sympathetic to but not really duplicate it. So, you know, we really thought that that came off really well. The residents seem to really accept it. A lot of the architects that we met with, they want more of a contemporary building, the residents wanted more of a traditional building. And so what we did was try to reach a compromise with both.

Originally, each one of these sections was a different style of building. So what we did is that we went back, simplified it, kind of tied this whole building together with similar architecture.

And then we came over to this building and we changed these two ends to kind of bookend this centerpiece so that we introduced some different styles of architecture. Because what we want to happen is that when you drive by this we wanted to, you experience something new and different every time you go by and not just drive by and say, uh-oh, there's that building. So that was really important to us.
Another thing that was really important is that we wanted to create something that was really pedestrians friendly. So the first thing that we did was to take the building and set it back an additional five feet off the building setback line off of the sidewalk. Then, so it's 15 total feet, is that, 10. And then what we did is that when we met with the City they said, well, you know what, you've got the buildings all the way out the front, what would happen if you take the upper portion of the building and set it back an additional five feet?

Which, you know what, really helped because what it did is that the retail space below gets pushed closer to the street, which is really what should happen, and the residential units get pushed further back.

COMMISSIONER OPDYCKE: Paul there just for a moment.

MR. LEWIS: Sure.

COMMISSIONER OPDYCKE: Mr. Freeman?

COMMISSIONER FREEMAN: Sure. My question was back on the courtyard, the courtyard effect. While it's on the second floor while you still have the canyon
effect going, or everything comes out straight. You
don't actually have a courtyard. You have a courtyard
on the top on the second floor. So the effect is, maybe
when you're driving by, but to the person walking by
there is no courtyard.

MR. LEWIS: Correct.

COMMISSIONER FREEMAN: Okay.

MR. LEWIS: But there was a reason that we did
that too.

COMMISSIONER FREEMAN: Okay.

MR. LEWIS: Is because what we wanted to do is
that, originally the parking was pushed all the way out
to the street. And so in order to take care of the
parking usually they do screening, or they do fake
windows or something like that, and we didn't to just do
something that was fake.

So what we did is that we developed live-work
units that are all, all are along the streetscape. So
we wanted it to have a retail feel to it, but yet have
more of a urban feel to it as well.

Then when we get over to the retail space,
what we wanted to do is that, today retailers want their
own identity to each one of their buildings. So what we
did is that we took each one of those sections and we
designed each one to have its own individual identity.
And again, keeping that concept of having it look like
it developed over time and not just at one time.

So all of this developed from, you know,
several meetings that we've had, and it was really
pretty enjoyable. Everybody was, really had some
positive input, input, and I think it really turned out
the way that we wanted it to. Okay?

That's just a brief overview of how we got to
where we are today. I'm going to turn it over to Dina
Roumeliotis, who's going to explain the inner workings
of the building.

COMMISSIONER OPDYCKE: Brad, before you leave,
can you describe a little bit these live-work units on
the, on the, I think it's the South Building on the
Chicago side.

MR. LEWIS: Okay.

COMMISSIONER OPDYCKE: What would a
pedestrians, what would the pedestrians experience be as
you, as you traverse Chicago Avenue there?

MR. LEWIS: Okay. Basically, what that would
be is there are like a, do we have a shot of that that
we can put up of the live-work units? Yes, actually we have live-work units not only on this streetscape but also on the north side as well.

And what it is is that they will be story and a half windows. And what happens is that the, what, do, their functions on the lower level and then there's a loft space up above which would have a kitchenette and a living order. And then like an artisan or something might display, like, his work down below, you know, or something like that.

COMMISSIONER OPDYCKE: Might we see a jewelry shop there for example, a retail jewelry shop?

MR. LEWIS: No.

COMMISSIONER OPDYCKE: No?

MR. LEWIS: No. We were thinking that, it's more of a an artists studio and something like that is what we're going to plan on seeing there.

COMMISSIONER OPDYCKE: Okay, thank you.

MR. LEWIS: Steve Ross might better explain that.

COMMISSIONER OPDYCKE: Okay. And Mr. Staley has a question.

MR. LEWIS: Okay.
COMMISSIONER STALEY: With respect to the facade on the east side, going to be facing the alley, what's that going to do to, as far as material and, I mean, is it going to be basically the same as the, same as the other side or --

MR. LEWIS: You know, I'll, can we go back a couple real quick? Real quick, this is the Kedzie Street side.

COMMISSIONER STALEY: Right.

MR. LEWIS: And what we tried to do is bring some of the elements that you're going to see on the Chicago side over to the Kedzie side. You're going to see that we've, have the octagon shape that anchors that corner. So we're trying to bring the, some of the architecture from the front of the building to the side of the building.

COMMISSIONER STALEY: Yes, I'm talking about the back of the building.

MR. LEWIS: Right. Yes, I was going to -- So then what we did on the back of the building is we still brought that court-shape idea into the back. Because again, we didn't want to create that long facade.
So we thought if we introduce that to break up the back of the buildings as well, and then what we're going to do is that we're going to introduce different colored bricks on each one of these. And then we'll have different brick detailing and stuff similar to what we're doing on the sides and the rear, we're going to bring that to the back as well.

Because, again, we want to create a four-sided architecture and not look like we just quite on the back.

COMMISSIONER STALEY: That's what I'm, that's what I'm concerned about.

MR. LEWIS: Okay, yes. And two, having that Commonwealth Edison plant, and having that void in the middle, and splitting it into two buildings really help us to soften that alleyway as well.

COMMISSIONER STALEY: Is there no way to bury those lines? Because I just drove through there an hour ago and it's, you know, just as ugly then as it is now I'm sure. But with all that you're putting in here --

MR. LEWIS: Yes, you --

COMMISSIONER STALEY: -- I mean, if you're going to do it now would seem to be the best time to
bury the lines if you could.

MR. ROSS: Well, I don't think that's feasible. We've spoken to Com Ed and took us three or four months to get one meeting with Com Ed, it's very tough to get a hold of them. But we have discussed our project with them and they're okay with it. And we just didn't think it was feasible.

On the question by the Vice Chair on the live-work, we have a, a community we developed in Seattle that has live-work units. And we thought that the Downtown Seattle area and Evanston had some similarities, knowledge-base workers, lots of artisans, crafts, artists, and that it would do very, very well in this location. We hope to reach out to creative people, artists who can use the space as a studio and, and live above.

Also, we think that there's probably demand from professionals like architects who have left a large firm and maybe want to open up their own shop and combine the work and the living arrangement. So we're excited about that.

I'd like to turn it over to over to Dina now.

COMMISSIONER HUNTER: Stuart?
COMMISSIONER OPDYCKE: Mr. Hunter?

COMMISSIONER HUNTER: Yes, Chuck, thank you for asking for that to be turned around. I have a quick question on it.

From the back side here you have what appears to be a courtyard, is that right, on the North Building? And that would be some kind of plaza or something like that for residents or something?

MR. LEWIS: It wouldn't be accessible for the residents.

COMMISSIONER HUNTER: It wouldn't?

MR. LEWIS: We plan on doing something down below so that the residents have something to look at. But I think Nick's going to speak to that a little bit later.

COMMISSIONER HUNTER: Okay. My question is, from the Chicago Avenue side, which is the main side, is there any entertainment of the idea of maybe putting that toward the Chicago Avenue side such that it would in fact replicate more fully the garden-type apartment that you were eluding to earlier? Did you explore that?

MR. LEWIS: Yes. To be honest with you, what happened on that is that in order to create the density...
that we were looking for, this shape ended up working
better for us in the back of the building than it did
the front.

COMMISSIONER HUNTER: I don't see a difference
in square footage, I mean --

MR. LEWIS: Yes, you know what, I, that's just
kind of how it evolved. But if you're saying, should
this be more, a deeper courtyard or something like that
that's --

COMMISSIONER HUNTER: Well, the court, if you
make the more straight line in the back and make the
courtyard up front on Chicago Avenue, is what I'm
saying. If you just simply flip it, yeah. Did you
entertain that? And you ruled it out for some reason?
It can't be square footage because it's the same square
footage.

MR. LEWIS: No, no. It was really kind of
laying out the units.

MS. ROUMELIOTIS: Yes, and you know what, I
could speak to that a little bit. When we were
investigating on --

COMMISSIONER OPDYCKE: I'm sorry, could you,
could you please state your name?
MS. ROUMELIOTIS: My name is Dina Roumeliotis, and I'm with Balsamo, Olson and Lewis.

COMMISSIONER OPDYCKE: Would you spell your last name, please?

MS. ROUMELIOTIS: Okay. It's (R-o-u-m-e-l-i-o-t-i-s).

COMMISSIONER OPDYCKE: Thank you. Go ahead.

MS. ROUMELIOTIS: No, I could speak to the, the courtyard design that we did decide for both the North and the South Buildings.

You know, there will be residential units all around on all four sides on the upper levels. So we wanted to give some sort of benefit to some of the units that occur on the alley side so that they, you know, people would want to rent them as well.

And so now they, they would be overlooking, you know, an open courtyard at the alley rather than, and we also do have a, a courtyard at the Chicago side it's just not as deep. So it was just a matter of providing our residents with a variety of options, and not punishing the ones that were on the alley side.

COMMISSIONER HUNTER: The ones in the South Building would be punished. Is that right?
MS. ROUMELIOTIS: So, well, you know, again, with a four-sided building like this and courtyards we were trying to provide everybody with the different views, different options, and different rent levels. So --

COMMISSIONER HUNTER: I guess I was thinking of the public's view as well. That's what, you know --

MS. ROUMELIOTIS: Right. So, but, I mean, we thought that because the, the front elevation, the Chicago elevation has so much movement and so much rhythm that that would be appealing for, for the streetscape in and of itself.

COMMISSIONER HUNTER: Thank you.

COMMISSIONER OPDYCKE: Mr. Freeman?

MS. ROUMELIOTIS: Okay. You know, I need the pointer.

COMMISSIONER OPDYCKE: Sorry, Dave, go ahead.

COMMISSIONER GALLOWAY: I have a question with regards to the treatment of the facades of the live-work units.

MS. ROUMELIOTIS: Yes.

COMMISSIONER GALLOWAY: Can you describe, since these drawings are relatively small in scale, can
you either show me something larger that more specifically delineates the levels of fenestration and how those retail-work units are going to, their facades are going to be designed?

MS. ROUMELIOTIS: Okay. Well, we're providing, you know, actually -- the elevation it's the largest elevation that you can see. But we are providing a feature for each of the units, a window feature with --

COMMISSIONER OPDYCKE: I'm sorry, can you speak into the microphone?

MS. ROUMELIOTIS: Sorry. So we're providing expansive windows at the ground level, we're providing a metal inlay pattern at the mezzanine level, and windows above. So they'll be like a, sort of a projected feature for each live-work unit, and each live-work unit will have their entry with windows above.

So we tried to provide a lot of glass at those unit, at the facades of those units because A it adds a lot of light and airiness to the pedestrian level. And B because, especially for the ground level of the units that's their public space. And they, they might want to be able to display their, whether it's their artwork,
or, you know, have a lot of light for their studio.

MR. ROSS: -- canopy over the entrance.

MS. ROUMELIOTIS: And there will be an over-hanging canopy over the entrance to each, each doorway.

So did that explain it correctly? Is that what you were asking?

COMMISSIONER GALLOWAY: I think I'm going to still need more information at some point in time.

MS. ROUMELIOTIS: Okay. Okay, we can provide, maybe an enlargement, is, you're asking for maybe --

COMMISSIONER GALLOWAY: A more detailed rendering of the, you know, the windows, and the windows and the fenestration generally if we could?

MS. ROUMELIOTIS: Okay.

COMMISSIONER GALLOWAY: I'll have more comments on that after your presentation.

MS. ROUMELIOTIS: Okay.

COMMISSIONER GALLOWAY: I mean, these look very nice but we'd like to just see a more detailed rendering if that was possible?

MS. ROUMELIOTIS: Okay.

COMMISSIONER OPDYCKE: Johanna?

COMMISSIONER NYDEN: Could we also maybe see
pictures from the Seattle project too at some point just so we have an idea of what the live-work loft sort of looks like?

Personally, I walk along Kedzie every day to and from the train. And even though the building there is absolutely horrible and what's in it is even worse, I still look in the windows. So it'd be nice to sort of get an idea of what --

MR. ROSS: Would you like to see interior shots and exterior?

COMMISSIONER NYDEN: Yes, whatever you can provide, that would be great.

MR. ROSS: Okay. We will do that.

COMMISSIONER OPDYCKE: Mr. Ross, was that your project in Seattle?

MR. ROSS: It's called Amlee 535.

COMMISSIONER OPDYCKE: Was that your project?

MR. ROSS: Oh, me personally?

COMMISSIONER OPDYCKE: Yes.

MR. ROSS: No.

COMMISSIONER OPDYCKE: Because I was there about five weeks ago, and I actually went into one of those work unit, work, live-work units.
MR. ROSS: Small world.

COMMISSIONER OPDYCKE: And it, they were remarkably well done.

MR. ROSS: No, I can't take responsibility, we have an office in Seattle, we have developers there also. And it's a great project, and Seattle is a terrific City just like Evanston, and we think there's some similarities.

COMMISSIONER OPDYCKE: Thank you. Who's next?

COMMISSIONER NYDEN: Okay, it's, I'm actually still talking --

MS. ROUMELIOTIS: So I just wanted to reiterate that our design goals for this project included making the building appealing and functional for the surrounding neighborhood as well as for the residents.

At every stage of the design process we were very cognizant of the zoning requirements. And as Mr. Dunkley mentioned we do conform to all of the zoning requirements for this site, including height, land use, density, and off-street parking.

So I thought I'd talk a little bit about how the building functions. And I guess, you know, I don't
know how to use it. Well, it would be easier to point
at the model.

But each building consists of four residential
levels over one mixed-use level. The mixed-use level
has the 8,400 square foot of retail space adjacent to
the public plaza. And we've talked a lot about the
live-work units.

There will be concealed parking garages in
each building on grade. The North Building will have
one level of parking below grade, while the South
Building parking ramps, so it'll have about a level and
a half of parking below grade.

COMMISSIONER OPDYCKE: I'm sorry for
interrupting but we have a question.

MS. ROUMELIOTIS: Okay.

COMMISSIONER OPDYCKE: Mr. Freeman?

COMMISSIONER FREEMAN: On the plaza side then,
is there retail on that public plaza?

MS. ROUMELIOTIS: We're hoping that this
retail space might be used for a coffee shop or a, some
sort of restaurant.

COMMISSIONER FREEMAN: So there is, so there
is retail on the plaza?
MS. ROUMELIOTIS: Well, it will have windows that you address the plaza. Not, it might --

COMMISSIONER FREEMAN: It won't have a door or anything opening to the plaza, so it'll just be a window from the front side?

MS. ROUMELIOTIS: Well, we were actually hoping, and I know that Nick can talk a little bit about this, but like I said, we were hoping that this might be a place where a café or a restaurant might set up a, tables outside and want some access to the plaza.

Because I think it would be a very pleasant space to sit in during the summer months.

MR. ROSS: Our goal was to try and replicate a Chandler's-like experience with the public plaza that we liked best in Evanston. And we worked with some retail experts to design where, the site plan where the retail was next to the public plaza, because we think it would be a very nice side-by-side use. Thank you.

MS. ROUMELIOTIS: Okay. So as Brad mentioned, the buildings' main pedestrian and vehicular access occurs at the motor court. And spanning the two buildings above the motor court is our amenity area.

And I guess you could, now the model's turned
away from you, but we really thought that the terrace
and the formal colonnade was a great, a very elegant
architectural feature. And it would enhance the
streetscape as well as the amenity spaces for the
residents that are going to be in that amenity area.

COMMISSIONER BURRUS: Could you turn that back
around? Oh, never mind, thank you.

COMMISSIONER OPDYCKE: Go ahead.

MS. ROUMELIOTIS: So, yes, we just thought
that that was a very elegant architectural feature. And
that amenity space will contain a cyber-café, a business
center, a fitness center, and a media lounge, and
conference rooms. And those would be for the exclusive
use of the residents.

COMMISSIONER HUNTER: That's on the second
floor?

MS. ROUMELIOTIS: That's on the second floor.

COMMISSIONER HUNTER: All of that is going to
be in that space?

MS. ROUMELIOTIS: Yes, we've got about a
forty-some hundred, 4,800 square foot space that we'll
be able to, to utilize for that.

So as you can see by the plans, it's about 50
feet by, by what, 60 feet deep or so. Like, and then it
does, I'm sorry, yes. And it does kind of recess into
the building on the, on the second level.

So we're using part of the space adjacent to
the Com Ed station, which won't, which we don't want to
have windows in that space. So we'll use that for,
like, media rooms, you know, TV rooms, things like that.

COMMISSIONER HUNTER: Could you, I'm sorry,
I'm having difficulty, could you outline sort of out
space you're talking about?

MS. ROUMELIOTIS: The space that I'm talking
about? Okay. And unfortunately, we don't have a floor
plan on, on screen. But above, at the second level,
there will be a terrace right here for the amenity
level. And the amenity level will encompass most of
this space.

So, like, such, you know, a fitness center and
cyber-café would want to be oriented off of the terrace.
While, like, any kind of media rooms and business
conference rooms could be oriented inside, toward the
inside of the building.

COMMISSIONER HUNTER: And these would be --
COMMISSIONER OPDYCKE: Mr. Hunter, would you
speak into the microphone?

COMMISSIONER HUNTER: I'm sorry, I'm sorry.

Would these be for residents or public --

MS. ROUMELIOTIS: Yes. No, this is for the exclusive use of the residents.

COMMISSIONER HUNTER: That's what I meant.

MS. ROUMELIOTIS: That's the --

MR. ROSS: This is very typically in the luxury rental housing. And that size is also very typically of clubhouses, to the extent it was a rental project that had a separate clubhouse facility. So it's a comparable size.

MS. ROUMELIOTIS: Okay. So, and then with that said I can talk a little bit about the residential units. As we mentioned, there will be 232 luxury rental units. There are a wide variety of unit types, in fact there are eight different unit types ranging from studios, and one bedrooms, to larger two bedrooms. And we think that they will appeal to, to renters across the housing spectrum.

Every unit will be really bright and airy with expansive windows, and it will be finished with high quality finishes such as granite countertops and, and
things that we come to expect from Amlee. So --

COMMISSIONER OPDYCKE: And are these principally rental units?

MS. ROUMELIOTIS: They're completely all rental units.

COMMISSIONER OPDYCKE: All rental units.

MS. ROUMELIOTIS: Yes. So, but they will be finished out closer to something like a custom condominium building.

COMMISSIONER OPDYCKE: Mr. Freeman?

COMMISSIONER FREEMAN: And you said two bedroom rental is the largest unit?

MS. ROUMELIOTIS: The two bedroom in the largest unit.

COMMISSIONER FREEMAN: So you said you'd want to attract across the spectrum of rental, renters. So I'm assuming you wouldn't be wanting to attract families?

MS. ROUMELIOTIS: Well, probably --

MR. ROSS: I'd like to just say that we welcome any renter. We're in business to rent apartments, and we welcome families, individuals, couples. And so this operated as a business. And the
unit mix is very representative of the other luxury
rental buildings that currently are very well occupied
and successful in Evanston.

MS. ROUMELIOTIS: So, okay, I'll just provide
a quick, I'll make this brief. So I'll provide a quick
walk through of the ground level so you can kind of see
how the building functions.

So the project's main public and pedestrian
access occurs at the motor court, which also has two
walkways on either side of it.

So a visitor to the retail space, or a
potential renter, would drive in through the motor
court, park on one of the on-grade parking spaces. They
could then come through the public plaza to visit the
retail or walk through the lobby to visit the Amlee
operations.

The two, the buildings, both buildings, two
front lobbies occur on either side of the motor court.
And what we've done is provided rear loading lobbies off
of the alley. Again, we've recessed the loading areas
even further off of the street, and we've enveloped them
within the building envelope. So any deliveries, let's
say for the retail would come through the alley, park at
the loading area and come through to a rear service corridor.

Move-ins or deliveries for the residential levels could park at either one of the rear loading areas and go up through the freight elevator to the residential levels.

So we're also providing some bike storage at, at the ground level. And --

COMMISSIONER OPDYCKE: Paul there if you would for just a moment. Colleen?

COMMISSIONER BURRUS: Thank you. The loading areas, how big of a truck can fit in the loading area? So if you're moving in, I know you're only having two bedroom units, but somebody may have a tractor trailer or moving, big moving truck. Would that fit in there?

MS. ROUMELIOTIS: Well, they are 10 by 35. I'm not sure if, what a, the dimensions of a tractor trailer are. But they would, would be able, these are the required size for the Village of Evanston for loading areas.

COMMISSIONER BURRUS: Okay. So basically, so for a larger move-in vehicle they would be blocking the alley most likely because you couldn't fit in a regular,
a moving van, big truck?

MS. ROUMELIOTIS: I mean, I think a semi truck with a huge rear cab might possibly block the alley, but they are 35 feet long, I don't think that there are very many moving vans that are that length. So --

COMMISSIONER BURRUS: And then I have another question. The, are all the parking spaces attached to a unit, or is it a free-for-all?

MS. ROUMELIOTIS: Steve had talked about that, they will be assigned, there will be assigned parking spaces.

MR. ROSS: Typically, we would assign spaces.

COMMISSIONER BURRUS: And then, are there any spaces for the retail?

MR. ROSS: Yes, there's the required spaces.

COMMISSIONER BURRUS: That's the whole, okay. We were going back and forth, we weren't exactly sure --

MR. ROSS: Yes.

COMMISSIONER BURRUS: -- if that was right.

MS. ROUMELIOTIS: Yes.

COMMISSIONER BURRUS: Great.

MR. ROSS: And that was designed that way in consultation with retail experts, who felt that the
parking convenient to the retail was essential to the success of the retail.

COMMISSIONER BURRUS: You know, I'm very happy to see this. About a year, I guess a year and a half ago there was another development that they didn't have loading, there was coming in through the back, and some of the things that we talked about, that they were doing the loading through the front, which was just not appropriate.

And I'm also really glad that there's only really one curb cut along that frontage. It makes a huge difference for pedestrians. Thanks.

MR. PATERA: Just with regard to the loading. I don't think you're going to see an over-the-road, you know, long distance hauler 53-foot truck make it in here and unload a full semi-truck full of furniture. They may end up transferring it if they've got a full truck to the next size down to be more appropriate for an urban, you know, dwelling unit.

So it, no, I think just to answer your question, a 53-foot truck with a, with a long cab would not be fitting into this. And that was to occur, on the rare occasion that they have some delivery, it could
probably would make it and just be parallel, unload for a short period, and then move out.

COMMISSIONER OPDYCKE: Johanna?

COMMISSIONER NYDEN: Maybe this could be added to something Public Works could evaluate. And I'm looking at staff, just, that could be in their report?

MS. ROUMELIOTIS: Okay. So, okay, as long we're talking about the vehicle access and parking. I did want to emphasize that in every case we've tried to recess all the vehicular access off of the street, and provide all the service functions off of the alley.

So residents of the North Building would enter in their parking garage, which is underground through a ramp that goes down. Again, that's set back off of Kedzie, and it doesn't conflict with the pedestrian thoroughfare that's there.

We have provided multiple access points for the parking garage and for the loading areas to reduce traffic congestion. So --

COMMISSIONER OPDYCKE: Mr. Freeman?

COMMISSIONER FREEMAN: So there is access to both parking lots through the alleys, also by Kedzie, and then through the front motor court? Correct?
MS. ROUMELIOTIS: Okay. The parking, the north parking garage would only be, for the residents, would only be accessed through a ramp off of Kedzie.

COMMISSIONER FREEMAN: Off of Kedzie.

MS. ROUMELIOTIS: So the public parking area for the retail and visitors would be accessed off the motor court. While the south parking garage would have two access points to their parking garage, one off of the motor court and one off of the alley.

COMMISSIONER FREEMAN: Now, the motor court is a three-lane cut there. Is that correct?

MS. ROUMELIOTIS: Right. We have a right in, a left out, and a --

COMMISSIONER FREEMAN: You have --

MS. ROUMELIOTIS: -- then going straight. I don't, so --

COMMISSIONER FREEMAN: And Bill, and that's, and you've approved, that's within code to have the three lanes there?

MS. ROUMELIOTIS: In fact --

MR. ROSS: Can I speak for a second? We have with us Mike Worthman from KLOA, who was going to be available for Q&A after the formal presentation. But he
studied the traffic at this proposed project and he's here with us, and he, perhaps, could answer those questions, or we can leave it to after the presentation, if that's your desire.

COMMISSIONER OPDYCKE: Yes, why don't we do that. Why don't you continue and then --

MR. ROSS: Thank you.

COMMISSIONER OPDYCKE: -- then we'll get into the traffic issues.

MS. ROUMELIOTIS: Well, actually, I was just going to wrap it up by saying that another one of the features we're really excited about is the public plaza, and Jodi is here to talk, give us an idea about that.

So unless there are any questions about function --

COMMISSIONER OPDYCKE: Mr. Hunter?

COMMISSIONER HUNTER: I'm trying to get, yes. On the retail, are you showing that as divided space? Is that the dotted lines?

MS. ROUMELIOTIS: Yes, the --

COMMISSIONER HUNTER: Or can this be manipulated in a variety of different configurations if retails want to enlarge, I mean, one major retailer or
five smaller? I don't know.

MR. ROSS: Yes, and again I, we have with our team Bruce Reed from Arthur Hill Company, who's collaborated and consulted with us on the retail. And he was going to be available for Q&A after the presentation. And that might be a great question that he could address after the presentation.

COMMISSIONER HUNTER: I don't know who --

MR. ROSS: You know, I know. And we're very respectful of your time and the length of these meetings, and so we're, we're trying to get as much out as possible. Thank you very much.

COMMISSIONER OPDYCKE: But don't feel that you have to rush. This is a big project, we want to take our time with it.

MR. ROSS: Yes, I understand, thank you.

MS. MARIANO: Thank you. My name is Jodi Mariano, I'm with Tesca Associates. My last name is (M-a-r-i-a-n-o), and glad to be here.

I'm going to speak a little bit further in more detail about the streetscape and landscape that's proposed for the project.

Could you please go to the overall streetscape
plan? Thanks.

With, you know, we heard a little bit about the, the courtyard areas, this one works, great. You know, one thing I just wanted to point out about the building massing is as we move along, and I'll get into more detail with streetscape in a moment.

But as we heard about the courtyard shapes that are sort of being cut out of the upper floor of the buildings, one thing to recognize is that as your coming down Chicago Avenue, you know, we all understand that you would see relief where the public plaza notches in, then the northwest courtyard roof notches in, et cetera.

It continues to notch in giving you sort of relief, and pattern, and texture to the building facade.

Similarly though, as you're coming from the east down Kedzie Avenue the benefit of having the northeast courtyard roof notch in like it does here is that it also gives some pattern and relief to, to the rear facade, which would also be considered a benefit to the, to the neighbors towards the east.

A word about those courtyard roofs, they are intended to be landscaped roof garden areas, not accessible by residents, but they would be accessible by
maintenance people. But the primary benefit of those is so that folks get, that are up in their units above can look down and see a nicely landscaped roof garden below. They would be comprised of, you know, rooftop garden, groundcover-type plantings, and decorative mulches. The trees would primarily be located in raised planter pots and along with the structural grid where we can so that it, it can be supported adequately by the roof.

A word about the Chicago Avenue streetscape, we heard how tattered and worn it is up and down Chicago Avenue. As we heard before, primarily because it's got many curb cuts making the sidewalk feel discontinuous. It's got automobile related uses which aren't as friendly for, as, for a pedestrian. Little to no landscaping up along Chicago Avenue.

And the sidewalk width is relatively narrow. The existing width is approximately 13 feet. That's measured from the building facade to the face of the curb. So while it might measure out to be 13 feet it certainly doesn't feel that way.

We have trees, and lights, and utility boxes and things in the way. So the sidewalk, the usable
sidewalk space really feels more like seven or eight feet.

As a side note, I used to live in the neighborhood and it’s tough to push a baby stroller down that sidewalk. So the proposed new streetscape plan is to widen the sidewalk with the five-foot setback of the building. And in widening the sidewalk we get five extra feet. So what is 13 feet measured today would be measuring out to 18 feet with the proposed building.

The other thing to mention is the, the alley side landscape. We've got this 10-foot setback here, you can see where the property line is. The building facade is set back 10 feet, and we've got these bumpouts that define loading areas and parking, or garage entry areas. These planting areas would be planted with tolerant shrubs, and grasses, and groundcover material.

Also, up along the rear facade of the building, the proposal is to include the same green screen trellis system that is included in the Chicago Avenue Streetscape Plan. It's really a vertical metal trellis that's panel that's mounted up on the building with vines growing on it.

And so in the wintertime when the vines are
not thriving it looks like a nice looking metal trellis. And in the warmer months we've got vines growing up along it. But that was an element that we borrowed from the CTA, or the CTA wall treatment as part of the Chicago Avenue Streetscape Plans that we were able to take a look at from the City.

I'm going to, I'm going to jump onto the public plaza now. If we could go to that one, please, thanks.

The plaza, as you heard earlier the intent of the plaza was to create a benefit to the, to the public and to the neighbors in the area. The idea is that by, by creating this notched out area of the building we've sort of gotten enlarged perceived public space even though it's on private space.

The area is roughly 50 feet measured between property line and the building facade in both directions. And that's very similar to size and scale, and/or orientation being on the northwest side of the building, very similar to what we see over at Chandler's Plaza and the, here in downtown.

The process that we went through in designing this plaza, as you heard we had a design workshop that
we hosted at our offices in Evanston, and about 10 to 15 folks showed up. We had a massing model that people were able to play with and start to generate ideas.

We had some sketch concepts that folks, you know, were able to take markers and develop, you know, ideas and plans. We also had some healthy discussion.

And the outcome of that process was that what we heard most is that neighbors would like to see a place that they could, they could move through, they could sit with groups or sit alone. But they wanted a place that generally looked like a well-landscaped, inviting and welcoming amenity in the neighborhood.

COMMISSIONER OPDYCKE: Excuse me just a moment. Mr. Staley, you have a question?

COMMISSIONER STALEY: Yes. Pertaining to that plaza, it sounds very good the way you just described it, but, you know, I like a cup of coffee as much as anybody.

But I can see this down the line, whenever someone is wanting to come into that contiguous space, as being offered as kind of great amenity to have tables out there and kind of a, you know, a restaurant. And to what extent is that plaza going to be kind of usurped as
a retail facility? Are there going to be any
restrictions on that, or does the developer plan to have
free reign on that? Or what is the plan?

MR. ROSS: I'd like to answer that. I think
the consensus of the neighbors was they wanted that
space to be open. That many of the neighbors would cut
through this space to get a cup of coffee and then go to
the train station. They did not want this fenced in.

And I think this should be an amenity for all
of our residents and all of the neighbors, and not
fenced it.

COMMISSIONER STALEY: I didn't really mean so
much fenced in, I just, you know, it's a fine amenity in
Evanston on many of the streets that you have tables
outside, and something that's reasonable I could see.
But if it, it's starting to get more and more
successful, and even though it's not fenced in, the
tables just sort of like mushroom, you know, grow across
the plaza.

MR. ROSS: I think it's a good point but I
don't envision that. And it's not something that, that
I think we would want to pursue.

COMMISSIONER HUNTER: Can I respond to that?
Chuck, I think the example that I recall offhand is the Wolfgang Puck near the theaters, where that ostensibly was open space for a period of time. And I actually physically moved some planters myself as they began to cordon it off and eventually claimed it as private space.

I think your question is quite valid here that we can see this as a dilemma no matter what the desire is. If a person in a restaurant moves in there they may in fact want to have a dedicated space there. And my question becomes, to what degree is this really versus private?

COMMISSIONER OPDYCKE: Colleen.

COMMISSIONER BURRUS: Bill, could you may be speak to that with sidewalk café? I mean, that's kind of what we're talking about here in that, isn't it every year that restaurants seem to come in and ask for that?

MR. DUNKLEY: Yes, let's, I'm sorry, be clear --

COMMISSIONER BURRUS: I would assume you could answer this.

MR. DUNKLEY: -- about this, yes. There is a dotted, a dashed line there that clearly delineates the
public space and the private space. Everything inside
the dotted line is privately owned property.

It will be offered to the public for use,
however, it remains private property unless, until and
unless it is sold or dedicated as part of its, as part
of the deed as open space. Make no mistake about it,
that area could always be cordoned off by the, by the
person who owns, by the entity who owns it, as it should
be.

So while it is admirable, and laudable, and
something we certainly hope will happen, you have to
remember that that is private space.

Now, sidewalk cafes are using public space,
they're using the public right-of-way, and that's why we
have the agreements that we put in place to do that.
That would not be possible in, with this space. So I'd
encourage, you know, continuing to work out a agreement
on the usage of this space.

I've seen project parks that are open to the
public. The public assumes they are public land. When
that changes somewhat there's friction. And there are
always the temptations to do that.

So, again, keep in mind that it is, it's very
clear legally what's public and what's private, and that will hold until, until there is a legal agreement or a transfer of ownership.

COMMISSIONER OPDYCKE: Any other comments on this point?

COMMISSIONER GALLOWAY: I assume it's quite possible then that the City could develop a covenant or some kind of contractual agreement with the property owner that this space would not be, in the future would not be fenced off, and it would not be --

MR. DUNKLEY: Well, of course the only real public parks --

COMMISSIONER GALLOWAY: -- utilized in a, to a significant extent, or to any extent for, for outdoor dining.

MR. DUNKLEY: It's possible to execute an open space easement. Of course the, the, really the only public space is publicly owned space.

COMMISSIONER OPDYCKE: Mr. Freeman?

COMMISSIONER FREEMAN: Most of my issues were addressed with the other commissioners.

But I've seen multiple, I would like to understand the size of that space, because you've just
said 50 feet by 50. I have seen 30 by 40, and I believe in one other spot I saw 48 by something. So do we have a, a more accurate representation or a complete representation?

MS. MARIANO: Yes, thank you. And the actual size of the plaza is, I was rounding up just to kind of be simple. But from the property line to this building face is 48 feet. From this building face down to this property line is 46 feet.

One thing to point out, pardon?

COMMISSIONER FREEMAN: 2,100 square feet?

MS. MARIANO: Approximately. One thing that I just want to point out is that the existing curb line is this dash line here along Chicago Avenue. We've had the, you know, the, we were fortunate enough to review the streetscape plans that the City has put together for the Chicago Avenue Streetscape. That streetscape plan shows a curb line that is down here.

So with the, with the curb extension between the property line and the, and the proposed City curb line is 18 feet addition. So if that curb extension were to happen the public plaza, obviously, would grow in size.
I just want to quickly point out the components of the plaza. As I mentioned before we were lucky enough to review City's Chicago Avenue Streetscape Plans. The intention is to try and match the paving materials as much as we can to what else is going on along the Chicago Avenue.

Primarily, we've seen some installations over at Main Street and Chicago Avenue. The intention is to match the paving here, the same materials but perhaps a different form.

Also, the intention is to include some raised planters that in some places are raised to 18 inches so that someone can sit on it comfortably. And in some places the planter steps down to a six inch or so curb height, all to be able to contain landscape plantings within it. But these, the three of these planter areas are intended to, to sort of house a lush planting within them.

Also, you know, the idea is to let folks either move through if they wanted to move on to the east neighborhoods or to the lake, or to invite them in to, to kind of sit in the heart of this thing, or to, you know, continue down Chicago Avenue without any
obstructions in the way.

I think with that I will give it over to
Rebecca.

COMMISSIONER OPDYCKE: Question, Mr. Hunter?

COMMISSIONER HUNTER: Yes, quick question. On

the west side of Chicago Avenue along the CTA, those
trees and everything were there, that's part of the
Chicago Avenue Plan, that's not trees you're going to be
putting in?

MS. MARIANO: Correct. Those were trees that
were shown on their plans. But we were just looking at
those as a reference point.

COMMISSIONER HUNTER: Okay, thank you.

COMMISSIONER FREEMAN: So, Al, good point
there. So then the, the widening there is for, for the
plan but not what is there today. Correct?

MS. MARIANO: Correct.

MS. FRANKE: Ready? My name is Rebecca
Franke, I'm with Seben Energy Associates, I am the lead
consultant with the project. Franke is (F-r-a-n-k-e).

This is my graphic, I don't have a pointer.

Real quick, I know that Steven did mention
quickly that this is a LEED Project, it has been
registered with the USGBC under the NC 2.2. Project
USGBC Project.

We, I have been working with the developer on
another project in the South Loop area that is also a
rental unit that will also be LEED Certified, and we
have had great success.

I know the developer is making a company-wide
initiative for all their new projects to go LEED. So
this is something that they internally have decided and
hope that it fits in well with the idea of what
Evanston's reaching towards with their climate exchange
and, and greening ideas.

We have gone over just a preliminary
checklist. I wanted to just hit a few highlights of
that and then open it up mostly to questions.

We, the project is very transit-oriented with
close walking distance to the CTA, el, busses and within
a walking community already. So that's something,
reducing the carbon footprint was something very high on
the list of the project goals for LEED. And that is one
way it's being done.

Also, the area for bike storage and
accessibility within the building for people to use
bikes, and store them, and have that amenity nearby.
Also the fact that all of the parking is actually
covered is something that gives away to less pollution
in the air with the, with auto traffic.
Along with the covered parking, all of the
roof area is going to be a white reflective Energy Star
roof, except where the cuts are, and those will all be
landscaped, as Jodi just kind of outlined. So we are
thinking about heat island effects and the amount of
density that the building and energy that the building
gives off.
The, let's see, there are some water reduction
features, along with the high amenity fixtures and
everything that go into the space. Thought will also be
put to reduced water flow for potable water.
We are looking at Energy Star, as a LEED
requirement we need to be at least 14 percent better
than the ASHRAE 90.1 standard. And preliminarily we
will be, we will meet that goal. We may be above it,
those are still calculations being done.
COMMISSIONER OPDYCKE: Would you explain that,
please?
MS. FRANKE: ASHRAE is a --
COMMISSIONER OPDYCKE: How do you spell that?

MS. FRANKE: (A-S-H-R-A-E). It's an acronym for, now you're putting me on the spot, Association of Sheet, I think it's Sheet-metal and Heating, something along those lines. I know it is ASHRAE. I'm sorry, I can clarify for that if you'd like.

COMMISSIONER OPDYCKE: No, that's okay, go ahead.

MS. FRANKE: Okay.

COMMISSIONER OPDYCKE: Just explain it to me.

MS. FRANKE: It's a reference to a whole building energy use. So the shell of the structure, what the materials are, the insulation values, how much window opening there is, what the ventilation is, lighting, power densities, and also the heating and cooling systems, and the total building energy load that will be done.

The ASHRAE standard is what's commonly found when a building goes into being developed is looked as being, you know, what you build too. So we're already going to be exceeding what that standard is in better energy, not exceeding, negatively exceedingly positively, and reducing the amount of energy of this
Does that answer your question?

COMMISSIONER OPDYCKE: Yes, thanks.

MS. FRANKE: Okay. Along with the energy modeling and work being done in that way, the building will also be commissioned.

So all of the mechanical systems, the lighting, the water use, will have a third-party representative who will come and oversee the installation of all of those functions so that they work properly in conjunction with other. And also so that the life of the building is extended by properly functioning and as-designed mechanical functions.

And along with the mechanical is but a choice made to not include, not to just eliminate CFC coolants, but also HCFC coolants, which is a forward-thinking idea. These high-volt, hydrocarbon fluorides will be completely taking off, similar to your old air conditioning units now you can't use the same coolant you could 20 years ago. 10 years down the line you won't be able to use the same ones you can today.

We're already going to be a step above that 10-year new mark. And that's also to reduce emissions
and pollution that will go out of this building. Just real quickly, the last two parts. There, our thought to the materials that will be put into this building, they will be looking at recycled content, regional material functions as best we can. And analyzing where we can bring in the most recycled content and use regionally sourced materials. 
We will also have a concerted effort to recycle as much of the construction waste that goes off of this site instead of just dumping it all into landfills. 
And the, there will be quite a few precautions taken for the indoor air quality for the tenants themselves and the construction teams as they work in the building using low VOC, volatile organic compounds, paints, carpets, those types of things. To eliminate that new building kind of chemically smell we're going to use more natural, more environmentally friendly products for those types of pieces. And also have our construction team keep a clean working environment to prevent that first building kind of dust and chemically sickness a lot of people kind of get from things that way.
There's also some ID credits that may be brought up, stepping outside of the LEED a little bit. I believe there's a little bit of consideration taken to having all of the common areas done with a green cleaning products. So these are all environmentally friendly, again, cleaning products and practices that will be used.

And there will be an educational component to this building in that all prospective tenants, retail and residential, will be educated on what the LEED process was for this building, other green aspects of the building, and what they can do to further that movement and do some things within their own units to help and keep that going.

That's kind of my overview of everything.

COMMISSIONER FREEMAN: Thank you very much.

Excuse me, is there documentation for us to have on, on this?

MS. FRANKE: At this point we have just very, we have just started going through our checklist. So the --

MR. ROSS: But I think that the fact that the project has been enrolled in the LEED Program, we can
provide you that. And also the LEED, the new LEED standards, it's 2. --

MS. FRANKE: It's a 2.2 Project.

MR. ROSS: 2.2. Our project in the South Loop was under the old standards, it was 2.0?

MS. FRANKE: 2.1.

MR. ROSS: 2.1, which changed in January to much more stringent rules. So that's something we could get you the, the handout on that.

COMMISSIONER FREEMAN: That would be appreciated.

MR. ROSS: Sure.

COMMISSIONER FREEMAN: It was also appreciated that you're building a building that is following some good building practices.

MR. ROSS: Well, we, our building in the South Loop will be the first new construction rental building to be LEED Certified in the City of Chicago. And we decided to make that building entirely smoke-free. It's something that is helpful in the LEED Certification process, and we've gotten very good response from residents on that who desire to live in a smoke-free environment.
I'd like to introduce now --

COMMISSIONER FREEMAN: Stuart?

COMMISSIONER OPDYCKE: I have a question for you. Are you close to Silver Certification?

MR. ROSS: Our goal is to achieve just certification. We think that we're on the cutting edges in the rental business.

We don't know of, actually, there are only two silver certified multi-family buildings that we know of, and they haven't been certified yet, upon completion they'll be certified, in the whole Chicago Region. One is the 340 on the park by Millennium Park, it's a super luxury condominium, and the other is Winthrop here in Evanston.

And both of those projects are being certified under the old rules, which this year have become much more stringent. So we have, as a company, made a value judgment, cost/benefit judgment that we will work to a certification. But I don't think we can achieve the Silver.

COMMISSIONER OPDYCKE: Did you give, you've got a lot of flat roof there, and you've got a pretty good southern exposure. Was there any thought given to
solar panels on the roof?

MR. ROSS: Rebecca?

MS. FRANKE: I actually am not the best person to answer this question. But, well, I mean, only because I wasn't personally the person that's been working with this project team, an associate of mine was. I do know though that they did go through some of that.

And we are, to, to further answer the question more about the Silver aspect. We've done a preliminary checklist, we've not done a final one yet. And we are working to see where we actually do fall once all the details of the building have been worked out.

The solar panels, I think, we're cost prohibitive more than anything. I know on a lot of our projects --

MR. ROSS: But we'll get an answer on that prior to the next meeting for me.

COMMISSIONER OPDYCKE: Okay.

MR. ROSS: I don't believe we looked at that as something that would work from a cost/benefit standpoint.

COMMISSIONER OPDYCKE: One other question.
You've got two below grade parking floors. Was there any thought given to geothermal heating and cooling?
You're already down, I don't know, 20 feet, 25 feet?
MR. ROSS: I'll have to look into that also.
I think that that was also a cost benefit analysis, but I'll get back to you that on that.
COMMISSIONER OPDYCKE: Okay, thank you.
MR. ROSS: Thank you. I'd like to now introduce Linda Goodman from Goodman Williams, our market research specialist and consultant who has put together a market analysis and report for the subject development. And I thought it was very important that she speak to you tonight with her findings. Thank you.
MS. GOODMAN: Thank you. As Steve said, I'm Linda Goodman, (G-o-o-d-m-a-n), Principle at Goodman Williams Group. And we were asked by Amlee to, to do a quick assessment for the market support for this project.
And briefly, here are our findings. Although Steve, as he said, will rent to any household that seems qualified to pay the rent, we really think that this --
COMMISSIONER OPDYCKE: Excuse me for interrupting, do you need the screen for, do you have
any charts that you're --

MS. GOODMAN: No.

COMMISSIONER OPDYCKE: -- going to put up there?

MS. GOODMAN: No.

COMMISSIONER OPDYCKE: Maybe we should turn the lights back on. Thanks, go ahead.

MS. GOODMAN: Blink. We really believe that this Amlee rental project will target, will be attractive to younger households, and that will really be the target market.

Because of the transit-oriented location, which we can't overestimate how important we feel that will be to the, to the success of this project, just being close to Downtown Evanston, being close to the Main Street Station shopping district. And also, the unit mix has convertibles, studios, convertibles, one bedrooms, and two bedroom units. But the mix is really oriented towards smaller units.

And I think, consistent with Amlee's other projects that really catered towards the young professional segment of the market as opposed downsizing empty nesters who might be more likely to chose a
Downtown Evanston location.

Also, the convertible of the live-work units we think will also be attractive to, as Steve mentioned, some of the more creative Evanstonian who would be interested in having that kind of studio space. Also, the amenity package with the fitness room, the internet café, the bike, and some of the other amenities.

So we really see this as, as targeting the under 35 households, so professional households. Many of them, again, because of the transit corridor we think it's an ideal location for, if there's a two person household with one person, say working Evanston and another working in Downtown Chicago, both can easily get to their, their work sites.

Also, those working at, at the hospitals in Northwestern, the hospitals in Evanston at Northwestern, and elsewhere at Evanston we really think this will be an attractive location for primarily young professional households.

And it may get some graduate students, but we really don't see this as, as student housing because it is more luxury in its orientation.

So we did an analysis of households by age and
income in what we defined as the primary market area from, including Evanston and the north side of Chicago along the transit spine. And we found adequate support, market support for this number of units.

We also looked at the rents, which are in line with existing new construction projects in Downtown Evanston. And, but it's below the top of the market with most of the units having pro-forma rents in today's dollars of under $2.20 per square foot. So it's not at the, the top of the market despite the luxury amenities.

We do anticipate a strong rental market in Evanston for the foreseeable future. I know a lot of people are concerned about unsold condos and the number of, of rental units in, in Downtown Evanston. We do see, remember this, this will be ready for occupancy sometime in mid-2010.

We think that, we estimate that between 200 and 250 condos in downtown projects that are being, currently being rented. I don't think that number can go up because there are restrictions in a number of the building about how many of those units can be rented.

So we think that's at the, as the market is at such a trough period now, as it rebounds, which it will
by mid-2010 that the number of rental units in the
condominium buildings in Downtown Evanston will abate
somewhat.

Plus, we do think this is not, this is not in
Downtown Evanston, it is near Downtown Evanston and all
the amenities. But because of the, the way the project
is designed it's not directly competitive with many of
those buildings which have larger units and are really
targeting a, a slightly different portion of the demand.

So, finally, we see that Evanston is, is going
to remain a strong rental market because of the
amenities, the proximity to the, the lake, and
particularly to the transit. And we believe that this
project is well conceived and well positioned to capture
the, the young professional segment of market demand.

So those are my comments for now, and I'll be
happy to answer any questions.

COMMISSIONER OPDYCKE: Colleen?

COMMISSIONER BURRUS: Was there any discussion
of, at some, because the condo market is so saturated at
the moment, that later that these might be turned into
condos further down the line?

MR. ROSS: The developer, Evanston Devco and I
was going to present after Linda and bring this up, is
that, excuse me, Evanston Devco, the developer, is a
joint venture between Morgan Stanley Realties Prime
Property Fund and Amlee Residential.

And Morgan Stanley Realty is one of the top
two or four real estate investors in the world. The
Prime Property Fund is a $10 billion fund that owns
long-term institutional quality assets. And Amlee is a
developer owner/operator on a long-term basis of these
assets.

So at this point in time it is our intent to
own and operate this project for the long term. But
could it be converted? I'm certain it could be, but
that's not our intent.

We developed a beautiful property in Downtown
Oak Park, and owned and operated it. And it, we sold it
at some point, and I believe it's been converted into
condominiums. But our intent here is to own and operate
for the long term.

And certainly the financial backing that we
have with the $10 billion Prime Property Fund as our
partner is, is very strong. Thank you.

COMMISSIONER NYDEN: So, this will get built
once you get approval? We're not going to another hole
on Chicago Avenue?

    MR. ROSS: I was going to address that also.

COMMISSIONER NYDEN: Yes.

    MR. ROSS: A little bit out of sequence, but I
was going to talk about the, the benefits of this
project, and of course talk about the owner/developer
and the financial wherewithal, and the fact that we are
self-financed, we seek no outside financing because the
fact that we're part of this $10 billion investment
entity.

    There will be no hole in the ground. Our
intent is to build this project and to own and operate
it for the long term. In fact, in our contract with the
City to purchase the City land parcel there is a closing
condition to show the City our financial wherewithal.

That is a closing condition on that third land parcel.

    Maybe I can just, just roll right into the
next part of our presentation, which is to highlight the
benefits, fiscal benefits, and what I call soft
community benefits, and then some of the hard physical
benefits that we're providing to the community.

    On the fiscal benefits, this project is a real
winner to the local taxing bodies. We, most of the property taxes, most of the tax increase will be coming from property taxes.

But also, we have 300 plus residents living here, spending money, producing sales tax revenue also. And we've submitted a fiscal impact study produced by the Chamber of Commerce as part our PD Application.

The current real estates taxes that are being paid on the three parcels total about $150,000. And on the City land parcel it's nominal, I think it's $1,500.

The projected real estate taxes produced by this development is about a million dollars. And that should more than make up for the loss of Subaru. Subaru is moving out, they're moving out in the first quarter '09, and the City will lose these sales tax revenue.

So our project produces property taxes that fill that gap and more than make up for it. On the developer and the financial wherewithal, we talked about that.

The fact that Amlee, and I want to talk about the, what I call the soft community benefits. And that is that unlike condo developers, we do not turn our back on the community, we're part of the community, we
embrace the community. In fact, we've joined the Chamber of Commerce.

And one of the very, very neat things that we do as an operator is we try to get our residents involved in volunteer activities. We are, we call it the Amlee family. And I'd like to, I have a list of some of the things that we've done just in the past year with our Chicago properties and how we get our residents and staff involved with volunteer activities, and I think that's very important to give something back to the communities that we live in and operate in.

Just during the past year we've been very involved in the SOS Children's Foundation, which is a, a group home taking the kids out of DCFS and foster homes and creating an environment for them. We've collected from our residents donations for school supplies, collected donations for Halloween costumes, taking the children trick-or-treating at the zoo.

Christmas presents and donations, and activities, and tutoring. We've sponsored a big fundraiser for Susan B. Anthony breast cancer society, we've raised over $5,000.

Every year we, companywide and in the Chicago
area, support a canned food drive at Thanksgiving. We
do a holiday gift giving for needy children, collect
toys, clothing, household gifts for needy families. And
we volunteer at the homeless shelters, at PADS, and
we're very active in that.

So I wanted to point out that part of what
we'll be bringing to the community, and again, this is a
soft benefit, is that we won't turn our back on the
community, and we will become part of it, and actually
enhance the community.

On the physical hard asset type benefits, of
course, that's been discussed. The public plaza, the
streetscape, the landscape, the greening of this area.
And also, very importantly, this experience, this
pedestrians experience I think that we will be bringing
to Chicago Avenue and Kedzie of the live-work units.

As you walk along Chicago and Kedzie the
streetscape should be activated by the live-work units.
People coming home, you know, putting a key in their
door, walking into their door, I think that's going to
be very important in terms of the experience of the
pedestrians along Chicago.

What I'd like to do is turn it over to Nick to
wrap it up. Nick is going to go through a more
technical reading of how we meet the PD standards.
Thank you.

COMMISSIONER HUNTER: Stuart?

COMMISSIONER OPDYCKE: Yes, Mr. Hunter?

COMMISSIONER HUNTER: Yes, I have a question.

And perhaps this goes to the fiscal, the soft, and the
hard.

MR. ROSS: I tried not to call it public
benefits --

COMMISSIONER HUNTER: No, no, no.

MR. ROSS: -- and being technical, so I called
it soft.

COMMISSIONER HUNTER: I'm not sure which, no,
I'm not sure which category to put it in.

Did you consider at all in your deliberations
any affordable housing component?

MR. ROSS: It is our understanding that rental
housing is specifically excluded from the ordinance, and
that was the intent of the City Council when they passed
that ordinance. It excludes rental housing, and that's
the law. And as such, we did not consider that
component.
But I think that that could be better answered by staff and/or the members of the Plan Commission who have been here for some time and would know what went on, and the deliberations, and the intent of the ordinance.

COMMISSIONER HUNTER: Did you consider it at all?

MR. ROSS: No, because it's not a, this rental project is not subject to that ordinance, we did not consider it.

COMMISSIONER HUNTER: It's not required, you mean?

MR. ROSS: It's not the law with respect to the --

COMMISSIONER HUNTER: That it's not required.

MR. ROSS: That's correct.

COMMISSIONER HUNTER: Yes, is it --

MR. ROSS: It's not something that we factored into this project.

COMMISSIONER HUNTER: No, but I mean is it permitted by the City?

MR. ROSS: I don't know the nature of the question.
COMMISSIONER HUNTER: Oh, you seem to imply that the ordinance says you can't have affordable housing for rental. That's what you implied.

COMMISSIONER OPDYCKE: Mr. Dunkley, do you have a word on this?

MR. DUNKLEY: I'm certainly not an expert on the, the background of the affordable housing requirement. I know what it is, however, I'd be glad to do the research on that as far as determining the intent.

Of course, anyone can provide affordable housing, I think we're, what you're, is it done as a matter of being, you know, a good neighbor? Generally, no, it's not, this is a business operation.

We find that there has to be intervention on the government side to provide affordable housing, the market naturally does not do that. So I think looking at the lack of a provision of affordable housing is necessarily, you know, a negative on the project. You know, of course you will, you all will be the judge of that but --

COMMISSIONER HUNTER: Yes, I will.

MR. DUNKLEY: Yes.
COMMISSIONER OPDYCKE: Dennis, did you, I was just wondering if Dennis, do you have something you want to say on this, this score?

MR. MARINO: Yes, just to confirm the current ordinance basically requires 10 percent set aside for owner-occupied developments. There was consideration at the time the ordinance was passed as to whether or not rental, and also condominium conversions should have a similar requirement.

The decision was made not to include those type of properties. And at that time with, particularly with regard to rental, the concern was at that time there was very little new rental being built. I think Atlantic Realty down the street was really the only one that had been built in some time.

Since then, obviously, we've seen a couple proposals with regard to rental housing. New rental housing in Cook County, there is particular concern about the real estate tax burden given the way the property's assessed.

So there were a number of factors that went into considering focusing only on owner-occupied housing as part of the affordable housing requirement per
ordinance for developments with more than 24 units.

COMMISSIONER HUNTER: But it doesn't mean you can't do it, I was going to say, it doesn't exclude it.

MR. MARINO: No, no, it doesn't exclude it.

COMMISSIONER HUNTER: It doesn't make it illegal if you do --

MR. MARINO: Not at all.

COMMISSIONER HUNTER: -- provide affordable housing?

MR. MARINO: Not at all. No --

COMMISSIONER HUNTER: Thank you.

MR. MARINO: -- to confirm what was included, what was not.

COMMISSIONER HUNTER: All right, thank you.

COMMISSIONER BURRUS: Dennis, could you stay for a second? And I just don't remember this from the 1890 Maple, which is also rental. Did they, as part of their public benefit give money to the affordable housing fund? I just don't recall.

MR. MARINO: You know, we can check the exact facts for you. I think it was 1881 Oak that made a requirement. But we'll look at, made a contribution before the ordinance. And that was a condo project.
COMMISSIONER BURRUS: Right.

MR. MARINO: But we'll check the facts on both and give you --

COMMISSIONER BURRUS: Because, yes, 1890's a rental.

MR. MARINO: Right.

COMMISSIONER BURRUS: And I wanted to follow up on Albert's comment in the affordable housing. And as probably many of you know, when we were going through the downtown plan and looking at public benefits, and we were rating what we considered important for public benefits.

One of the things that rated very high was affordable housing. You did get the underground parking, which is very good, and as well as affordable office space. And providing a live-work unit as sort of like office space. But with rentals it's actually easier to provide affordable housing rentals than it is for condo units.

And I believe that's where Albert was going with that comment, is that we're, we talk about affordable housing over and over again, but we're really not seeing developments come to us that are willing to
do mixed socio-economic in the building. And it's
something that I hope one day that we do see before this
Commission, is a developer willing to do that and say, I
care about people that aren't affluent.

COMMISSIONER OPDYCKE: Any other comments? I
think we'll take about a, about a 10 minute break right
now. We'll resume at 9:00.

(Off the record.)

COMMISSIONER OPDYCKE: Mr. Ross, you're up.
MR. ROSS: Nick from Tesca will be speaking.

Let me --

COMMISSIONER OPDYCKE: You're on.

MR. PATERA: Nick Pater, again, and I promised
I'd be back, and thank you for being patient and sitting
through this.

I have to enter into the record the standards,
and this is the special use development plan standards.
And what I've tried to do is summarize these standards.
A number of these elements that I'm going to speak of
have already been mentioned as the benefits that we're,
that we're proposing. But this important that we go
through this, so bear with.

But what I've done is try to categorize this
to keep it somewhat brief, we can come back and ask
questions about these as we, as I wrap it up. I am
second to last speaker, so we're over the bend, thank
you again.

The standards really I'm going to talk about
are in four different categories. One is the fact that
we are meeting the threshold. In other words, we are
required to become a planned development in the special
use. The second one is that we do comply, and actually
enhance the goals and objectives of the general
Comprehensive Plan.

The third is that we have specific public
benefit, although not required. There are a number of
elements of this proposal and this petition that do
comply and provide public benefit.

And lastly, the fourth item is that we are not
seeking variations of zoning relief for height, bulk, or
density, which is somewhat distinct to projects that you
may have seen before.

Going back to meeting the threshold of the
planned development, and Dina had covered a few of these
things, but the zoning lot itself, a requirement is that
if it exceeds 30,000 square feet, in fact we are 83,000

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square feet. So that's one of the causes for us to become special use in planned development.

The fact is that we have more than 24 dwelling units. We actually are proposing 232 allowed according to the zoning would be 236. So we're under that maximum density. We do have more than 20,000 gross, 20,000 square feet of gross floor area, we actually have 225,000 square feet.

And that we have zoning code standards, nine standards, which you may be familiar with, that this project does meet those standards.

The second item, as I go through this, relates to the General Comprehensive Plan that this project is a mixed-use development with a diversity of office, retail, and, and a variety of residential program that is proposing. The project is an in-fill development within a deteriorated area.

It does have a broad range of housing styles, which the architects have spoken of the different types of living units that would be provided. It provides environmentally friendly practices, LEED Certification is certainly one of the elements, the access to public transit, that pedestrians enhancements for what already

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is a walkable neighborhood will only get better.

We do conform to the zoning regulations within
the C1a zoning. We have a ground level retail and
residential above. The ground level retail is really
something that Steve Ross was, excuse me, speaking to,
and this is really what activates the human environment
as people use the street.

It actually has a, a personality to it, it's
not just parking structured, screened, and landscaped,
but there are actually people walking, talking, opening
doors, enjoying each other's company.

The height has not been exceeded, and we're
actually below height of what could be allowed. The
bulk for what could be allowed and what's proposed we're
42 percent less in that proposed bulk. I did talk about
that, the density, that's a 68 percent, no that's not
correct. The density is less than the 236, being 232.

The scale and bulk of the, comparison to the
surrounding neighborhood, we're not out of context with
the height, and the scale, and the patterns that are
already existing, we fit nicely into the neighborhood.
And we replace some rather under-utilized and somewhat
vacant existing property uses. And the net result will
be that we're generating property value enhancements as
a result of this.

Again, these are elements of the Comprehensive
Plan that I'm reciting. So that if you need to go back
and look, these are goals and objectives cited and taken
from that Comprehensive Plan.

Some of the simpler things are public
utilities, there is adequate public utility that we will
be utilizing for sewer, water, et cetera.

The dispersion of vehicular circulation takes
note because we're dispersing and allowing priority for
pedestrians circulation on the street, not focusing
ourselves with the vehicular access. Utilizing public
transit in three different modes with CTA, Metra, and
bus.

We also, I've covered enhanced public
streetscape and walking environment culminating in the
plaza at the corner.

We do have consideration for the scale and the
pattern that you with some of the existing residential
that's in the area relative to the building facades, and
the relief, and the recessing, and the court-type effect
that the architects have explained.
The natural environment was one of the elements of the General Comprehensive Plan. Although there isn't a great extent of natural public, or natural environment features, with exception of maybe Kedzie there's one lone ash tree out in front of the Subaru dealership.

We're, you know, incorporating new public streetscape. The greening was an element of the neighborhood comment when the Chicago Avenue Streetscape Plan was done was to really try and focus on green with both the plaza and the streetscape itself. And then when we do get into the building, the green roof terraces will be visible with over-hanging plants from the, on the upper floors.

Lastly, the compliance with the district regulations in the C1a district relative to height, FAR, density, no variations are being sought.

I'm two steps away from being here, so hang with me.

The public benefit that we've gone through relative to no variations, but we are providing several, what we think are public enhancements. The enlarged public walkways on Chicago Avenue as a result of a five
foot building setback. The 10-foot building setback along the alley provides some relief, and actually brings the building around to not just having a back side but has personality and character on the alley side as well as the, the Kedzie and Chicago Avenue side.

The opportunity to give more public space at the street where the building steps back and relief up above when the building recedes back as it, it finishes it's first floor facade and begins it's second through fifth floor facade provides some diversity of scale along the street.

Again, public benefit is diversity of housing and retail use. And again with, thank you for the comment, but I hadn't thought about an office or business for private residents with the live-work units is another element of diversity.

The elimination, which you're not seeing is open parking, which we currently have in multiple curb cuts. The providing is provided, but it's obscured and contained within the building itself. The activity of the street level and residential uses will be provided.

The utilization of high quality architectural materials on the building itself in a scale and
comparable to the surrounding buildings in the neighborhood.

And lastly, the dispersion and diffusion of vehicular traffic. In other words, we're not bringing everything and funneling it in and out of one location. But the multiple access points are actually better not to concentrate traffic but to distribute it elsewhere.

Lastly, relative to variations, and finally the C1a zoning, we are in compliance with. The goals and the policies as a General Comprehensive Plan, we believe we've met. The height, the FAR, and density regulations of the C1a district are, are contained, and there are multiple, what we believe are public benefits.

I think this is a diverse land use, articulated scale, and a benefit to the neighborhood. And in the providing a mixed use transit-oriented development is something that we all look forward to getting your further input and receiving your comments and support on.

I think Steve has a few other closing comments unless there's something that I can respond to before Steve comes up. Thank you.

COMMISSIONER OPDYCKE: Any questions?
COMMISSIONER STALEY: Is the parking consultant going to say anything or did I miss that?

MR. PATERA: We have a traffic and parking consultant that we can come back as a Q&A. Maybe Steve finishes and that would the, an item that we could come back to if that's okay.

MR. ROSS: On that note, I'd like to mention that we do have Mike Worthman from KLOA to answer your questions on traffic and parking. We also have Carl Bova from URS, he is our civil engineer. And we also have with us as part of our team Bruce Reed from Arthur Hill & Company to answer any questions on the retail.

I'd like to thank you for this opportunity to present this project to you, we think it's a real win-win for both Evanston, the community, and ourselves.

And I'd also like to point out, it's something I didn't mention earlier, but a year ago when we came to meet with neighbors and staff and the alderman, Alderman Wynne, our project was much bigger, much taller, much bigger, 280 plus units.

And we appreciate all of the input by all of the neighbors, staff, citizens, the, Alderman Wynne in getting us to this point. And it's a project I think we
can all be proud of. Thank you very much.

COMMISSIONER STALEY: -- here, you know, I
used to do this, I hate for them to come. Why don't you
just explain how the garage works for us so we don't
have to figure out what questions to ask?

MR. ROSS: No problem.

MR. WORTHMAN: Good evening, my name's Michael
Worthman, principle with the firm of Koenig, Lindgren,
O'Hara, Aboona, Inc., KLOA, Inc., done a number of jobs
in Evanston, it's been a few years since I've been in
front of you, but it's good to see everybody again.

We'll quickly go over the site access for you,
maybe we want to turn off the light. Just to go over it
again, we have the 28 spaces here on the North Building,
which is to serve visitor parking and the retail portion
of the development. Below this, one level down, we have
approximately 60 spaces, which serves the North
Building, access will be from the ramp here.

And over here, as it says here, 223 total
spaces that will serve the South Building. Primary
access to the south parking and the 28 spaces here will
be from the motor court, this will be off of Chicago
Avenue. We are proposing one lane in, two lanes out, a
separate left turn lane, and a separate right turn lane. In addition, we are providing a secondary access of the alley to provide some relief to the larger parking garage.

As you've heard, the setback will be 10 feet, which helps, while we're not effectively increasing the width of the alley, it will help at the access drive, it provides us bigger radius, so it's easier and more efficient to get a vehicle in and out of that alley.

The majority of our traffic we expect to enter and exit through here, a much smaller portion from the alley. The 60 spaces will be accessed from Kedzie will be at the eastern end of the site.

Given the low volume of traffic that will be using this ramp, once again 60 vehicles, and the low volume of traffic on the alley we don't see any issues with the spacing of that access drive to the alley. More importantly there's excellent sight lines, so as you're pulling out people will be able to see each other in vehicles as well as the pedestrians activity along Kedzie.

COMMISSIONER OPDYCKE: Pause there just for a moment.
MR. WORTHMAN: No problem.

COMMISSIONER OPDYCKE: Johanna?

COMMISSIONER NYDEN: Walking there twice a day, you know, I see sort of different things and observe different interactions. And, I mean, the way the building that currently exists there, it creates a pretty bad sight line for the alley and people walking eastbound on Kedzie. So will that, I mean, I'm assuming that will sort of be improved a little bit?

MR. WORTHMAN: Yes, as you can see, right now the building comes all the way up to this property line here. And we're going to open this all up through here so you're going to have a greater sight triangle what we call, you'll have a better peripheral view as you pull out. So we will increase and improve that sight vision.

COMMISSIONER NYDEN: And one of the things I like about, probably the only thing I like about the development across the street on Kedzie is that they load from the alley. Did you guys look at loading from the alley instead of off of Kedzie?

MR. WORTHMAN: For this --

COMMISSIONER NYDEN: After that, for that access point, yes.
MR. WORTHMAN: To, you know, adequately serve this parking garage below, what you've indicated, someone indicated that they love that we're providing the below grade, you need to have the long ramp to bring it down. The other issue we get into, and we've done this a million times in Evanston is it's a balance of alley access versus residents and complaints. So we did provide one access there, but it's really a secondary access. Anyone exiting from our parking garage will much easier to come out, take Chicago Avenue, and move along. We did look at it, it just doesn't work to get that underground parking in.

COMMISSIONER NYDEN: And I guess the other thing I would like to see explored possibly is, although not ideal necessarily, but a right in, right out for the motor court. Because, you know, between Madison, Kedzie, and just the high speed the people operate on Chicago Avenue, I just, I see there being a lot of, like, conflicts. And I, I mean, I go to that Walgreen's all the time, and I would never dream of pulling out and trying to make a left, because it's just, it gets so, the way the lights are timed or something it just, it makes it,
I could just see a back up there. I don't know if
you've run your simulations to figure it out or what.

MR. WORTHMAN: It's a very good point. There
is the proximity between Madison and the access drive,
yes. As we know, when you get across the other side of
the tracks Madison is one-way west. So the volume of
traffic coming out of here is limited because it's,
it's, let me say it's reduced, how about that. And the
volume of traffic we're going to generate is also
limited, and I can go into all of that because of the
TOD and the downtown.

So we don't see an issue here, there's
excellent sight lines. All the way up and down Chicago
Avenue you have left turn movements, in and out full
access. What I would suggest, just for the survival of
the retail, is to allow it to be full access and it be
something we can monitor. If it ever becomes an issue
you can always come back and sign it as a right in,
right out.

We don't foresee it as an issue, we're working
with your Public Works Department to see what they have
to say. I won't disagree with you, when you make a left
on Chicago Avenue at certain times it is difficult,
particularly during those peak hours.

One thing we have going for us is we do have
the signal right here, which creates additional gaps.
So when the light is red here, and you have the traffic
coming out and making the left, you get some additional
gaps where you can get out.

But, you know, for the survival of that retail
it's pretty critical that we have the left in and the
left out. But it's something we'll monitor and work
with the City and the Public Works Department to make
sure that it's operating safely and efficiently.

COMMISSIONER OPDYCKE: Colleen?

COMMISSIONER BURRUS: A couple questions. Is
the access for the south plaza, it is right there at the
end of your building. Correct? No, the, I'm sorry, the
plaza just adjacent to you. Not your building.

MR. WORTHMAN: Over here?

COMMISSIONER BURRUS: No, no, the South Plaza,
thank you, sorry.

MR. WORTHMAN: Yes, there's, I'm sorry,
there's an access drive --

COMMISSIONER BURRUS: Right there, correct?

MR. WORTHMAN: -- here and there's another one
down. So they have two access points.

COMMISSIONER BURRUS: Okay. So, I have multiple questions. One, is that exit, is that a right only or is that an all access? And the second question is to probably Bill, sorry Bill. There's, so there's three major curb cuts with a lot of traffic. How does that relate as far as zoning and our traffic folks at the City, what have they had to say about that?

And I do agree with you, I think the light at Kedzie helps you tremendously. And there isn't a lot of traffic going into Madison, but there's enough. And there's that weird parking area that the fire house uses. I mean, there is a lot of weirdness going on, I'm sorry that I'm not very eloquent, but there's a lot of in and out --

MR. WORTHMAN: There's a lot of activity, how about that?

COMMISSIONER BURRUS: Yes, thank you.

MR. WORTHMAN: And just one correction, and I know --

COMMISSIONER BURRUS: Sure.

MR. WORTHMAN: -- we said there's, there's three active curb cuts, but there's actually five curb...
cuts along that section just --

COMMISSIONER BURRUS: Right, but there's --

MR. WORTHMAN: -- to let everyone know, but

there's three that are active.

COMMISSIONER BURRUS: -- there's three that a

lot of cars coming in and out --

MR. WORTHMAN: Right, right.

COMMISSIONER BURRUS: -- that are big.

COMMISSIONER OPDYCKE: Dave? I'm sorry, Bill?

MR. DUNKLEY: Yes. Well, I'll make sure that

we get Public Works' comments specifically on the

adequacy of the curb cuts or, over, or where they stand

as far as our policy in terms of block size.

I do know that the, both of the Walgreen's

accesses are not limited in terms of left or right turn,

I use them all the time. And you're right, making a

left turn is, can sometimes be a real, a real challenge.

Also, I'd love to see that traffic pattern

along, along Chicago Avenue modeled in terms of turning

movements and contention there. I think there may be an

issue.

The other thing to consider, it was brought

up, on that site plan is ability to stack cars internal
to the, to the development. You really don't want to have a situation where you have cars that can't make a turn in because there, there's not any stacking space to cars that are already inside.

So I think that was part of the, kind of the ability to bear with the three lane, it does provide some benefits in terms of stacking it. But it does, it's also a wider, certainly a wider curb cut. But I'll make sure that those are adequately addressed.

COMMISSIONER OPDYCKE: Mr. Galloway, Dave?

COMMISSIONER GALLOWAY: I wanted to concur with Joanna's concern, Johanna's concern, excuse me.

COMMISSIONER NYDEN: Good recovery.

COMMISSIONER GALLOWAY: Maybe the next time it'll be the first time.

And I do want to, I do very much want to hear from Public Works in regards to all issues that Bill just mentioned. But I also have a question, and that is where are the first on-street parking spaces on Chicago Avenue either side of your entry/exit drive? Where do they fall?

MR. WORTHMAN: Now or under the proposal?

COMMISSIONER GALLOWAY: Proposal.
MR. WORTHMAN: You know, we haven't worked that out yet, that's something we'll work with the Public Works. You'll decide, your Public Works Department will decide where the parking will go, the on-street parking, the meter parking.

We haven't looked at it, but there's a set distance that you want to hold it back from either side. What the criteria is I don't have at this exact point, but you do set it back a certain distance so you can make the turn and you got the adequate sight lines.

COMMISSIONER GALLOWAY: That's exactly what my concern was.

MR. WORTHMAN: Yes, and we'll work with Public Works and engineering on that. And, you know, one of the other benefits by reducing the curb cuts is you may be able to get an extra space or two on-street because you don't have as many curb cuts too.

COMMISSIONER OPDYCKE: Seth?

COMMISSIONER FREEMAN: Yes, it seems like we all have questions around the motor court. It looks like it's 50 feet wide. Is that correct?

MR. WORTHMAN: Yes, then the, that's total with the sidewalk. What's the, 36 feet, the lanes, 3,
12? The lane width is probably 36 feet, we can confirm that for you, typically you have 12 foot lanes.

COMMISSIONER FREEMAN: I do like the cuts or the angles that you do have, and I'm not an architect so I don't know what they're called, but I do like that and I think that will provide some vision.

If you've watched any of the previous meetings I have a big issue about pedestrian safety and space. What's planned for the vehicle exits to alert pedestrians that the vehicles are coming out?

MR. WORTHMAN: At this point we're not proposing anything.

COMMISSIONER FREEMAN: So there's nothing to restrict a car or, from coming, or driving straight out and/or alerting a pedestrian is coming?

MR. WORTHMAN: If that's something that's desired by the City we can work with you.

COMMISSIONER FREEMAN: Well, you have, you essentially have an enclosed exit, correct?

MR. WORTHMAN: Correct.

COMMISSIONER FREEMAN: And so you really don't have a way for a pedestrian to see anything coming until something actually is coming. And with the traffic
there, and the difficulty for turning left out of there, I would anticipate cars to floor it at any opportunity they can to get through. And so I think you probably need to entertain some type of system to alert drivers and pedestrians.

MR. WORTHMAN: You know, this is no different than any access drive you find in an urban area. The first thing that a pedestrian notice is that you've got a drop in the sidewalk where the apron of the access is drive is going on, that's the first alert. It's also an open space here. So it's one cue for the pedestrian to understand that there is an access drive and that there's activity.

More importantly, the driver pulling out realizes that they're coming out to a sidewalk, and they also pull up, they look first to see if they can cross the sidewalk.

COMMISSIONER FREEMAN: You would hope that drivers do that, the experience is that they don't do that. And I have to say, sometimes I have been guilty myself, and I kick myself for that but I've just admitted it in public.

Now, there are numerous exits to garages in
the City that do have flashing lights when cars exit.
You know, the esteemed Commissioner to my right, we were
talking about this, pointed out the Whole Foods in
Downtown Evanston that has a flashing light, it doesn't
make noise. But, you know, I think you need to
entertain some way to notify a pedestrian that cars are
exiting that facility.

MR. WORTHMAN: No problem.
COMMISSIONER BURRUS: Yes, I would concur.
And the one that works pretty well also is along Benson
Avenue. Right next to Bat 17 there's a garage door and
there's cars going in and out all the time, and it makes
this loud obnoxious noise, but it's --

COMMISSIONER FREEMAN: No, you've got people
that live there, I would never suggest that you put a
loud obnoxious noise there.

COMMISSIONER BURRUS: But no, I'm saying
something that's actually a, not only a visual cue, but
some sort of audio cue as well, because there are
people, because the sidewalk continues, it's not like
there's a dropoff and then you know that it's really a
ramp there.

COMMISSIONER FREEMAN: That is a good point,
because the sidewalk continues before you're actually
in --

    COMMISSIONER BURRUS: Right, exactly.

Something, and particularly if you're looking at ADA
issues, yes.

    COMMISSIONER FREEMAN: Go ahead.

    MR. DUNKLEY: I believe that the, the
Applicant is going to be carrying the sidewalk treatment
across the access, automobile access, which is a visual
cue to drivers that are crossing a sidewalk rather than
to pedestrians that they are, have to navigate across a
driveway. So that also generally provides some,
clue as to who has the right-of-way.

    COMMISSIONER BURRUS: Right. But I actually
think that that's part, I'm sorry, I just jumped in.
But I think that that's part of the issue. And I'm glad
that the sidewalk is continuing, because you have, I
think that looks better.

    But I think to Seth's point is you do have
family and kids walking along here, and I'm sorry, I
used to have a small child, and he would not think to
stop because, oh, there may be an opening here because
it still looks like a sidewalk.
I'm not saying it's something that can't be overcome, but something to think about. Because cars do, they just whip through there and people are continuing to walk. It's just an issue.

MR. DUNKLEY: It's less likely if it's treated as a, as they, that they are crossing a sidewalk physically rather than if it's just asphalted and, as a part of a street. Then the clue is to the, to the driver that this is, you know, you have the right-of-way go ahead and do what you want, yes, one would hope.

COMMISSIONER OPDYCKE: Any other questions?

MR. WORTHMAN: Thank you?

COMMISSIONER OPDYCKE: Is that, Mr. Ross, is that is?

MR. ROSS: Yes, unless there are specific questions for Carl Bova from URS, our civil engineer, or questions on the retail, if you'd like to pose those questions at this point for Bruce?

COMMISSIONER OPDYCKE: Colleen?

COMMISSIONER BURRUS: Sure. The retail, we'll try this again, the South Point Plaza, and I've been in there a few times. But are there any places in there that are empty currently, or have they had trouble
renting that space? And what types of retail other than
the, the one coffee shop that we've bantered about, what
types of retail are we, are we, you are thinking about
in this development?

MR. REED: Good evening, Bruce Reed, with
Arthur Hill & Company, the developer of Church Street
Plaza, better known as the Century Movie Theater
Development.

This retail is about 8,200 square feet. To
put it in context that's about the size of the new Bravo
Restaurant that'll be opening at the corner of Maple and
Church shortly, replacing the Wolfgang Puck Restaurant.
So this is not a large amount of retail space.

As somebody observed, this retail space allows
itself to be divided into various sizes of units. And
again, for, for context, if you think of the Italian
Coffee Bar on the south side of Church Street, that's
about 1,000 square feet. So that gives you a senses,
you've got, the entire space is about the size of the
Bravo Restaurant, 1,000 square feet unit would be about
the size of the Italian Coffee Bar.

With tenancies of that size you tend not to
find out who your tenants are going to be until the
spaces is, unfortunately for the developer, you tend not
to find out until the space is very, very near
completion. And there are a couple reasons for that.

These are often smaller businesses, they don't
make their plans a long time in advance, there's also a
fairly healthy turnover of spaces up and down Chicago.
So who wants to come to you is perhaps of reflection of
who isn't already in some of the other spaces.

I wouldn't see the space as comparable to the
plaza to the south, which is a vehicle-oriented, as
opposed to street-oriented retail. There's also, I
would hazard, a vast difference in the rents that'll be
required. This is new construction, it will command,
and will require to command the rents that go with the
costs and the taxes, and particularly the taxes in new
construction in Evanston.

And so those two differences make me think
that that plaza to the south, which is anchored by a
major user, and this space will be really quite
different. This will have, I'm sure it will have a
coffee, I'm sure it will have a coffee shop, or maybe it
will be a tea shop.

And if I may, with all due respect, if I may
suggest, please don't impose a regulation on no public, no private use of that plaza, because you'll get the law of unintended consequences.

People will go to a deli, or to the coffee shop, and then they'll sit in that area, and nobody will be responsible for it, and the place will look, it'll look messy and it'll look ratty in no time. It's far better to have a demarcated area where there is space for the patrons who've paid for the merchandise to consume it, if it's designed for that purpose, segregated and separated from the balance of the open space.

Coffee shop, deli, you've got transportation across the road. It's possible that some type of restaurant use will emerge. Restaurants are challenged because you've got venting, and ducting, and it's often a challenge in a residential building. Restaurants can be from 2,500 feet, mall-type restaurants are often 4,500 square feet. So there would be room for those types of things.

You've got a population that's probably a service demand population of 300 people, so I think you'll see some of those types of uses emerge.
One wants to be careful there, you know, there are some service uses that do better in second generation space within close walking distance because it's lower cost. Sort of the tinker, tailor, cobbler, type of thing that probably doesn't want to come to this, just because the rents are going to generally be higher.

What, you know, one can't really forecast what the rents are today, but you know they're going to be higher than the second generation space in the area.

COMMISSIONER BURRUS: And so you don't necessarily are excluding just national retailers, you would be open to having local businesses as well in this area, or in this retail spot?

MR. REED: My guess is that they'll find a, they tend to draw a mixture of both, since this retail is not a very substantial part of the development. Unlike pure retail developments where you pretty much have to deliver national tenants in your first generation tenant mix to get the lender, or in their case, you know, to satisfy their own internal calculations. This is relatively smaller and so you might be able to indulge yourself a little bit with
some, with some smaller local or regional tenants would ordinarily not find their way into a major retail development of first generation space.

And but you don't really get to find that out until really much, much closer to the, to the delivery date. When, and then, you know, it sort of makes sense. If you're a business person you want to actually see it, it's very hard to look at plans.

If you're a national retailer you've got a real estate department, you look at plans and you're highly skilled at grinding developers before they've built the building. If you're a smaller business you want to see what's finished.

It's almost like a house buyer or a condo buyer. Some people will buy off plans for the value they think that that represents, others want to see the finished product.

COMMISSIONER GALLOWAY: I have a question and then a comment. What is the square footage of the retail that is, that this project is replacing?

MR. REED: Off the top of my head I don't know. I'm not sure how you would count the auto dealership.
COMMISSIONER GALLOWAY: I'm not counting the auto dealership.

MR. REED: It's very difficult to measure second generation space on a comparable basis but --

COMMISSIONER GALLOWAY: I agree.

MR. REED: -- but on a usable basis, I'm trying to think of the space on Kedzie. There's probably, by gross inspection there's probably about 3,000 feet long Kedzie that's sort of totally usable space. And it's probably a, probably a similar amount that you would say is comparable and usable. So one would have it measure it carefully.

This is, this really kind of falls in the category of, looks like approximately, but it's probably similar. Not including the auto uses obviously.

COMMISSIONER GALLOWAY: And then there's also the question is the, what is the square footage of the actual viable retail space that's presently there as well?

MR. REED: Yes, and this space is kind of, it's got a good aspect ratio. If you look at it it sort of looks like a bread box, it's kind of long and it's not that deep. It's got parking in behind, it's good
pretty good ratio of parking in behind. On-street
parking is going to be very, very important. It's not
that you need a lot of on-street parking, it's that you
need the perception that parking is available so people
come there with the idea of maybe I can get some
parking --

COMMISSIONER GALLOWAY: That's right.

MR. REED: -- from the street, and then they
can't, and then turn in and they go inside. But it's,
you know, when people are sort of making a driveway
decision, and this is not a major destination, you want
them to think, well, I'll go there, it's, you know,
maybe I'll get some parking.

COMMISSIONER GALLOWAY: I would like to thank
you for probably one of the most articulate
presentations on retail that I've ever heard.

I would also like, despite my comment earlier
about the, establishing some kind of covenant for that
open corner plaza, and nevertheless, I do agree with
you, I do not believe that we should place any
restrictions at this time on no seating in the plaza.
However, I do believe that, that any seating proposed in
the plaza as a result of a tenant seeking tenantship in
this project should be reviewed by the City, maybe even
by this body.

I think, you know, we all want to have a
public space for the public. But if you'll notice much
of us don't go to places that don't have people there
already. And the mere presence of people sitting in
tables, having conversations, enjoying, you know, a cup
of whatever or a light meal, is more of a draw than any,
any plantings, or any large expansive paving.

But then it's a fine, it's a fine line, it's a
fine mix. And I think that that mix is something that
should be determined, you know, in the future once a
specific request is made.

COMMISSIONER HUNTER: Yes, you could you
enlighten us, I do appreciate your, your insights and
your articulateness, of how the work-live space might
morph into retail, or the fuzziness of that?

MR. REED: I really wouldn't want to hold
myself as being expert in live-work. I think that you
will find that there's a distinct difference. That the
live-work might have a retail character over time. For
example, if there's a jewelry designer --

COMMISSIONER HUNTER: That's what I was
thinking of, yes.

MR. REED: The, but I think that, for that space, that live-work space to become truly productive as retail space, it might perform some retail functions, but for it to be productive like retail space like this should be in a sales per square foot kind of way it's not where the pedestrians are going to be walking, looking to shop. I mean, it's going to be nice that it's there, but --

COMMISSIONER HUNTER: Yes, I was hoping they might, that's what --

MR. REED: Well, you know, it may happen. But if where you were hitting was sort of the calculus that Evanston often makes of how much money are we going to get out of this, I don't want to mislead into thinking this is a cash register --

COMMISSIONER HUNTER: No, I --

MR. REED: -- of sales tax.

COMMISSIONER HUNTER: -- I wasn't thinking that.

MR. REED: Okay.

COMMISSIONER HUNTER: I was thinking of the Jane Jacobs street life.
COMMISSIONER FREEMAN: Albert doesn't think that way.

COMMISSIONER HUNTER: What?

COMMISSIONER BURRUS: Yes, Albert doesn't think about money.

COMMISSIONER HUNTER: I leave that to my betters, right.

MR. REED: The success of that type of quasi-retail comes out of who ends up in those spaces. And I think for that to be successful you'd need two, or three, or four of them to form a little cluster. You'd need sort of a silver smith, and a potter, and maybe a photographer, or something like that.

COMMISSIONER HUNTER: Right, destination, people know that they can go there to find that kind of, okay.

MR. REED: Yes. And what may come out of it, out of those work-life I was thinking was if you got a group of work-life spaces you might end up with a group of them ending up being one small store in the retail proper.

COMMISSIONER HUNTER: Right.

MR. REED: So then while their customers could
come to them for custom made stuff, or the sort of retail presentation I don't think any one work-life space would also then be able to carry the load of a store on their own, but if you got three or four them. But it would be, it would be sort of a happy set of coincidences.

COMMISSIONER HUNTER: Okay, thank you.

COMMISSIONER NYDEN: I think, I don't know if you guys have counted the number of pedestrians that walk down Kedzie in the evening or even in the morning. But I think those live-work lofts, I think you will be able to sell stuff there because, you know, I get off the train there and there's easily 50 to 40 that I think walk down that street with me, and that's just one train.

Yes, no, I'm just saying like one train. In the evening there's six trains that pass through there every, so that's a lot of people. So I think that that's a really good, you know, have that as active as possible to really capture, I mean, you can get people in there, no doubt.

I think the challenge might actually be for, you know, my entire life I've never, I hate walking down
Chicago Avenue and actually getting people to re-think
that Chicago Avenue is now a place you can walk down.
That'll, I think, be a retail challenge.

COMMISSIONER OPDYCKE: Steve, you mentioned
the, I'm sorry. Melissa, Alderman Wynne? Would you
please go to the, so we could use the microphone --

COMMISSIONER HUNTER: Hand her a mic, yes.

COMMISSIONER OPDYCKE: No, I'm glad, thanks.

ALDERMAN WYNNE: While Bruce is here I wanted
to ask his expertise also. My concern, I think this
idea of the, have the, having the live-work space become
like a cluster destination retail would be fabulous.
But one of the concerns I have is that how do you ensure
that it doesn't become just a wall of curtains --

COMMISSIONER HUNTER: Yes, that's a good
question.

ALDERMAN WYNNE: -- that or, or messy offices?

COMMISSIONER HUNTER: Right.

ALDERMAN WYNNE: Because you don't want people
to have their insurance offices there. We have one of
those spaces on main street and the blinds are always
closed.

COMMISSIONER HUNTER: Right, yes.
ALDERMAN WYNNE: So what would you recommend that we put in as a condition, sorry Steve, on this, to, so that you keep it alive and actually an active space that you want to walk past.

COMMISSIONER HUNTER: Good point.

MR. ROSS: Maybe I can address that. I think we are willing to brainstorm with staff and, and with the alderman on operating procedures so that we can create space that works for everyone.

I think we are, there's not a lot of examples that you can point to. So I think we'd be willing to sit down and discuss it, brainstorm on it.

COMMISSIONER GALLOWAY: Yes, I was going to bring this up later, but I absolutely concur with Melissa's concern. It would be totally antithetical if, if that this highly innovative tool for work and live winds up really being sort of a physical affront to the street.

There's been so much that we've worked at for so long to try and engage the person in the street, and through extensive use of glazing and retail spaces try and create an initial space beyond the glass wall which the person who's walking by believes is part of theirs.
And the retail person then has the opportunity to communicate and make a bond with that person. Obviously that's not going to happen if there are curtains or blinds that are closed all the time. So there may be something, there may be some sort of covenant or something written into the lease that says that your, a certain of the window must always be open, and encourage the individual to market his, his wares, you know, in that space. But it's obviously something that can be, can and should be visited further on down the line.

And in addition that, I definitely want to see more detail as to how you intend to treat this facade. Now, granted this is a hybrid kind of a live-work creature, and there probably isn't a lot of precedent. But if you know of any precedents I would be very interested in seeing them.

What I certainly don't want this to appear like is some of the retail spaces that we've seen in Chicago that have been turned into residences, and all you see is a band of high eyebrow windows up at the top with, you know, vertical wood siding below. I mean,
it's a very, it's a crass example, and I'm sure this
isn't going to happen here, but you get my drift.

MR. ROSS: One of the follow-ups that, that we
have on our list is that the Commissioners would want to
see more detail on the Seattle property that the Vice
Chair went to take a look at not too long ago. And we
can get some pictures, and maybe that's an example.
And then we will provide a more detailed
elevation as requested.

COMMISSIONER OPDYCKE: Al?

COMMISSIONER HUNTER: Yes, I was just going
say, along that score, if you could explore, do they
have any covenants or something like that? I don't
know, or whose job --

MR. ROSS: You mean at the other property?

COMMISSIONER HUNTER: -- whose job would, yes.

MR. ROSS: I asked that question, and no,
there, not at this time. It's something that has been
on my mind because I anticipated that his would be
something that we would discuss. So I did ask that
question, and there's nothing specific.

But we are willing to sit with staff and try
to create something that makes these spaces exactly what
we want them to be.

COMMISSIONER OPDYCKE: You know, if memory serves, the Seattle live-work, you've got a mix. Some people live on that first floor and the second floor. Some people use it as an office on the ground floor and live above it. Some people have a studio --

MR. ROSS: Pilates studio.

COMMISSIONER OPDYCKE: -- and live above. And then have a studio/retail use. So I mean there's a broad mix, if my memory is correct, on that project.

MR. ROSS: Yes.

COMMISSIONER FREEMAN: Could you also get us some information on your Atlanta, Georgia property? I've been online looking at the page --

MR. ROSS: Which one?

COMMISSIONER FREEMAN: You have representative developer projects.

MR. ROSS: Okay.

COMMISSIONER FREEMAN: So on your website --

MR. ROSS: Sure.

COMMISSIONER FREEMAN: -- for the Evanston project, because that seems architecturally very similar to what you're looking at doing on Chicago Avenue?
MR. ROSS: Contextual design. There is some mixed-use aspect to that project also, but it's very suburban.

COMMISSIONER FREEMAN: Okay.

MR. ROSS: Very suburban. And I don't know if there's an exact relationship to what we're doing --

COMMISSIONER FREEMAN: Evanston is suburban, so --

MR. ROSS: Well, well, well, well.

COMMISSIONER FREEMAN: It's suburban.

MR. ROSS: I think our project that we developed in Oak Park has some similar characteristics, that's at Euclid and Lake. And that was a design competition that we won in Oak Park and built that project. Oak Park has some similarities. If you would, if you would like that information we'd certainly provide it --

COMMISSIONER FREEMAN: All right.

MR. ROSS: Okay, sure.

COMMISSIONER OPDYCKE: Any other comments from members of the Commission? Are there any, perhaps this might be a good time to, to invite members of the public who have something that they would like to say on,
having to do with this project, either for or against, or general questions of clarification. I, come on up.

Tracy, there is a list, am I right? I think there's one person on it. Okay.

MS. DEANER: I'm Ann Deaner, I live at 1034 Sheridan Road, I'm in the general area.

COMMISSIONER OPDYCKE: I don't think it's necessary to swear you in.

MS. DEANER: No. I was, one of my concern is about that entranceway, the motor court. The traffic situation there too. And in regard to the live and work area, or areas, I suggest that maybe you might get some ideas from the 5th Ward where they have converted buildings, they haven't torn down buildings, but they've converted buildings into that. And find out what has worked there and what has not worked there. And that makes a nice little laboratory really.

And, but again, I'm concerned about the traffic and the motor court, the coming out, the left turns and so on.

Chicago Avenue is really terrible now. And it may be not only because of Ridge Avenue, but the traffic north and south, and Evanston now is really thick. And
it's, it starts early in the afternoon. So, that's all I have to say at this point.

COMMISSIONER OPDYCKE: Thank you.

MS. DEANER: It looks good, it looks good.

I'm, it looks very good. I'm not opposing it, it's just, I have questions.

COMMISSIONER OPDYCKE: Thank you. Jim Marsh?

MR. MARSH: Hello everybody, my name is Jim Marsh, (M-a-r-s-h), I'm a resident of Evanston, I live on Brummell, 821 Brummell. I also run a business in Evanston called Grotto Communications. And, but I'm here to speak to you on the context that I'm the President of the Board of the Evanston Chamber of Commerce, and one of the founders of another organization called Young Professionals of Evanston.

The Chamber's reviewed this proposal, looked at the way that the developers have embraced the community and talked with the community. Looked at the way that they've looked at the market for this property, and the way that they've been flexible in creating a property that we think is, is a great asset to Evanston.

Several of our board members and our other members who have businesses up along Main Street are
looking forward to having a certain level of residents living in the area like that, specifically the chocolatier there, he's looking for more, more clients there. But also Fire House Grill, and some of the other businesses along there.

Having an affluent level of residents will definitely add to that. I live in an area of Evanston where there's not a lot, I mean, Howard Street is where I would go, but I end up going up to the, to the Walgreen's and to the video store and up that way. And I'm looking forward to seeing some decent retail moving south from Main Street on Chicago.

As a business owner, one of the things, I also have a live-work space, but it's a 1929 condo building, or 1929 building, which, you know, we work out of. And looking at the property of this where you have some of these live-work spaces, I actually have a colleague who works in the Seattle building that this, I just found this out today, one of my designers works out of there. And it's a great space that they work out of, and it's a great community, and it's a great asset to the community.

So I think that the, the foresight and
bringing some of that Seattle technology and that
Seattle way, I think is appropriate to Evanston.

One of the other points I wanted to make was
that as, the retail space. That we've heard a lot of
debate and a lot of discussion about supporting spaces,
small spaces, and spaces that are accessible to smaller
businesses, specifically some of the other things that,
developments have gone on in Downtown Evanston.

And the fact that these are small spaces, that
they are, you know, accessible, they are in a very good
spot will attract some of the smaller businesses. And
gives a great opportunity for entrepreneurs and people
who want to start a business.

And one of the things I want to point out is
one of my clients is a bike shop here in Evanston. And
we did a little research, and they had not the highest
name recognition. The one that had the highest name
recognition for bike shops in Evanston was the bike shop
that used to be right there in that space, because
people came by all the time.

So this is going to be a great space for a
retail space, it'll be kind of a marquee space. And I
want to, you know, a lot of people do go up Chicago
Avenue whether it's on bike, walk, or drive. And this is going to be a great space for people to, for, and the -- business to come into. And, you know, anyone that wants to design a logo for that you can call me.

The other point is, you know, the Chamber is very enthusiastic about this, and we think is a good thing, and our members think it's a good thing. So that's, that's, I'm here in my official capacity to say that.

The other thing that I wanted to point out is about three years ago we started an organization called Young Professionals of Evanston. And that was to figure out how to engage young people in this community, to get some of the smart business people to, who live, work, or play here to be settled here, to be involved here.

And one of the biggest complaints we here about at our weekly things is, I really love Evanston but there's no place to live. It's very difficult to find a place to live. And this is one of the spaces that we think will be an attractive place for young professionals.

Whether they're working for some of the technology base or intellectual property based business
that Evanston's going to grow into as our economy changes, or whether they work for some of these larger organizations, like some of our largest employers.

This is a great place for getting young people into Evanston who, you know, I'm a young person, I moved to Evanston 10 years ago. I want to stay in Evanston, and, you know, part of that is by living in a, in a smaller space. And I think this is one of the things that we can get a future generation of people living in Evanston.

So, I commend the developers for doing this, and I think it's a great project, and I'm here to say, yay. Thank you.

COMMISSIONER OPDYCKE: Is there anyone else from the, the public that would like to say something about this project? Okay. Any members of the Commission that have any final words? I don't think we're in a position to vote on this tonight, there are some things that we want to see some, some more detailed renderings and so on.

COMMISSIONER BURRUS: Yes, Dave, did you want like --

COMMISSIONER OPDYCKE: And if you could bring
a brick in that would be nice.

COMMISSIONER BURRUS: -- visible materials?

You usually like to touch things.

COMMISSIONER OPDYCKE: Yes, our resident material --

COMMISSIONER GALLOWAY: I do have quite a few comments.

MR. ROSS: We had the bricks, but we do --

COMMISSIONER GALLOWAY: I see.

MR. ROSS: We have them, but you didn't know that.

COMMISSIONER GALLOWAY: I concur with Jim Marsh's comments. I think this is a, from a, from a planning standpoint I think this is an extremely exciting project in a part of town that desperately needs it.

I'm thrilled to see the, the infusion of live-work space in a development of this type. I'm very encouraged to see someone building rental, rental units in Evanston, particularly in this location.

As when I first came to Evanston, and it really ages, many of my friends lived just east of here in apartment buildings, which of course now are all
condominiums. So I think this is a superb example of what is needed in that part of town and what is truly an ideal transit-oriented development. So I applaud you all for that.

I was in, also was initially very surprised a building whose initial presentation to us was of such a reasonable scale. And lo and behold was even below the allowable under C1a, although I should add that I have become aware that it was larger and taller at one point in time.

COMMISSIONER STALEY: We all were before we came here.

COMMISSIONER GALLOWAY: There are a number of things that I want to address in regards to the design. For better or worse I am one of those architects that, whose design preferences falls more into the contemporary, as opposed to the, the traditional.

In some, in my argument, or my preference for that in projects like this falls into two categories. One, I believe that, that the contemporary appeals more to the emerging market that you are trying to attract.

And two, I believe a contemporary design in a project like this, which I'm sure you are rubbing
pennies together to make sure that the construction costs don't get away with you. Generally, contemporary approaches require far less fastidious detailing, fewer corners, and caulk joints, and junctions of different materials.

So having said that, I'm not, I'm not saying that my approval of this project is contingent upon you going back and creating something that looks more like your Seattle project only with maybe more articulation and in a smaller scale.

I do think that the, the overall massing of the project is quite well done. It's general articulation is, is very fine and defines, you know, a very nice scale, which oftentimes we don't see.

I am encouraged by all the courtyards, even the one in the back that I think Albert was trying to encourage you to flip and put in the front.

COMMISSIONER HUNTER: I simply asked him if he considered, was not --

COMMISSIONER GALLOWAY: And they probably said yes and they decided not to.

COMMISSIONER HUNTER: I like to hear the decision making process.
COMMISSIONER GALLOWAY: I'm encouraged by the alley improvements, even, even though to a significant extent the alley is not going to be as, as a whole widened, but the entries and areas, you know, along the drive are going to be wider. So I think that's, that's very commendable.

And obviously, the elimination of all the multitude of curb cuts. Not only due to the, due to the problem of there being more curb cuts for a pedestrian to contend with, but here I think we have an opportunity to establish a certain lengthy experience of walking by a building and walking by, you know, retail or live-work that is uninterrupted by your concern of a car pulling in and out of a driveway.

I'm not quite as concerned over the, the entry and exit out of this, out of the motor court as other Commissioners. The use of carrying the pedestrian materials across there, cutting the corners back of the building, and dealing with the specific location of cars that are parked on Chicago Avenue, making sure that they're set back from that so that those sight lines are increased for those individuals coming out of the building. And also making sure that there's some
stackable area for cars that do come out, traverse the sidewalk, and then have to sit and wait for, you know, an opportunity to enter the trafficway. All those should be considered.

There are some aspects of the design that I think I think can be improved. I very much, you know, am very encouraged by the extensive use of, of retail type facade whether it's live-work or actual retail along the pedestrian streetscape.

However, I think there might some opportunities to articulate that plane a little bit more. At this point in time everything falls in all of those, all those, that entire facade is essentially in one straight line.

Some articulations back and forward I think would add to a sense of rhythm and provide a sense, an opportunity for the pedestrian to be more interested for different reasons intermittently as they walk down the street.

And it would also provide perhaps even some opportunities for corner glazing, which is also a good marketing technique. Because as you're walking down the street, you know, you have a glass plane, pane to the
right, but more often than not there's a reflection on 
that so you can't really see the merchandise. But you 
could if there was a slight corner, even with a window 
only two or three feet wide. That also might be used 
to, to set back an entry to the unit as well.

Other articulations of that might, might be 
managed with, with awnings. And you've also done that 
already with some of your planters.

I'm a little concerned about the fact that, I 
mean, this is predominantly an apartment project, and 
that's, and that's really where you're making your 
money, and those are the people that are going to be 
using it more than anyone else. And yet, I don't know 
where to enter the building, I don't know where to enter 
these apartment buildings.

And I know that you received a lot of input 
from citizens that they didn't want a wall or a canyon 
effect down Chicago Avenue. But I think this project 
would be well served, it would look more attractive if 
you took portions of each of the two buildings, the ends 
of them and moved those residential portions out to the, 
to align with the retail facade. Why? Because that 
defines, it defines the, a residential building as
having presence on the street.

Right now your residential tower has no presence on the street, it's set back, and is something that occurs, you know, out of your regular pedestrians experience. Not to mention someone who, who resides there and is trying to tell somebody, you know, where do you enter my building.

Also, I'm concerned about the at the shallowness of the sidewalk on either side of the motor court where you do enter the building, there is really no cuing space there, or gathering space there for people coming and going out. And in fact, there's a high probability of, of some bad interaction between the motor vehicles.

So given my desire or suggestion to see portions of the, the ends of those buildings brought out to the street, the benefits as I see to the project and to you as well, you'll have more apartment area, number one. You'll have a greater presence of the apartment building on the street, number two. And you could use the two areas adjacent to the, to the motor court as the real entrances to both of those buildings.

Those entrances could have, have a presence at
the, the retail elevation with a recessed, say
vestibule, which strongly defines the entrance. And
then, then the pedestrian entrance is totally, you know,
separated from the motor court.

You've answered by question about how the roof
surfaces were going to be addressed, I think that's very
couraging.

Bicycle parking seems very anemic for, for a
project that is trying to appeal to young professionals
that are living in close proximity to the downtown and
to other amenities where you would want to discourage
them from driving.

If I, correct me, there's only one, one
bicycle room, I think it's on the first floor. I would
strongly encourage to increase that, or maybe, although
I'm certain you're probably very challenged in, in the
regards to supplying the appropriate lower parking
spaces.

But I would urge you to try and find more,
more bicycle storage, and encourage as the City is in
the near future is going to be encouraging bicycle use
to a great extent and providing many more amenities in
the downtown, and along avenues to get to the downtown.
I've already given you my comments on the public park.

And lastly, the success of a project that, that is designed in this kind of style is going to be whether it's perceived as a quality project or an -- cartoon of some earlier point in time, is entirely contingent on the quality of the materials used and the quality of their assembly.

And I can't tell anything from these elevations other than where one material ends and another begins. I absolutely have to have significantly larger elevations that more specifically describe the actual materials that are being used so I have a better idea what plane they're in.

I also want to know specifically, you know, what kind of windows are being used, whether they have true divided lights, or tacked on divided lights, whether they're aluminum clad, you know, the whole drill. Are they double hung, are they casements? Are there any railings on the building? Is there -- on the building? And I also need, need to see the samples.

So that absolutely, absolutely has to happen.

Because we, there was a, remember that building that
came before us on Chicago Avenue up the street. Was it at Lee? They had, well, they had larger scale drawings. And even the Commissioners that have, you know, no architectural experience took one look at that and thought, whoa, something is wrong here. And it looked like sort of a vacuum formed creation that was trying to look like something that represented various aspects of every historical style you've ever seen.

So you architects understand what I'm looking for, and I think you understand my concerns. I would be, I would be willing to sacrifice some of the historical detail, and move the project from a design standpoint to something more, maybe more post-modern.

Because I think, because I would like it, and because I think it would eliminate some of the, some of the costly details and materials, you know, that I think, or hope I see here.

So, I think that ends my lengthy comments.

Thank you.

COMMISSIONER OPDYCKE: Professor Hunter?

COMMISSIONER HUNTER: Yes. I'm going to be much briefer, but I appreciate your insights David.

I want to concur especially on the street
facade of Chicago Avenue. I, as I look at the limited
rendering I have here I'm very concerned that this is
going to be a very boring wall. That your glazing, or
whatever is one it, there's no variability here.
There's no, what was the word you used, articulation, or
whatever, in and out, or variation, articulation, right.
So I'm very concerned about that because
already on Chicago Avenue we have a quasi-boring wall
that you have to walk along further south of this. And
I don't want that kind of street facade, it's going to
discourage pedestrians, I think.
And I'll leave aside the Oscar Newman safety
factor in those kind of things. So I would concur with
you on that very strongly.
I like the idea, I hadn't thought of it, of
the varied entrances that could define the different
buildings here as well. But I'm very concerned about
that street facade. And if you could show us some
variability within that. It looks like you had it, and
at least what I saw on the Seattle one, some in and out,
et cetera on that building. So that's one of my
concerns there.
I, you know, for the most part I think it's a
great building and I'm excited about it.

COMMISSIONER OPDYCKE: Anyone else like to express their general opinion? I do not have a command of architectural parlance like my friend, David, but I think it's a, it's a great project. We're not prepared to vote on it tonight, we've got some more work to do. You didn't think this was going to be easy did you, Steve?

MR. ROSS: No. You said something about rough waters.

COMMISSIONER HUNTER: It's only a tight one, it's only --

MR. ROSS: I'm in the, I'm paddling.

COMMISSIONER OPDYCKE: Keep your chin up. I'm sorry, Colleen.

COMMISSIONER BURRUS: Sorry. I do want to commend you. You have shown up to Plan Commission meetings when you didn't need to be here, that's amazing. And you listened to us.

And I'm very impressed by the public benefits that you have listed, I mean, some you said yes, they are soft, but there are some really hard ones. And I think you're giving us more than you're asking for in a
lot of ways. I agree, there's work to be done, and we
need more information. But you listened, and you met
with the neighbors beforehand, you talked to the
alderman, you got input. So if people are listening,
and other developers would come and know what we're
looking for, because you're so close, and I really
appreciate that. Thank you.

COMMISSIONER BURRUS: So when can we get this
on the agenda next, Tracy? September 10th? Okay, and
we'll also hopefully wrap up the downtown plan at that
time. We have West Evanston that night too?

COMMISSIONER NYDEN: Well, Jim, I talked, I
spoke to Jim and he indicated if next week is the Zoning
Committee of the Plan Commission Meeting to discuss West
Evanston and possibly take action. So he indicated to
me if we did action it could be a possible agenda item
on September.

COMMISSIONER OPDYCKE: Okay. So we will, we
will put this, at a minimum we'll have this on the
agenda for September 10th, 7:00.

Are there any, you want to, yes.

COMMISSIONER BURRUS: Can we find out and let
them know where they'll be on the agenda --
COMMISSIONER OPDYCKE: Sure, yes.

COMMISSIONER BURRUS: -- so we don't have
people sitting here all night long?

COMMISSIONER OPDYCKE: We should have, we
should have the, the lineup for the agenda, you know,
four or five days, six days in advance, wouldn't you
think, Tracy? Okay.

Are there any committee reports?

COMMISSIONER BURRUS: Yes --

COMMISSIONER OPDYCKE: Colleen.

COMMISSIONER BURRUS: -- there are. I'm the
Chair of the Rules Committee. And as many Commissioners
know we had a meeting on May 22nd to talk with citizens
about their suggestions and ideas for making the public
hearings more efficient.

And we did get a lot of great feedback, but we
want more feedback from citizens. And so we have a
website where you can put comments in and submit those.
And I hope all the Commissioners will do that as well.
I really want to commend Tracy Norfleet, a
Planner here at the City who worked tirelessly with IT
and did technical stuff I have no idea even what it
means.
But please to go the website at www.cityofevanston.org/rulescommittee, sorry. So www.cityofevanston.org/rulescommittee and please give us your input, thanks.

COMMISSIONER OPDYCKE: Any other committee reports?

MR. DUNKLEY: We have a couple other items on the agenda.

COMMISSIONER OPDYCKE: Yes, I know, let me just get his out of the way first, if you would though.

COMMISSIONER NYDEN: Just the, that the Zoning Committee of the Plan Commission will be meeting next Wednesday to review West Evanston and possibly take action.

COMMISSIONER OPDYCKE: Okay, good. Bill?

MR. DUNKLEY: Would you like to move on to the discussion item?

COMMISSIONER OPDYCKE: Yes, the --

MR. DUNKLEY: Should be relatively quick.

COMMISSIONER OPDYCKE: -- the communications.

First one up is discussion of the referral from the Planning and Development Committee.

MR. DUNKLEY: Right. And this is a referral
from P&D to the Plan Commission to develop a text amendment to the Zoning Ordinance that forbids the sale of firearms, the sale or exchange, or, of firearms.

It currently exists in the public safety section, public, of the, of our City code. However, they specifically requested that that be, we look at adding that to the Zoning Ordinance.

I've talked with legal, our legal counsel, and we think it can be done fairly easily, fairly, in a fairly straightforward manner similar to the way in which tattoo parlors were stricken from those lists, from those desirable services in the City. And we've already started talking about, about draft, draft text.

And the question here, the discussion item is how would you like us to handle this? Would you necessarily refer this to the Zoning Committee? It could very well be something that might be handled just on the floor of the, the Plan Commission in a fairly straightforward way.

I think there was a call for, for speed with this. And referring it to the Zoning Committee, really that, that we get greater deliberation, but we, it adds about a month to the, to the process.
COMMISSIONER OPDYCKE: The question is whether gun shops should be allowed in Downtown Evanston. Is that the question?

MR. DUNKLEY: Well, yes, it's --

COMMISSIONER OPDYCKE: Or anywhere?

MR. DUNKLEY: It is, the question, yes, is not whether it should be, but how can we, how can we prohibit the sale of firearms, and the, and service, or the rental or exchange of firearms.

We would propose to use parallel language to what already exists in the public safety section of the City code.

COMMISSIONER OPDYCKE: And legal says we can do this?

MR. DUNKLEY: Yes, yes. It would be --

COMMISSIONER HUNTER: Do they have a draft ordinance or anything that we can see?

MR. DUNKLEY: Well, you know, of course you always like to be prepared, so we have --

COMMISSIONER FREEMAN: So you do have, you do have a draft for us?

COMMISSIONER HUNTER: Do you have some wording?
MR. DUNKLEY: I do have a copy that I could
maybe share with you. Of course it's just notes and
it's printed up, yes, sure. I can --

COMMISSIONER FREEMAN: Please do.

COMMISSIONER OPDYCKE: So there's some urgency
here. Is that right, Mr. Dunkley?

MR. DUNKLEY: Yes, I believe there was some
urgency expressed by the, by the counsel.

COMMISSIONER OPDYCKE: Okay. Maybe can get
this on the September 10th, and we can, how about
referring it to zoning?

COMMISSIONER HUNTER: Is this the only copy?

MR. DUNKLEY: Yes, that is the only copy. I
can certainly --

COMMISSIONER HUNTER: Is there a reason it's
the only copy?

MR. DUNKLEY: I'm sorry?

COMMISSIONER HUNTER: Is there a reason it's
the only copy --

MR. DUNKLEY: Well, of course, you know, at
this point we really, you know, we have only been
discussing and drafting notes about the potential of a
possible, a possible text. This all has to be handled
as properly as a text amendment, so it has to be noticed.

COMMISSIONER HUNTER: I understand, I understand.

COMMISSIONER OPDYCKE: Ms. Nyden suggests you refer this to Zoning. We can do it at 6:00 on the 10th of September, and then we can have it as an action item possibly on the --

MR. DUNKLEY: I'm thinking of --

COMMISSIONER OPDYCKE: -- what about next week?

MR. DUNKLEY: I'm thinking if we can, if we can, no, it has to be properly noticed. So that means it's got to be in the Evanston Review, and that's a minimum three week --

COMMISSIONER OPDYCKE: So what's your suggestion?

MR. DUNKLEY: That we, we notice it as soon as we can. And I think it could possibly, I don't know if we can get this on for, well, the 10th is the next Plan Commission Meeting. To get it on the Zoning Committee we would waiting until the third Wednesday of September.

COMMISSIONER NYDEN: I think we sort of
stipulated that we would informally, I mean, we would have this formal third Wednesday of the month. But I think we also said if something that didn't require as much action we could use that extra hour.

So could we not send this to Zoning Committee right now and then talk about it next Wednesday, and then continue it to the September 10th meeting?

MR. DUNKLEY: Except we may have, I don't have a calendar in front of me, I think we might be able to just barely get it noticed for that, for that Zoning Committee Meeting?

COMMISSIONER NYDEN: For the 10th?

MR. DUNKLEY: For the 10th, right.

COMMISSIONER NYDEN: Okay.

MR. DUNKLEY: That would be at 6:00.

COMMISSIONER OPDYCKE: Yes.

COMMISSIONER NYDEN: And then we could review language, take action, send it on for introduction to the --

MR. DUNKLEY: Actually, it would no more than a couple of, similar to what you're seeing.

COMMISSIONER NYDEN: Yes.

MR. DUNKLEY: I need that back by the way,
COMMISSIONER OPDYCKE: Okay. Last agenda item. Susan, I think, is this yours, discussion of draft proposal for a Plan Commission Member Orientation and Training? Who is that? Tracy, is that, okay, Tracy. Tracy, you're going to have to come up here I'm afraid.

Are we off the record now, by the way? No? No, that's right, you're still there, right.

COMMISSIONER HUNTER: We have no audience. Turn it on, Tracy.

MS. NORFLEET: Can you hear me now?

COMMISSIONER HUNTER: Yes.

MS. NORFLEET: Basically, Plan Commission Member Orientation and Training came up in discussions at the Rules Committee Meeting and other discussions as well.

So staff talked amongst ourselves and put, and did some research, and came up with basically a three step program. The good news if you've been through the first step, introductions and orientation, your first meeting, et cetera. The second step is slightly more formal training.
We found two resources so far that are mostly comprised of online modules that, some of which are more structured than the other depending on your learning style. But if anyone knows of any other resources that are out there, just let us know.

One of those, I believe, the ULI Training, one of you have already taken. Johanna, I don't know if anyone else has taken either of the other ones that's are available.

COMMISSIONER NYDEN: Do you want me to talk about the ULI think real quick?

MS. NORFLEET: Sure.

COMMISSIONER NYDEN: I took it, one of my colleagues at work is a ULI, well, a lot of us are ULI members. But he's part of the, the group that was forming the curriculum for it.

And it's, it was basically an online course through UIC that uses, like, UIC planning instructors, like, my former planning professors, to talk about different planning issues. And not just from here's a zoning code to what are the, sort of socio-economic political ramifications of some of the zoning decisions or planning decisions that are made.
And you're talking to other people who, from other communities that are planning commissioners, or planners, or elected officials, that they also enroll in this. It's really, I think the session I took I was still a Beta Person, I got to do it for free.

But they have, like, a Lake Forest person, I think there was somebody from Oak Park in there. Someone, it was just all over so that you could sort of talk about issues that you had locally in the more global sense.

And it took maybe, like, two hours a week. It was, every week there was sort of a lecture online, and you could sort of log in at any hour of the day you wanted to review the materials. And then you posted sort of comments, brief comments, it did not take that long to prepare. So it was, it was very easy to use.

I think it was, like, four of five weeks or something, it wasn't that long. Yes, and not even that. I mean, I'd take a lot of it, like, take it on the train I'd read it, you know.

It wasn't, it didn't require, I mean, and I took it right when I was starting to be on the Plan Commission. And I, it was not overwhelming at all in

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addition, because it, some of the, sort of signing up
for stuff requires you to show up and be somewhere, and
this you could do it on your own time.

MS. NORFLEET: And this one is only four
modules. Whereas, the other one offered through Plan
Edison.com is, you have access to the website for a
year. I believe, it doesn't say how many modules it is,
but that's another option that will be available to you.

COMMISSIONER GALLOWAY: Tracy, ULI is a great
resource, and very cutting edge. So it sounds like a
great idea. I would like to do it --

COMMISSIONER FREEMAN: What is the background
required for it? So I have a business background, I
don't have a --

COMMISSIONER NYDEN: No, it's good, I mean,
it's good. They want --

COMMISSIONER FREEMAN: -- architecture, or --
COMMISSIONER NYDEN: Yes.

COMMISSIONER FREEMAN: That is the idea, okay.

COMMISSIONER NYDEN: Yes. I think the idea
too is you've got, I mean, you're talking, I mean, I'm
trying to think who was, who were the instructors
specifically. I think most of them had PhD's in urban
planning.

But there were people on there, I think there was, like, a finance director from somewhere. So clearly that person did not have a planning background, except he had a sort of a city administration background.

But it was, I think it's very much designed to sort of start, you know, speaking in the planning language and getting comfortable talking about issues.

COMMISSIONER HUNTER: Does AIP have anything like this?

MS. NORFLEET: APA?

COMMISSIONER HUNTER: Yes, APA.

MS. NORFLEET: American Planning Association. That's actually, we get into that in Step 3, which is continuing education and networking. APA is one resource that would be available to you. They have a really good website for planning commissions and appointed and elected officials.

That's a lot of resources of terms of CD-Roms, publications, other websites that you can take a look at. But as sort of reviewed it we felt it was a kind of really better as Step 3 instead of Step 2.
Step 2 seemed a little bit more of a structured type of learning. Whereas, the APA website, I mean, I could spend hours myself on --

COMMISSIONER HUNTER: Yes, no, I get their brochures and all that stuff. Is that, yes.

MS. NORFLEET: There's so much information there. And I think it's really good if you want to work on sort of getting background up to speed on areas outside of your expertise, or, and/or background a specialty.

COMMISSIONER NYDEN: One thing, to go back to the ULI stuff, which makes it a little bit different than the APA is know ULI would be willing to tailor and custom make the plan, their program if it was just going to be an Evanston group, whether it's commissioners, alderman, staff, you know, it could be a diverse group. So they, you know, I know for a fact because the person who worked, who's worked on the program said that they would be willing to cater to Evanston.

MS. NORFLEET: Good to know.

COMMISSIONER OPDYCKE: Is there anything in Vegas?

COMMISSIONER NYDEN: Staff can look into that.
COMMISSIONER OPDYCKE: Is there a motion to adjourn?

COMMISSIONER BURRUS: Motion to adjourn.

COMMISSIONER OPDYCKE: Is there a second?

MS. NORFLEET: I just have one last step, sorry, as far as the training goes. We also found a resource if you wanted to network with your fellow Plan Commission Members in other communities. Just find out the latest information, swap stories, phone a friend.

COMMISSIONER NYDEN: What kind of open meetings act is required for virtual d

MS. NORFLEET: We can look into that.

COMMISSIONER BURRUS: But we wouldn't meeting on an item, we'd be doing training basically. So it wouldn't be subject to the open meetings because we're not having a meeting about a project.

COMMISSIONER HUNTER: Right, retreats are open though aren't they?

COMMISSIONER OPDYCKE: There's been a motion and a second to adjourn. All in favor --

COMMISSIONER GALLOWAY: Can I ask, can I make one comment before we adjourn, or at least --

COMMISSIONER OPDYCKE: Yes.
COMMISSIONER GALLOWAY: -- an inquiry of Tracy? Was any thought given to appointing individuals as associate commissioners and so that they might sit on the commission for a certain period of time. And in the process of being here would, would learn how we work and would see how, what kind of interactions.

They would not be able to vote, but they would be able to ask questions and provide commentary. Sort of like the training wheels of-

MS. NORFLEET: I think is something that the Rules Committee can look into as we review the current rules. Right now the section on associate members is about this long. So that's something we can take a look at.

COMMISSIONER OPDYCKE: Anything else? We're adjourned.

(Whereupon, the hearing on the above-titled cause was concluded at 10:32 p.m.)