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WINNETKA ZONING BOARD OF APPEALS
NOTICE OF MEETING
January 11, 2016
7:00 p.m.

The Winnetka Zoning Board of Appeals regular scheduled meeting will convene on Monday, January 11, 2016 in the Council Chamber at the Winnetka Village Hall, 510 Green Bay Road, Winnetka, Illinois, at 7:00 p.m.

AGENDA

1. Approval of November 16, 2015 meeting minutes.

2. Case No. 15-10-PD: **Continued from the December 14, 2015 meeting**
   511 Lincoln Ave., 513-515 Lincoln Ave., 710-732 Elm St., 740 Elm St. and a portion of the adjacent Lincoln Ave. right-of-way
   Stonestreet Partners and Winnetka Station LLC
   Planned Development

3. Case No. 15-30-V2: **Continued from the December 14, 2015 meeting**
   117 Church Rd.
   117 Church Rd. Limited Partnership / Martin Murphy
   Variation by Ordinance
   1. Maximum Building Size

4. Case No. 16-01-V2: 523 Hoyt Ln.
   Gerald and Maureen Corcoran
   Variations by Ordinance
   1. Permitted Uses
   2. Front Yard Setback

5. Case No. 16-02-SU: 150 and 191 Linden St.
   Saints Faith, Hope and Charity
   Special Use Permit and Variations by Ordinance
   1. Intensity of Use of Lot
   2. Maximum Building Size
   3. Front and Corner Yard Setbacks
   4. Rear Yard Setback
   5. Off-Street Parking

6. Other Business

Note: Public comment is permitted on all agenda items.

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities, who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities contact the Village ADA Coordinator at 510 Green Bay Road, Winnetka, Illinois 60093, (Telephone (847) 716-3543; T.D.D. (847) 501-6041).

Village of Winnetka

Memo

To: ZBA members

From: Ann Klaassen, Planning Assistant

Date: January 4, 2016

Re: Application Updates

- Case No. 15-21-SU: 850 Green Bay Rd., Special Use Permit (SUP) for Core Power Yoga. Due to the unanimous positive recommendations from both the Board and the Plan Commission, the Village Council waived introduction and adopted Ordinance M-26-2015 granting the SUP at its meeting December 15, 2015.

- Case No. 15-28-SU: 554 Green Bay Rd., SUP for Verizon Wireless. Consideration of the SUP by the Plan Commission (PC) is scheduled for its January meeting. Once the PC makes its recommendation, the Village Council will consider the request.

- Case No. 15-29-V2: 470 Poplar, maximum building size and side yard setback variations to allow an attic addition. Ordinance M-1-2016 granting the variations is scheduled for consideration by the Village Council at its meeting January 5, 2016.

DRAFT

WINNETKA ZONING BOARD OF APPEALS
NOVEMBER 16, 2015

Zoning Board Members Present:	Joni Johnson, Chairperson Chris Blum Mary Hickey Thomas Kehoe Kathleen Kumer Carl Lane Mark Naumann
Zoning Board Members Absent:	None
Village Staff:	Michael D'Onofrio, Director of Community Development Ann Klaassen, Planning Assistant
Village Attorney:	Karl Camillucci
Agenda Items:	
Case No. 15-28-SU:	544 Green Bay Road Verizon Wireless and Insite, Inc. Special Use Permit To Permit the Placement of Wireless Telecommunication Antenna
Case No. 15-29-V2:	470 Poplar Street Michael and Kelly Finnerty Variations by Ordinance 1. Maximum Building Size 2. Side Yard Setback
Case No. 15-10-PD:	511 Lincoln Avenue, 513-515 Lincoln Avenue, 710-732 Elm Street, 740 Elm Street and a Portion of the Adjacent Lincoln Avenue Right-Of-Way Stonestreet Partners and Winnetka Station LLC Planned Development

Minutes of the Zoning Board of Appeals
November 16, 2015

Call to Order:

Chairperson Johnson called the meeting to order at 7:00 p.m.

Approval of Minutes:
There were no minutes to approve at this time.

544 Green Bay Road, Case No. 15-28-SU, Verizon Wireless and Insite, Inc. Special Use Permit - to Permit the Placement of Wireless Telecommunication Antenna

Mr. D'Onofrio read the public notice. The purpose of this hearing is to hear testimony and receive public comment regarding a request by Verizon Wireless and its agent, Insite, Inc., concerning a Special Use Permit in accordance with Chapters 17.52 and 17.56 of the Winnetka Zoning Ordinance to permit the placement of Wireless telecommunication antenna on the existing chimney at 554 Green Bay Rd.

Chairperson Johnson swore in those that would be speaking on this case.

Mark Layne introduced himself to the Board as the agent for the applicant, Verizon Wireless, and began his presentation for the request which is to install a small cell antenna to be located on the chimney at 554 Green Bay Road which is a two story commercial building located in the C-2 General Retail Commercial District. He stated the proposed installation consists of a single panel antenna measuring 1 foot x 2 feet and cable mounted to the building's chimney and painted to match the existing brick. Mr. Layne stated this particular antenna would be aimed directly at the Elm Street Metra station to address capacity issues in that single location, with the current system overloaded at times of peak usage. He stated the antenna's design is engineered to target the Metra station and immediately surrounding area. Mr. Layne stated the proposed "infill" antenna would allow for an increase in system capacity without resorting to a more substantial "backbone" installation.

Mr. Layne stated the current application is described as a small "infill" installation, and is different from the installations considered by the Village in the past. He stated whereas the current proposal incorporates a single panel antenna measuring 1 foot by 2 feet and that typical installations such as shown in the application materials in Figure 4 typically incorporate three antennas to achieve full 360 degree coverage and utilize antennas with a greater surface area (typically between 36" to 48" in height).

Mr. Layne stated the current application utilizing a single small cell referred to as "under-build" technology which is designed to work beneath the umbrella of the macro signal and to supplement the "backbone network", with the small under-build technology providing capacity relief during peak usage periods, at specific locations, designed to boost system performance. He stated because the requested antenna is not being proposed to fill a gap in signal coverage (as has been the case in previous requests), the equipment proposed by the current application has a smaller visual footprint than standard "backbone" installations.

After the applicant's presentation, Chairperson Johnson asked if there were any questions.

Chris Eilers stated he works in an office at 550 (560?) Green Bay and he finds the proposed

antenna to be visionably objectionable. He also expressed concerns with health implications based on the close proximity of the office building to the proposed antenna.

Roger stated he is employed in the same office at 550 (560?) Green Bay. He stated that even in close proximity to their building, it is insulated with brick and that the window looks over the top of the building. He also stated that there is glass separation from the antenna and that there would be an employee sitting next to the window and wall and in front of the glass exposed to the antenna. He then stated that based on the statement of being in close proximity to the antenna's signal, it would expose one to levels exceeding FDA guidelines. He then stated that there is another study which compared a group of more 2,600 children with and without cancer and that it found that those who live in town were exposed to a higher than normal radiation level and were exposed to higher levels of cancer. He concluded by stating that the French Institute is the next building over and that he would like to submit those items for consideration.

Chairperson Johnson asked if there were any other comments. No additional comments were made at this time. She then referred the Board to page 27 in the packet of material which depicted the window referred to.

Ms. Hickey asked Mr. Layne to comment again on the size indicating that it is small.

Mr. Layne responded that it is 1 foot wide and 2 feet tall. He reiterated that the signal would come right out of the antenna and would be on the south side facing the train station with the signal being unable to transmit backwards to the north. Mr. Layne also stated that it would be mounted at 40 feet on the chimney. He added that for anyone on the roof, it would be 16 feet above their head and that the onsite safety questions have been addressed.

Mr. Naumann asked if it would mainly be for overload capacity purposes.

Mr. Layne confirmed that is correct.

Mr. Naumann then asked when is the peak.

Mr. Layne responded during commuter hours. He also stated that while it is not drawn upon during the day, it would be on.

Chairperson Johnson asked if the alleged harmful emissions are continuous.

Mr. Layne stated that it would constantly broadcast a signal.

Chairperson Johnson asked would it serve its purpose to mount it on a wall instead of the chimney.

Mr. Layne stated that it has to be at that height as well as to keep it away from the ground and coming in contact with people.

Chairperson Johnson asked if there were any other comments. She then swore in Brian Balusek.

Mr. Balusek asked exactly where would the array be located relative to the building next door. Mr. Layne identified the location for Mr. Balusek.

Mr. Balusek then asked if it would be below the roof of the building to the north and if the signal would be facing away from the building.

Mr. Layne confirmed that is correct.

Mr. Balusec informed the Board that his office is the closest to the signal. He then referred to the risk of offending people in the building, but if the signal is located facing away from the building he doesn't see a problem with it. Mr. Balusek also stated that he is a Verizon user and that he has to go to the window to get a signal. He also stated that on a boat, he is able to get a 3G signal but that he cannot get it in the office.

Mr. Kehoe referred to the ability to upgrade it in some way and that could be as long as 25 years or more.

Mr. Layne stated that in terms of the design and changing what they are proposing, it cannot be changed without Village approval. He indicated that the only thing that could change would be if some other technology made it obsolete and that it would be taken down which is the only change which could happen over the term of the lease.

Mr. Eilers stated that Verizon stated that the beam would be located away from the office and may not help his reception. He then stated that the purpose is for commuter demand more so than for Winnetka users and that it would benefit Metra users over the needs of the residents.

Chairperson Johnson indicated that many Metra users are Winnetka residents. She then asked if there were any other questions. No additional questions were raised at this time. Chairperson Johnson asked for further discussion or a motion.

Ms. Hickey moved to recommend approval of the Verizon Wireless request for a special use permit for permission to install wireless telecommunication antenna on an existing chimney at 554 Green Bay Road. She then stated that the Board would incorporate page nos. 12 to 14 which explain how the applicant met the standards very well.

Mr. Lane seconded the motion. A vote was taken and the motion was unanimously passed, 7 to 0.

AYES: Blum, Hickey, Johnson, Kehoe, Kumer, Lane, Naumann
NAYS: None

Standards for Granting Special Uses

The standards for granting Special Uses are set both by statute and by Village Code. Section 17.56.010 requires that special uses be permitted only upon evidence that these meet standards established by the applicable classification in the zoning ordinances. Conditions "reasonably necessary to meet such standards" are specifically authorized. Section 17.56.010 establishes the following standards for granting Special Use permits:

1. That the establishment, maintenance, and operations of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare. The proposed facility will be designed and constructed to meet all applicable government and industry regulatory compliance standards. Specifically, Verizon Wireless is required to comply with all FCC and FAA rules governing construction, technical standards, radio frequency interference protection, and power limitations as a condition of their FCC license.

   Wireless technology does not have an adverse effect on matters relating to public health, safety and welfare. In fact, wireless technology supports vital communications in emergency situations and will be used by local residents and emergency personnel to protect the general public's health, safety and welfare. These emergency services include e911 support, the ability to transmit vital data and a backup system to traditional landline telephone communications.

2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity. The proposed Verizon installation will not negatively impact the use or enjoyment of other neighboring properties nor diminish or impair the value of other property in the immediate vicinity. The proposed installation consists of a single panel antenna flush mounted to the building's chimney and painted to match the existing brick. Upon completion, it will be less noticeable than the many satellite dishes, television antennas, and other appurtenances on the roofs of surrounding buildings. The presence of the proposed facility will provide more reliable and stable wireless communications service to residents and visitors who enjoy Winnetka's downtown area. Enhanced wireless communication will have a positive influence on the economic desirability of this area, and all Verizon Wireless subscribers will benefit.

3. That the establishment of the Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern. The proposed Verizon installation is a minor appurtenance flush mounted to the chimney of an existing building and as such will have no impact of any sort upon development of improvement of other property in the immediate vicinity.

4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways. The proposed installation is a self-sustained, unmanned, technological apparatus requiring only infrequent visits by a single technician during off hours, and will thus have no impact on pedestrian and vehicular traffic congestion in the public ways.

5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided. The proposed facility will be serviced by standard electric service and a fiber or cable backhaul network already present in the area and therefore will not create any additional burden upon Winnetka's public utility infrastructure, nor will the minor scope of this project create any adverse impact on public

roads or drainage. During the infrequent maintenance visits noted above, the Verizon technician will arrive in a non-commercial car or van which can take advantage of ample on street parking.

6. That the Special Use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes. It is Verizon's intention to conform to all applicable regulations, ordinances, and codes of the Village of Winnetka as they pertain to the proposed antenna facility.

Additional Standards under Section 17.56.120.B. Additional Standards for Granting Special Uses for Antenna Arrays in the C-1 and C-2 Zoning Districts:

In addition to the standards set forth in this section for consideration of special use permit applications, no special use for a WTSF in the WTSF Overlay District of the C-1 and C-2 Zoning Districts shall be granted unless it is found:

1. That the location of antennas on existing structures in the C-1 or C-2 Zone is a matter of absolute engineering necessity in order to operate the applicant's network. As opposed to the conventional function of filling gaps in signal coverage, small cells are an "under-build" technology designed to work beneath the umbrella of the macro signal as a supplement to the backbone network, thus providing capacity relief during times the backbone network is overburdened. By design, small cells are not replacements for macro sites, but instead an add-on designed to boost system performance. Verizon engineers have identified network congestion issues surrounding the Metra commuter station during the morning and evening hours which necessitate increasing spectrum capacity in that location. The proposed small cell is the most reasonable, minimally impactful solution available to remedy this issue.

2. That locating its antenna array on the western edge of the golf course, at 1390 Willow Road, on the landfill or on the golf netting poles is not technically feasible and there is no replacement site available on the smokestack of the Water and Electric Plant or on the monopole at the Public Safety Building. The proposed Verizon installation consists of a single, low power antenna aimed directly at the Metra commuter station designed to address capacity issues in that single location during times of peak usage. The signal is precisely engineered to not spread beyond the target location and to remain low to the ground to prevent interference with the macro signal, thus precluding the viability of other locations within the Village.

3. If a roof-mounted antenna array is being proposed, that there are no feasible locations for a wall-mounted array or for an antenna array using concealed facilities within three hundred (300) feet of the proposed roof-mounted array. Does not apply.

4. If a wall-mounted antenna array is being proposed, that there are no feasible locations for an antenna array to use concealed facilities within three hundred (300) feet of the proposed wall-mounted array. It is the petitioner's opinion that this condition does not apply in this instance in that the proposed Verizon installation is not technically an "antenna array" as

addressed by the code, but instead a single, one-foot-wide by two-foot-tall panel antenna flush mounted to the building chimney and painted to match (i.e. "camouflaged"). What's more, is that the proposed antenna is smaller in surface area than many of the existing roof and chimney mounted satellite dishes throughout the area, none of which are concealed or camouflaged, any attempt to conceal Verizon's antenna would prove more obtrusive than the proposed paint camouflage, resulting in a less visually appealing outcome.

470 Poplar Street, Case No. 15-29-V2, Michael and Kelly Finnerty, Variations by Ordinance (1) Maximum Building Size and (2) Side Yard Setback

Mr. D'Onofrio read the public notice. The purpose of this hearing is to hear testimony and receive public comment regarding a request by Michael and Kelly Finnerty concerning variations by Ordinance from Sections 17.30.040 [Maximum Building Size] and 17.30.060 [Side Yard Setback] of the Winnetka Zoning Ordinance to permit an attic addition that would result in a gross floor area of 3,663.55 s.f., whereas a maximum of 3,150 s.f. is permitted, a variation of 513.55 s.f. (16.3%) and a north side yard setback of 5.8 ft., whereas a minimum of 6 ft. is required, a variation of 0.2 ft. (3.33%).

Chairperson Johnson swore in those that would be speaking on this case.

Kelly Finnerty introduced herself to the Board as the homeowner who has lived in Winnetka since 1998 and in the home for 10 years.

William Murphy introduced himself to the Board as the architect on the project. He stated that the Board should have the packet of information which in the showed the existing conditions and proposed conditions. Mr. Murphy then stated that what they are trying to do is to solve some of the recurring problems they have with the shallow roof with no overhang.

Mr. Murphy informed the Board that the home is substantial in size based on what is permitted and that the FAR is already 9% over the amount allowable. He stated that to do anything to the roof to steepen the pitch as well as the side yard would be into the required setback. Mr. Murphy indicated that they are attempting to steepen the roof and extend the overhang on the low side of the gable roof form and to continue the pattern of what is there now with dormers to add visual interest and that the result is the request. He stated that they would be adding 7% of FAR over the allowable amount on top of the 9% which is there.

Mr. Murphy noted that the home is sited low on the ground plain. He stated that they are also trying, as the roof pitch is increased, to make that finished space which is presently a low lying attic with the ability to stand in the middle only. Mr. Murphy also stated that the basement is low to the ground with no windows. He stated that the request represented the opportunity to have extra space which is habitable and which would satisfy light and vent requirements.

Mr. Murphy then stated that with regard to the standards, in a nutshell, they are trying to stay consistent with the patterns of the homes in the community as well as with the home as it is. He informed the Board that they would be within the height limits with the proposal and would be keeping the gable form to allow the same light extending north to south to remain as is. Mr. Murphy added that the dormers would be brought in toward the middle of the roof for volume and

would have no impact to the left and right. He then asked the Board if they had any questions. Chairperson Johnson also asked the Board if they had any questions.

Ms. Hickey asked Mr. D'Onofrio if in the zoning matrix, did these get switched around and referred to the minimum side yard to the north.

Ms. Klaassen stated that the north side yard is existing nonconforming as well as the total side yards. She stated that the addition is a vertical expansion of the nonconforming wall upwards.

Mr. Murphy stated that there would be a continuation of the same north wall.

Mr. Lane asked the applicants to explain in more detail the issue with ice buildup and why they want to pitch the roof.

Mr. Murphy informed the Board that the low side of the existing roof intersected the wall and that the gutter was hung to that edge. He then stated that in the winter, when snow melted down the roof, it would freeze at the low side and described the ice damn as phenomenal. Mr. Murphy also stated that it expanded back up the roof and would find its way into the building. He stated that in connection with the opportunity of the overhang, it would let all of that be downstream of the building so that it cannot climb back up. Mr. Murphy added that it is cold on both sides.

Ms. Finnerty informed the Board that it is not just in the winter and that when there are big rains, it leaked through the living room into the children's bedroom as well as into the family room. She indicated that it literally poured into one of the rooms in the master suite area.

Mr. Lane asked if it is an overhang issue or a slope issue.

Mr. Murphy responded that it is both. He stated that the shallow slope held more snow and that the overhang terminated at the edge of the home which meant that there is no overhang. Mr. Murphy stated that the proposed design solution would be an extension of that roof as a bit of an overhang.

Mr. Lane questioned whether the slope of the room is abnormal compared to other homes.

Mr. Murphy stated that it is low slung compared to other older homes in the community and on the same street.

Mr. Blum asked what is the pitch.

Mr. Murphy responded that it is 4:12.

Chairperson Johnson asked if the roof is the same roof when they bought the home.

Ms. Finnerty stated that it is not and that they attempted to solve the problem and reroof by adding some kind of ice and water shield which she stated had no effect. She informed the Board that they had the roofer back out approximately 5 years ago quickly after they moved in and saw the

problem.
Chairperson Johnson asked why was it built that way.

Mr. Murphy stated that it is his understanding that it was the style of the day although it is not that old of a home. He also stated that there was no extension on it and that he is not sure why.

Mr. Blum stated that his understanding of the information was a little difficult and questioned whether the extension would help. He referred to the ice damn which formed when the cold hits. Mr. Blum also asked if the roof of the home would be warm.

Mr. Murphy stated that it would be insulated. He also stated that on the underside of the roof, there would be a sheeting spray formed with R49 insulation so that there is no thermal difference as it is today. Mr. Murphy added that the overhang would help with the rest of the area as well. He stated that a roof with no overhang is not how they design things today.

Ms. Finnerty added that they do have their gutters cleaned out several times a year.

Mr. Murphy stated that if there is a problem, the water being out beyond the walls is the primary advantage of overhangs. He stated that it is the inherent challenge that the design provides.

Mr. Lane asked how much of additional GFA would the dormers represent.

Mr. Murphy responded none and that there is an allowance for dormers which would be designed to stay well within the requirements. He stated that is why there would be two and that they would be 5½ feet wide.

Mr. Lane asked if 218 square feet is the typical amount of square footage.

Mr. Murphy stated that it would result in a taller volume.

Mr. Lane then asked the applicants if they would fix the roof and not do the buildout on the third floor.

Mr. Murphy responded that the budget hopefully allowed for both. He informed the Board that the furnace is in the attic. Mr. Murphy stated that they would be insulating and finishing that train of thought on that floor level which is eventually a necessity of the home itself. He indicated that they would be working from two directions including the basement.

Mr. Lane asked Mr. D'Onofrio if the square footage counted regardless of whether they did the build out.

Mr. D'Onofrio confirmed that is correct.

Chairperson Johnson asked if there were any other questions. No additional questions were raised by the Board at this time. She asked if there were any questions from the audience. No questions were raised by the audience at this time. Chairperson Johnson then called the matter in

for discussion.
Mr. Lane stated that he would like to approve the request and would like for the applicants to fix the home. He stated that it sounded like an issue they are trying to resolve. Mr. Lane then stated that however, he is having trouble with satisfying the reasonable return requirement here in that they have a livable home which is already over on GFA. He stated that they would also be getting additional attic space. Mr. Lane agreed that they needed to solve the issue of the roof slope which is not at the right level and that he did not know what the alternative is. Mr. Lane stated that he is in a quandary here but the applicants have not met the standard.

Mr. Blum stated that he agreed with the interest of being successful and that there is a maximum built home on a small lot. He stated that what they have here is an issue which is different than what the Board is used to seeing. Mr. Blum agreed that there is an actual problem here and that he is trying to understand how a zoning issue is a fix like that and that with rain too, it seemed like there is a leak situation but that the applicants explored that. He then stated that he had no good answer for Mr. Lane.

Ms. Kumer stated that her question is whether it is a maintenance issue. She referred to the leak issue being explored and that whether the slope would fix the issue is where she is unclear.

Mr. Blum questioned if they were to fix the roof and have it insulated and redid the fascia by the gutter, would the problem go away.

Mr. Lane stated that the applicants testified that they have to do the slope and overhang.

Mr. Kehoe stated that he had no comments.

Mr. Naumann stated that he would be in favor of the request and that it looked to be a fundamental design deficiency only to be corrected.

Ms. Hickey stated that she would be in favor of the request and that the hardship is that there is a nonconforming existing issue and that the home is on a smaller lot. She also referred to the fact that Mr. Murphy said if they were to go up, they would be allowed to.

Mr. Murphy agreed that they can make it inches taller, but that they are not. He also stated that they would be raising it up where FAR increases whether it is finished or not.

Ms. Hickey added that the applicants are not being extravagant in their request and that it would be respectful to the home. She reiterated that she is in favor of the request.

Mr. Murphy informed the Board that the height is just shy of 31 feet.

Chairperson Johnson asked if the home to the south is higher.

Mr. Murphy noted that the home to the north is an older home at 2½ stories and that other home is taller as well.

Chairperson Johnson referred to the concern with regard to the property which had new construction and that it seemed taller as well. She asked the Board if they had any other questions.

Mr. Blum asked that if the dormers do not add to GFA, if they add to the perception of the home with the roof, the dormers would add more bulk.

Ms. Hickey indicated that it would break it up.

Mr. Blum referred to whether there is a consensus if they were to do it without dormers in order to keep bulk down.

Mr. Lane stated that there is a reason to give a bonus but that they do not count it.

Chairperson Johnson asked if the dormers would be on the west side and that there are no neighbors there.

Ms. Finnerty confirmed that is correct. She informed the Board that there are neighbors across the street with a similar home with dormers.

Chairperson Johnson added that because it is an undersized lot, there are not a lot of options. She also stated that with regard to whether they are dealing with extending a nonconformity or creating one, she did not know the solution. Chairperson Johnson added that she did not know whether that would work or not and that otherwise, the applicants would not spend money on it and that she is in favor of the request. She then asked for a motion.

Mr. Naumann moved to recommend the approval of the zoning variations for 470 Poplar and to cite page nos. 6 and 7 which are comprehensive in supporting the standards in detail for the request.

Ms. Hickey seconded the motion. A vote was taken and the motion was passed, 6 to 1.

AYES: Blum, Hickey, Johnson, Kehoe, Kumer, Naumann
NAYS: Lane

FINDINGS OF THE ZONING BOARD OF APPEALS

1. The requested variations are within the final jurisdiction of the Village Council.

2. The requested variations are in harmony with the general purpose and intent of the Winnetka Zoning Ordinance. The proposal is compatible, in general, with the character of existing development within the immediate neighborhood with respect to architectural scale and other site improvements.

3. There are practical difficulties or a particular hardship which prevents strict application of Sections 17.30.040 [Maximum Building Size] and 17.30.060 [Side Yard Setback] of the Winnetka Zoning Ordinance which is related to the use or the construction or alteration of

buildings or structures.

The evidence in the judgment of the Zoning Board of Appeals has established:

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by regulations in that zone. If the setback and floor area limits are strictly followed, any alterations to the existing deficient roof and eave condition would not be permitted without variation given the existing legal nonconforming side setback and floor area. The proposed project provides a solution to the eave deficiency with a minimal floor area increase that is concealed under a visually quiet roof line, and atop the existing side walls. The resultant attic volume becomes a habitable half-story, another common feature of homes in the community, which will enhance the utility and value of the property. The current attic space is not habitable, and the basement does not allow for natural light and ventilation because the existing first floor structure is close to grade level.

2. The plight of the owner is due to unique circumstances. Such circumstances must be associated with the characteristics of the property in question, rather than being related to the occupants. The undersized lot area for the R-4 District, the irregular lot shape, position and original house layout are unique to this site, predate current zoning criteria, and pose a unique challenge to correcting the eave deficiency. The extents of the existing legal nonconforming setback and floor area condition are minimal, not apparent to – nor impacting neighboring properties. There is no economically viable cure to the existing legal nonconformity, or to correcting the eave deficiency, without zoning relief. Demolishing the house is not economically viable, nor desirable in the community.

3. The variations, if granted, will not alter the essential character of the locality. The existing setback and proposed new roof replacement is consistent with the locality, and provides an architectural enhancement with the incorporation of the dormers.

4. An adequate supply of light and air to the adjacent property will not be impaired. Light and air to the north and south neighboring properties will remain the same with the gable roof design and side walls in the same position. The ridge is slightly higher, while the eave line of the new overhang is slightly lower than the existing gable roof.

5. The hazard from fire and other damages to the property will not be increased. The hazard from fire and other damages will be decreased. The proposed new roof replacement and ½-story attic will have an interior finish of fire-resistive gypsum board on the walls and roof (the current wood framing is exposed).

6. The taxable value of land and buildings throughout the Village will not diminish. The taxable value of the land and buildings throughout the Village should be maintained by the proposed project, with the preservation of the existing open space on the lot continuing to benefit the neighborhood, and solving a building deficiency without changing or increasing the building's footprint.

7. The congestion in the public street will not increase. There will be no change to the public street traffic with the proposed new roof replacement, extension of the north sidewall or

floor area increase.

8. The public health, safety, comfort, morals and welfare of the inhabitants of the Village will not otherwise be impaired. There will be no change to public health, safety, comfort, morals, and welfare of the inhabitants of the Village with the proposed new roof replacement, extension of the north sidewall or floor area increase.

511 Lincoln Avenue, 513-515 Lincoln Avenue, 710-732 Elm Street, 740 Elm Street and a Portion of the Adjacent Lincoln Avenue Right-of-Way, Case No. 15-10-Park District, Stonestreet Partners and Winnetka Station LLC - Planned Development

Chairperson Johnson stated that they would start with a roadmap. She then stated that after that, Mr. D'Onofrio would summarize the planned development process and the Board's role. Chairperson Johnson stated that the Village Staff provided copies of the special use standards to evaluate the proposal. She stated that after Mr. D'Onofrio made his presentation, the applicant would make their presentation and that the Board would have the opportunity to question the applicant. Chairperson Johnson referred to the intent behind the process and stated that given the complexity of the application, there would probably be the need of additional information and the opportunity for the Board to question the applicant.

Chairperson Johnson then pointed out that the Board was provided minutes from the Plan Commission meetings as well as comments which were submitted on the Village's website. She stated that there is an opportunity to continue to submit comments on the website with regard to the application and that there would be a sign in sheet for interested parties to receive notice of upcoming meetings.

Chairperson Johnson informed the audience that New Trier Partners (NTP) in 2011 submitted an application for planned development and that it was recommended by the Village Council for approval. She indicated that there is the hope to end tonight's meeting at 10:00 p.m. and noted that the case would be continued to the December 14, 2015 meeting. Chairperson Johnson then stated Mr. D'Onofrio would first provide his presentation followed by those who would be sworn in who planned to speak on this case.

Mr. D'Onofrio stated that he would keep his comments to a minimum and describe the planned development process. He stated that there were a few Board members who were involved with the previous planned development in 2011. Mr. D'Onofrio noted that he would not go into the components of the One Winnetka plan and that he would let the developer do that.

Mr. D'Onofrio stated that with regard to the planned development regulations, a copy was provided and is also included in the agenda packet. He noted that the intent of the planned development ordinance, which was approved and adopted in 2005, was to allow for a greater degree of zoning flexibility for developments on sites which measure 10,000 square feet or more. Mr. D'Onofrio also noted that a planned development is a type of special use and that it utilized the same process of a special use.

Mr. D'Onofrio stated that as described in the purpose statement in Section 17.58, a planned development as a special use procedure departs from the strict application of specific zoning requirements in the district where the development is located. He stated that in an effort to

progress development and the redevelopment of land, in this case, with regard to the commercial districts, it is done by encouraging more creative and imaginative design than is possible under the zoning regulations that apply in those districts. Mr. D'Onofrio stated that the understanding is that development on a 10,000 square foot lot did not fit within the bulk standards of the underlying zoning district. He stated that there is also the acknowledgment that it will be unique and that they want regulations which would not stifle that creativity. Mr. D'Onofrio also noted that the development may not meet all of the criteria in the underlying zoning district.

Mr. D'Onofrio then stated that along with the purpose statement, the ordinance also spelled out the intent behind the planned development which included five factors. He stated that the five factors are: (1) to permit a creative approach to development and redevelopment, (2) to achieve a more desirable physical environment by allowing flexibility in building design and site layout, (3) to allow a more efficient use of land, resulting in a more economic network of utilities, streets and other facilities, (4) to allow the facilitation of a development pattern that is in harmony with the objectives of the Comprehensive Plan and the purpose of the zoning districts and (5) to allow the relaxation of other applicable substantive requirements.

Mr. D'Onofrio stated that with regard to how the planned development process worked, he referred to the Board which considered final approval of the previous NTP planned development in general which is a two-step process. He noted that first, there is preliminary approval and then the final approval process. Mr. D'Onofrio stated that currently, the application is in the preliminary approval process which includes review by the Board, the Plan Commission and the DRB. He then stated that upon completion of the advisory bodies' review, the application is presented to the Village Council for consideration of preliminary approval.

Mr. D'Onofrio noted that if the Village Council decided to grant preliminary approval, within 18 months, the applicant has to initiate the final approval process which he described as more perfunctory in nature. He stated that preliminary approval hashed out the details and that final approval is triggered by the completion, review and approval of engineering site plans. Mr. D'Onofrio stated that then, it is reviewed again by the Plan Commission, the Board and the DRB and then it would go back to the Village Council for final approval.

Mr. D'Onofrio noted that in the agenda packet, quite a bit of information was provided, such as describing the responsibilities of each of the three advisory bodies. He noted that the ordinance clearly identified the role of each body. Mr. D'Onofrio informed the Board that the Plan Commission reviewed the plan over seven meetings and that they recommended approval of the planned development. He stated that their role is to determine whether the planned development as a whole is consistent with the goals and objectives of the Comprehensive Plan. Mr. D'Onofrio also stated that all of the minutes from the Plan Commission meetings and the resolution were forwarded to the Board and that there was a vote of eight in favor and two against the recommendation in favor of the planned development along with a number of conditions on the approval, all of which are found on page nos. 9 and 10 of the agenda packet. He added that it was also included in the final minutes of the last Plan Commission meeting.

Mr. D'Onofrio stated that the second body to review the application is the DRB and that they are scheduled to consider the application on Thursday. He informed the Board that the DRB is to

provide comment and recommendations as to whether the building design, landscape plan and other exterior aspects of the development are in conformity with the Village's adopted design guidelines.

Mr. D'Onofrio informed the Board that their role is to determine whether the development is consistent with the special use standards. He then stated that to determine this, the Board is to address six findings. Mr. D'Onofrio identified the six findings as follows: (1) to determine whether the development will not endanger or be detrimental to the public health, safety, comfort, morals or general welfare and that it would complement and supplement the community given the nature of the businesses; (2) that the special use will not either substantially diminish or impair property values in the immediate vicinity, or be substantially injurious to the use and enjoyment of land in the immediate vicinity for uses permitted by right in that zoning district, (3) impede the normal and orderly development and improvement of other property in the immediate vicinity for uses permitted by right in the zoning district, (4) that adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways, (5) that adequate parking, utilities, access roads, drainage and other facilities necessary for the operation of the special use either exist or will be provided and (6) that the special use in all other respects conforms to the applicable zoning regulations and other applicable Village ordinances and codes. He added that the request is similar to the earlier application in connection with the cell tower.

Mr. D'Onofrio stated that he would now discuss the general comments about zoning and the subject site. He noted that the property is located in the C-2 retail overlay district which is the commercial district. Mr. D'Onofrio then stated that being in the overlay district, the first 50 feet on the first floor is regulated differently than the general commercial district. He stated that he would like to mention that because people think that a number of variations are being requested with the project. Mr. D'Onofrio stated that in the application, planned development allows for exceptions to regulations which differ from a variation which he described as a distinction with a difference. He informed the Board that those exceptions were reviewed and recommendations were made by the Plan Commission and not the Board. Mr. D'Onofrio stated that with regard to those exceptions requested, three of them are identified on page 9 of the agenda report. He informed the Board that the three exceptions relate to building height of 5½ stories and 70 feet in height which is the highest point of the building, while the underlying regulation allowed four stories and 45 feet. Mr. D'Onofrio stated that the second exception related to an upper story setback on the east side of the building where the applicant is proposing a 0 foot setback and that the code required a 10 foot setback at the 4th floor level and above. He stated that the third exception related to the rear yard setback and that the applicant is proposing no setback and that a 10 foot setback is required. Mr. D'Onofrio then asked the Board if they had any questions.

Ms. Hickey questioned the exceptions recommended and approved by the Plan Commission. She then stated that in the agenda packet on page 9, she asked if the Board is not to include exceptions and if they are not to address them.

Mr. D'Onofrio responded that with regard to the specific exceptions, the Board has no authority to recommend or deny. He stated that the Board is to look at the project as a whole and determine whether they would be in favor or against it with their concerns being based on what is being

proposed. Mr. D'Onofrio added that any opposition to an exception is under the purview of the Plan Commission and that any approval or denial would be done by the Village Council.

Mr. Naumann asked with regard to the maximum building height standard, is there any precedent in the community.

Mr. D'Onofrio stated that he would have to get back to the Board on that one and that he did not recall. He noted that there has been no building similar to the proposal.

Ms. Kumer asked what is currently the tallest building.

Mr. D'Onofrio responded that he would have to get back to the Board on that as well and that there were studies done and that he did not have that data in front of him.

Chairperson Johnson asked if there were any other questions for Mr. D'Onofrio. No additional questions were raised by the Board at this time. She then stated that before the applicant made their presentation, she noted that in the agenda packet, there was a formal discussion of the six special use standards. Chairperson Johnson indicated that she did not know if that was part of the applicant's oral presentation or if there is something in writing presented to the Board and that the typical application response to the six standards is not included in the materials. She then swore in those that would be speaking on this case.

Glenn Udell of Brown, Udell, Pomerantz & Delrahim was not sworn in and stated that he would not be giving testimony and identified himself as the attorney for the applicant.

Mr. Camillucci asked Mr. Udell if he had any objection to being sworn in.

Mr. Udell responded that he did not.

Chairperson Johnson then swore in Mr. Udell.

Mr. Udell began by informing the Board that he is the attorney representing Stonestreet Partners and One Winnetka which is the applicant. He noted that his sole purpose is to introduce the speakers and that he would briefly inform the Board what the speakers intended to speak about. Mr. Udell identified David Trandel as a representative of the applicant who would give an introductory statement with regard to the project and the project vision. He stated that George Kisiel is an urban planner and land planner who would provide the Board with an overview of the project. Mr. Udell stated that Mr. Kisiel would also go through the six standards in connection with how they tie to the project and which they can put in writing after the meeting. He then stated that the project architect, Lucien LaGrange, would explain the project design architecture and answer any questions. Mr. Udell stated that lastly, Mr. Kisiel would provide a summary conclusion and then the applicant would answer any questions the Board has.

David Trandel stated that he would be speaking on behalf of the 20 professionals working on the project. He informed the Board that he would go through the special nuances and stated that it is important that they understand what they are trying to accomplish with the building, as well as

how it started, why they are here today trying to solve behind the information bites of information which are rolling through the community.

Mr. Trandel began by stating that with regard to background, he referred to the familiarity with some of the professionals involved on the project and that he is honored to have the brainchild of the design and idea of Lucien Lagrange to try to create something that they can all be proud of. He noted that Mr. Lagrange is known throughout the world for his tremendous residential design from a value perspective and that they should think 5, 10 or 20 years from now and know that his projects are overwhelmingly in the top 20% of the market in terms of value.

Mr. Trandel stated that when they came into the project in 2011, they had taken a more organic approach and that they should forget what was done before them. He stated that the question is how can they use that moment in time to address some of the issues and referred to the fact that there are residents of Winnetka on the team. Mr. Trandel stated that when he was asked to step in and take a look at what was out there and the proposal, he informed the Board that he spent time previously with Mr. D'Onofrio and Mr. Norkus in designing his home and noted that he lives directly 4½ blocks east of the site. He stated that to suggest that anyone who knows the nuances of being downstream from the project, he referred to the issues confronting the east side of town. Mr. Trandel also referred to the lack of vibrancy and stated that the project would also address parking which he described as an enormous issue east of the tracks, as well as water detention and retention. He then reminded everyone that when the Village was laid out over 100 years ago, water retention was not in the vernacular.

Mr. Trandel stated that in connection with a lot of what they have tried to do, he stated that he would go through the various parties and embrace where they came from. He added that no one was here when the Village started and that they inherited the canvas in terms of what to do for modern life without losing its charm. Mr. Trandel described the process as very thoughtful and that they would continue to work though the issues as they come up.

Mr. Trandel informed the Board that they also brought in Daniel Weinbach of Daniel Weinbach & Partners. He then identified Mr. Lagrange's projects as the Waldorf Astoria, the 208 S. LaSalle renovation and 10 E. Delaware which he indicated has the best performing Gold Coast award last year. Mr. Trandel also stated that he and Mr. Lagrange have had a long history of working together and that Mr. Lagrange's portfolio contained the greatest residential assets in the world. He then stated that Daniel Weinbach is a world renowned landscape architect and that what they are talking about is highly relevant with regard to the way it crosses which is beyond the building itself.

Mr. Trandel noted that there are seven different buildings in the project on a very large site. He then stated that in terms of perspective, it is almost twice the size of the last planned development presented by NTP. Mr. Trandel then stated that if you were to include the public area and plaza, it would be three times the size. He also stated that they would get into the massing, shadowing etc. and introduced Eriksson Engineering Associates as the civil engineering firm.

Mr. Trandel stated that with regard to traffic, health and safety are big issues as well as water. He informed the Board that they engaged KLOA who are experts in the field on the traffic safety side

and that Erickson Engineering is on the civil and engineering side. Mr. Trandel identified George Kisiel as the consultant on planning and zoning and noted that he is also highly renowned and very astute. He stated that with regard to marketing analysis, he stated that while the project has been a labor of love, it has to cross the finish line. Mr. Trandel stated that they want to make sure to get funded and paid and that they hired Tracy Cross & Associates who he described as highly aggressive, great and well regarded and that they would see if what they are proposing can be achieved.

He noted that it related specifically to the residential offering. Mr. Trandel also stated that they engaged TR Mandigo as the tax impact consultants and that the firm is to consider the impact to both the schools and the tax coffers.

Mr. Trandel then referred the Board to the rendering. He stated that there had been an amalgamation of a lot of different ideas and that their first proposal was put forth several meetings ago which he described as mildly different. Mr. Trandel stated that in connection with the evolution of the project, it can go from more vertical on the edges and that they pushed the masses inside aesthetically and to keep the architectural integrity. He noted that the core of the project starts with parking and solving for the serious void of parking on the east side and downtown. He also stated that the project would create hard space which would become a public focal point. Mr. Trandel then described the Village Green as incredible. He added that when it rained, it created a different issue and commented that gathering place is important.

Mr. Trandel informed the Board that the number of residential units was reduced down from 120 to 71 luxury rental units comprised of three different buildings. He stated that underneath them would be a dedicated residential parking garage serving the residents. Mr. Trandel noted that they are proposing 40,000 square feet of retail space which he indicated is not significantly bigger than what they would be replacing. He then stated that part of the education is to understand what draws a retailer such as a fresh market restaurant and that retailers have special expectations and needs. Mr. Trandel stated that it started first with the space and volume ceilings, with most ceiling heights in Winnetka being small. He noted that volume is important to a restaurant which would be a dominant retailer from their perspective. Mr. Trandel also stated that there is an inherent need for parking and informed the Board that through every study which was commissioned, it stated that parking is severely lacking to attract any major retailer. He stated that from a practical standpoint, as a resident, it started with parking and that they built from there.

Mr. Trandel referred to a specific moment in time and that they assembled a world class team on behalf of friends and neighbors and that their peers are well renowned on a global scale. He stated that they wanted to bring the best people forth to address the things they need to solve for. Mr. Trandel informed the Board that it is not a get rich quick idea or that they would come to Winnetka and leave and that as a resident, he is the aggregator. He indicated that there has to be a lot of give and take and that while there are a lot of things they could do by right, you would end up with more and stated that they are not trying to disrespect the 45 foot height requirement. Mr. Trandel then stated that in terms of the reality and within the box afforded to them, there are opportunities and that framing the project in the proper context is critical. He added that the code was not written for a 65,000 square foot site and that the property is located in a very unique spot. Mr. Trandel informed the Board that Mr. Kisiel would talk about the aspects relating to Lincoln and the railroad

tracks. He also referred to the light and air to 711 Oak and Arbor Vitae and the streetscape being consistent with what existed on Elm which he indicated required creativity. Mr. Trandel noted that by right, they would end up with a box which he stated would be highly inefficient and that it has to work for the benefit of Winnetka.

Mr. Trandel stated that the project benefits include public improvements and that part of the project addressed parking and that there would be over 300 parking places added downtown which he commented is sorely needed. He also stated that it would be over the amount required and that Lincoln is part of the solution and not the problem. Mr. Trandel then stated that they would be creating a deck for the commuters who would be able to walk directly to the platform which he described as brilliant. He noted that all of the commuter parking would all be down into the garage with 188 commuter spaces which is more than there are now. Mr. Trandel indicated that it is their hope to attract Indian Hill and Hubbard Woods and to make downtown a focal point.

Mr. Trandel stated that the next huge benefit is aesthetics. He stated that if you were to travel the world and Europe and see how it survived, it is because of public gathering places. Mr. Trandel stated that the public place can change its personality by the hour and that it could have a different personality in the morning and in the evening. He stated that they wanted to find a way to keep more people and for it to be a magnet for others on the North Shore and that the public plaza is a very important aspect, specifically how it related to the railroad tracks and that he wanted to clear up any misunderstanding in that regard.

Mr. Trandel stated that with regard to talk about the project as a developer, he referred to going beyond the time, energy and resources and informed the Board that they are committing a lot of dollars which is not the driving force here. He stated that there is a need to make it pencil and that the key is to be focused on doing what they can which is a part of the reason for the creativity of the architecture in order to make sure it is interesting enough to drive rents and for people to want to call it home. Mr. Trandel stated that they felt that they would be making a significant contribution by picking up half of the cost of the Village garage on the west and 100% on the east side. He then stated that from a participation standpoint, there are critical aspects to make up in retail as well as it being critical to solve the parking issues.

Mr. Trandel went on to state that dollar wise, in terms of being specific to the project, as it is designed, they would be adding $1 million in added dollars to the Village. He stated that presumably, there would be renewed vigor and activity in an area which would significantly enhance activity in all of downtown. Mr. Trandel then stated that from a land value perspective, he referred to the revitalization of the downtown business district and that as a homeowner, it is important to all of them to focus on schools. He also stated that downtown is an important aspect and referred to civic pride. Mr. Trandel stated that people want to move to Winnetka from other parts of the world and described it as a special place. He concluded by stating that the underlying theme of the project would be the enhancement of downtown. Mr. Trandel then introduced George Kisiel.

George Kisiel of Okrent Kisiel Associates stated that his firm is an urban planning and consulting firm based in Chicago with over 30 years of experience. He informed the Board that he would provide a brief background and history of Winnetka planning heritage and how the project fits into

that context. Mr. Kisiel also stated that he would be discussing the nuts and bolts of the project and that he would address the public benefits, zoning and the Board's evaluation of the criteria for the project.

Mr. Kisiel began by stating that the Village was platted in 1850 and experienced rapid growth between 1890 and 1920. He stated that in connection with the Village's planning movement, the Plan Commission was formed in 1915 and that they hired Edward Bennett to help create a plan for Winnetka. Mr. Kisiel stated that the key aspects of the plan included a grade separated rail system and the creation of separate civic space. He then referred to the influence of the work from Paris. Mr. Kisiel informed the Board that Bennett envisioned a central area focused around the train station and the Village Hall to the west which was proposed to be a cultural center and on to the east commercial block. He stated that the plan talked about block faces rather than a large piece of open space.

Mr. Kisiel stated that in connection with the development context, he stated that things have changed since 1920 and referred to the boom of the 1920's which brought Winnetka to nearly full buildout. He also referred to auto ownership and the change in retail development which impacted traditional downtown centers. Mr. Kisiel also referred to revitalization through transit-oriented development and the impact of e-retailing and internet sales which impact downtown. He noted that the East Elm retail district has a vacancy rate of 38% which he indicated is inflated by the subject property. Mr. Kisiel then stated that there are issues with retail development and in terms of what can be done.

Mr. Kisiel went on to state that every 20 years, the Comprehensive Plan is updated and that the current plan was drafted in 1999. He stated that it anticipated the things which are addressed in the One Winnetka project. Mr. Kisiel then referred to the need for parking in the East Elm district. He stated that it recognizes the issues with the types of buildings and existing development on the site.

Mr. Kisiel noted that in 2006, a parking study was undertaken which identified a significant parking deficit specifically in East Elm. He stated that the Village engaged ULI to study the commercial district and that resulted in findings relating to place making and civic space. Mr. Kisiel also stated that in 2015, a resident survey was done with a 45% response rate and for which 77% viewed the business district revitalization as a high priority.

Mr. Kisiel stated that the project looked to complete Bennett's vision around the train station and respond to community preferences. He also stated that the proposal is consistent with current planning efforts and that it responded to the current Comprehensive Plan as well as reaffirmed the traditional role of Winnetka's downtown.

Mr. Kisiel then stated that Lucien Lagrange for 2½ years worked on the same project with Mr. Trandel and is behind the vision. He noted that the team all worked together and that they did a very important building in Chicago. Mr. Kisiel described it as an incredible and amazing project.

Mr. Kisiel referred the Board to the first illustration which identified downtown Winnetka and showed the side that they are dealing with. He also identified the exposed concrete under the

development and stated that when compared to the three corners, it is asking for something to be done. Mr. Kisiel noted that the Village is cut in half by the railroad tracks and that the project would bring all of this part of the Village together which he indicated is missing.

Mr. Kisiel then referred to an illustration of the massing and arrangement on the site which he described as a large site measuring more than an acre. He indicated that it would be hard to find a site that big in Chicago and that this is a very significant site. Mr. Kisiel also stated that they have been very sensitive to the context which is why it took a long time and that they went through a lot of different schemes.

Mr. Kisiel referred to the context at the street level on Elm and Lincoln and stated that the project responded to the context. He noted that with regard to what they did on that side, there is a retail street and a base of uninterrupted retail. Mr. Kisiel informed the Board that they anticipate a restaurant use on that side and the fact that there would also be two midrise buildings measuring four stories on top of retail. He stated that they want to address the open space of 6½ acres and to anchor that big open space and the area significantly facing the Village Hall. Mr. Kisiel then stated that the second building would be facing east with a setback of 10 feet and the 5th floor which would be set back 20 feet. He indicated that in doing that, there would be 76 feet of wide, large space. Mr. Kisiel stated that on the other side, there would be 200 feet which he described as very open also with a retail base and which allowed them to be able to create the open space and motor court. He noted that they would be taking traffic off of the street and that the street would be purely retail. Mr. Kisiel identified the area going to parking and the drop off. He also stated that pedestrians can walk and identified the entry to the residences. Mr. Kisiel stated that the two buildings would be part of one project with different addresses.

Mr. Kisiel then stated that to create that, there would be a setback 24 feet to the driveway to the drop-off. He identified the area between 711 Oak with the 24 foot setback. Mr. Kisiel also identified the existing parking structure and informed the Board that they put the setback there and made it wider. He also stated that on the second floor above retail, they planned to create a secluded private plaza for the residents.

Mr. Kisiel indicated that the most important façade would be facing the open space and the Village Hall. He noted that Bennett anticipated a taller building at the center of the block facing the Village Hall which is what they did. Mr. Kisiel stated that the penthouse at the top would break down the façade with two wings with emphasis on the entry to the residences. He indicated that you would be able to come from the train and enter directly from the plaza. Mr. Kisiel also identified the acute corner angle and referred to an illustration of what they have today which is parking and asphalt. He stated that the plan is to have a Lincoln Avenue public plaza. He noted that there would be two levels of parking under Lincoln. Mr. Kisiel added that it would be open to traffic on Lincoln but that when it functioned like a flea market, etc., it would be perfect for that use. He stated that the landscaping would respect that and reiterated that there would be a plaza with parking underneath.

Mr. Kisiel then stated that they planned to move the existing parking and wall of Elm and Lincoln. He asked the Board to remember that they would be using another 25 feet which is owned by the Village to go to the property line of the tracks. Mr. Kisiel indicated that they would not be losing

that much on Lincoln.
Mr. Kisiel referred the Board to an illustration of Elm Street which he described as the most important aspect. He informed the Board that they made changes to the proposal based on community comment. Mr. Kisiel then stated that with regard to the two midrise buildings to the corner which he identified, he stated that in between, there would be townhomes on top of retail which is three stories. He noted that each one has different architecture. Mr. Kisiel then stated that the building on the east subdivision is vertical and that its massing was diminished. Mr. Kisiel identified the current condition with eclectic architecture with retail on ground. He then stated that in the end, looking west, there would not be much difference between both sides of the street. Mr. Kisiel stated that there could be a sidewalk bistro opening to the sidewalk. Mr. Kisiel also stated that there would be new lighting which now is not friendly and that there would be lighting on the building as well. He added that you would be able to access the bank on the other side of the tracks and the bridge.

Mr. Kisiel then went on to discuss the architecture and materials. He referred the Board to an illustration and stated that the base is retail which is about the size of base size retail. Mr. Kisiel also stated that the scale of retail would be the same as Lincoln and Elm now and that it would be very compatible. He stated that above, there would be brick on two floors and that the fourth floor would be limestone and then a mansard roof which they want in order to make the building horizontal. Mr. Kisiel stated that the building would then turn the corner with the tower and that they wanted to soften the edge. He noted that the angle is very sharp between those two streets. Mr. Kisiel added that they did not want more than 40% windows and that the building would be in scale with other residences in Winnetka.

Mr. Kisiel stated that he would now discuss the project history and evolution. He stated that he would also identify the building program on each floor as well as the public benefits versus zoning relief. Mr. Kisiel stated that he would follow that with a discussion of the special use criteria and how the project complied.

Mr. Kisiel informed the Board that they started out in February or March 2015 with the proposal on an illustration which he identified for the Board. He indicated that the project has the same setback and open space to the nearest adjacent residential neighbors. Mr. Kisiel stated that the two buildings to the east and west were seven stories and 83 feet which were reduced to six stories with a two story base connecting them. Mr. Kisiel then stated that in June, the floor area dropped to 172,640 square feet and that they maintained the setback and open space adjacent to the residential neighbors.

Mr. Kisiel then stated that the proposal you see here contained the western building at five stories with a one story penthouse on the eastern side at five stories. He also stated that with regard to the upper level setback, there would be three story townhomes over retail and a one story connector for the commercial and residential development. Mr. Kisiel stated that he would like to point out the challenge with regard to the large site in responding to the context and to break up the size of what is developed. He noted that it is a 1.4 acre site for downtown and that they created four different structures and pieces to be assembled on the site. Mr. Kisiel then stated that the taller structures on the east and west address open space and other commercial development. He added that the Elm Street elevation would complement the scale of the retail street.

Mr. Kisiel stated that in summary, the building was reduced in height to five stories and the penthouse at 59 feet from seven stories and 83 feet which is 2.5% of the FAR of the project. He also stated that they reduced the density from 120 units to 71 units and that the FAR was reduced to 172,000 from 205,000. Mr. Kisiel then stated that they reduced the retail component from 45,000 square feet to 40,000 square feet.

Mr. Kisiel stated that he would now go over the floor plans for each floor. He stated that on the upper level, there would be a 6th story penthouse which he identified in an illustration for the Board. Mr. Kisiel stated that on the 4th and 5th floors, there would be residential development and that on the third floor, it represented the upper level townhomes. He also stated that on the second floor, there would be small commercial development on the southern part of the western building. Mr. Kisiel then identified ground floor retail and circulation and access to the residences.

Mr. Kisiel stated that in terms of site circulation, he identified the view of the garage below. He noted that Lincoln would remain open with two lanes of traffic at 12 feet each and parallel parking on either side. Mr. Kisiel noted that the residents would enter off of Lincoln at the drop-off and enter the garage. He also stated that the commuters would enter the garage from the west off of Lincoln and that commercial traffic would enter off of Elm to the commercial lot to the east.

Mr. Kisiel then identified the existing parking inventory. He informed the Board that currently, there are 33 commuter spaces on Lincoln and 116 retail spaces. Mr. Kisiel also stated that there are 30 retail spaces on Lincoln and 62 retail spaces in the east lot which amounted to 149 spaces available to the public. He then stated that one of the issues raised related to the dearth of commuter parking and their use of retail parking spaces and identified parking as one of the main public benefits of the project.

Mr. Kisiel referred the Board to an illustration of the lower level parking deck and stated that they would be replacing 33 commuter spaces along Lincoln which would be removed and relocated and that they would be adding 111 commuter spaces as well as 33 spaces for retail. He stated that underneath One Winnetka, there would be 116 spaces for the residents which complied with the standard, as well as an additional 11 required spaces for retail. Mr. Kisiel stated that with regard to the east lot relocation, it would require 53 retail spaces as well as to eliminate curb cuts on Lincoln. He stated that in summary, with regard to the existing inventory of 149 public spaces, with the addition of the project, there will be 298 public spaces which resulted in a net gain of 149 public spaces. Mr. Kisiel added that on lower level two, there would be commuter and retail parking along with storm water management for the site located onsite.

Mr. Kisiel then stated that in summary, he would describe the public benefits and zoning relief being requested. He stated that in connection with public benefits, they are proposing public parking facilities, streetscape and public open space, storm water management and a water distribution system, all of which would be done with a significant contribution from the developer. Mr. Kisiel noted that the cost of the east lot containing 116 parking spaces would be borne by the developer. He also stated that in satisfying the parking requirement for the development on the site, it would be done in a manner by making the parking spaces available to the public 24 hours a day. Mr. Kisiel then stated that with regard to the commuter retail garage to the west, there would

be 194 parking spaces of which 50 would be paid for by the developer and 144 to be borne by the Village. He added that all of the soft costs such as construction management, etc. would be paid by the developer. Mr. Kisiel also stated that the east lot total cost of $4 million is to be borne by the developer and that $2.37 million of the total cost for the west lot would be borne by the developer.

Mr. Kisiel stated that he would now discuss streetscape and open space. He informed the Board that one benefit of the development is the consolidation of scattered development on the site. Mr. Kisiel noted that currently, there are four 4 curb cuts and that the project would consolidate the curb cuts into two places. Mr. Kisiel stated that there is concern about the curb cuts with the area of high pedestrian activity and that the project would minimize the conflicts by consolidating and locating them at each entry which would have the least amount of pedestrian intrusion.

Mr. Kisiel stated that when construction is finished, the streetscape on the south side of Elm would be upgraded with landscaping and lighting at a cost to the Village but with the soft costs borne by the applicant. He noted that there would be approximately 15% of soft costs. Mr. Kisiel also stated that with regard to the public plaza, there would be the same type of contribution and that the Village would pay for the construction costs and that the developer would pay the soft costs.

Mr. Kisiel then stated that with regard to water main improvement, the developer would pay for 100%. He stated that the Village would contribute toward the construction costs and that the developer would pay 15% which represented the soft costs. Mr. Kisiel stated that all of the upgrades are needed public improvements and would be subsidized by the developer through the process.

Mr. Kisiel informed the Board that with regard to the total construction cost of $11,675,000, the developer would be paying 46.5% or $5,430,000 and that the Village would pay 53.5% or $6,245,000. Mr. Kisiel referred to the fact that the developer would be paying $7,180,000 or 53.5% and the Village would be paying $6,245,000 or 46.5% and that when you factor in that the developer would be paying 100% of the soft costs, the developer would be paying more than half for the public improvements. Mr. Kisiel described it as a significant contribution and that the improvements with regard to parking, etc. are needed and the demand for which was memorialized in studies, testimony and evidence.

Mr. Kisiel stated that he would now discuss the zoning exceptions. He identified three exceptions being requested in connection with the project which include building height, 4th story/upper level setback and rear yard setback. Mr. Kisiel stated that with regard to height, the proposal has a 6th story component which would measure 70 feet in height and that the requirement is for four stories and a height of 45 feet. He also stated that with regard to the 4th floor/upper level setback, there is a requirement of a 10 foot setback and that there would be a 12 foot setback provided on the east side only, together with a mansard roof. Mr. Kisiel stated that with regard to the rear yard setback requirement, 10 feet is required on the east side and that there would be a 0 foot setback provided on the east side. Mr. Kisiel stated that it would help reduce the apparent size of the building to the single family residence neighborhood to the east. He also stated that the use of mansard roofs would be similar to an upper level setback and would have the effect of reducing the height of the building.

Mr. Kisiel then stated that with regard to the rear yard setback requirement of 10 feet on the east side, he stated that there would be none on that side of the property. He referred to the 24 foot area of space on that side of the development and the motor court which would be adjacent to the residential development to the south.

Mr. Kisiel informed the Board that from their perspective, they are asking for additional height and a switch of parking setback. He then stated that in order to get an idea of what that means, he stated that you have to think about what the ordinance expected in terms of bulk and density. Mr. Kisiel noted that it can be handled by either one of two different ways, one of which is by a mathematical ratio. He stated that the second alternative related to the perspective of the building envelope through setback and building height and that Winnetka uses the second strategy.

Mr. Kisiel noted that the ordinance defined the setback on one side and up to three stories for full height along with an upper level setback of 10 feet. He stated that you would get an idea of what the ordinance is asking for in terms of the maximum bulk which can be built on the site. Mr. Kisiel then stated that when you do the math, it resulted in a 10 foot rear yard setback and 100% lot coverage which amounted to 54,850 gross square feet in terms of an as of right development. He stated with regard to the residential upper floors, he referred to the use of a double loaded corridor around the perimeter of the site and that there would be a 70 foot double loaded corridor on the second and third floors of the building with the 4th floor being smaller because of the setback. Mr. Kisiel stated that would have an anticipated total floor area of 185,500 gross square feet based on that building envelope and the requirements of mixed commercial use.

Mr. Kisiel then identified an illustration of what the development would look like at 185,500 gross square feet. He then referred to the exercise of locating the open space where architecturally they feel it would be best used. Mr. Kisiel noted that there would be no setback adjacent to the closest residential neighbor. He also stated that in terms of the floor plan configuration, the corners would represent a problem with regard to the layout of the residential units as well as having a limited amount of open space.

Mr. Kisiel referred the Board to an illustration of the proposal which would measure 172,640 gross square feet. He noted that it would have a larger setback and open space of 4 times as much at grade as is prescribed by the grade. Mr. Kisiel also stated that they have taken one story of additional height and placed it on the east and west ends of the property with a small 6th floor protrusion which he indicated would help break up that elevation. He then stated that there would be three stories and a setback along Elm which they felt is a better solution. Mr. Kisiel stated that in terms of the same building program allowed by the zoning requirements, the development does a lot more for the community when they offset the single extra story of height and the cost sharing benefits and community gain, which he described as a good tradeoff.

Mr. Kisiel went on to discuss the Board's approval criteria which are the special use criteria. He stated that special uses are allowed to take into consideration land uses which are not compatible with other uses in particular zoning districts. Mr. Kisiel identified an example as a school because of the drop-off and pick-up which are typically special uses. He also stated that it is the same as with police stations, fire stations, etc. He then stated that in the context of planned development,

they are looking at more uses permitted inside of the zoning district and looking at the evaluation of whether the size of the particular improvements can cause negative impacts on surrounding development. Mr. Kisiel also stated that with regard to public health, safety, comfort and welfare, the proposed development would complement and supplement the community given the nature of the business. He then referred to the response of ground floor commercial space and upper story residential areas which would be complementary to the existing context.

Mr. Kisiel stated that they also talked about the need for additional parking downtown and referred to the project's facilities and the fact that it subsidizes it which he stated solved that criteria. He then referred to any negative impact on the public health, comfort, safety and welfare of the Village and the fact that they are talking about the effect on the street network and circulation. Mr. Kisiel informed the Board that KLOA performed studies in connection with the traffic situation which analyzed the intersections and entry points. He noted that there would be an "A" level of service which represented a 10 second wait. Mr. Kisiel also stated that in connection with the existing condition, all of the intersections functioned at a service level of A or B. He stated that in connection with the after scenario which he described as conservative in terms of additional traffic, the intersections would function at a service level of A or B which he described as extremely low traffic and wait times at intersections. Mr. Kisiel also stated that in terms of the adverse impact on the public health, comfort and safety, they would not be adding too much traffic that the network cannot handle. He added that they also talked about reducing pedestrian and vehicular conflicts by reducing the amount of curb cuts.

Mr. Kisiel stated that with regard to the second criteria, it addresses property value in the vicinity as well as its use and enjoyment. He stated that the second criteria is that the planned development would not either substantially diminish or impair the property values in the immediate vicinity or be substantially injurious to the use and enjoyment of land in the immediate vicinity for uses permitted by right in that zoning district. Mr. Kisiel indicated that nothing about the uses or densities would cause a negative impact and that the new development in this area would have a positive impact on the property values where there was none before. He also stated that there would be vitality and feet on the ground which would likely be positive for the surrounding properties as well as for the commercial uses which would have greater foot traffic and result in a more vibrant downtown.

Mr. Kisiel stated that with regard to the third criteria, he stated that the planned development would not impede the normal and orderly development and improvement of other property in the immediate vicinity for uses permitted by right in the zoning district. He informed the Board that provision did not apply that well and that it was designed to handle development in an area where there is no development. Mr. Kisiel then referred to the infill site and the fact that it is surrounded by fully developed property. He also stated that there would be no affection on the ability to improve those projects or add traffic that would prohibit development at the highest intensive use. Mr. Kisiel added that there would be no negative impact with regard to the proposal.

Mr. Kisiel stated that the fourth criteria is that adequate measures have been or will be taken to provide ingress and egress in a manner which minimized pedestrian and vehicular traffic congestion in the public and private ways. He indicated that was covered in prior testimony by the KLOA study and the rearrangement of the site and access points. Mr. Kisiel then stated that it

would not be an issue with regard to the proposed development and that it was well designed and analyzed by top experts in the field.

Mr. Kisiel then stated that with regard to the fifth criteria, it stated that adequate parking, utilities, access roads, drainage and other facilities necessary for the operation of the special use either exist or will be provided. He noted that the situation where parking is concerned has been covered in good detail. Mr. Kisiel also stated that they would be providing adequate parking for the uses on the site above and beyond the amount required and referred to the 149 parking facility to handle the existing parking deficit. He then stated that in connection with utilities, there would be an improvement because of the construction of the garage as well as the replacement of the water main upgrade with regard to the water supply in the area. Mr. Kisiel also stated that with regard to access roads and drainage, the current property was developed before the storm water management rules were in effect and that the proposal would be developed with MWRD specifications and that a vast majority of the storm management would be located on site or adjacent to the site.

Mr. Kisiel stated that the sixth criteria stated that the planned development in all other respects conforms to the applicable zoning regulations and other application of Village ordinances and codes. He noted that but for the three exceptions recommended by the Plan Commission, it is their hope that the Board considered the exceptions which were recommended as appropriate given the context of the planned development and given the spirit of the creative solutions to the problem. Mr. Kisiel concluded by stating that the proposal did a good job of that.

Mr. Trandel stated that he would now provide closing remarks. He then stated that in conclusion, they are hopeful that although their presentation was brief, that the Board got an understanding of the thoughtfulness and depth they went to in order to address all of the things which have come about from a project of this scope. Mr. Trandel also stated that their objective is not to disrupt, but to construct the project and create something that they can all be proud of going forward. He then asked the Board if they had any questions.

Chairperson Johnson also asked the Board if they had any questions and asked that for tonight's discussion, to focus on those questions that the developer might need to provide more information on at the next meeting. She also stated that there would be public comment. Chairperson Johnson reiterated that they should focus questions on where more information is needed.

Ms. Kumer stated that she appreciated the efforts made by Stonestreet to revitalize the downtown Winnetka area and referred to the fact that the site has been vacant for a long period time. She then stated that she had a number of questions and that she would focus on parking and the Village's contribution. Ms. Kumer then asked how will commuters get to the garage or if they will have to walk up the bridge and down again to get to the garage.

Mr. Trandel referred the Board to the illustration of underground garage parking which would be located underneath Lincoln and that you would come in off of Oak and into the garage. He also stated that they have access to 15 feet between the structure and the bike path which he stated is closer to 20 feet. Mr. Trandel then stated that you would park and walk directly on to the platform to get to the train to Chicago. He added that if you are going to Kenosha, you would come up the vestibule and that they would provide elevator access to go across. Mr. Trandel informed the

Board that is Metra property and that they have met with them. He noted that they would be doing work all on Winnetka property and that which is owned by Winnetka. Mr. Trandel then referred to walking off 22 feet from the fence and added that there would be beautiful landscaping.

Mr. Trandel then referred to the unintended consequence of having two campuses. He stated that by moving this and creating hardscape in the plaza area, he referred to the separate disconnection between the two campuses. Mr. Trandel also stated that you would still do drop off similar to what is done now and that they would be creating two central focal access points. He indicated that there are a lot of ways to price the zones in order to maximize dollars. Mr. Trandel then identified the elevator vestibule where you would walk in and take the elevator to both levels of parking. He reiterated that the primary objective is to get the vehicles off of the street which are clogging retail and putting them into a defined area which would be safe, secured and covered.

Ms. Kumer referred to coming from the city on the opposite side and asked if either way, you would have to walk up the stairs.

Mr. Trandel confirmed that is correct or that you could take the elevators. He then stated that from a business perspective, the objective is for it to be attractive to retailers on the east side as well as to be very compelling to restauranteurs.

Ms. Kumer then asked if the other elevator on the bridge did not connect to the garage.

Mr. Trandel confirmed that is correct because of security details that have to be worked out. He noted that one benefit of underground parking is that the complete western exposure would stay open. Mr. Trandel then referred to the south side of the Chicago River which he described as very pedestrian friendly and beautiful. He also stated that bicycles would be able to come through here with a few access points and that it would end up being a big energy point for the Village to attract people from all over.

Ms. Kumer asked with regard to parking, reference was made to the parking study on page 21 which was done in 2006. She asked if they have verified that the numbers would still hold water since that was done over 9 years ago. Ms. Kumer then stated that as a train commuter, she took the 7:30 a.m. train and that there is always available space parking wise at that point. She then asked if in creating 133 new parking spaces, whether that contemplated such aspects as the Community House parking.

Mr. Trandel stated that there is a personality in downtown Winnetka with a number of different means. He then stated that for an office on Lincoln, at 10:00, there are no parking spaces available. Mr. Trandel then referred to the gradual suffocation of parking outside of the retail locations and that for retailers, people do drive-bys looking for parking spots. He also stated that with regard to a practical answer, beyond any study which was updated to be consistent with today, they talked to retailers that they are trying to attract. Mr. Trandel stated that the market would tell them what is viable and that if customers cannot park, retailers would not come. He then stated that without proper structure, what is more important is adequate parking.

Mr. Trandel then stated that with regard to the parking study and the ULI study, while it was

generic, it represented a good view of what the issues were. He stated that if you are looking for things to really enhance lifestyle choices, parking would start first which he stated is why they approached the project the way they did. He identified it as the 800 pound gorilla and that when you have to get people to pay for it, it is not exciting and would be even less if they were to solve parking issues through other options such as structured parking with no land. Mr. Trandel noted that the land is not here to accommodate today's lifestyle as well as the fact that the buildings which are 70 and 80 years old were built when there was no e-commerce, Amazon, carry out, etc. He then described downtown as antiquated and that while it is charming, it is not functional in terms of young professionals and family life or retirees and that when you cannot park, you do not get conveniences. Mr. Trandel stated that the question is how do they modulate today's lifestyle while keeping a balance of the areas of charm.

Ms. Kumer stated that the issues are more on the retail side as opposed to the commuter side.

Mr. Trandel commented that is a great point. He then stated that train ridership is steady in Winnetka and the North Shore and that long term, there is a lot of competition for commuters. Mr. Trandel also stated that in connection with virtual offices, there are less people going downtown. He then stated that when trying to attract whatever that market is, they want vehicles downtown and not in Indian Hill. Mr. Trandel stated that they want to create a central focal point to attract people and those outside of Winnetka. He added that it would be the only structured covered garage [on the North Shore] and that although Highland Park has one, they are not a competitor.

Ms. Kumer stated that in terms of the financials, she referred to a document which showed the costs with regard to the options for parking. She indicated that she did not see all of the costs, soft and hard, pursuant to the proposal. Ms. Kumer also stated that it is not clear at all in the numbers for the Village and line item costs. She also stated that at the end of the proposal, there is another document dated May 27th which talked about design revisions and that she would like to see one page which provided that information.

Mr. Trandel responded that they would provide that information and that there were revisions after May. He then stated that with regard to the slide Mr. Kisiel provided, what was presented is all in in terms of 53% of the costs to the developer and 47% for all parking as it related to the garage on Lincoln with a 65% cost to the Village and 35% to the developer.

Ms. Kumer indicated that it would be helpful to have that information broken down now. She then referred to the studies done with regard to the target market of the older demographic and young professionals and asked if they thought that empty nesters would sell their homes and move in here. Ms. Kumer described it as a stretch to go from homeowner to renter.

Mr. Trandel referred to those who love taking care of their homes and stated that at some point, simplification takes hold. He then stated that in terms of context, they are talking about a scheme of five townhomes and 19 units on the eastern side and 44 units on the west side. Mr. Trandel stated that educated guesses are based on market studies and that there would be larger and less units. He then stated that anecdotally, for the 19 units, they were given names of people who were interested in living there and that they are all Winnetka and Kenilworth residents. Mr. Trandel

stated that for those who want to move into a smaller home or townhome, they cannot find that in Winnetka and that there are no choices. He then stated that there is tons of empirical evidence with regard to the boom of home ownership and that from an empty nester side, it would simplify it for them if they were able to stay in the community and social circles which he described as important and that they have roots here.

Mr. Trandel informed the Board that there are 4,500 households in Winnetka and that they would be adding 70. He then referred to Tracy Cross & Associates and the study which was laid out. Mr. Trandel also stated that most of the units would be larger. He also referred to the people who move to the Gold Coast and that they want to try to keep those people close. Mr. Trandel also stated that with regard to young professionals, they are blessed with the demographics as a community and that the average person in Winnetka can afford "X". He added that they have also been blessed with a constituency to keep that edge and that they have addressed the questions and things that they would be looking for in terms of restaurants, etc. and that along with a balance of retail commensurate with quality, style and cost, he described it as top shelf stuff. Mr. Trandel then stated that there has to be some sanity to the economics and described the project as a labor of love.

Chairperson Johnson stated that they want to provide time for public comment and asked the other Board members if they had any questions. She indicated that she is not sure if the applicant would be able to provide answers tonight and reiterated that they should focus their questions on the areas where they might need the developer to provide information not tonight, but before the next meeting. Chairperson Johnson then stated that after the Board's questions, there would be the opportunity for public comment.

Mr. Kehoe stated that he had no comments for now.

Mr. Blum referred to detail and to have dimensions on things. He also stated that with regard to the views from all elevations, it is hard to get a perspective from the ground, especially looking directly south on Elm. Mr. Blum also referred to the tree in front of Conney's as well as the ingress and egress west and the underground lot. He then asked for dimensions on the entry and exit to the lots. Mr. Blum noted that the elevator is not shown in the rendering and asked if Metra would be taking it away.

Mr. Trandel responded that they are not touching Metra.

Mr. Blum then stated that with regard to parking, he asked if they had a concept of the amount of time it would take to go in and out of the garage. He also stated that in connection with restaurants as a target tenant, he referred to the consideration of a wider setback for a sidewalk café. Mr. Blum stated that with regard to parking, there were a couple of statements made with regard to commuters taking retail parking spaces. He noted that most of them have one hour time limits and that for where that would be happening, he described that as great.

Mr. Blum then stated that with regard to transit-oriented development and parking, he asked how did they synthesize whether it would be a car or a pedestrian-oriented Village. He stated that although parking would be beneficial to retailers and foot traffic for tenants, he stated that he

would like to know if they evaluated the parking situation in a vacuum and that they do not know what the Village would do, which made it hard for the Board to consider that now. Mr. Blum also asked what is the public benefit for commuters if the Village did not do it and if parking underground would be something on the table no matter what happened. He asked that on the flip side, what would be built without commuter parking. He concluded by stating that while it would be beneficial for retail, it represented a steep price for the Village.

Ms. Hickey stated that she would love to have more information on the bike path and how it would work with commuters crossing over. She then stated that to clarify, she asked if the terrace garden on level two would only be for the residents.

Mr. Trandel confirmed that is correct.

Ms. Hickey then asked if the townhomes on Elm would have some Tudor elements.

Mr. Trandel responded that the goal is for them to have five themes from in the Village. He also stated that the building would stay in tune with downtown and would also reference all of these different styles which include Georgian, Revival, etc., as well as different styles of Tudor.

Ms. Hickey also asked if there would be detailed drawings.

Mr. Trandel stated that is more within the DRB's purview.

Ms. Hickey stated that they have identified that there are retail vacancies in the Village. She stated that she is wondering if they can provide or have a better sense on the types of retailers they would be attempting to attract.

Mr. Trandel responded that they have been engaged in discussions and have hired experts.

Ms. Hickey stated that to clarify, she asked if Lincoln would be open to traffic.

Mr. Trandel confirmed that is correct and that it would have two-way traffic. He indicated that they can do the civic center in a lot of ways and that if the Village has a fair or other type of gathering, they can close off the outer ends of Lincoln and have hard space which he commented would be more aesthetic.

Ms. Hickey then stated that she would echo Ms. Kumer's comments and that her husband parked near the train station and is not timely. She also stated that he would not be pleased if he had to add five or eight minutes to his parking time.

Mr. Trandel informed the Board that they know exactly how many people would park per train schedule and stated that there are five peaks in the morning and five peaks in the evening. He also stated that they can provide the traffic study combined with Metra input. Mr. Trandel also stated that it is spread out over a two hour and 20 minute period.

Mr. Lane stated that in connection with 200 parking spaces, the traffic study showed usage at

certain times of the day which are key for the area. He asked for more information as to why they need 200 spots and what necessitated that substantial increase. Mr. Lane then stated that most people agree that they need more parking.

Mr. Trandel stated that along with the Community House, he described parking as suffocated.

Mr. Lane also stated that he is concerned with regard to the use of the garage. He stated that anecdotally, if it is not the expectation of people parking in the garage to get into the elevator, etc. and that experience with the garage indicated that it would not be used. Mr. Lane asked for a better explanation of the people who are going to use the garage when they have had the same experience with the current garage which is not used.

Mr. Trandel stated that the Village controls the garage.

Mr. Lane asked that they look at the study which was done when parking was evaluated for Hubbard Woods.

Chairperson Johnson stated that for a lot of people who are retail customers who are to park there, they would never park underground and would prefer to walk a further distance above ground. She then referred to studies where retailers park underground in an urban setting and stated that otherwise, they would not be solving the problem. Chairperson Johnson added that the only underground parking is in Highland Park and Evanston and that in connection with Highland Park, she is not sure how much it is used.

Mr. Kehoe noted that there is one in Wilmette.

Mr. Trandel informed the Board that the parking under Lincoln would be dedicated for commuters and that the retail lot would be on the east side. He also stated that for restaurants with valet parking, etc., they would get overflow parking in the commuter parking lot.

Mr. Lane asked if the other lot would have two levels.

Mr. Trandel stated that it would be similar to Hubbard Woods with scissored parking.

Mr. Lane stated that they need information to help with understanding the need of the garage and the parking spaces in terms of the success of the project trend, part of which is being close to Metra. He also stated that they would like information on other suburban projects which have been successful and why. Mr. Lane added that in connection with the financials section, first with regard to fire, police and schools, they talk about the average and then apply 10% to 15% as an incremental factor and that they would like to understand the basis for that. He stated that the average cost for a student is $20,000 but that they are only allowing for 15% of that. Mr. Lane stated that would cut the average from 72 to 38. He then stated that while the numbers did not make sense, if the applicant has a basis for them, it would be helpful. Mr. Lane also asked for a more user friendly one page summary on cost. He then stated that they have identified as $30,000 the cost for a parking space and questioned whether scissored parking would more cost than underground parking.

Mr. Naumann stated that he would be brief and asked with regard to the exceptions, assuming that if there is a reduction in the proposed number of stories of the project, would that impact the financial viability of the project.

Mr. Trandel confirmed that is correct in a couple of different ways. He stated that at the end of the day, the project is an economic endeavor and that while they are trying to be generous in terms of contribution to the Village, everything has a cost. Mr. Trandel informed the Board that in the original plan, all of the costs were put on the table. He stated that for the Village to have less of a burden, the better it would be. Mr. Trandel then stated that from a developer's perspective, the cheapest aspect is air and that for the project to be economically viable and to create an architecturally interesting project, he referred to the shifting of massing out and to open space. He then stated that if they are going to have height, this is the ideal place for it.

Mr. Trandel also stated that there would be a dramatic impact financially which is where things start unwinding. He indicated that if they did not solve the parking problem, it would be a detriment. Mr. Trandel referred to business owners who have signed long term leases and referred to taking the general tenor of retailors around town. Mr. Trandel stated that it is incumbent on them to solve the issue and show that they are willing to and desire a solution to attract people and renew leases. He also stated that they have to show that they are considerate to those who are running businesses every day.

Mr. Trandel noted that they are taking a capital risk in terms of money, time and resources. He then stated that at the end of the day, the project would be a beautiful asset whether they get their money back in 4 years or 11 years and that they want to do it the right way. Mr. Trandel also stated that they have shown in the submittal what could be done by right which would be a less interesting building. He added that none of the proposal is take it or leave it and that they have been respectful to the neighbors with regard to coming up with something. Mr. Trandel informed the Board that the project has a very significant cost and that they own a lot of property which is not producing income and that they need to get to a resolution.

Mr. Naumann stated that they have reduced the number of units to 40% already from the initial plan. He then asked what about square footage. Mr. Naumann also commented that it would be great to have visuals on traffic flow and parking going in and out.

Mr. Trandel suggested planning pedestrian traffic and how to mark crosswalks. He indicated that they would take a fresh look at all of that.

Chairperson Johnson stated that she had questions relating to the proposed underground lot for commuters and the public. She then referred to the west side on Lincoln and that there is 140 feet from Oak. Chairperson Johnson stated that she did not know if the canopy or how the walls would look from the east side. She also questioned the landscaping around it. Chairperson Johnson then stated that for the structured part, there are no drawings and that she would like to see more detail. She also asked if it would only be controlled by a stop sign. Chairperson Johnson stated that she found a need to show the drawings, traffic coming east on Oak, west on Oak, turning onto Lincoln and others going into the lot. She indicated that there are all different lines.

Mr. Trandel stated that was brought up in the report on that specific issue. He then stated that Javier Milan can shed light and provide a report for the Board.

Chairperson Johnson then questioned comparables. She stated that they have never seen anything similar to the structure proposed in the middle of a narrow street with all traffic feeding into it with no median. Chairperson Johnson also asked that they provide examples of other suburbs like Winnetka with an underground parking entrance on the west side of the street with traffic on the other part of the street which would be helpful. She indicated that it would not be workable or safe.

Mr. Trandel referred to lower Wacker Drive.

Chairperson Johnson also stated that there are no stop lights here. She also asked if they considered having the entrance on the north side.

Mr. Trandel confirmed that is correct and that the result is due to traffic studies.

Chairperson Johnson asked for Mr. Milan to provide information on traffic from the north.

Mr. Trandel informed the Board that it is 92 feet wide and that there is plenty of room.

Chairperson Johnson asked for the applicant to provide drawings to show what the structure would look like and how vehicles would access it.

Ms. Hickey also asked for a drawing of the plaza and where it is in relation to the garage.

Mr. Trandel agreed that would be fine. He then stated that the Board would have to walk it to understand. Mr. Trandel also stated that lines were put on the street now and that they can do a field trip to walk the space.

Chairperson Johnson stated that on page 3, it appeared that there are only two lanes of traffic on Lincoln when there are really four. She then stated that Mr. Milan is not here to answer that question.

Mr. Trandel confirmed that there are two lanes of traffic.

Chairperson Johnson then referred to a letter submitted by an architect with regard to an accurate photomontage to depict the views from the street level. She stated that she found something on the website which is not in the packet and asked if it was photoshopped.

Mr. Kisiel informed the Board that they are digital renderings.

Chairperson Johnson asked for the applicant to do something which showed the buildings on the other side. She also stated that you do not see the average height of the buildings on the north side of Elm.

Mr. Trandel stated that they can get that information.

Chairperson Johnson then asked how many units would have lake views other than the penthouses.

Mr. Trandel responded that as currently designed, there would be five.

Mr. Lagrange stated that there would be seven with two [penthouses] on the top two floors. He indicated that whether there would be 7, 5 or 9 depended on the market in addition to the penthouses.

Chairperson Johnson stated that with regard to the foldouts of the site's geometric plan and other pages, it says that the scale is that 1 inch equaled 20 feet and also that 1 inch equaled 40 feet and suggested that the applicant look into that. She identified them as C2-01 and 02 which contained a discrepancy in terms of scale.

Mr. Kisiel informed the Board that is the graphic scale and that the 24 x 36 inch drawings were reduced for the packet.

Chairperson Johnson asked how many storefronts would there be.

Mr. Trandel responded that he did not know for sure and that they designed 9 bays.

Chairperson Johnson asked for a range to be presented at the next meeting and asked if there would be any big box stores.

Mr. Trandel stated that there would not. He informed the Board that when they first acquired the site, they terminated the Petco discussions. Mr. Trandel also stated that they would not be bringing in any competitive business or national chains to local retailers. He indicated that there has been interest from wineries and various prolific restauranteurs. Mr. Trandel added that it would be mostly retailers and boutiques.

Chairperson Johnson then stated that she is concerned with the number and how large they will be. She also asked if there would be entry from the inside.

Mr. Trandel confirmed that it would all have street level entry.

Chairperson Johnson stated that now, the Board would take public comment. She stated that there would be another meeting on December 14, 2015 with public comment. Chairperson Johnson then asked the audience to limit their comments to five minutes.

Juanita Nicholson, 554 Arbor Vitae, stated that it was suggested that there be a model.

Chairperson Johnson stated that the applicant would not invest in that and that there may be changes. She indicated that it may be done for the Village Council.

Mr. Trandel confirmed that is correct. He then offered to have one-on-one meetings with the development team to walk them through all of the scale.

Chairperson Johnson stated that they asked for that from the street level which should be brought to the next meeting.

Mr. Trandel confirmed that there would be renderings for sure.

Chairperson Johnson asked if there were any other comments.

David Smithson stated that he is not yet a resident of Winnetka and that he is considering moving to the Village from Glenview. He informed the Board that his family has strong ties to the Village which go back 50 years. Mr. Smithson also stated that his father had a furniture and antique store in Hubbard Woods and that he and his siblings went to New Trier. He then stated that he is concerned with what happens in the Village because the Village represented the North Shore in a terrific way.

Mr. Smithson stated that he would keep his comments brief and stated that first, he is hopeful that there would be some consideration by the Village and the residents that there is an alternative to the proposal that does not require the destruction of a 50 year old award winning building which is the Fell store that they know well. He stated that there are already good plans for the adaptive reuse of the site and that the building was designed in terms of over engineering to accommodate two floors of residential units. Mr. Smithson then stated that utilizing the building instead of demolishing it would have a substantial decrease in the construction cost and impact on the environment and would preserve what will be designated a nationally registered building.

Mr. Smithson then stated that his second comment is to the residents and that they have an opportunity to have an impact as to what goes on in the Village. He noted that he has been involved in politics for many years dealing with the Village and that there is a place and time to make a difference with local politics where they have a voice to be heard. Mr. Smithson stated that with regard to whatever is done with the project, he asked the audience to please make themselves heard and that they do not have to take responses from the Village government. He also stated that they have a right and an obligation to question the leaders of the Village and that there is an opportunity throughout this process to affect the future of the Village.

Ms. Nicholson asked for the traffic pattern on Elm. She indicated that it seemed that vehicular traffic would enter on Lincoln and that the commercial area would enter on Elm and that she wondered what the traffic flow would be. Ms. Nicholson also asked if trucks on Elm would turn around and go back out on Elm. She then stated that she would relay her other comments at the next meeting.

Chairperson Johnson noted that the recommendation from the Plan Commission is that the commuter traffic be relocated to Lincoln which would have an impact on 711 Oak. She indicated that she did not know if the developer would consider that before the Village Council meeting.

Este Brashears asked for the applicant to go back to the illustration which showed the structure

from the west. She informed the Board that she lives at 711 Oak and that she has lived in Winnetka for a long time. Ms. Brashears stated that she had an important question and stated that in all of the photographs; it indicated the proposed building relatively as high as proposed. She stated that the illustration downgraded the size of this building and upgrades the size of 711 Oak. Ms. Brashears noted that their building is well within the legal constraints and that it is 43 feet high and four stories while the proposed building would be 70 feet high. She then questioned how high are the buildings on Elm and stated that they are at a maximum 45 feet. Ms. Brashears asked what is this monstrous building doing next to their building which is 43 feet high of housing and which has four floors.

Ms. Brashears also stated that in connection to the entry to the back parking lot, it is not far where all of the delivery trucks would enter. She then stated that she appreciated the Board and knowing the intricacies of the monstrous project and the impact it would have on the Village. Ms. Brashears concluded by attesting to the fact that every single person in the building is curious about the scope of the project.

Chairperson Johnson confirmed that the Board has seen the letters and that more can be submitted. She stated that at the next meeting, there would be more questions.

Richard Sobel informed the Board that his father is the architect for the Fell store which he stated won an award for the building which is future oriented and that he designed it to be built upon and have two stories of residential space on the Lincoln and Elm sides. He stated that the future was what he was interested in. Mr. Sobel then stated that it is his hope that the Board could encourage the developer and staff to think about incorporating the design which would accomplish the goal of the plan of saving his father's building. He also stated that adapting the reuse of the Fell building would accomplish a great deal of the goals. Mr. Sobel then stated that he submitted a letter to the Plan Commission and the Board. He stated that it can be accomplished in the same footprint.

Mr. Sobel then stated that he would like to note one of the criteria's response to the community. He stated that if you look at the comments, you would know that a vast majority or 90% are critical of the development and that the major issue of critique is the height. Mr. Sobel stated that the issue of the zoning ordinance requirement for four stories has people quite concerned about it.

Mr. Sobel stated that the exceptions were recommended for approval and that most of the people who came to the Plan Commission meetings had exactly the same issue to come before the Board. He then stated that he hoped that the Board would consider that issue and the vast majority of the people questioning that and the design. Mr. Sobel also stated that he has not seen in the standards before tonight the first criteria with regard to the detriment to the public health, safety, comfort, morals and welfare and referred to the benefits of adaptive reuse. He informed the Board that the engineering on the Fell building was done by his uncle, Burt Sobel. Mr. Sobel stated that there would be a major environmental impact and that it would be expensive to tear down and build another building in its place. He added that cost can be used for other development and have a great benefit. Mr. Sobel then stated that if the building is placed on the National Register, the developer would be eligible for a 20% income tax credit.

Mr. Sobel stated that they have the design with the same footprint as the current building with 70

units in reusing the Fell building on Lincoln and Elm and that it would be a benefit architecturally and environmentally to Winnetka. He then thanked the Board and asked that the applicant consider the adaptive reuse of the building which would benefit the community.

Eleanor Prince of Kenilworth informed the Board that she drove past the building for 45 years and that she is concerned with regard to a number of issues. She stated that the applicant did not show the up and down ramps side by side. Ms. Prince stated that she understood that it is a 1½ acre site and referred to the nine Winnetka homes on the side. She then stated that the applicant is asking for a variation on the east side. Ms. Prince also stated that with regard to the west side, it is not set back but set out. She stated that in that area on the west side of the building, the applicant wants to build another 39 feet up from there.

Ms. Prince then referred to the west wall of Phototronics which she indicated is within 2 feet of the property line. She described the building as a massive structure and stated that the Board has no jurisdiction over the buildout on the west end. Ms. Prince then referred to an agreement between the city and the applicant. She also referred to having 70 feet next to 43 feet in terms of height and the fact that 95% of people are not in favor of the project because of its size.

Ms. Prince then asked what can be done. She stated that she realized that they need a good quality structure, but questioned whether they need 40,000 square feet of retail with a 25% vacancy rate in the Village. Ms. Prince then referred to 24 feet of a two way street over the bluff down to the tracks and that half would be paid for by the Village. She then stated that they would be building out over the bluff and to have space for the plaza. Ms. Prince concluded by suggesting that there be less parking on the lower floors and to have 50 apartments and 10,000 square feet of retail space.

Melinda Jakovic (sp?) informed the Board that she works for Coldwell Banker and that she planned to live in the building. She referred to the big talk and stated that there has been very positive talk in the real estate community and referred to those who are excited and calling with positive comments. Ms. Jakovic noted that she is not associated with the project. She then informed the Board that Fran Brody is saying it is the best thing happening on the North Shore. Ms. Jakovic stated that all the Board is hearing are negative comments and described it as sad. She added that the people who want to live here are not the naysayers.

Chairperson Johnson indicated that there were some positive letters on the website. She also stated that anyone can speak and that they would like to hear everyone's comments.

Jan Bawden, 129 DeWindt, informed the Board that she would read from her prepared notes. She informed the Board that she has served two terms on the Plan Commission and that she voted against the project. Ms. Bawden stated that it was not because she did not like it or think that East Elm needed a do over, but because the project on this site is bad urban planning.

Ms. Bawden then questioned how did they get here. She then stated that Winnetka has a Comprehensive Plan, the zoning ordinance and planned development ordinance within the zoning ordinance to make sure that not only private citizens who buy land with a dreamer idea would create something which would fit in the neighborhood. Ms. Bawden stated that she walked

through Winnetka to the proposed site in the evening to visualize the project without the noise of a typical day in the neighborhood. She also stated that she wanted to experience the project and concentrate and give it a fair reading.

Ms. Bawden stated that she stopped by Fell and referred to the studies done and the beautiful drawings of the project. She stated that in terms of a tripled height of what is there now to 59 feet, she felt very small. Ms. Bawden also referred to the shadow of the building visualized while having lunch. She described it as noisy, complicated and big. She then informed the Board that she sat in front of Connie's at four stories and referred to the shadow from across the street. Ms. Bawden stated that she was not smiling or feeling like the people shown in the renderings.

Ms. Bawden went on to state that they need to find a place for the project and if not here, then where. She stated that if Winnetka was a metropolis or if this was in response to an RFP for the Village Hall or some other significant structure, One Winnetka would have a chance at magnificence. Ms. Bawden stated that the project's scale and density would suck the life out of downtown Winnetka. She noted that the Plan Commission discussed the matter long and hard and referred to revising the zoning ordinance in terms of height and stated that is why height is so significant. Ms. Bawden also stated that Evanston and others and some communities love height. She stated that is why Winnetka is so different. Ms. Bawden stated that the streets on East Elm are not boulevards and that the residents are comfortable with the current scale and that they frequent space when they feel comfortable.

Ms. Bawden also stated that she brought up a request for photographs which are in scale. She informed the Board that she took photographs for the Plan Commission and that the photographs were taken with people in front of them so that you can see the impact on human scale.

Mr. D'Onofrio stated that he would take the photographs and distribute them.

Louise Holland, 545 Oak, informed the Board that she is the person standing in the photographs and that she was the other negative Plan Commission vote. She then stated that all Winnetkans agree upon the desire to see the 1.6 acre site at the corner of Elm and Lincoln developed. Ms. Holland also stated that they all wish to see a sensitive project which would take into account the size and scale of the structure as well as the size and scale of existing buildings. She stated that they are being asked to approve three exceptions for One Winnetka. Ms. Holland indicated that the largest and most onerous exception is to allow a height of 70 feet for a building fronting on Lincoln. She stated that they are being told that this exception is only for five stories, not four. Ms. Holland also stated that they were told that there would be a green roof at the Plan Commission meeting which would provide a beautiful view for the adjacent buildings. She indicated that did not equate to five stories as the number found in the zoning ordinance which stated 45 feet height. Ms. Holland then stated that 70 feet is almost 50% more than the ordinance allowed. Ms. Holland also stated that green roofs at 70 feet would only be visible to pilots who would have the benefit of that view.

Ms. Holland then suggested that the Board not be deaf to the concerns of a majority of Winnetka residents. She stated that they all want a vibrant east Winnetka, parking and a structure that enjoys architectural symmetry and which would complement adjacent buildings. Ms. Holland

concluded by asking the Board to vote and send a message to the Village Council and that 70 feet did not belong in the Village.

Chairperson Johnson asked if there were any other comments.

Mr. Sobel informed the Board that there are people who left the meeting. He asked if there would be public comment at the next meeting.

Chairperson Johnson reiterated that there would be public comment at the next meeting. She asked if there were any other questions from the audience. No additional questions were raised by the audience at this time. Chairperson Johnson then asked the Board if they had any questions. No additional questions were raised by the Board at this time. She then asked Mr. D'Onofrio if the lines outlining the development site could be put back out.

Mr. D'Onofrio stated that it would be done again and that they would let everyone know when it is done.

It was stated that they have provided the big picture requests for information and asked if there would be more time for questions.

Chairperson Johnson confirmed that is correct.

Ms. Nicholson asked how would they know when the lines were painted.

Mr. Trandel responded that they would post it on the website.

Chairperson Johnson asked Mr. D'Onofrio for an estimate of when it would be done which should be before the December 14th meeting.

Mr. D'Onofrio confirmed that it would get done before Thanksgiving, depending on the weather.

Chairperson Johnson referred to whether Javier Milan would be in attendance at the next meeting. She also stated that in their notes, it contained the additional information that the applicant is to provide. Chairperson Johnson noted that the public hearing portion of the meeting would be open for the next meeting and that interested parties would be allowed to cross examine the applicant at the next meeting. She then asked for a motion to continue the meeting to December 14, 2015.

A motion was made by Mr. Lane and seconded by Ms. Hickey to continue the meeting to December 14, 2015. A vote was taken and the motion was unanimously passed, 7 to 0.

AYES: Blum, Hickey, Johnson, Kehoe, Kumer, Lane, Naumann
NAYS: None

Adjournment:
The meeting was adjourned at 10:57 p.m.
Respectfully submitted,

Antionette Johnson

Village of Winnetka
Community Development

Memo

To: ZBA Members

From: Mike D'Onofrio, Director of Community Development

Date: January 6, 2016

Re: One Winnetka Planned Development

At the conclusion of the December 14, 2015 ZBA meeting, the Board requested that the Village Attorney prepare a draft resolution recommending denial of the One Winnetka Planned Development. Included with this memo (Attachment A) is the resolution. It is intended that the resolution will be considered and formally voted on at the January 11, 2016 ZBA meeting. In that the One Winnetka PD is a continued case, it will be the first agenda item.

One of the issues raised at the December 14th meeting, had to do with the scale of elevation perspectives provided by the applicant. If you recall, photographs were submitted from a resident, Jan Bawden, showing an individual standing in front of various buildings located in both Winnetka and Evanston. As a result of Ms. Bawden's photographs and comments, the applicant has submitted perspective drawings showing buildings along Elm Street, (north and south side of the street) and along Lincoln Ave (Attachment B).

Finally, included at Attachment C, is public correspondence which has been received since December 15, 2015.

I should also note that at the time this memo was prepared, the minutes of the December meeting had not yet been completed.

Attachment A – Draft Resolution
Attachment B – Perspective Elevations
Attachment C – Public Correspondence

WINNETKA ZONING BOARD OF APPEALS
RESOLUTION
RECOMMENDING DENIAL OF A PRELIMINARY PLAN FOR A PLANNED DEVELOPMENT
FOR THE ONE WINNETKA PLANNED DEVELOPMENT
ZONING BOARD OF APPEALS CASE # 15-10-PD

(511-515 LINCOLN AVENUE,
710-740 ELM STREET, AND
PORTION OF ADJACENT LINCOLN AVENUE RIGHT-OF-WAY)

WHEREAS, Winnetka Station, LLC, owns the property located at 511-515 Lincoln Avenue in the Village, and PSB/Elm Street, LLC, owns the property located at 740 Elm Street in the Village (collectively, the ***"Applicant-Owned Parcels"***); and

WHEREAS, an application for approval of a preliminary plan for a planned development (the ***"Application"***) has been submitted by Stonestreet Partners LLC (the ***"Applicant"***) for the Applicant-Owned Parcels and an irregularly shaped portion of the adjacent Lincoln Avenue public right-of-way measuring 7,767 square feet (the ***"Adjacent Right-of-Way"***), which the Applicant proposes to purchase from the Village and consolidate into the Applicant-Owned Parcels (collectively, the Applicant-Owned Parcels and the Adjacent Right-of-Way are the ***"Subject Property"***); and

WHEREAS, the Applicant desires to: (i) develop the Subject Property as a mixed-use planned development consisting of a mixed-use building with commercial space on the first and second floor and residential units above; and (ii) construct certain public improvements on Village-owned properties, including construction of new public parking, reconstruction of existing public parking, construction of a public gathering space and plaza, construction of other streetscape improvements, and replacement of a public water main, all as further described in the Plan Documents defined below (collectively, the ***"Proposed Development"***); and

WHEREAS, the Application has been designated as Zoning Board of Appeals Case No. 15-10-PD and consists of a request for approval of a preliminary plan for a planned development on the Subject Property to permit the Proposed Development; and

WHEREAS, a public notice for Case No. 15-10-PD was duly published on October 22, 2015, in the *Winnetka Current* and a public hearing was held on the Application at the Zoning Board of Appeals' meetings on November 16, 2015, December 14, 2015, and January 11, 2016 (collectively, ***"Public Hearing"***); and

WHEREAS, a sign was properly posted on the Subject Property indicating the time and date of the Public Hearing, and all property owners within 250 feet of the Subject Property were notified of the Public Hearing by United States mail; and

WHEREAS, the Zoning Board of Appeals has considered all the evidence presented to it regarding the Application and the Proposed Development, including, but not limited to, the following:

1. The Winnetka Zoning Ordinance, which is codified as Title 17 of the Winnetka Village Code (the ***"Zoning Ordinance"***), including, without limitation, the standards for approval of special use permits and the standards for approval of planned developments set forth in Chapters 17.56 and 17.58 of the Zoning Ordinance, respectively;

2. Site plan, floor plans, elevations, preliminary engineering plans, traffic study, perspective drawings, and other documents submitted by the Applicant related to the Application and the Proposed Development and included in the record of the Public Hearing (collectively, the ***"Plan Documents"***); and

3. All written testimony received and all oral testimony heard at the Public Hearing by the Zoning Board of Appeals concerning the Application and the Proposed Development; and

WHEREAS, the Zoning Board of Appeals has determined that the Proposed Development does not satisfy the standards for approval of special use permits and planned developments set forth in Chapters 17.56 and 17.58 of the Zoning Ordinance and desires to recommend that the Village Council disapprove the Application for the Proposed Development;

NOW, THEREFORE, BE IT RESOLVED by the Zoning Board of Appeals of the Village of Winnetka, Illinois, **THAT**:

Section 1. Findings.

A. Standards for Approval of Special Uses. Pursuant to and in accordance with Chapter 17.56 of the Zoning Ordinance, and as further described in the minutes of the Public Hearing attached to and made a part of this Resolution as **Exhibit A**, the Zoning Board of Appeals finds that the Proposed Development, as a whole, does not conform with the standards for approval of special uses set forth in Section 17.56.120 of the Zoning Ordinance, which standards are set forth below:

(1) The establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, comfort, morals or general welfare;

(2) The special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;

(3) The establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

(4) Adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways;

(5) Adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided; and

(6) The special use in all other respects conforms to the applicable regulations of the Zoning Ordinance and other Village ordinances and codes.

B. Standards for Approval of Planned Development. Pursuant to and in accordance with Chapter 17.58 of the Zoning Ordinance, and as further described in the minutes of the Public Hearing attached to and made a part of this Resolution as **Exhibit A**, the Zoning Board of Appeals finds that the Proposed Development, as a whole, does not conform with the standards for approval of planned developments set forth in Section 17.58.110 of the Zoning Ordinance, which standards are set forth below:

(1) The proposed planned development will not either endanger or be detrimental to the public health, safety, comfort, morals or general welfare, in that the proposed development will complement and supplement the community given the nature of the business;

(2) The proposed planned development will not either substantially diminish or impair property values in the immediate vicinity, or be substantially injurious to the use and enjoyment of land in the immediate vicinity for uses permitted by right in that zoning district;

(3) The proposed planned development will not impede the normal and orderly development and improvement of other property in the immediate vicinity for uses permitted by right in the zoning district;

(4) Adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public and private ways;

(5) Adequate parking, utilities, access roads, drainage and other facilities necessary for the operation of the special use either exist or will be provided; and

(6) The proposed planned development in all other respects conforms to the applicable zoning regulations and other application of Village ordinances and codes.

Section 2. Recommendation: The Zoning Board of Appeals recommends that the Village Council disapprove the Application for approval of a preliminary plan for a planned development to permit the Proposed Development on the Subject Property.

Section 3. Transmittal of Resolution to Village Council: The Zoning Board of Appeals authorizes and directs the Village's Director of Community Development to transmit to the Village Council, within 30 days after the close of the Public Hearing, an executed copy of this Resolution and approved minutes of the Public Hearing.

Section 4. Effective Date: This Resolution shall be effective from and after its passage and approval in accordance with law.

[SIGNATURE PAGE FOLLOWS]

ADOPTED THIS 11th day of JANUARY, 2016.

AYES:

NAYS:

ABSENT:

NON-VOTING:

_____
Joni Johnson, Chair
Winnetka Zoning Board of Appeal

ATTEST:

_____
Director of Community Development

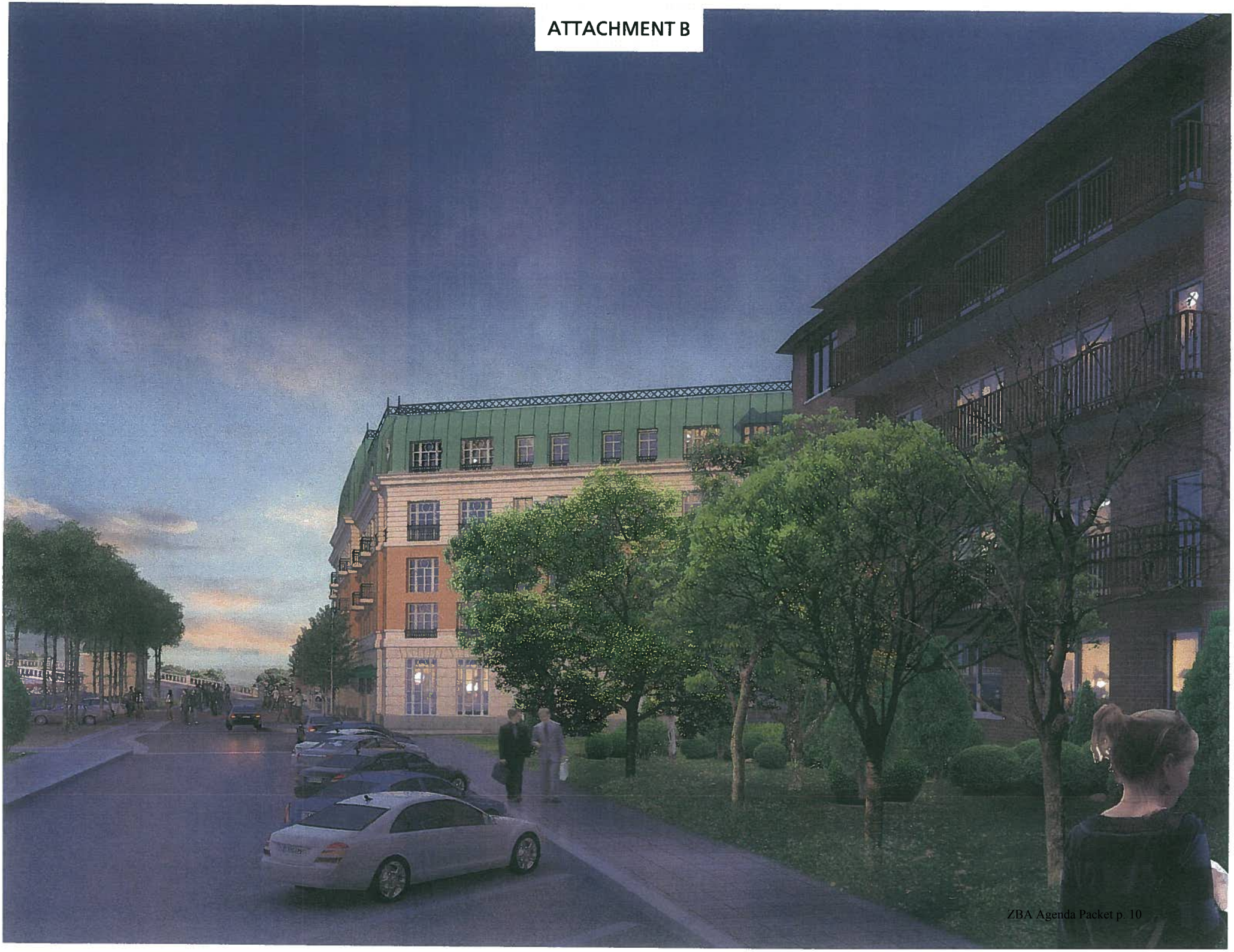
EXHIBIT A

PUBLIC HEARING MINUTES

ATTACHMENT B

ATTACHMENT B

ATTACHMENT B



ATTACHMENT C

RECEIVED
DEC 15 2015
BY:

12/15/2015

To the Zoning Board:

Thank you for the thoughtful consideration you gave to the One Winnetka proposal at the November and December meetings. I know that many residents deeply appreciate the balanced approach taken, to responsibly reflect the interests of the community. Winnetka needs to have this large parcel developed, to give a much-needed boost to business activity and residential options, but in a manner that enhances rather than redefines the village's character.

As you move to the Findings phase, please accept the following points for the record, as issues to be addressed through the Planned Development approval process.

1.) Winnetka's commercial district has a village atmosphere; the success is in its pedestrian-friendly environment and charming human scale. In general, buildings of eclectic traditional style relate well to one another, providing a very different experience than in many suburban communities where buildings communicate through architectural design that they are complexes physically apart and separate in use. Supporting property values in the commercial and residential areas, as well as the health and safety of the community, will depend upon strengthening these qualities through renovation and development projects.

    Winnetka One has realigned many elements of its original proposal to be more in line with Village's goals and values, improving its connections with the existing context. For example, the Elm Street frontage as currently proposed, builds upon the village character, but with modern interiors that meet the need of today's retailers.

2.) Winnetka One's tower configuration creates a dilemma in light of this village scale. The placement of height at the parcel's perimeter opens space in the center of the site, allowing the residential units to have access to abundant light and air.

    However, the effect of pushing to towers to the east and west makes the <u>apparent</u> height of the entire 1.6 acre parcel, as presented to the west, sixty-two to seventy feet. This is a much greater mass and scale than anything else in the commercial district; the entire Lincoln Street façade is 38-56% higher than allowed, for a full half block. This is indeed a building of strong architectural character, but is it most appropriate to enhance a village environment? Would a façade that has more significant breaks in it, both in height and the frontage, make a height exception less of a stark contrast and more acceptable in context?

3.) The height reduction of the East side to four stories is greatly appreciated, providing a more appropriate context for the grade change that begins at the edge of the property. However, the setback for the 4th floor is still important to retain, to minimize the visual impact from the Village Green and the properties to the east. (As an aside, the setback would likely be a marketing asset, as there is a strong demand for terraces in multi-family buildings.)

4.) Partnership in a below-grade public parking garage – particularly one that opens onto the railroad cut, providing light and air, is an intriguing opportunity. However, it is extremely difficult to assess the merits of such an undertaking without a more up-to-date parking study by the Village – the study used for this project is almost 10 years old. As a parking garage is a significant long-range investment, a study needs to include projections for future demand, considering planning goals for the Downtown Business districts.

5.) Further consideration needs to be given to the security features of the underground parking garage, which are more difficult to manage than surface-level lots. An additional concern is that although it is very advantageous for the parking garage to be able to open to the light and air of the railroad cut, this feature poses an additional security issue. The Village needs to understand how access will be controlled to an area that is deserted at night and inaccessible to police by patrol vehicles.

6.) Maintaining or increasing on-street parking availability is a Village goal for commercial district development. Street parking within a block is crucial to the continued success of individual businesses and the overall health of the business districts. To diminish the angle-parking inventory along the block of Lincoln between Oak and Elm may have a material impact on businesses north and east of the One Winnetka development, potentially having a negative effect on property values.

7.) Although the sidewalk width of 8 feet along Lincoln meets minimum standards, this is not sufficient to comfortably or safely handle the pedestrian traffic that the Commercial Districts would like to attract. In addition, a narrow sidewalk would not allow for sidewalk cafes or outdoor seating that would complement the restaurant uses or achieve the desired pedestrian-friendly streetscape goals.

As with the rest of Winnetka, I look forward to having a successful project built on this site, increasing the vitality of our local businesses and the quality of life for our residents.

Sincerely,
Penfield S. Lanphier

ZONING BOARD OF APPEALS
AGENDA REPORT

SUBJECT: 117 Church Rd., Case No. 15-30-V2
(1) Maximum Building Size

DATE: December 21, 2015

PREPARED BY: Michael D'Onofrio, Director of Community Development

The petitioner, 117 Church Road Limited Partnership / Martin Murphy, is requesting a variation by Ordinance from Section 17.30.040 [Maximum Building Size] of the Winnetka Zoning Ordinance to permit the construction of a new single-family residence that will result in a gross floor area of 5,290.67 s.f., whereas a maximum of 4,136.56 s.f. is permitted, a variation of 1,154.11 s.f. (27.9%).

The variation is being requested in order to construct a new 2½-story residence, with a basement, that would exceed the maximum permitted gross floor area (GFA). Section 17.30.040 of the zoning ordinance establishes that if the first floor is no more than 2.5 ft. above the adjacent natural (existing) grade there is no calculable basement GFA. In this particular case, the applicant is proposing a design where the first floor is more than 2.5 ft. above the adjacent natural grade for a significant portion of the perimeter of the basement. As represented on the attached engineering plan, the natural grade of the property is highest in the front yard (636 ft.) and decreases to an elevation of 625 ft. at the rear of the property. The proposed elevation of the first floor is 636.99, which is approximately 1 ft. above the existing grade along the front of the residence and approximately 8 ft. above the existing grade along the rear. Taking these elevations into account, 58.46% of the basement floor area is included in the GFA (1,214.35 s.f.). With respect to the floor plan, the basement includes an entertainment room, art room, exercise room, bedroom and bath, a bar, wine room, as well as a mechanical room.

For reference, the residence immediately to the north was built in 2006 under the same zoning ordinance. Due to the exposure of the basement walls above grade, the floor of the lower level is considered the first floor, the point from which building height is measured. Therefore, the residence is considered to be 2-stories and 31 ft. in height, even though it may appear as a one-story residence from the street. The residence to the south of the subject site was built in 1946 and appears as a one-story residence from Church Rd. with additional lower level exposure towards the east and south elevations.

The property is located on the east side of Church Rd., between Winnetka Ave. and Hill Terr. in the R-5 Single Family Residential District. The petitioner purchased the property in June of this year.

With the exception of the GFA, the proposed residence complies with all other zoning requirements. The attached zoning matrix summarizes the work proposed with this variation request. It should be mentioned that the applicant has also submitted a building permit for a new 2½-story residence, with a basement, that would comply with all zoning regulations.

There are no previous zoning variations for this property.

The Village Council has final jurisdiction on this request.

Attachments:
Attachment A: Zoning Matrix
Attachment B: GIS Aerial Map
Attachment C: Application Materials

ATTACHMENT A

ZONING MATRIX

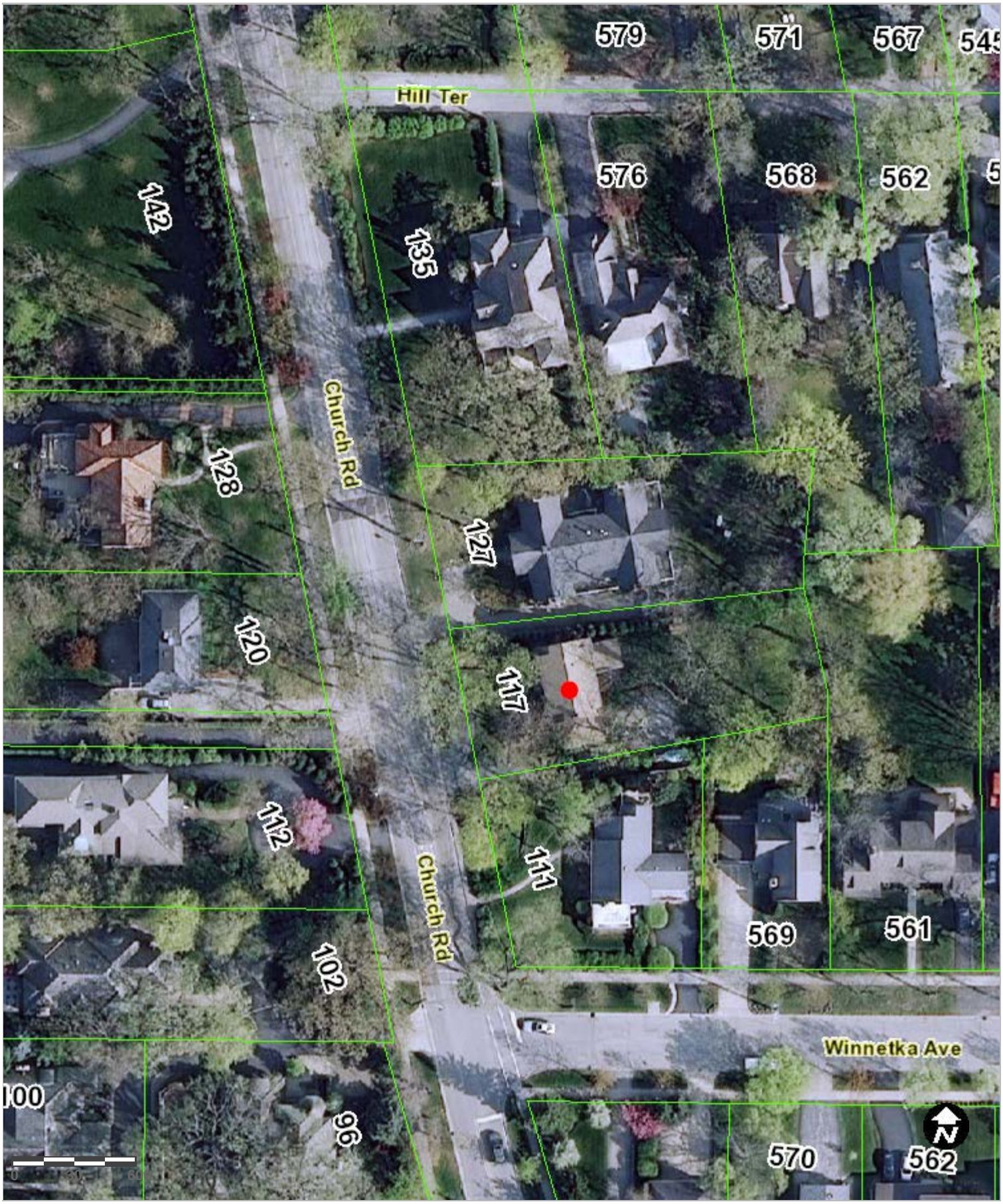
ADDRESS: 117 Church Rd.
CASE NO: 15-30-V2
ZONING: R-5

ITEM	REQUIREMENT	EXISTING	PROPOSED	TOTAL	STATUS
Min. Lot Size	8,400 SF	12,664 SF	N/A	N/A	OK
Min. Average Lot Width	60 FT	70.55 FT	N/A	N/A	OK
Max. Roofed Lot Coverage	3,166 SF (1)	N/A	2,589.77 SF	2,589.77 SF	OK
Max. Gross Floor Area	4,136.56 SF (1)	N/A	5,290.67 SF	5,290.67 SF	**1,154.11 SF (27.9%) VARIATION**
Max. Impermeable Lot Coverage	6,332 SF (1)	N/A	4,457.25 SF	4,457.25 SF	OK
Min. Front Yard (Church/West)	40.68 FT	N/A	46.94 FT	N/A	OK
Min. Side Yard	7.05 FT	N/A	7.12 FT	N/A	OK
Min. Total Side Yards	17.64 FT	N/A	17.7 FT	N/A	OK
Min. Rear Yard (East)	25 FT	N/A	74.37 FT	N/A	OK

NOTES: (1) Based on lot area of 12,664 SF

ATTACHMENT B

GIS consortium MapOffice™ *117 Church Rd.* Created By mgp inc



ATTACHMENT C

CASE NO. 15-30-VA

RECEIVED OCT 13 2015

APPLICATION FOR VARIATION
WINNETKA ZONING BOARD OF APPEALS

Owner Information:

Name: 117 Church Road Limited Partnership

Property Address: 117 Church Road

Home and Work Telephone Number: 312-933-3200 (Martin Murphy, General Partner)

Fax and E-mail: ~~872-228-8878~~ mjm@law-murphy.com 872-228-8878

Architect Information: Name, Address, Telephone, Fax & E-mail:

SGE& Associates, Inc.

805 W Hickory Street, Hinsdale, IL 60521

630-655-9056 LACT74@comcast.net

Attorney Information: Name, Address, Telephone, Fax & E-mail:

Martin Murphy

1222 W Arthur Ave., Chicago, IL 60626

Ph. 312-933-3200 fax 872-228-8878, mjm@law-murphy.com

Date Property Acquired by Owner: _____

Nature of Any Restrictions on Property: None

Explanation of Variation Requested:
(Attach separate sheet if necessary)

Variance to exclude entire basement from GFA calculation due to unusual topography. Height Variation if necessary to accomodate above grade basement

OFFICE USE ONLY

Variation Requested Under Ordinance Section(s): _____

Staff Contact: _____ Date: _____

VA 2015-990

STANDARDS FOR GRANTING OF ZONING VARIATIONS

Applications must provide evidence and explain in detail the manner wherein the strict application of the provisions of the zoning regulations would result in a clearly demonstrated practical difficulty or particular hardship. In demonstrating the existence of a particular difficulty or a particular hardship, please direct your comments and evidence to **each** of the following items:

1. The property in question can not yield a reasonable return if permitted to be used only under the conditions allowed by regulations in that zone.

2. The plight of the owner is due to unique circumstance. Such circumstances must be associated with the characteristics of the property in question, rather than being related to the occupants.

3. The variation, if granted, will not alter the essential character of the locality.

4. An adequate supply of light and air to the adjacent property will not be impaired.

5. The hazard from fire and other damages to the property will not be increased.

6. The taxable value of the land and buildings throughout the Village will not diminish.

7. The congestion in the public street will not increase.

8. The public health, safety, comfort, morals, and welfare of the inhabitants of the Village will not otherwise be impaired.

For your convenience, you will find attached examples of general findings, for and against the granting of a variation, which have been made by the Zoning Board of Appeals and Village Council in prior cases.

NOTE: The Zoning Board of Appeals or the Village Council, depending on which body has final jurisdiction, must make a finding that a practical difficulty or a particular hardship exists in order to grant a variation request.

Property Owner's Signature: [redacted] Date: 10/13/15

(Proof of Ownership is required)

Variations, if granted, require initiation of construction activity within 12 months of final approval. Consider your ability to commence construction within this 12 month time period to avoid lapse of approvals.

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Martin Murphy
117 Church Road Limited Partnership
1222 W Arthur Ave.
Chicago, IL 60626
(312)933-3200
martym@villageinvestments.com

November 12, 2015

Zoning Variation
Dept. of Community Development
Village of Winnetka
510 Green Bay Rd.
Winnetka, IL 60093

Re: 117 Church Road, Variation application

To whom it may concern:

1. The property in question can not yield a reasonable return if permitted to be used only under the conditions allowed by regulations in that zone.

The property's unique topography (sloped grade) requires that the basement space be calculated into the GFA if the front of the property is built at or above the street level. As a result, to conform with the current regulations the home would need to be built 4.5 feet below grade or reduced from a four bedroom (above grade) to a 3 bedroom (above grade). Given the high fixed costs associated with the property (such as architectural drawings, engineering plans, survey, land, permitting, demolition and tree removal), any construction cost savings would be negligible compared to the reduced value of the home if it were to be reduced to a 3 bedroom (above grade) from a 4 bedroom.

According to the MLS, 120 homes sold in Winnetka in the last six months. Of the 120 homes that sold, the highest price received for a 3 bedroom was $970,000. A new 3 bedroom would be worth roughly $1.2 M to $1.3 M. Whereas, a new 4 bedroom in that area is estimated to sell in the $1.7M to $1.8M range. Accordingly the rough $500k in sales price would make up for the additional $200k in costs to construct and leave some room for a small profit. On the other hand building a 3 bedroom would yield a significant loss. As a result building a smaller home was ruled out.

The other option (which we chose to procced on so far) is to build the home with the finished first floor 4.5 feet below the street. This option will increase costs (for additional concrete, excavating, grading, tree removal, and pumps to send water into the sewer). Holding costs will be increased as a result of longer marketing times due to the

unusual nature of the finished product. In addition, sales of other unusual homes in the area indicate that the sales price of the home will be far less than is needed to make this project work financially. For example the home next door (at 127) was newly built in 2006 (before the market crash of 2008) and was listed for $1,895,000. However, because of its unusual layout (a product of the topography and current zoning regulations), it took over one year to sell and eventually sold for $1,7 M or $195,000 below the initial asking price. The significantly reduce price and extended holding period which naturally come from building something different, would also make this project economically unfeasible without a variation.

2. The plight of the owner is due to unique circumstance. Such circumstances must be associated with the characteristics of the property in question, rather than being related to the occupants.

The property is unique in that sits in the middle of a hill with Green Bay Road below to the east. The property slopes significantly with a roughly 6 foot drop between the front and the rear of the home. Accordingly, the homes on the east side of Church Road have a downward slope toward the rear of the property. Conversely, the homes on the west side of Church sit high above the road. Under the current zoning, the homes on the west side of the street are permitted to sit high above the road spilling their water onto the street and into the sewer or onto the lawns of the properties to the east. Under the current zoning regulations, the properties to the east are expected to be smaller or built below the road and absorb the runoff from the properties to the west. An unexpected consequence of the current zoning regulation could give the street a lopsided appearance and leave the impression that the homes on the east side are smaller and less valuable.

3. The variation, if granted, will not alter the essential character of the locality.

The variation only seeks to raise the foundation so that the finished first floor of the home sits roughly 1.5 feet above the street as opposed to 4.5 feet below the street. It will not increase the size of the home being built or have any negative effect on the surrounding properties. Constructing the home in this manner would make it more uniform with the older surrounding homes that were built before the current zoning ordinances went into effect and be in keeping with the essential character of the locality.

In addition, granting the variance will require less drastic grading changes at the front of the property permitting fewer trees to be removed and permitting more of the water to be naturally absorbed into the ground as opposed to being directed to the rear of the property and then pumped out to the city sewer or draining onto the neighbors' property.

4. An adequate supply of light and air to the adjacent property will not be impaired.

The home will not be built any closer to the surrounding buildings than is already permitted. The surrounding homes are built far enough away from the property that there should be no impact on their supply of light and air.

5. The hazard from fire and other damages to the property will not be increased.

The hazard from fire will be reduced because there will be safer egress from the basement making it easer to evacuate in case of a fire. Also, in the even of a fire in the basement, the safety of the fire personnel would be greatly improved by giving them easier means of ingress and egress and permitting them to get the necessary equipment in easier.

6. The taxable value of the land and buildings throughout the Village will not diminish.

A higher sales price, as noted above, will increase the taxable value of the subject property's real estate taxes. In addition, an increased sales price will raise the median home sale price for homes sold in the surrounding area which should also have a positive impact on the Village's tax base.

7. The congestion in the public street will not increase.

The number of dwelling units will remain at one and will not have any impact on congestion in the area.

8. The public health, safety, comfort, morals, and welfare of the inhabitants of the Village will not otherwise be impaired.

The health of the occupants of the property will be positively effected by the introduction of more air and light into the basement area. The public health and safety of the Village inhabitants (including the adjacent property owners) will not be impaired in any way.

Accordingly, a variation will be beneficial to the community, help maintain the uniformity of the neighborhood, increase the tax base, and will provide a safer home for the occupants and fire personnel, if needed.

Sincerely,

[redacted]

Martin J. Murphy, General Partner
117 Church Road Limited Partnership

	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI
1	08993798	**CLSD**	1508		Edgewood	Ln	93	$370,000	5	2	2	1 Story	V
2	08944124	**CLSD**	996		Chatfield	Rd	93	$390,000	8	2	1	2 Stories	N
3	08895848	**CLSD**	904		Elm	St	93	$440,000	6	2	1	1 Story	N
4	08834079	**CLSD**	1205		Willow	Rd	93	$442,500	8	4	2	Split Level	N
5	08812878	**CLSD**	1117		Merrill	St	93	$471,500 (F)	7	3	3.1	1.5 Story	N
6	09042702	**CLSD**	557		Winnetka	Ave	93	$506,500 (F)	9	4	2.1	3 Stories	N
7	08755164	**CLSD**	1224		Oak	St	93	$532,500	8	3	1.1	2 Stories	N
8	08909814	**CLSD**	330		Forest	St	93	$542,000 (F)	8	4	3	2 Stories	N
9	08888490	**CLSD**	424		Winnetka	Ave	93	$603,000	10	4	2.2	3 Stories	N
10	08858795	**CLSD**	523		Elder	Ln	93	$605,000	7	3	1.1	1 Story	N
11	08646372	**CLSD**	1136		Hill	Rd	93	$650,000	9	4	3.1	2 Stories	N
12	08829170	**CLSD**	932		Ash	St	93	$650,000	9	3	2	2 Stories	N
13	08889133	**CLSD**	146		Woodland	Ave	93	$650,000	11	4	2.1	2 Stories	N
14	08888964	**CLSD**	1137		Tower	Rd	93	$659,000	6	3	2	1 Story	N
15	08889220	**CLSD**	1003		Westmoor	Rd	93	$660,000	1	1	3.1	2 Stories	N
16	08992118	**CLSD**	942		Tower	Rd	93	$660,000	10	5	3.1	2 Stories	N
17	08845547	**CLSD**	373		Berkeley	Ave	93	$669,000	9	4	3	1 Story	N
18	08865346	**CLSD**	871		Eldorado	St	93	$700,000	7	3	2	1.5 Story	N
19	09030858	**CLSD**	1283		Asbury	Ave	93	$705,000	12	4	3.1	3 Stories	N
20	08936360	**CLSD**	707		Hill	Rd	93	$720,000	13	4	3.1	3 Stories	N

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Search Results - Detached Single

Refine Criteria | 1 Line Summary Modify | Show Quick Advanced Ema

showing **21** to **40** of **128** listings Search completed in 0.245 seconds

	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI	P
21	08886063	**CLSD**	1148		Oak	St	93	$721,000	10	4	2.1	2 Stories	N	
22	08881673	**CLSD**	1141		Chatfield	Rd	93	$722,000	10	3	2.1	2 Stories	N	
23	08970904	**CLSD**	1060		Tower	Rd	93	$730,000	9	3	3.1	2 Stories	N	
24	08935035	**CLSD**	437		Hibbard	Rd	93	$740,000	9	4	2.1	2 Stories	N	
25	08719937	**CLSD**	109		Fuller	Ln	93	$742,000	9	4	2.2	3 Stories	N	
26	08952260	**CLSD**	756		Foxdale	Ave	93	$745,000	10	3+1 bsmt	3.1	2 Stories	V	
27	08862328	**CLSD**	310		Fairview	Ave	93	$750,000	9	3	3.1	2 Stories	N	
28	08843741	**CLSD**	824		Foxdale	Ave	93	$765,000	9	4	2.1	2 Stories	N	
29	08869349	**CLSD**	1144		Hamptondale	Rd	93	$765,000	9	4	2.1	2 Stories	N	
30	08836964	**CLSD**	1327		Hackberry	Ln	93	$770,000	7	3	2	1 Story	N	
31	08936971	**CLSD**	851		Ash	St	93	$770,000	10	3	2.1	2 Stories	N	
32	08856466	**CLSD**	906		Cherry	St	93	$780,000	9	4	2.1	2 Stories	N	
33	08935105	**CLSD**	250		Poplar	St	93	$790,000	8	3	2.1	2 Stories	N	
34	08849307	**CLSD**	779		Foxdale	Ave	93	$795,000	10	4	2.1	2 Stories	N	
35	09047451	**CLSD**	987		Asbury	Ct	93	$800,000	7	4	2	1 Story	N	
36	08987898	**CLSD**	1490		Asbury	Ave	93	$815,000	8	4	3.1	3 Stories	N	
37	09024259	**CLSD**	293		Ridge	Ave	93	$825,000	9	3+1 bsmt	3.1	2 Stories	N	
38	08860558	**CLSD**	1477		Scott	Ave	93	$826,500	12	4	2.2	3 Stories	N	
39	08831222	**CLSD**	1270		Scott	Ave	93	$835,000	10	4	2.1	2 Stories	N	
40	08919391	**CLSD**	840		Heather	Ln	93	$837,500	7	3	2	1 Story	N	

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	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI
1	08861139	**CLSD**	460		Glendale	Ave	93	$840,000	11	4	4	2 Stories	N
2	08894019	**CLSD**	1350		Sunview	Ln	93	$850,000	10	4	3.1	2 Stories	N
3	08903048	**CLSD**	425		Chestnut	St	93	$880,000	12	4+1 bsmt	3.1	3 Stories	N
4	08911091	**CLSD**	919		Vernon	Ave	93	$893,000	13	4	3.1	2 Stories	N
5	08932575	**CLSD**	952		Spruce	St	93	$895,000	10	4+1 bsmt	3.1	2 Stories	N
6	08812054	**CLSD**	804		Boal	Pkwy	93	$900,000	11	4	3	2 Stories	N
7	08966664	**CLSD**	314		Auburn	Ave	93	$930,000	12	5+1 bsmt	5	2 Stories	N
8	08856634	**CLSD**	561		Elder	Ln	93	$942,000	10	5	4	3 Stories	N
9	08834110	**CLSD**	306		Walnut	St	93	$950,000	13	4+1 bsmt	4.1	3 Stories	N
10	08984001	**CLSD**	310		Myrtle	St	93	$965,000	9	3	2.1	2 Stories	N
11	08918187	**CLSD**	895		Gordon	Ter	93	$967,500	13	4+1 bsmt	4.1	2 Stories	N
* 12	08842376	**CLSD**	764		Locust	St	93	$970,000	7	3	2.1	2 Stories	N
13	08917533	**CLSD**	277		Hibbard	Rd	93	$975,000	12	5	4.1	1.5 Story	N
14	08907308	**CLSD**	1103		Sunset	Rd	93	$990,000	9	4	2.1	1.5 Story	N
15	08956702	**CLSD**	1303		Sunview	Ln	93	$1,000,000	11	5	3.1	2 Stories	N
16	08918579	**CLSD**	1117		Gage	St	93	$1,025,000	13	4+1 bsmt	4	2 Stories	N
17	08823928	**CLSD**	370		Poplar	St	93	$1,035,000	8	4	2.2	2 Stories	N
18	08839624	**CLSD**	1125		Gage	St	93	$1,040,000	10	4	2.1	2 Stories	N
19	08832642	**CLSD**	1344		Edgewood	Ln	93	$1,050,000	10	4	2.1	2 Stories	N
20	08844642	**CLSD**	1021		Elm	St	93	$1,060,000	11	4	3.1	2 Stories	N

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	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI
1	08859803	**CLSD**	1556		Tower	Rd	93	$1,069,000	11	4	2.1	2 Stories	N
2	08734682	**CLSD**	811		Tower	Rd	93	$1,100,000	12	5	4.2	2 Stories	N
3	08935600	**CLSD**	766		Walden	Rd	93	$1,100,000	10	5	3.1	2 Stories	N
4	08889343	**CLSD**	922		Oak	St	93	$1,115,000	12	5	4.1	3 Stories	N
5	08989420	**CLSD**	686		Foxdale	Ave	93	$1,135,000	9	4	4	2 Stories	N
6	08943229	**CLSD**	1311		Sunview	Ln	93	$1,140,000	11	4	2.2	2 Stories	N
7	08903164	**CLSD**	1308		Forest Glen	Dr	93	$1,167,500	10	4+1 bsmt	5.1	2 Stories	N
8	08973265	**CLSD**	135	N	Sheridan	Rd	93	$1,180,000	11	4	2.1	2 Stories	N
9	08863096	**CLSD**	132		Bertling	Ln	93	$1,190,000	13	5	3.1	3 Stories	N
10	08942171	**CLSD**	1311		Scott	Ave	93	$1,200,000	11	5	3.2	3 Stories	N
11	08953180	**CLSD**	984		Spruce	St	93	$1,212,500	12	4+1 bsmt	5	2 Stories	N
12	08936619	**CLSD**	1314		Scott	Ave	93	$1,225,000	12	5	4.1	3 Stories	N
13	08994658	**CLSD**	876		Pine	St	93	$1,230,000	11	5+1 bsmt	3.1	2 Stories	N
14	08975147	**CLSD**	639		Lincoln	Ave	93	$1,245,000	10	4	2.1	2 Stories	N
15	08918798	**CLSD**	329		Locust	Rd	93	$1,253,500	11	4	3.1	2 Stories	N
16	08834270	**CLSD**	913		Oak	St	93	$1,265,000	9	4	3.2	2 Stories	N
17	09018642	**CLSD**	342		Rosewood	Ave	93	$1,275,000	11	4	4.1	2 Stories	N
18	08863082	**CLSD**	1157		Asbury	Ave	93	$1,280,000	10	4+1 bsmt	4.1	2 Stories	N
19	08841542	**CLSD**	861		Bryant	Ave	93	$1,300,000 (F)	16	9	3.1	3 Stories	N
20	08862748	**CLSD**	659		Lincoln	Ave	93	$1,310,000	10	4	4.1	3 Stories	N

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	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI
1	08897527	**CLSD**	185		Chestnut	St	93	$1,370,000	12	6	3.1	3 Stories	N
2	08922704	**CLSD**	348		Fairview	Ave	93	$1,390,000	11	4	2.1	2 Stories	N
3	08850535	**CLSD**	563		Provident	Ave	93	$1,407,500	15	4+2 bsmt	4.1	2 Stories	N
4	08918138	**CLSD**	602		Provident	Ave	93	$1,412,500	13	4+1 bsmt	4.1	2 Stories	N
5	08901674	**CLSD**	1183		Asbury	Ave	93	$1,420,000	13	5+1 bsmt	4.1	2 Stories	N
6	08923582	**CLSD**	550		Sheridan	Rd	93	$1,432,000	11	5	4.1	3 Stories	N
7	08916712	**CLSD**	350		Elder	Ln	93	$1,450,000	12	5	3.2	3 Stories	N
8	08882450	**CLSD**	1417		Edgewood	Ln	93	$1,495,000	13	4+1 bsmt	4.1	2 Stories	N
9	08884346	**CLSD**	923		Cherry	St	93	$1,550,000	15	6	5.1	3 Stories	N
10	08869694	**CLSD**	310		Woodley	Rd	93	$1,580,000	12	6	5.3	2 Stories	N
11	08766242	**CLSD**	41		Locust	Rd	93	$1,600,000	11	5	4.1	3 Stories	N
12	08772668	**CLSD**	565		Arbor Vitae	Rd	93	$1,600,000	16	6	5.1	3 Stories	N
13	08926015	**CLSD**	932		Sheridan	Rd	93	$1,600,000	11	5	4.2	2 Stories	N
14	08981198	**CLSD**	475		Rosewood	Ave	93	$1,600,000	14	5+1 bsmt	5.1	3 Stories	N
15	08926183	**CLSD**	419		Chestnut	St	93	$1,615,000	15	5+1 bsmt	5.1	2 Stories	N
16	08925892	**CLSD**	1550		Hazel	Ln	93	$1,675,000	14	5	5.2	2 Stories	N
17	08733059	**CLSD**	1148		Scott	Ave	93	$1,734,000	12	5+1 bsmt	5.1	3 Stories	N
18	08958977	**CLSD**	1127		Laurel	Ave	93	$1,745,000	14	4+1 bsmt	5.1	2 Stories	N
19	08820298	**CLSD**	886		Pine	St	93	$1,760,000	14	6	5.1	2 Stories	N
20	08944120	**CLSD**	395		Locust	St	93	$1,765,000	12	4+1 bsmt	4.1	2 Stories	N

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Prepared By: Martin Murphy | Village Realty & Inv. | 11/12/2015 11:58 AM

	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI
1	08998379	**CLSD**	1092		Cherry	St	93	$1,775,000	15	5+1 bsmt	5.1	2 Stories	N
2	08729806	**CLSD**	596		Provident	Ave	93	$1,796,000	13	5+1 bsmt	5.1	3 Stories	N
3	08839923	**CLSD**	2		Old Green Bay	Rd	93	$1,800,000	12	5	5.1	2 Stories	N
4	08849389	**CLSD**	548		Maple	St	93	$1,805,000	13	5	4.2	3 Stories	N
5	08887286	**CLSD**	606		Maple	St	93	$1,820,000	12	5	4.1	3 Stories	N
6	08664757	**CLSD**	1004		Oak	St	93	$1,844,000	13	4+1 bsmt	5.1	3 Stories	N
7	08821202	**CLSD**	1482		Edgewood	Ln	93	$1,850,000	14	5+1 bsmt	5.1	2 Stories	N
8	08719130	**CLSD**	31		Indian Hill	Rd	93	$1,900,000	14	5	4.1	2 Stories	N
9	08887408	**CLSD**	622		Oak	St	93	$1,934,000	14	6	5.1	3 Stories	N
10	08817643	**CLSD**	1005		Pine Tree	Ln	93	$1,947,500	17	5+1 bsmt	6.1	3 Stories	N
11	08892892	**CLSD**	906		Oak	St	93	$2,225,000	15	5+1 bsmt	5.1	3 Stories	N
12	08875552	**CLSD**	88		Locust	Rd	93	$2,281,000	12	4	3.2	2 Stories	N
13	08842378	**CLSD**	2		Golf	Ln	93	$2,345,000	13	5	3.2	2 Stories	N
14	08882104	**CLSD**	150		Woodley	Rd	93	$2,500,000	16	6	7.2	2 Stories	N
15	08849846	**CLSD**	155		Woodley	Rd	93	$2,599,000	15	6	5.1	3 Stories	N
16	08583896	**CLSD**	37		Indian Hill	Rd	93	$2,700,000	12	5	4.1	2 Stories	N
17	08665551	**CLSD**	30		Indian Hill	Rd	93	$2,770,000	18	6	7.3	3 Stories	N
18	08911444	**CLSD**	260		Linden	St	93	$2,880,000	13	5	5.2	2 Stories	N
19	08896876	**CLSD**	603		Elm	St	93	$3,000,000	15	6	6.1	3 Stories	V
20	08889647	**CLSD**	511		Willow	Rd	93	$3,025,000	16	5+1 bsmt	5.1	3 Stories	N

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	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI
1	08922844	**CLSD**	113		Woodley	Rd	93	$3,275,000	16	6+1 bsmt	7.2	3 Stories	N
2	08577449	**CLSD**	704		Park	Ln	93	$3,337,500	12	4+1 bsmt	5.1	3 Stories	N
3	08611448	**CLSD**	795		Lincoln	Ave	93	$3,475,000	14	5+1 bsmt	6.1	2 Stories	N
4	08918905	**CLSD**	767		Mt Pleasant	St	93	$4,166,981	16	6+1 bsmt	7.3	3 Stories	N
5	08970805	**CLSD**	97		Indian Hill	Rd	93	$4,200,000	15	5+1 bsmt	6.3	2 Stories	N
6	08453914	**CLSD**	884		Higginson	Ln	93	$4,225,000	16	6+1 bsmt	7.3	2 Stories	N
7	08889669	**CLSD**	830		Mt Pleasant	St	93	$4,500,000	16	7	7.3	2 Stories	N
8	08894424	**CLSD**	191		Sheridan	Rd	93	$6,100,000	14	4+1 bsmt	5.1	2 Stories	N

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Search Results - Cross Property (All)

List View | Refine Criteria | One Page (Residential) - Agent | Show | Quick | Advanc

showing **16** of **22** listings

Search completed in 0.264 seconds

Detached Single Status: **EXP** MLS #: **06283273**

Address: **127 Church Rd, Winnetka, 60093**

Bedrooms: **4** List Price: **$1,895,000**

Baths(full/half): **3/1** Rent Price:

Total Rms: **11** Area: **93**

Master Bedroom Bath: **Full** HO Assessments:

Fireplaces: **5** Frequency: **Not Applicable**

PIN: **05213220190000** Taxes: **$0**

Spec Asmt: **No** Tax Year: **05**

Type Ownership: **Fee Simple** Tax Exemptions: **None**

Agent Owned/Interest: **No** Year Built: **2005**

Basement: **Partial** Built Before 1978: **No**

Parking Type: **Garage** # Spaces (Gar/Ext): **2/**

Subdivision:

Type: **2 Stories** Contract:

Style: **Traditional** Sold Price:

Approx SF: **0** Rented Price:

Exterior: **Brick** Agent Owned/Interest: **No**

Age: **1-5 Years**

Elementary: **Crow Island** District #: **36**

Middle: **CARLETON W WASHBURNE** District #: **36**

High: **New Trier Township** District #: **203**

Lot Dimensions: **81.84X180.17X62.9X192** Lot Size: **.25-.49 Acre** Acres: **0.3**

Waterfront: **No** Coordinates: North: **0** South: **0** East: **0** West: **0**

Directions: **Green Bay or Winnetka Ave. to Church, 2nd house N of Winnetka on East side of street.**

ROOM NAME	SIZE	LEVEL	FLOORING	WIN TRMT	ROOM NAME	SIZE	LEVEL	FLOORING	WIN TRMT
Living Room:	19X17	Main Level	Hardwood	None	Eating Area:	17X10	Main Level	Hardwood	None
Dining Room:	17X14	Main Level	Hardwood	None	Recreation Room:		Lower	Carpet	
Kitchen:	19X14	Main Level	Hardwood	None	Recreation Room:	25X15	Lower	Carpet	None
Family Room:	20X17	Main Level	Hardwood	None					
Laundry Room:	8X7	Lower	Other	None					
Master Bedroom:	17X13	Main Level	Hardwood	None					
2nd Bedroom:	16X12	Lower	Carpet	None					
3rd Bedroom:	16X12	Lower	Carpet	None					
4th Bedroom:	16X10	Lower	Carpet	None					
Sun/Florida Room:	13X8	Main Level	Hardwood	None					

Air: **Central Air**

Appliances: **Dishwasher, Disposal, Washer, Oven-Double, Refrigerator, Dryer**

Assessments Include: **None**

Basement:

Existing Bas./Fnd.:

Bath Amenities: **Separate Shower, Double Sink**

Dining Room: **Separate**

Fireplace: **Wood Burning**

Garage: **Garage Door Opener(s)**

Heat/Fuel: **Gas, Forced Air** Kitchen: **Eating Area-Breakfast Bar**

Lot Description: **Landscaped Professionally** Other Rooms:

Sewer: **Sewer-Public** Water: **Lake Michigan**

Remarks: **New Construction and superb design by Paul Konstant. Perfect 'Scale Down' house with gracious formal ...**

Agent Remarks:

Holds Earnest Money: **Yes** Listing Type: **Exclusive Agency** Sp. Comp. Info.: **None**

Cooperative Compensation: **2.25/ 1.75-$150**

Showing Instructions: **Call Office,Appointment** Lock Box:

Owner: **Owner Of Record** Owner's Phone: **847-446-4200**

List Office: **BRE Sotheby's International Realty** ID#: **4042** Office Phone: **(847) 446-4200**

List Agent: **Blanche Romey** ID#: **31374** Agent Phone: **(847) 209-6106**

List Agent E-mail: **blanche.romey@cbexchange.com; blancheromey@me.com** Team:

Co-Lister: Agents Additional Contact #:

List Date: **09/18/2006** Contract: Closed Date: Original List Price: **$1,985,000**

Off-Market Date: **09/01/2007** Expiration Date: **09/01/2007** Status Date: **09/03/2007** Listing Market Time: **349**

Selling Office: Selling Agent:

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Search Results - Cross Property (All)

List View | Refine Criteria | One Page (Residential) - Agent | Show | Quick | Advanc

showing **15** of **22** listings — Search completed in 0.264 seconds

Detached Single Status: **CLSD** MLS #: **06703492**

Address: **127 Church Rd, Winnetka, 60093**

Bedrooms: **4** List Price: **$1,849,000**

Baths(full/half): **3/1** Rent Price:

Total Rms: **11** Area: **93**

Master Bedroom Bath: **Full** HO Assessments:

Fireplaces: Frequency: **Not Applicable**

PIN: **05213220190000** Taxes: **$15,654.19**

Spec Asmt: **No** Tax Year: **2006**

Type Ownership: **Fee Simple** Tax Exemptions: **None**

Agent Owned/Interest: **No** Year Built: **2006**

Basement: **English** Built Before 1978: **No**

Parking Type: **Garage** # Spaces (Gar/Ext): **2/**

Subdivision:

Type: **2 Stories** Contract: **11/05/2007**

Style: Sold Price: **$1,700,000**

Approx SF: **0** Rented Price:

Exterior: **Brick** Agent Owned/Interest: **No**

Age: **1-5 Years**

Elementary: District #: **36**
Middle: District #: **36**
High: District #: **203**

Lot Dimensions: **81.84X180.17X62.9X192** Lot Size: **.25-.49 Acre** Acres: **0.33**

Waterfront: **No** Coordinates: North: **15** South: **0** East: **0** West: **4**

Directions: **GREEN BAY OR WINNETKA TO CHURCH, 2ND HOUSE N. OF WINN.**

ROOM NAME	SIZE	LEVEL	FLOORING	WIN TRMT	ROOM NAME	SIZE	LEVEL	FLOORING	WIN TRMT
Living Room:	19X17	Main Level	Hardwood		Breakfast Room:	17X10	Main Level	Hardwood	
Dining Room:	17X14	Not Applicable	Hardwood		Recreation Room:	25X15	Lower	Carpet	
Kitchen:	17X14	Main Level	Hardwood						
Family Room:	20X17	Main Level	Hardwood						
Laundry Room:									
Master Bedroom:	17X13	Main Level	Hardwood						
2nd Bedroom:	16X12	Lower	Carpet						
3rd Bedroom:	16X10	Lower	Carpet						
4th Bedroom:	16X10	Lower	Carpet						
Sun/Florida Room:	13X9	Main Level	Hardwood						

Air: **Central Air**

Appliances: **Oven-Double, Dishwasher, Refrigerator, Washer, Dryer, Disposal**

Assessments Include: **None**

Basement: **Finished**

Existing Bas./Fnd.:

Bath Amenities: **Separate Shower, Double Sink**

Dining Room: **Separate**

Fireplace:

Garage:

Heat/Fuel: **Gas, Forced Air** Kitchen: **Eating Area-Breakfast Bar, Eating Area-Table Space, Island**

Lot Description: **Landscaped Professionally** Other Rooms:

Sewer: **Sewer-Public** Water: **Lake Michigan**

Remarks: **Sophisticated and comfortable new home with 1st. fl. mstr. ste. and elevator designed by Paul Konsta** ...

Agent Remarks: **Additional parking options available (circle drive, additional parking spots, etc.) in private back** ...

Holds Earnest Money: **Yes** Listing Type: **Exclusive Right to Sell** Sp. Comp. Info.: **None**

Cooperative Compensation: **2.25/1.75-$150**

Showing Instructions: **Call listing office** Lock Box:

Owner: **OOR** Owner's Phone:

List Office: **The Hudson Company** ID#: **3638** Office Phone: **(847) 446-9600**

List Agent: **Joanne Hudson** ID#: **38429** Agent Phone:

List Agent E-mail: **joanne@thehudsoncompany.com** Team:

Co-Lister: Agents Additional Contact #:

List Date: **10/15/2007** Contract: **11/05/2007** Closed Date: **01/15/2008** Original List Price: **$1,895,000**

Off-Market Date: **11/05/2007** Expiration Date: Status Date: **01/15/2008** Listing Market Time: **22**

Selling Office: **3638** Selling Agent: **39577**

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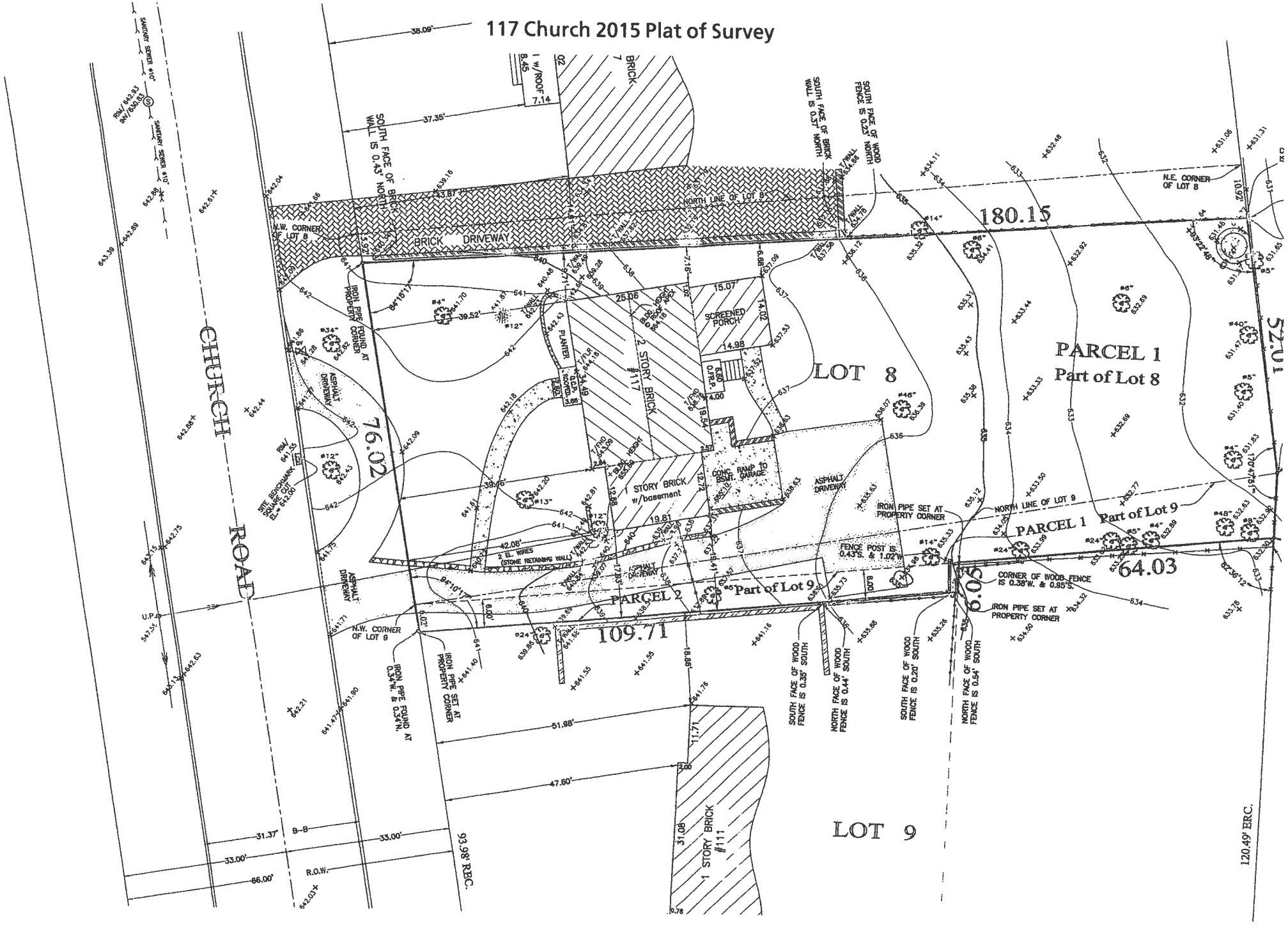
117 Church 2015 Plat of Survey



117 CHURCH
FRONT ELEVATION
SCALE: 1/4"=1'-0"

117 CHURCH
RIGHT ELEVATION
SCALE: 1/4"=1'-0"

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ARCHITECTS: (DESIGN FIRM REGISTRATION #184-001-698)
DESIGNER: (DESIGN SUPERVISORS REGISTRATION #001-010635)
605 W. HICKORY ST. HINSDALE, IL. 60521 (630) 655-6058

Marty Murphy
1222 W Arthur Ave. Chicago IL 60626. 312-433-3200

117 CHURCH
WINNETKA, ILLINOIS

01	11-11-15	CHANGES PER VILLAGE
02	-	-

Original: 11-04-15

Date: 11-17-15

Issued for Permit:

Issued for Const:

LICENSED ARCHITECT
SERGIO
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001-010635
STATE OF ILLINOIS

Sheet No:

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117 CHURCH
REAR ELEVATION
SCALE: 1/4"=1'-0"

117 CHURCH
LEFT ELEVATION
SCALE: 1/4"=1'-0"

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117 CHURCH
WINNETKA, ILLINOIS

01	11-11-15	CHANGES PER VILLAGE
02	-	-

Original: 11-04-15

Date: 11-17-15

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LICENSED ARCHITECT
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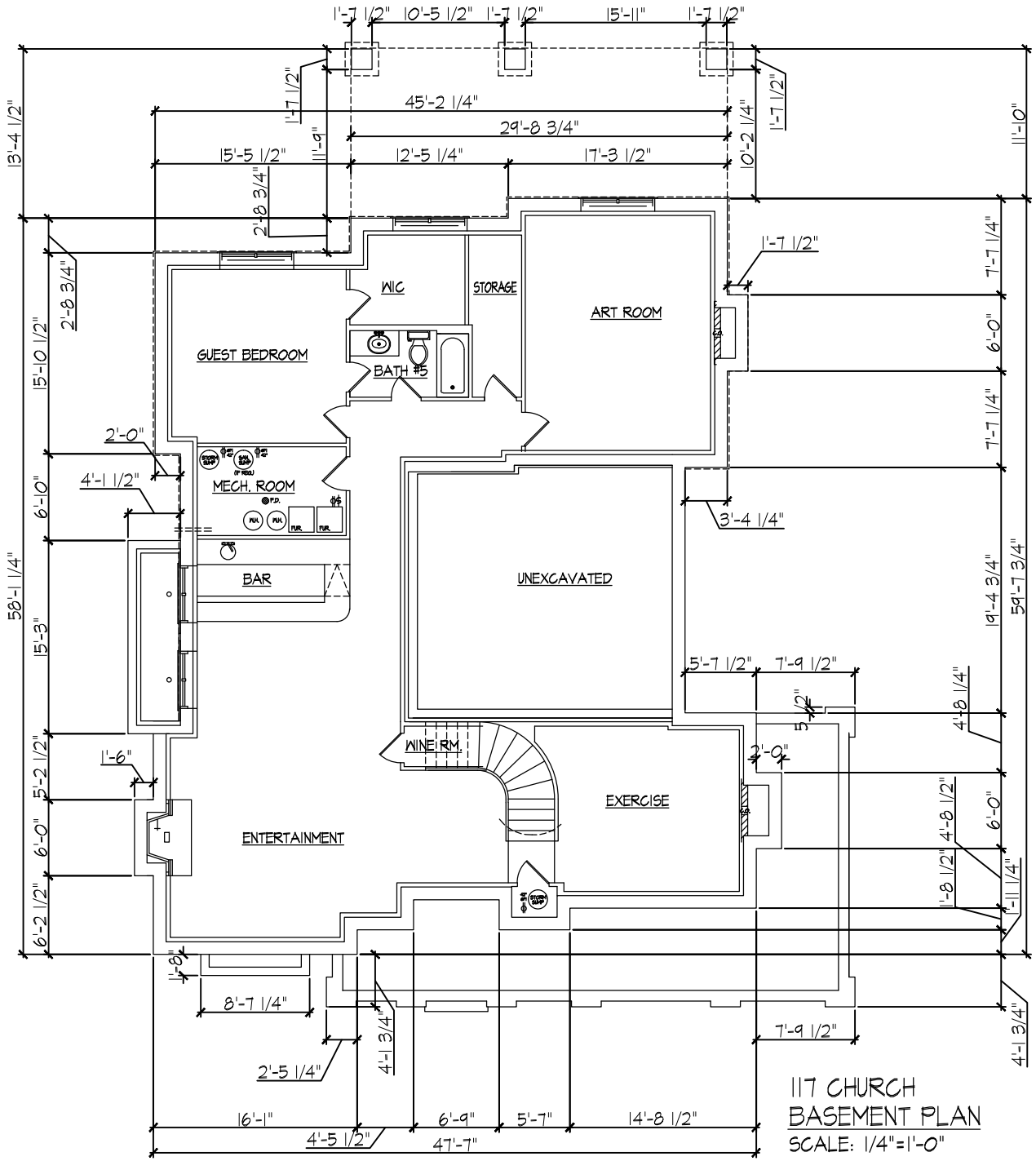
001-010035
STATE OF ILLINOIS

Sheet No: 2



117 CHURCH
BASEMENT PLAN
SCALE: 1/4"=1'-0"

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117 CHURCH
WINNETKA, ILLINOIS

01	1=1-15	CHANGES PER VILLAGE
02	1=1-15	CHANGES PER VILLAGE

Original: 11-04-15

Date: 11-17-15

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LICENSED ARCHITECT
SERGIO CORSESTRO
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STATE OF ILLINOIS

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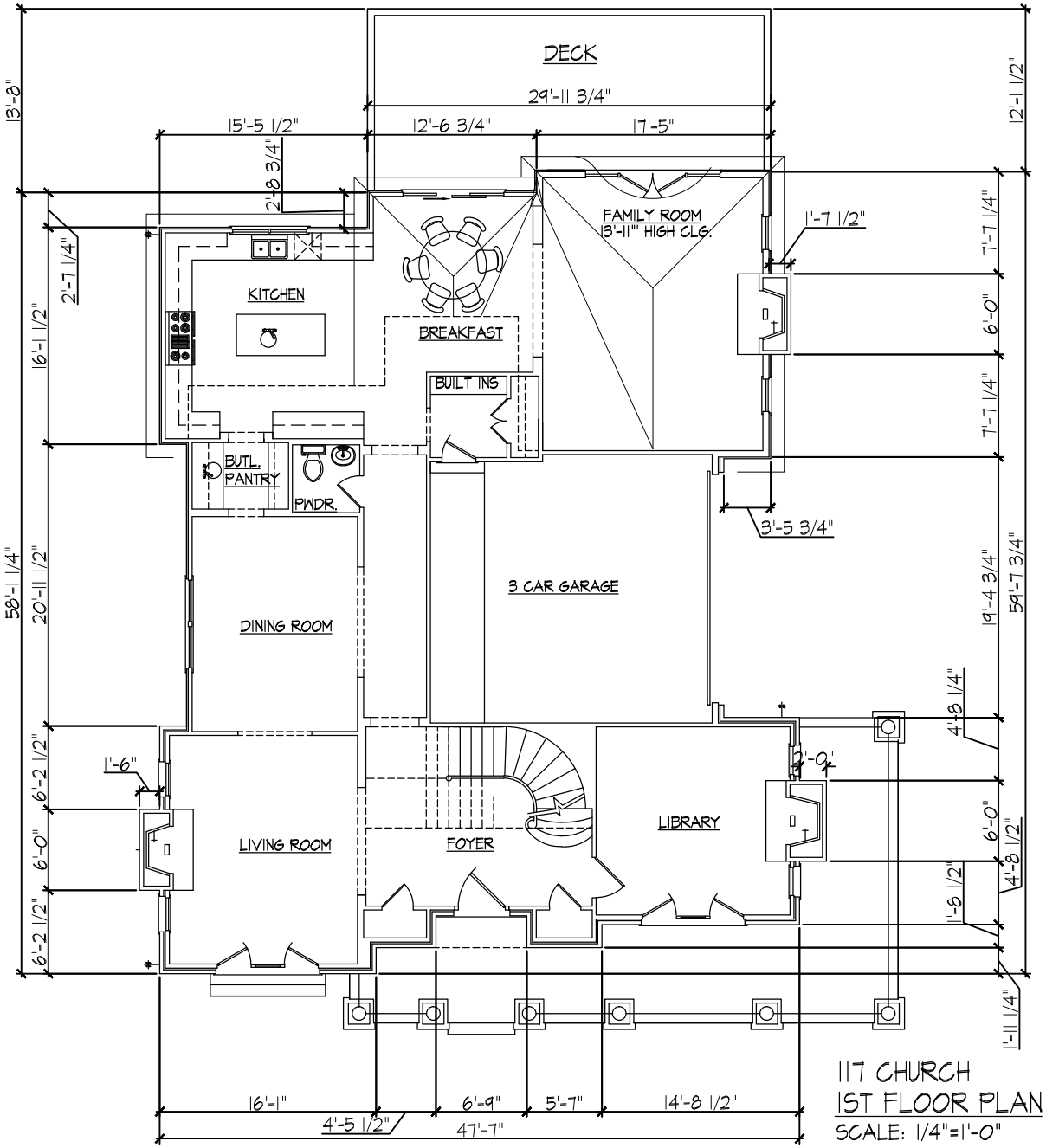

117 CHURCH
1ST FLOOR PLAN
SCALE: 1/4"=1'-0"

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117 CHURCH
WINNETKA, ILLINOIS

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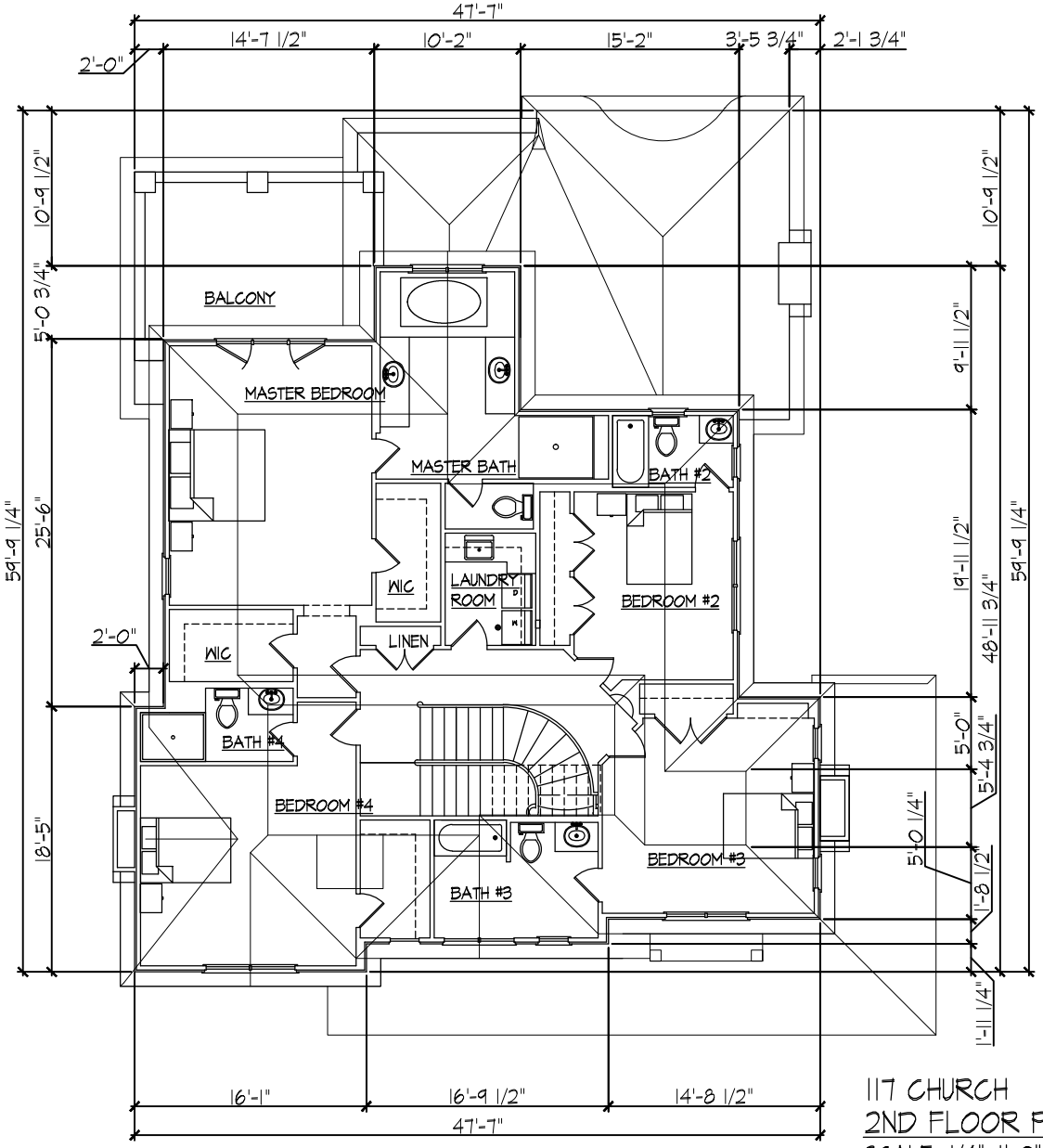

117 CHURCH
2ND FLOOR PLAN
SCALE: 1/4"=1'-0"

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Marty Murphy
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117 CHURCH
WINNETKA, ILLINOIS

Original: 11-04-15
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001-010035
STATE OF ILLINOIS

Sheet No:
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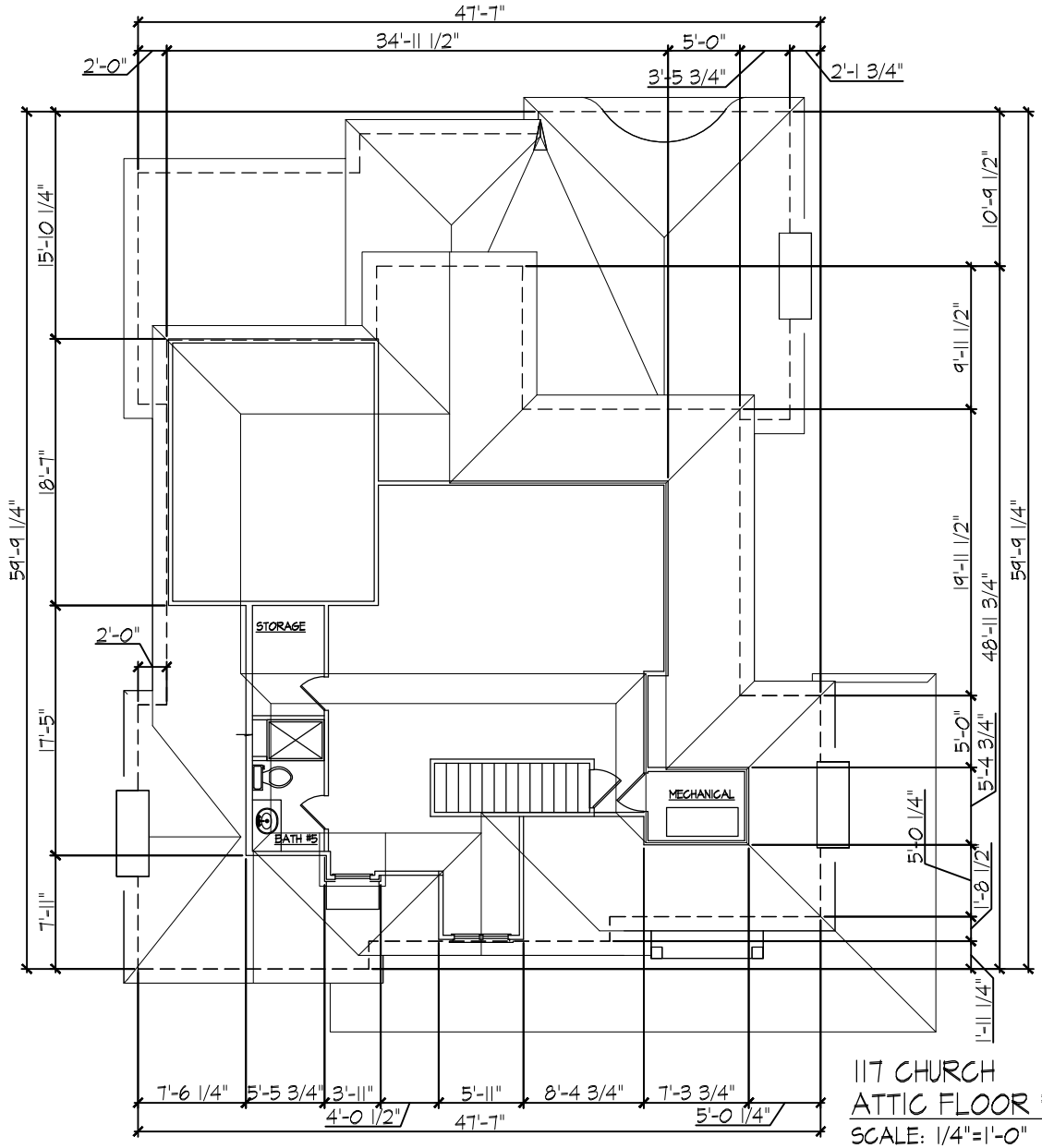

117 CHURCH
ATTIC FLOOR PLAN
SCALE: 1/4"=1'-0"

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117 CHURCH
WINNETKA, ILLINOIS

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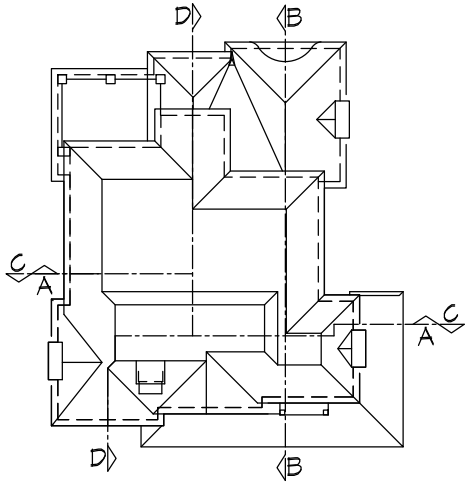
CHRISTOPHER SCHNEIDER
001-010635
STATE OF ILLINOIS

Sheet No: 6



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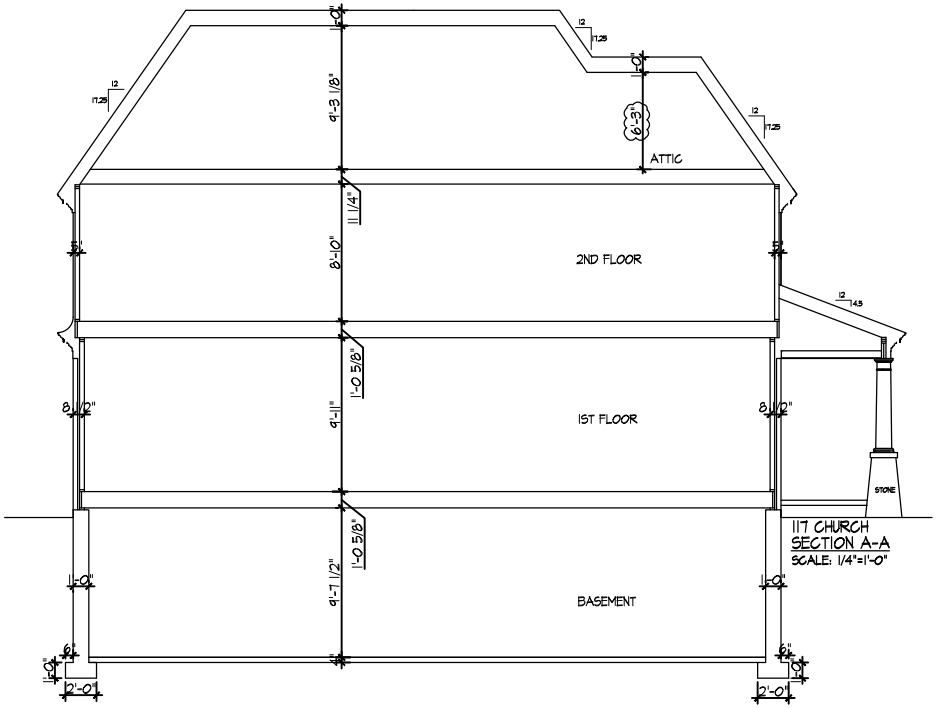

117 CHURCH
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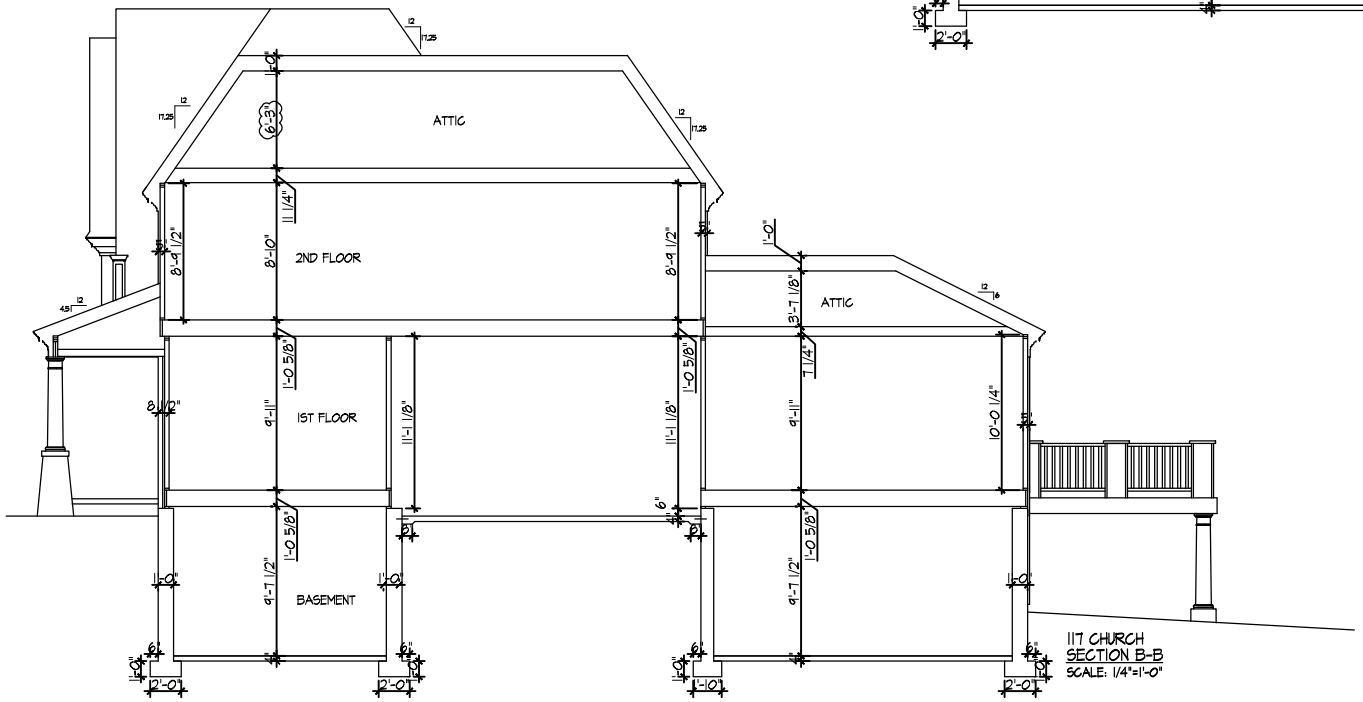

117 CHURCH
SECTION B-B
SCALE: 1/4"=1'-0"

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WINNETKA, ILLINOIS
117 CHURCH

01	11-11-15	CHANGES PER VILLAGE

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STATE OF ILLINOIS

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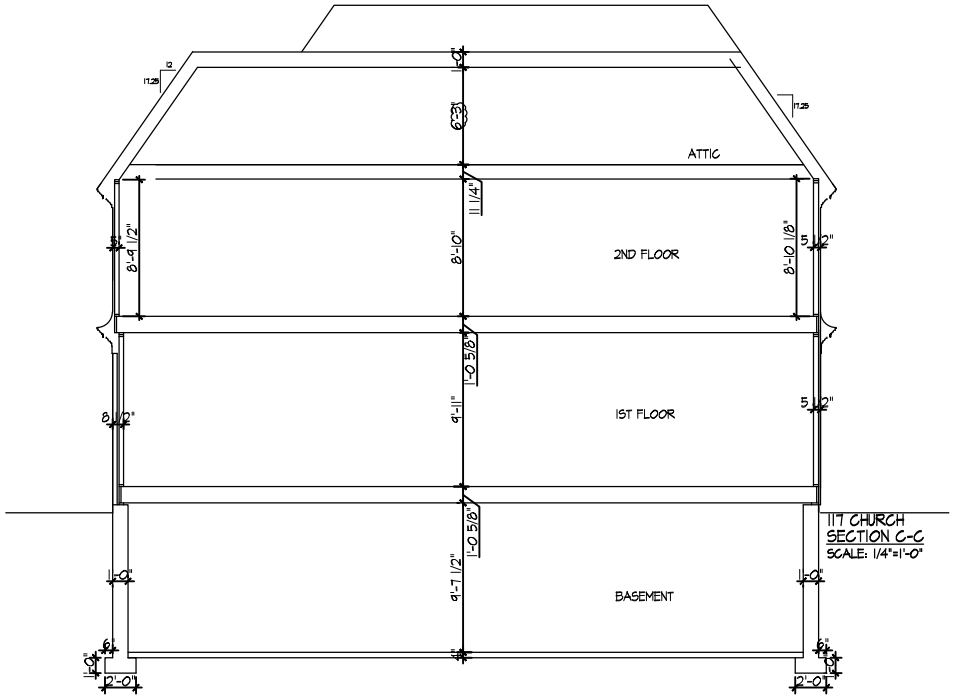

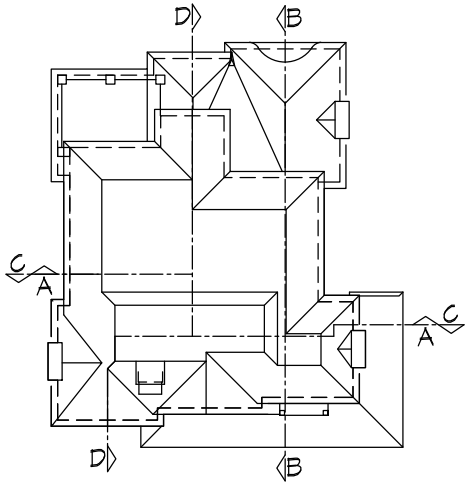

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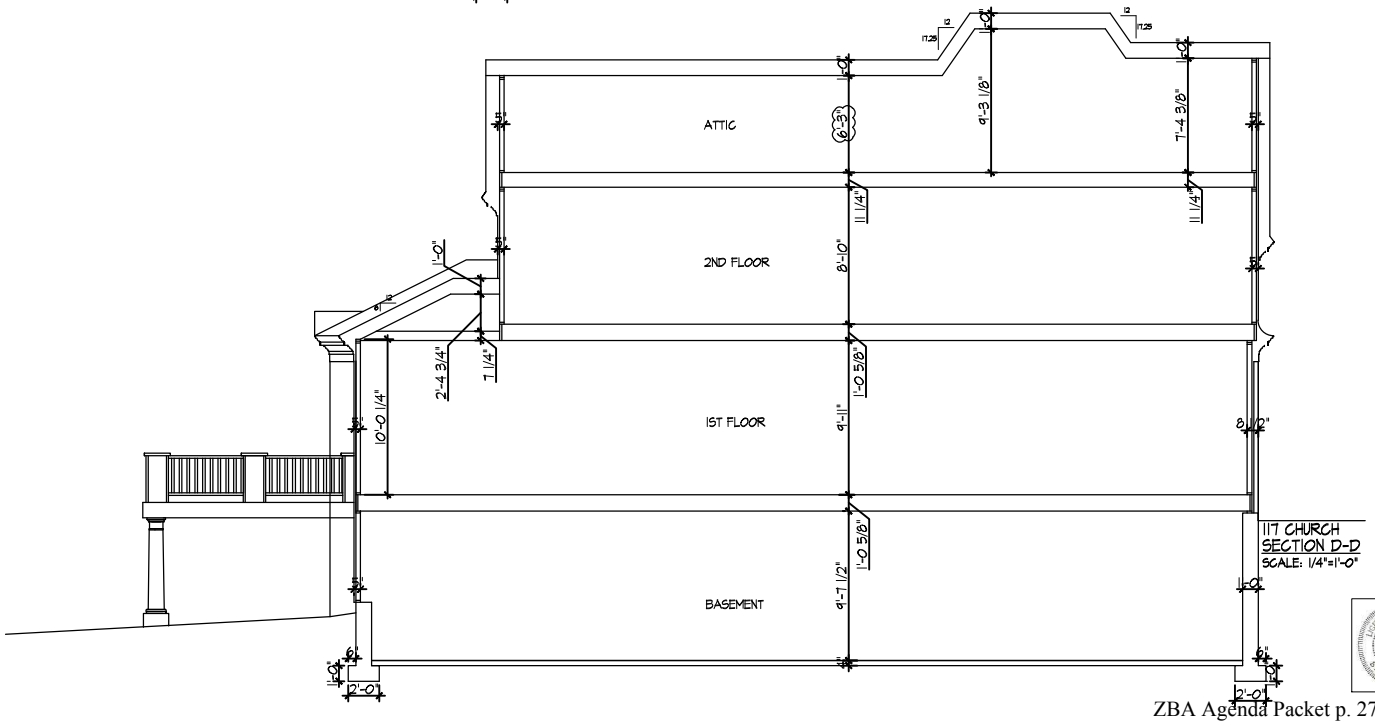

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117 CHURCH
WINNETKA, ILLINOIS

01	11-11-15	CHANGES PER VILLAGE

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GEORGE DOUGHERTY
001-010635
STATE OF ILLINOIS

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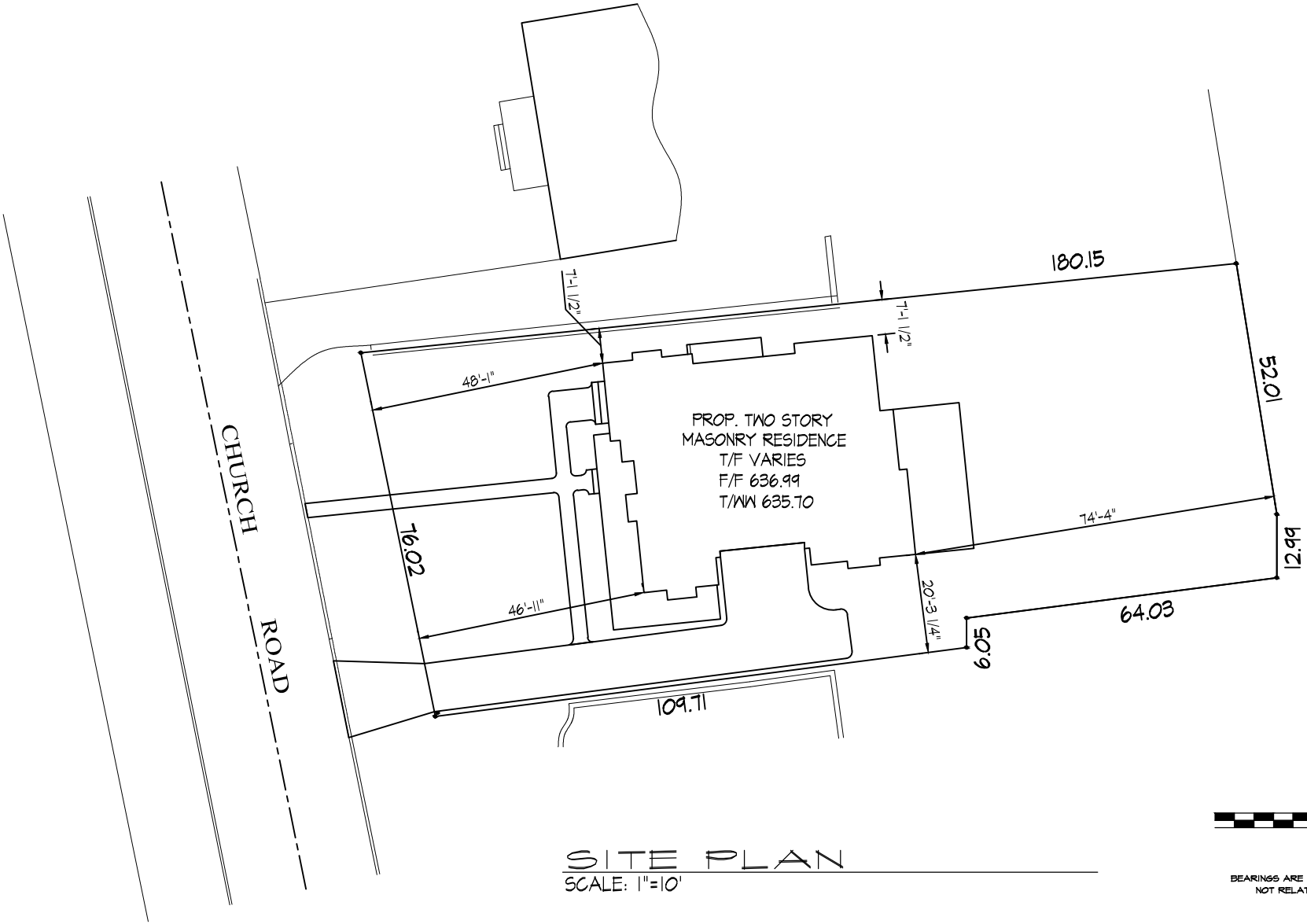

SITE PLAN

SCALE: 1"=10'

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WINNETKA ILLINOIS
117 CHURCH

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DOMENICHINI
001-010035
STATE OF ILLINOIS

Sheet No: 9

EROSION CONTROL, AND TREE PROTECTION NOTES:

1. INSTALL TEMPORARY CONSTRUCTION SILT FENCE FOR SEDIMENT EROSION CONTROL AROUND THE PERIMETER OF THE PROPOSED WORK AREA AS SHOWN ON THE DRAWING.
2. DUST CONTROL METHODS SHOULD BE USED TO MINIMIZE THE SPREAD OF AIRBORNE PARTICLES.
3. PROTECT EXISTING TREES >6" IN ACCORDANCE WITH 6' HIGH WIRE MESH OF CHAIN LINK FENCING AS SHOWN ON THE DRAWING.
4. WHERE NATURAL VEGETATION IS REMOVED DURING GRADING, SOIL EROSION/SEDIMENT CONTROL METHODS SHALL BE INITIATED AND VEGETATION SHALL BE PROMPTLY RE-ESTABLISHED WITHIN 30 DAYS IN SUFFICIENT DENSITY TO PROVIDE EROSION CONTROL. MINIMIZE THE AMOUNT OF NATURAL VEGETATION REMOVED.
5. SUBMIT TREE REMOVAL APPLICATION FOR EACH PROPOSED REMOVAL OF PROTECTED TREES. NO TREES MAY BE REMOVED WITHOUT A PERMIT.
6. AS THERE ARE TREES WITHIN 15 FEET OF THE PROPERTY LINE ON ADJACENT PROPERTIES, ADJACENT PROPERTY OWNERS AND OCCUPANTS MUST BE NOTIFIED OF PROPOSED CONSTRUCTION.
7. CALL FOR TREE FENCING INSPECTION PRIOR TO ANY CONSTRUCTION OR DEMOLITION. FAILURE TO DO SO SHALL RESULT IN A STOP WORK ORDER ON THE CONSTRUCTION PROJECT.
8. CALL FORESTRY DEPARTMENT FOR PERMISSION TO REMOVE PROTECTIVE TREE FENCING ONCE PROJECT IS COMPLETE.
9. IT IS THE GENERAL CONTRACTOR/PROJECT APPLICANT'S RESPONSIBILITY TO ENSURE ALL CONTRACTORS, SUBCONTRACTORS OR OTHER PARTIES PERFORMING WORK ON PROJECT ARE FULLY AWARE OF THE APPROVED TREE PROTECTION PLAN AND ABIDE BY ALL REQUIREMENTS THEREIN.
10. NO HEAVY MACHINERY MAY OPERATE WITHIN THE DRIPLINES OF TREES DURING ANY PHASE OF CONSTRUCTION PROJECT, INCLUDING AFTER PROTECTIVE TREE FENCES HAVE BEEN REMOVED.
11. GRADE CHANGES WITHIN DRIPLINE OF ANY PROTECTED TREE ARE PROHIBITED, EXCEPT AS NOTED.

DEMOLITION AND EXCAVATION NOTES:

1. DEMOLISH EXISTING DRIVEWAY AS SHOWN. DISPOSE OF ALL MATERIALS IN ACCORDANCE WITH LOCAL REGULATIONS.
2. ALL EXCAVATION WILL BE IN ACCORDANCE WITH OSHA REGULATIONS AND SHALL PROVIDE CONTINUOUS SUPPORT TO ALL ADJACENT FOUNDATIONS.
3. CONTRACTOR IS RESPONSIBLE FOR KEEPING STREET REASONABLY FREE OF SOIL AND DEBRIS.
4. CALL JULIE 800-892-0123 BEFORE STARTING CONSTRUCTION.
5. THE CONTRACTOR MUST TELEVISE AND VERIFY THE LOCATION AND CONDITION OF THE SANITARY SEWER. IF THE EXISTING STORM SERVICE IS ACTUALLY TIED INTO THE SANITARY SEWER, THEN IT MUST BE DISCONNECTED AND REROUTED TO THE PROPOSED STORM SEWER DISCHARGE LOCATION.

PROTECTIVE TREE FENCING:

* PROTECTIVE TREE FENCING MUST BE WIRE MESH OR WELDED WIRE FENCING (CHAIN LINK), 6 FEET HIGH WITH STEEL OR WOODEN POSTS INSTALLED AND SPACED NO MORE THAN 8 FEET APART.

* PROTECTIVE TREE FENCING MUST EXTEND TO THE DRIPLINE OF THE TREE (WHICH CAN BE ESTIMATED AT 1 FOOT FOR EVERY 1 INCH OF DBH), BUT IN NO CASE SHALL FENCING BE:
  - LESS OF A RADIUS OF 10' FROM TREES UP TO 18" DBH
  - LESS OF A RADIUS OF 18' FROM TREES 18" DBH AND LARGER

* PROTECTIVE TREE FENCING MUST REMAIN INTACT FOR THE ENTIRE DURATION OF THE CONSTRUCTION PROJECT AND MAY NOT BE MOVED OR REMOVED FOR ANY REASON WITHOUT FORESTRY DEPARTMENT APPROVAL ONLY.

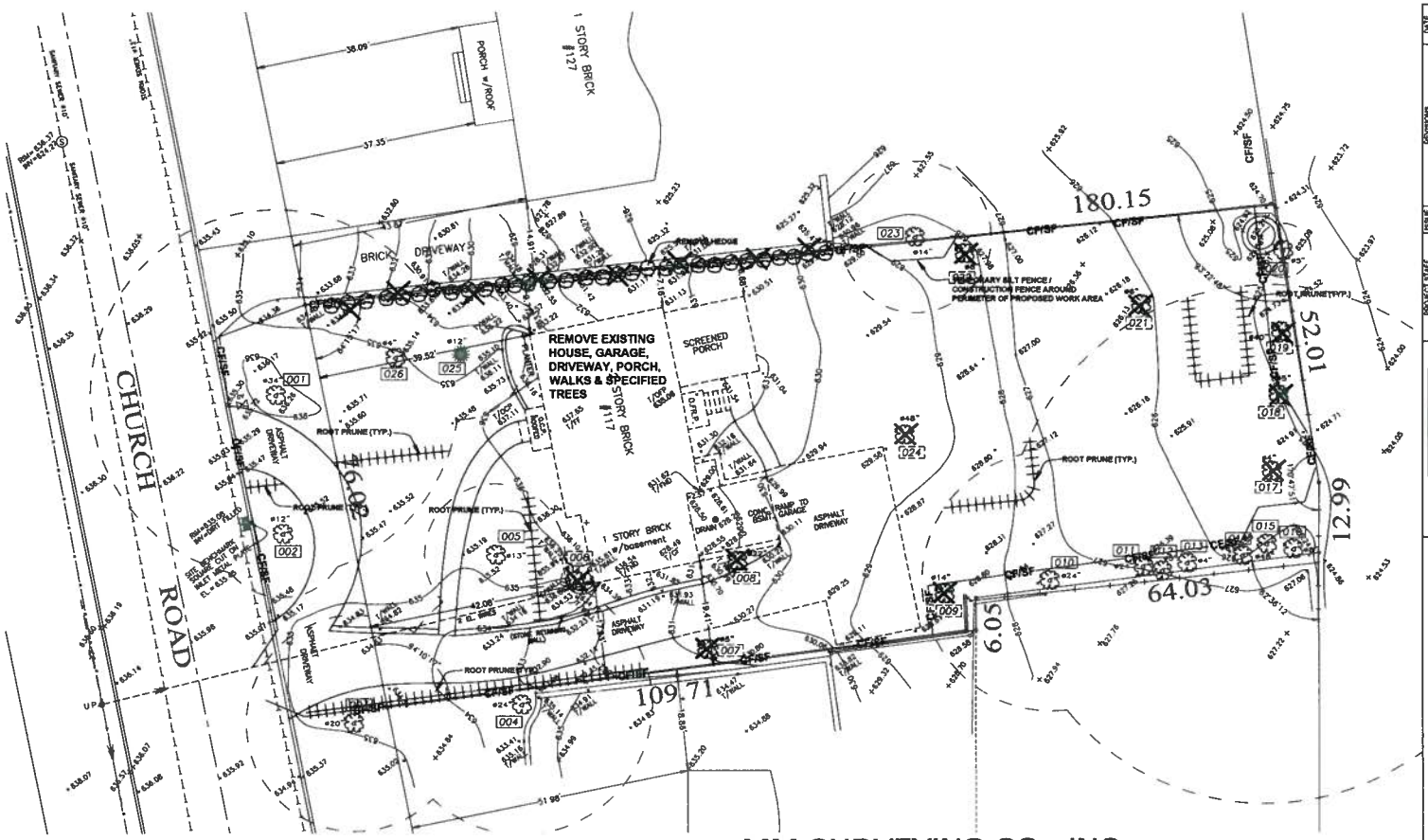
PARCEL 1:
THAT PART LYING WITHIN LOTS EIGHT (8) AND NINE (9) IN WHETMAN'S SUBDIVISION OF PART OF THE SOUTH QUARTER OF THE SOUTHWEST QUARTER OF FRACTIONAL SECTION 31, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 18, 1914 AS DOCUMENT 5494153, IN BOOK 136 OF PLATS, PAGE 35, DESCRIBED AS FOLLOWS:

ALL OF SAID LOT EIGHT (8) EXCEPT THAT PORTION THEREOF WHICH LIES NORTHERLY OF A STRAIGHT LINE DRAWN FROM A POINT IN THE WEST LINE THEREOF, WHICH POINT IS 5.82 FEET SOUTHERLY (AS MEASURED ALONG THE WEST LINE OF SAID LOT EIGHT (8) FROM THE NORTH WEST CORNER OF SAID LOT EIGHT (8), TO A POINT ON THE EAST LINE OF SAID LOT EIGHT (8), WHICH LAST MENTIONED POINT IS 10.91 FEET SOUTHERLY (AS MEASURED ALONG THE EAST LINE OF SAID LOT EIGHT (8) FROM THE NORTH EAST CORNER OF SAID LOT EIGHT (8); ALSO THAT PART OF SAID LOT NINE (9) WHICH LIES NORTHERLY OF A STRAIGHT LINE DRAWN FROM THE NORTH WEST CORNER OF SAID LOT NINE (9) TO A POINT IN THE EAST LINE OF SAID LOT NINE (9), WHICH LAST MENTIONED POINT IS 12.99 FEET SOUTHERLY (AS MEASURED ALONG SAID EAST LINE OF SAID LOT NINE (9) FROM THE NORTH EAST CORNER OF SAID LOT NINE (9);

ALSO

PARCEL 2:
THAT PART OF LOT NINE (9) EXCEPT THE EAST 6.05 FEET THEREOF, IN WHETMAN'S SUBDIVISION OF PART OF THE SOUTH QUARTER OF THE SOUTHWEST QUARTER OF FRACTIONAL SECTION 31, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON JULY 18, 1914 AS DOCUMENT 5494153, LYING SOUTH OF A LINE DRAWN FROM THE NORTH WEST CORNER OF SAID LOT NINE (9) TO A POINT ON THE EAST LINE THEREOF 12.99 FEET SOUTH OF THE NORTH EAST CORNER THEREOF, EXCEPT THAT PART THEREOF LYING SOUTH OF A LINE 5 FEET SOUTH OF AND PARALLEL WITH THE APPROXIMATE LINE, ALL IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 117 CHURCH ROAD, WINNETKA, ILLINOIS 60093
PIN #05-21-321-026-0000
TOTAL LAND AREA = 13,664 sq.ft.
TOTAL BLDG. AREA (EXTERIOR FOOTPRINT AT GROUND LEVEL) = 1,335 sq.ft.



Tree Inventory/Action Plan Description

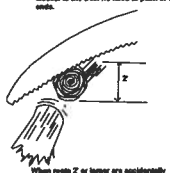
Date: 9/24/2015

Tree Description				Classification		Action				
Tree No.	Species	Size	Condition (1-5)	Landmark	Other	Remove	Root Prune	Bridging	Boarding	No Action
1	MAPLE	34"	4		x		X			
2	ELM	12"	4		x		X			
3	MAPLE	20"	3		x		X			
4	OAK	24"	3		x		X			
5	MAPLE	13"	3		x		X			
6	CEDAR	12"	4		x	X				
7	ELM	5"	4		x	X				
8	MAPLE	22"	3		x	X				
9	MAPLE	14"	3		x	X				
10	MAPLE	24"	3		x		X			
11	MAPLE	24"	3		x					X
12	MAPLE	8"	3		x					X
13	MAPLE	4"	3		x					X
14	ELM	6"	3		x					X
15	MAPLE	48"	3		x		X			
16	MAPLE	8"	3		x					X
17	BUCKEYE	4"	3		x	X				
18	SPRUCE	5"	3		x	X				
19	MAPLE	40"	3		x	X				
20	ELM	5"	4		x					X
21	CRABAPPLE	5"	5		x	X				
22	MAPLE	6"	3		x	X				
23	HONEY LOCUST	14"	4		x					X
24	MAPLE	48"	4		x	X				
25	SPRUCE	12"	3		x					X
26	MAPLE	4"	3		x					X

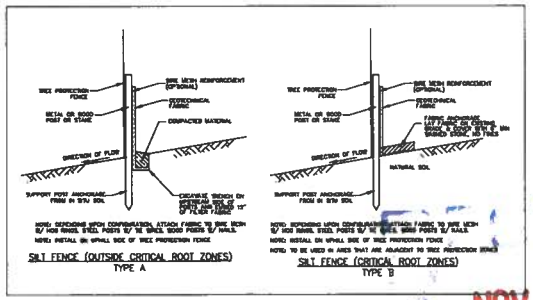
PROPER ROOT PRUNING

Reason: Roots with a sharply cut end will quickly produce a flush of new roots, helping the tree to recover from its injury. A crushed or torn root tends to decay and few new roots.

Procedure: When tunneling or avoiding roots is not possible, trench carefully by hand or machine near trees, sawing roots over 2" in diameter. Make the cut flush with the side of the trench closest to the tree. No need to paint or treat the ends.



When roots 2" or larger are accidentally broken, dig out enough of the trench side to saw through and underground portion of the root.



SILT FENCE (OUTSIDE CRITICAL ROOT ZONES) TYPE A

SILT FENCE (CRITICAL ROOT ZONES) TYPE B

TREE PROTECTION DURING CONSTRUCTION
SCALE: N.T.S.

NORTH

MM SURVEYING CO., INC.
PROFESSIONAL DESIGN FIRM NO.184-003233
PHONE: (773) 282-5900
FAX: (773) 282-9424
mmsurvey1285@sbcglobal.net
5812 W. HIGGINS AVENUE
CHICAGO, ILLINOIS 60630

BENCHMARK REFERENCE:
GPS SYSTEM NAVD 1988
(FROM KARA CO. INC., NETWORK)

TONY M. CACCIONE
No. 035-003811
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXP. 11-30-13

NOV - 9 2015

DATE	REVISIONS	ISSUE
	Permit Drawings	
10-26-15	PRELIMINARY FOR VERIFICATION - PRELIM. SET OF ENGINEERING	

PROJECT STAFF
PROJECT MANAGER: B. BONO P.E.
DESIGNER: C. CUCCIONE P.E.
DRAFTER: V. MARKOVICH, E.I.T.
REVIEWER: BONO EDWARD

BCI
BONO CONSULTING, INC.
CIVIL ENGINEERS
1018 BUSSE HIGHWAY
PARK RIDGE, IL 60068
PH: (847) 823-3300
FAX: (847) 823-3303
bbono@bonoconsulting.com

EXISTING TOPOGRAPHY, TREE PRESERVATION, EROSION CONTROL & DEMOLITION NOTES
NEW SINGLE-FAMILY RESIDENCE
117 CHURCH, WINNETKA, IL 60093

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PROJECT NO.: 15307
BASE FILE:
SHEET FILE:
ISSUE DATE: NOV 6, 2015
SCALE: 1"=10'
SHEET NUMBER: C-1

117 CHURCH ST, WINNETKA, IL

LOT SIZE: 13884 SF

	PREVIOUSLY EXISTING IMPERVIOUS AREA ENTIRE LOT (s.f.)	PROPOSED IMPERVIOUS AREA ENTIRE LOT (s.f.)
HOUSE	1121.88	2470.94
CONCRETE, ASPHALT & BRICK DRIVEWAY	1727.62	1126.91
WALKS	287.15	318.69
PATIO / PORCH	211.42	688.89
WINDOW WELLS	9.00	38.57
TOTALS	3357	4645
% OF LOT	24.43%	33.29%

STORAGE CALCS - 117 CHURCH, WINNETKA

STORAGE PROVIDED - FOR 100 YEAR STORM

PROPOSED SURFACE STORAGE CALCULATIONS

PIPE STORAGE CALCULATIONS

Pipe #	Diameter (in.)	Storage(ft.Cu.Ft.)	Length (ft.)	Volume (Cu.Ft.)
1	48	12.57	54	678.86
2	8	0.20	132	26.61
3	6	0.20	72	14.14

Total Pipe Storage =	719.23 cu. ft.
Total Pipe Storage =	0.017 acre-ft

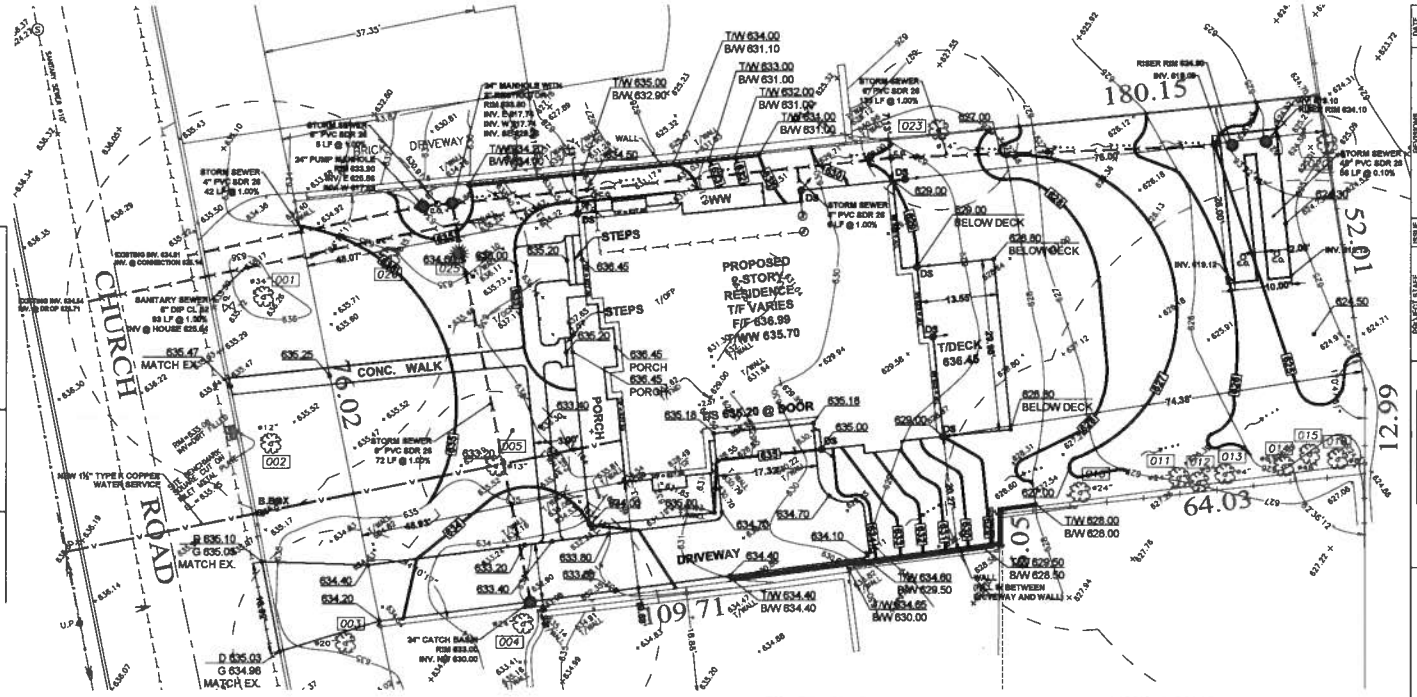
STRUCTURE STORAGE CALCULATIONS

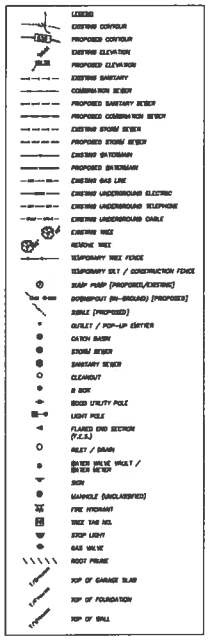
Structure	Diameter (in.)	Storage(ft.Depth(Cu.Ft.)	Depth (ft.)	Volume (Cu.Ft.)
1	24	3.14	6.36	19.96
2	34	3.14	3.00	9.42

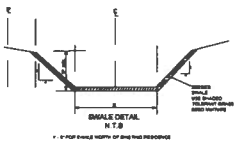
Total Structure Storage =	29.41 cu. ft.
Total Structure Storage =	0.001 acre-ft

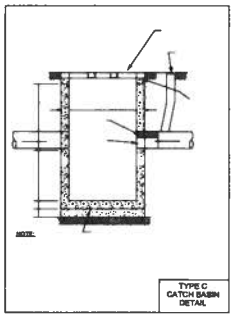
TOTAL STORAGE PROVIDED

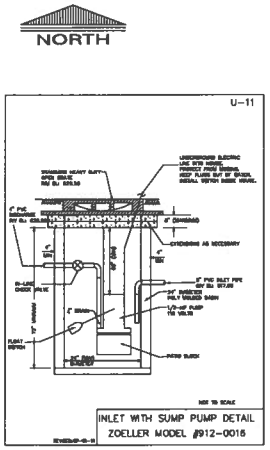
Pipe Storage	719.23 cu. ft.
Structure Storage	29.41 cu. ft.
New Detention Storage Provided	748.63 cu. ft.
Required for 100 Year storm	697.00 OK



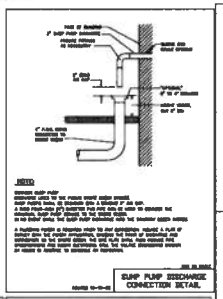


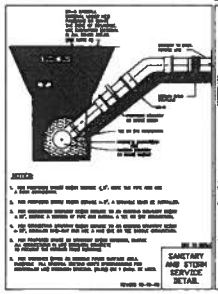


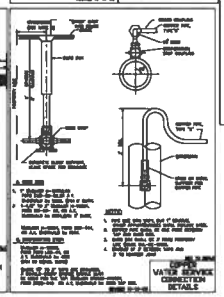


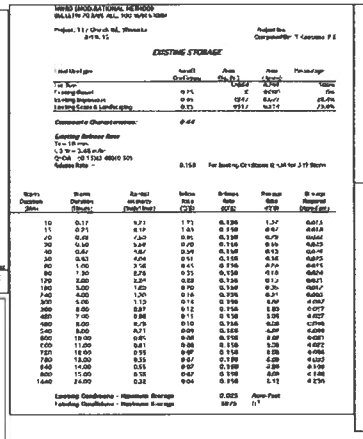


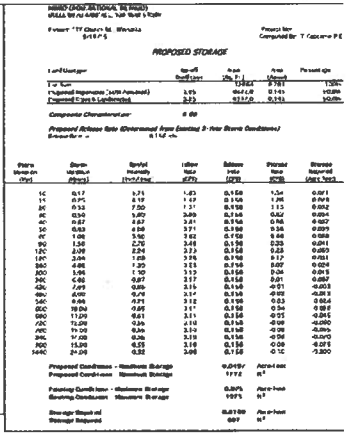
NOTE TO OWNER:
PUMP WILL NOT WORK IF DISCHARGE LINES ARE COVERED OR FROZEN. TURN OFF PUMP IN WINTER. PUMP SYSTEM WILL NEED ANNUAL MAINTENANCE.











NORTH

DATE	REVISIONS	ISSUE	PROJECT STAFF
2-26-2015	PERMIT SUBMISSION	1	PROJECT MANAGER: B. BONOTA
11-4-15	PRELIMINARY INCORPORATE / FIELD FOR SUBMISSION	2	DESIGNER: L. LUCIANA, E.I.T.
			DRAFTER: L. LUCIANA, E.I.T.
			TECHNICIAN:

BCI
BONO CONSULTING, INC.
CIVIL ENGINEERS
1010 BURGER HIGHWAY
PARK RIDGE, IL 60068
PH: (847) 823-2500
FAX: (847) 823-2501
bonoconsulting.com

PROPOSED GRADING PLAN & DETENTION CALCULATIONS
NEW SINGLE-FAMILY RESIDENCE
117 CHURCH, WINNETKA, IL 60093

TONI M. CACCIA
083-000081
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXP. 11-30-15

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PROJECT NO.:	15307
BASE FILE:	
SHEET FILE:	
ISSUE DATE:	NOV. 6, 2015
SCALE:	1"=10'
SHEET NUMBER	C-2

ZONING BOARD OF APPEALS
AGENDA REPORT

SUBJECT: 523 Hoyt Ln., Case No. 16-01-V2
(1) Permitted Uses
(2) Front Yard Setback

DATE: December 22, 2015

PREPARED BY: Michael D'Onofrio, Director of Community Development

The petitioners, Gerald and Maureen Corcoran, are requesting variations by Ordinance from Sections 17.24.020 [Permitted Uses] and 17.30.050 [Front and Corner Yard Setbacks] of the Winnetka Zoning Ordinance to permit an area well to house air conditioning units that will result in a front yard setback of 45.76 ft., whereas a minimum of 50 ft. is required, a variation of 4.24 ft. (8.48%).

The variations are being requested to permit an area well and three A/C units within the required front yard setback. Section 17.24.020 of the zoning ordinance states that air conditioning units shall not be located within a required yard. Also, the area well is not a permitted encroachment into the front yard, area wells are only permitted to encroach side yards (Section 17.30.130). Hoyt Lane is a private road with a 20 ft. easement for ingress and egress. The west 10 ft. of 523 Hoyt Ln. constitutes 10 ft. of the 20 ft. easement. The front yard setback is measured from the outermost limits of the private road easement. The southwest corner of the residence is located 56.57 ft. east of the private road easement and the area well extends 10.81 ft. west, providing a setback of 45.76 ft. There are six A/C units in the area well; three of which comply with the 50 ft. front yard setback.

On June 22, 2010 the area well and A/C units were approved based on a plan that was submitted June 21, 2010 identifying that the area well and A/C units complied with both the front and side yard setbacks (Attachment D). On August 25, 2010 it was brought to the Department's attention that the units encroached the required front yard setback and upon further review it was determined that the plan submitted on June 21, 2010 incorrectly depicted the front setback from the property line, not the outermost limits of the private road easement.

Consequently, the petitioners filed a variation application June 30, 2011 for the same variations currently being considered by the Board. At the August 8, 2011 ZBA meeting Case No. 11-19-V2 was continued at the request of the applicant in order to allow the applicant time to consider options to address the situation (Attachment E). Staff met with the applicant after the August 2011 meeting. No action was taken until the submittal of the current application.

The residence at 523 Hoyt Ln. was completed in 2010. In July 2010 a permit for a pool and terrace were issued. The property is located in the R-2 Single Family Residential District. The petitioners purchased the property in March 2010.

The case referenced above is the only previous zoning case for this property.

The Village Council has final jurisdiction on this request because it is associated with new construction.

Attachments:
Attachment A: Zoning Matrix
Attachment B: GIS Aerial Map
Attachment C: Application Materials
Attachment D: June 2010 Plan
Attachment E: August 8, 2011 ZBA meeting minutes

ZONING MATRIX

ADDRESS: 523 Hoyt Ln.
CASE NO: 16-01-V2
ZONING: R-2

ITEM	REQUIREMENT	EXISTING	PROPOSED	TOTAL	STATUS
Min. Lot Size	24,000 SF	34,620 SF (1)	N/A	N/A	OK
Min. Average Lot Width	100 FT	110.25 FT	N/A	N/A	OK
Max. Roofed Lot Coverage	8,655 SF (2)	7,067.55 SF	N/A	7,067.55 SF	OK
Max. Gross Floor Area	9,777.6 SF (2)	9,769.34 SF	N/A	9,769.34 SF	OK
Max. Impermeable Surface	17,310 SF (2)	16,630.55 SF	N/A	16,630.55 SF	OK
Min. Front Yard (West)	50 FT (3)	50.15 FT (4)	45.76 FT	N/A	**4.24 FT (8.48%) VARIATION**
Min. Front Yard (East)	50 FT	(+) 50 FT	N/A	N/A	OK
Min. Side Yard (South)	12 FT	12.06 FT	12.56 FT	N/A	OK
Min. Total Side Yards	33.07 FT	33.1 FT	N/A	N/A	OK

NOTES:

(1) Excludes area of private road easement (1,120 s.f.).

(2) Based on lot area of 34,620 SF

(3) Measured from the private road easement.

(4) Setback to northwest corner of residence.

ATTACHMENT B

GIS consortium MapOffice™ *523 Hoyt Ln.*

Created By mgp inc

ATTACHMENT C

CASE NO. 16-01-VA

APPLICATION FOR VARIATION
WINNETKA ZONING BOARD OF APPEALS

Owner Information:

Name: Gerald & Maureen Corcoran

Property Address: 523 Hoyt Lane

Home and Work Telephone Number: [redacted] (H); [redacted] (W)

Fax and E-mail: [redacted]

Architect Information: Name, Address, Telephone, Fax & E-mail:

John Carlson of Carlson Landscape Assoc., Inc.
P.O. Box 6810
Libertyville, IL 60048
(847) 949-5533 (W); (847) 949-7154 (Fax)

jcarlson@carlsonlandscape.com

Attorney Information: Name, Address, Telephone, Fax & E-mail:

Hal Francke
Meltzer, Purtill & Stelle LLC
1515 E. Woodfield Road, Suite 250
Schaumburg, IL 60173
(847) 330-6068 (W); (847) 330-1231 (Fax)
hfrancke@mpslaw.com

Date Property Acquired by Owner: March 2010

Nature of Any Restrictions on Property: None

Explanation of Variation Requested: See separate sheet attached
(Attach separate sheet if necessary)

OFFICE USE ONLY

Variation Requested Under Ordinance Section(s):

Staff Contact: Date:

VA2015-1194

RECEIVED
OCT - 7 2015
BY:

STANDARDS FOR GRANTING OF ZONING VARIATIONS

Applications must provide evidence and explain in detail the manner wherein the strict application of the provisions of the zoning regulations would result in a clearly demonstrated practical difficulty or particular hardship. In demonstrating the existence of a particular difficulty or a particular hardship, please direct your comments and evidence to **each** of the following items:

1. The property in question can not yield a reasonable return if permitted to be used only under the conditions allowed by regulations in that zone.

2. The plight of the owner is due to unique circumstance. Such circumstances must be associated with the characteristics of the property in question, rather than being related to the occupants.

3. The variation, if granted, will not alter the essential character of the locality.

4. An adequate supply of light and air to the adjacent property will not be impaired.

5. The hazard from fire and other damages to the property will not be increased.

6. The taxable value of the land and buildings throughout the Village will not diminish.

7. The congestion in the public street will not increase.

8. The public health, safety, comfort, morals, and welfare of the inhabitants of the Village will not otherwise be impaired.

For your convenience, you will find attached examples of general findings, for and against the granting of a variation, which have been made by the Zoning Board of Appeals and Village Council in prior cases.

NOTE: The Zoning Board of Appeals or the Village Council, depending on which body has final jurisdiction, must make a finding that a practical difficulty or a particular hardship exists in order to grant a variation request.

Property Owner's Signature: [redacted] Date: 10/7/15

(Proof of Ownership is required)

Variations, if granted, require initiation of construction activity within 12 months of final approval. Consider your ability to commence construction within this 12 month time period to avoid lapse of approvals.

APPLICATION FOR VARIATION
WINNETKA ZONING BOARD OF APPEALS
GERALD AND MAUREEN CORCORAN
523 HOYT LANE

EXPLANATION OF VARIATIONS BEING REQUESTED

Petitioners' home was constructed by Heritage Builders between 2009 and 2010. Petitioners purchased the home in March 2010 and moved into it in July.

On June 21, 2010, Petitioners' landscape architect submitted a plan to the Village in furtherance of the installation of six air conditioning condenser units on the property. That plan measured the 50-foot front yard setback requirement of the R-2 Single Family Residential District from the property line (which runs to the center of Hoyt Lane) rather than from the eastern edge of the Hoyt Lane private road easement, as required by Sections 17.04.030 and 17.30.050 of the Zoning Ordinance, and indicated that the placement of the condenser units in the front yard complied with the aforesaid setback requirement. On June 22, 2010, the Village approved the construction of the air conditioning condenser units in this location.

On August 25, 2010, the Department of Community Development, after receiving a complaint that the A/C units were improperly located within the required front yard setback, determined that the plan submitted on June 21, 2010 incorrectly measured the front setback line from the property line and that three of the condenser units encroached on the required front yard setback by approximately five feet. The Department also noted that air conditioning units are not permitted to encroach into the front yard of a residence.

In June, 2011, Petitioners initiated Case No. 11-19-V2 by submitting a request for variations to allow the maintenance of the existing below grade area well and existing six air conditioning condenser units. On August 8th, the ZBA conducted a public hearing on Petitioners' request. Only four of seven ZBA members were present. At the conclusion of the public hearing Petitioners asked that their matter be continued to the next meeting to consider options for addressing the situation.

After the August, 2011 public hearing Petitioners determined, after speaking with two different HVAC contractors, that there were no viable alternatives for relocating the three condenser units to create a conforming condition. Since then, and over the past four years, neither Petitioners nor, to Petitioners' knowledge, the Village have received any neighbor complaints concerning noise emanating from the operation of Petitioners' A/C condenser units.

Petitioners are now renewing their request for approval of a variation from Section 17.24.020 [Permitted Uses] and a variation from Section 17.30.050 [Front and Corner Yard Setbacks] so that they can maintain the existing area well and the three encroaching A/C condenser units in their front yard.

STANDARDS FOR GRANTING OF REQUESTED ZONING VARIATIONS

1. The property in question can not yield a reasonable return if permitted to be used only under the conditions allowed by regulations in that zone.

   There is no viable way to bring the property into conformance with applicable front yard setback regulations at this time. Requiring Petitioners to undertake improvements at this time that would result in a viable resolution of the current situation would be unreasonable given the decline in the residential real estate market since the date of Petitioners' acquisition of their home.

2. The plight of the owner is due to unique circumstances. Such circumstances must be associated with the characteristics of the property in question, rather than being related to the occupants.

   Petitioners' plight is due to the fact that their property is situated on a private road and the fact that prior contractors submitted an improvement plan to the Village that failed to determine the Front Lot Line of the property in accordance with applicable provisions of the Zoning Ordinance.

3. The variation, if granted, will not alter the essential character of the locality.

   The mechanical operations of air conditioning condenser units have changed dramatically since 1999 when the Winnetka Zoning Ordinance was adopted. New residential central air conditioner standards went into effect on January 23, 2006 which required the installation of units that are 30% more efficient than prior models. According to the U.S. Department of Energy, central air conditioners today are "out of the way, ***quiet****, and convenient to operate" (emphasis supplied). (See http://energy.gov/energysaver/articles/central-air-conditioning).*

   Petitioners' A/C units operate no more than four to five months a year when, one can reasonably assume, the neighbors are also operating their air conditioners and their windows are closed.

   It is not surprising, given the foregoing, the fact that significant landscaping exists on the southern boundary of Petitioners' property, and the fact that Petitioners' A/C condenser units are situated below grade, that since the date of their installation the Village has received no neighbor complaints of air conditioner noise emanating from Petitioners' property.

   For the foregoing reasons, it is clear that granting the requested variations will not alter the essential character of the locality.

4. An adequate supply of light and air to the adjacent property will not be impaired.

As noted above, the area well is at grade and the A/C condenser units are situated below grade. Thus, the supply of light and air to the adjacent property is not being and will not be impaired.

5. The hazard from fire and other damages to the property will not be increased.

The location of the area well in its present location and the placement of the A/C condenser units in the well present no hazard of fire or other damages to the property.

6. The taxable value of the land and buildings throughout the village will not diminish.

The granting of the requested variations will not result in a diminishment of either the value of Petitioners' neighbors' homes or the Village's tax base.

7. The congestion in the public street will not increase.

The granting of the requested variations will have no impact on Hoyt Lane traffic or increase congestion in any nearby public street.

8. The public health, safety, comfort, morals and welfare of the inhabitants of the Village will not otherwise be impaired.

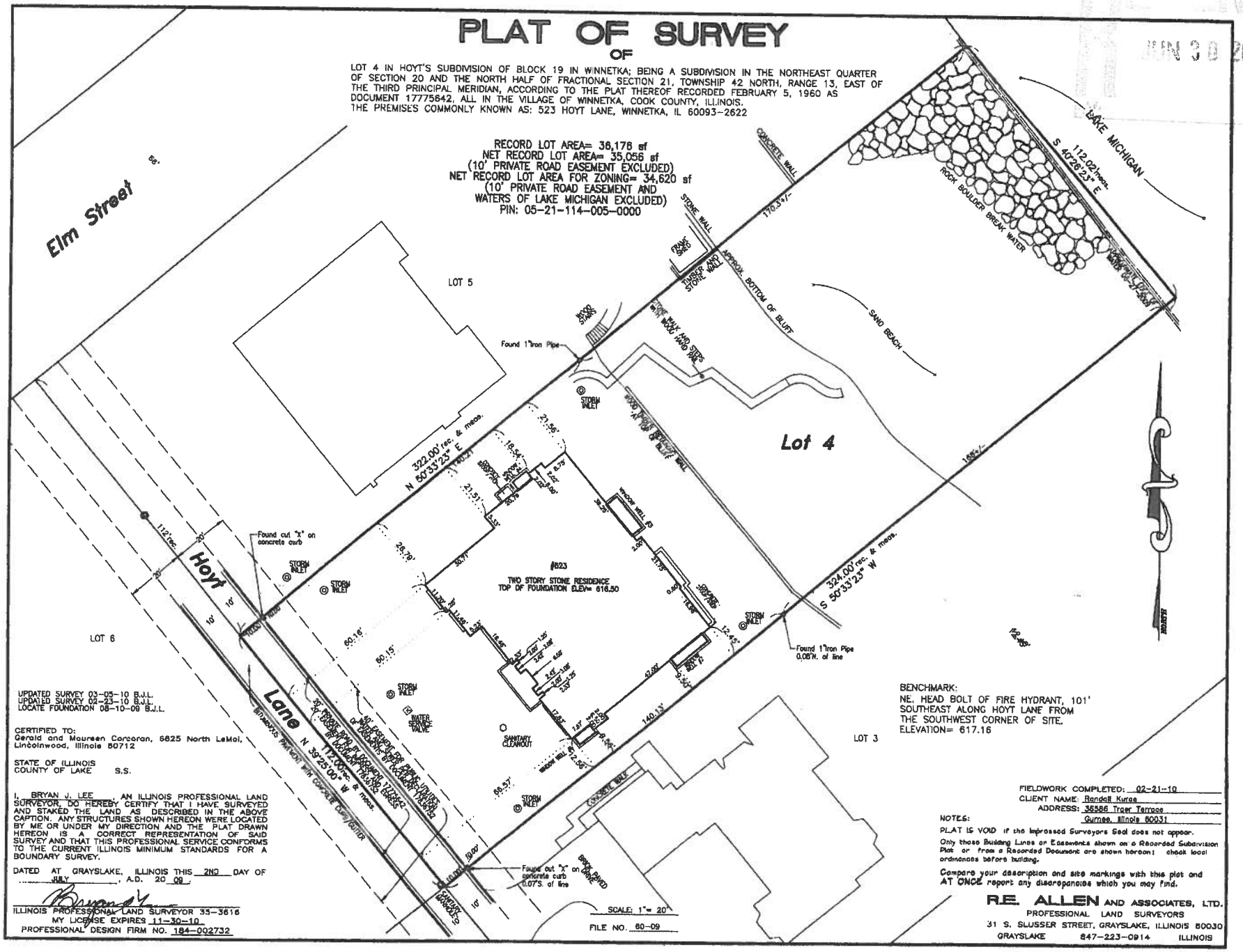
As noted above and for the reasons stated above, the existence of the area well in its present location and the current placement of the A/C condenser units in the well have not impaired the comfort or welfare of Petitioners' neighbors in any respect.

PLAT OF SURVEY

OF

LOT 4 IN HOYT'S SUBDIVISION OF BLOCK 19 IN WINNETKA; BEING A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 20 AND THE NORTH HALF OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 5, 1960 AS DOCUMENT 17775642, ALL IN THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.
THE PREMISES COMMONLY KNOWN AS: 523 HOYT LANE, WINNETKA, IL 60093-2622

RECORD LOT AREA= 36,176 sf
NET RECORD LOT AREA= 35,056 sf
(10' PRIVATE ROAD EASEMENT EXCLUDED)
NET RECORD LOT AREA FOR ZONING= 34,620 sf
(10' PRIVATE ROAD EASEMENT AND
WATERS OF LAKE MICHIGAN EXCLUDED)
PIN: 05-21-114-005-0000



UPDATED SURVEY 03-05-10 B.J.L.
UPDATED SURVEY 02-23-10 B.J.L.
LOCATE FOUNDATION 08-10-09 B.J.L.

CERTIFIED TO:
Gerald and Maureen Corcoran, 5625 North LeMoi, Lincolnwood, Illinois 60712

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

I, BRYAN J. LEE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND STAKED THE LAND AS DESCRIBED IN THE ABOVE CAPTION. ANY STRUCTURES SHOWN HEREON WERE LOCATED BY ME OR UNDER MY DIRECTION AND THE PLAT DRAWN HEREON IS A CORRECT REPRESENTATION OF SAID SURVEY AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED AT GRAYSLAKE, ILLINOIS THIS 2ND DAY OF JULY, A.D. 20 09.

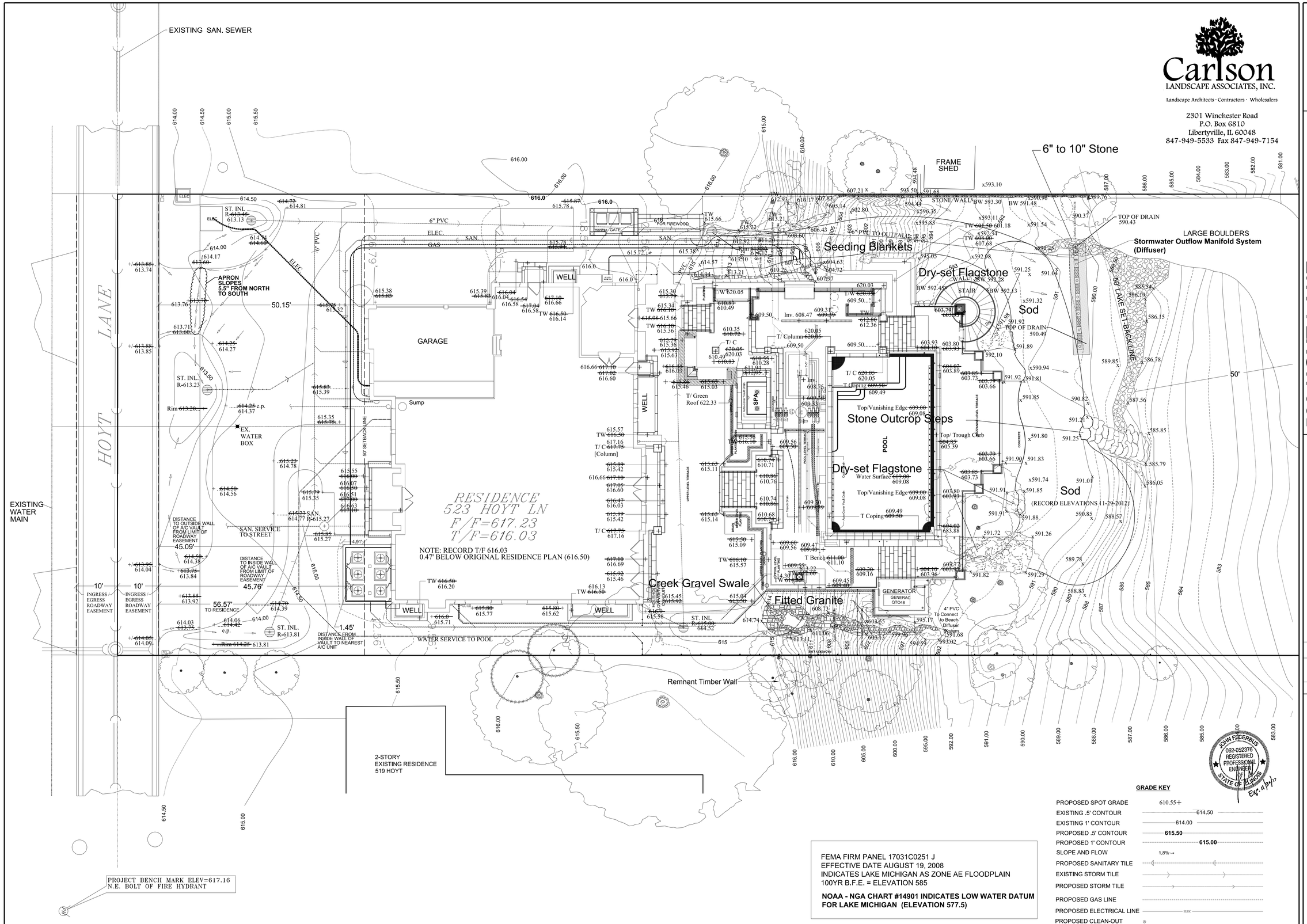
ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-10
PROFESSIONAL DESIGN FIRM NO. 184-002732

FIELDWORK COMPLETED: 02-21-10
CLIENT NAME: Randall Kurss
ADDRESS: 36586 Trger Terrace
Gurnee, Illinois 60031

NOTES:
PLAT IS VOID if the Impressed Surveyors Seal does not appear.
Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon! check local ordinances before building.
Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

R.E. ALLEN AND ASSOCIATES, LTD.
PROFESSIONAL LAND SURVEYORS
31 S. SLUSSER STREET, GRAYSLAKE, ILLINOIS 60030
GRAYSLAKE 847-223-0914 ILLINOIS

RECEIVED JUN 30 2011



FEMA FIRM PANEL 17031C0251 J
EFFECTIVE DATE AUGUST 19, 2008
INDICATES LAKE MICHIGAN AS ZONE AE FLOODPLAIN
100YR B.F.E. = ELEVATION 585

NOAA - NGA CHART #14901 INDICATES LOW WATER DATUM FOR LAKE MICHIGAN (ELEVATION 577.5)

GRADE KEY

PROPOSED SPOT GRADE	610.55+
EXISTING .5' CONTOUR	614.50
EXISTING 1' CONTOUR	614.00
PROPOSED .5' CONTOUR	**615.50**
PROPOSED 1' CONTOUR	**615.00**
SLOPE AND FLOW	1.8%→
PROPOSED SANITARY TILE	
EXISTING STORM TILE	
PROPOSED STORM TILE	
PROPOSED GAS LINE	
PROPOSED ELECTRICAL LINE	ELEC
PROPOSED CLEAN-OUT	

JOHN FSCERBUS 062-052376 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
Exp. 11/30/17

Carlson
LANDSCAPE ASSOCIATES, INC.
Landscape Architects · Contractors · Wholesalers
2301 Winchester Road
P.O. Box 6810
Libertyville, IL 60048
847-949-5533 Fax 847-949-7154

NORTH

SCALE: 1" = 10'

VILLAGE OF WINNETKA, ILLINOIS

523 HOYT LANE

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-8707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pearsonbrown.com

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DESIGNED BY: J.F.C.
DRAWN BY: R.C.J.
CHECKED BY: J.F.C.
ORIGINAL ISSUE: 11/21/11

REVISIONS

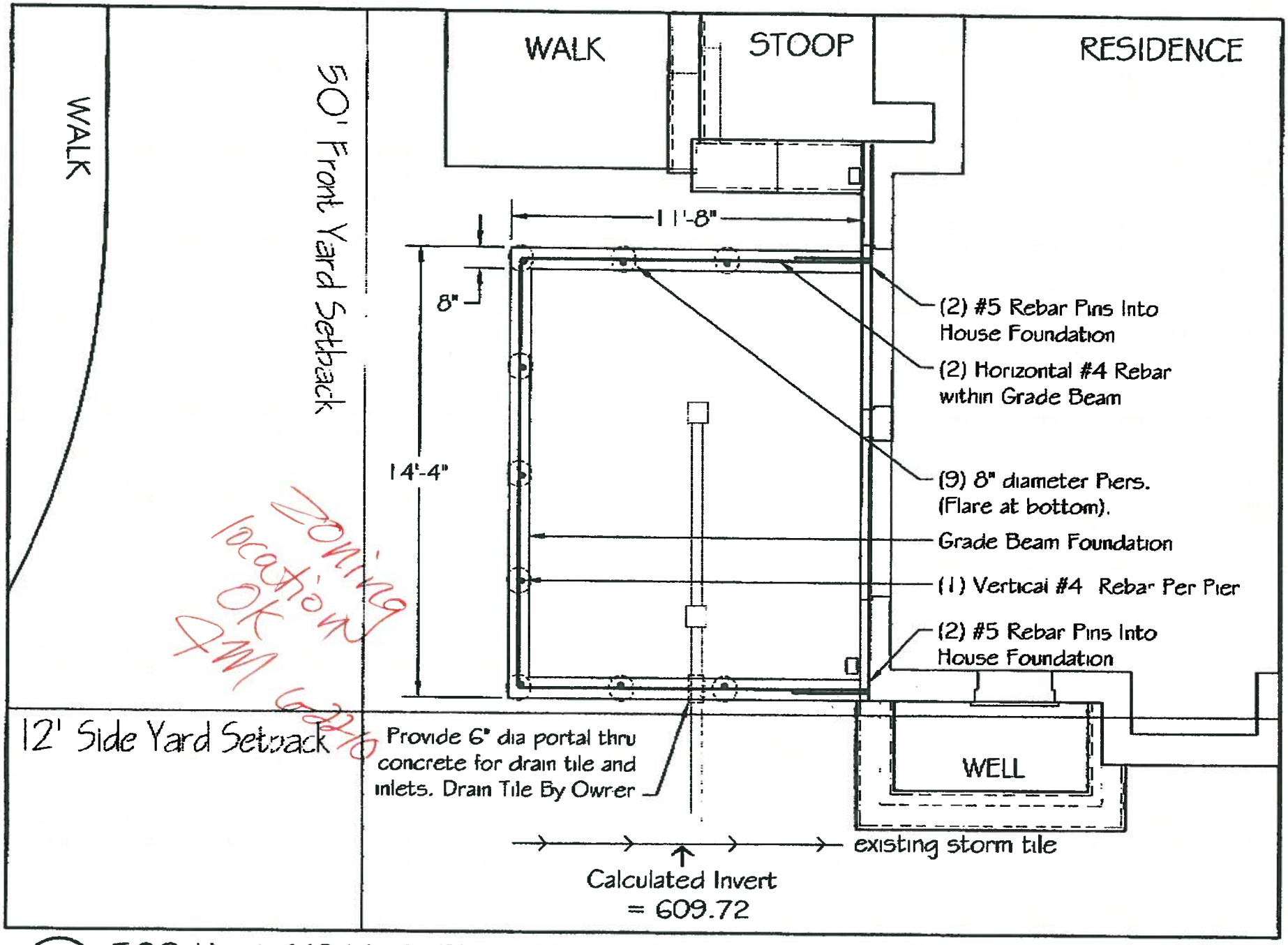
DATE	BY	DESCRIPTION
12/12/12	JFC	ADDED CIRCULAR STAIRS AND BEACH LEVEL RECORD INFORMATION
01/06/13	JFC	PROVIDED ADDITIONAL DETAIL AT DRIVEWAY APRON
12/15/15	JFC	ADDED TIES TO A/C VAULT AND RESIDENCE

RECORD TOPOGRAPHIC PLAN

SHEET NUMBER **1** OF 1 SHEET

JOB No. 1020

ATTACHMENT D



523 Hoyt A/C Vault Plan

Vault Perimeter Wall Foundation

Sheet 1 of 4

Community Development Department
Village of Winnetka
510 Green Bay Road
Phone: 847 716-3522
Fax: 847 716-3588

Village of Winnetka

Fax – urgent

To:	John Carlson	**From:**	Brian Norkus
Fax:	847 949 7154	**Date:**	August 26, 2010
Phone:		**Pages:**	Three pages, including cover
Re:	523 Hoyt – Stop Work Order	**CC:**	

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

•Comments:

John – we received a plan from you on June 21 for an 11'-8 x 14'-4 area well for placement of AC condensers, and approved the plan based on the plan's depiction of the area way complying with both front yard and side yard setback.

Yesterday we received a complaint that the AC condensers were located within the required front yard setback, and upon further review have determined that the plan is incorrect, with the area well encroaching upon the required 50 foot front setback.

According to a July 2009 plat of survey, the portion of the residence located near the area well is located within 56.57 feet of the Hoyt Lane private roadway easement line (50 feet required). The area well, measuring 11'8" in depth, thus encroaches upon the required 50 foot front yard setback, located approximately 44.90 feet from the easement line.

Please acknowledge receipt of this notice and prepare a plan for the modification of the areawell and relocation of at least three of the AC condensers.

I tried your office number but was cut off mid-message….

RECEIVED
JUN 30 2011
BY:

ATTACHMENT E

Minutes adopted 11.14.2011

WINNETKA ZONING BOARD OF APPEALS
AUGUST 8, 2011

Zoning Board Members Present:	Joe Adams, Chairman Mary Hickey Bill Krucks Jim McCoy
Zoning Board Members Absent:	Joni Johnson Carl Lane Scott Myers
Village Staff:	Michael D'Onofrio, Director of Community Development Ann Klaassen, Planning Assistant

Agenda Items:

Case No. 11-19-V2:	523 Hoyt Lane Gerald and Maureen Corcoran Variation by Ordinance Front Yard Setback

Minutes of the Zoning Board of Appeals
August 8, 2011

Call to Order:

Chairman Adams called the meeting to order at 7:32 p.m.

Approval of Minutes:

Chairman Adams stated that the Board would now approve the June 13, 2011 meeting minutes. He noted that Theodore Wynnychenko had provided the Board with comments at the last meeting and that the minutes were revised to reflect the comments by participants. Chairman Adams stated that the minutes would reflect the changes and findings from the meeting. He then asked for a motion.

A motion was made by Mr. McCoy to approve the minutes and findings from the June 13, 2011 meeting, as amended. Ms. Hickey seconded the motion. A vote was taken and the motion was unanimously passed.

Chairman Adams asked if there were any comments or corrections to be made to the July 11, 2011 meeting minutes. No comments or corrections were made to the minutes. He then asked for a motion.

A motion was made by Mr. Krucks to approve the minutes and findings from the July 11, 2011 meeting. Mr. McCoy seconded the motion. A vote was taken and the motion was unanimously passed.

523 Hoyt Lane, Case No. 11-19-V2, Gerald and Maureen Corcoran, Variation by Ordinance - Front Yard Setback

Mr. D'Onofrio read the public notice. The purpose of this hearing is to hear testimony and receive public comment regarding a request by Gerald and Maureen Corcoran concerning variations by Ordinance from Section 17.24.020 [Permitted Uses] and Section 17.30.050 [Front and Corner Yard Setbacks] of the Winnetka Zoning Ordinance to permit an area well to house air conditioning units that will result in a front yard setback of 44.9 ft., whereas a minimum of 50 ft. is required, a variation of 5.1 ft. (10.2%).

Chairman Adams swore in those that would be speaking on this case.

John Carlson of Carlson Landscape Assoc., Inc., 2301 Winchester Road, Libertyville, Illinois, presented the request to the Board. Mr. Carlson stated that when they originally applied for a permit for placing the air conditioning units in the front of the home, they were unaware that the measurement that they took from the front of the property line was incorrectly done. He stated that the code did not really highlight it in that the code stated that the measurement should be taken 50 feet back from the property line and that there is no indicator to say that if the property line is in the middle of the street, that they would have to look up the definition of property line and come 50 feet back from that curve.

Mr. Carlson stated that the well existed where it is now based on the best intentions and that they did end up with a violation. He pointed out that housing the air conditioning units in this location would serve a dual purpose and that it is also to be a terrace. Mr. Carlson stated that prior to their receiving the notification in August that there was a zoning issue, they had already contracted, designed and hired for metal decking to be built over that so that the limestone detail which is existing was laid out which would support the steel deck. He stated that if it was just an area well, as he understood it, it is past the line by 23% and that it being a well/terrace, it is legal where it is located and that the issue related to the air conditioning units sitting inside of it which are 31 inches closer to the street than they should be. Mr. Carlson then stated that they are unseen and unheard, which is the point they would like to make.

Mr. Carlson stated that when they filled out the documentation for the requested variance, it was his understanding that at a meeting last fall, the issue with regard to the area well had been resolved with it being a terrace issue. He stated that his application for this meeting was written toward an understanding that the area well is fine and that the issue related to the location of the air conditioning units.

Chairman Adams responded that is incorrect. He asked Mr. Carlson when did construction begin on the home.

Mr. Carlson stated that construction began in July 2009. He informed the Board that the area well was put in by the builder and that it was put in as a field change order to the home building permit and that they helped coordinate it since they were going to be the landscape architects. Mr. Carlson stated that prior to blueprinting the vault in its prior location, they met with the Village staff and discovered that there was no room on the south side of the home and that it was not practical at that point to be located in the backyard since there was a backyard construction project which would have made it impossible to install six air conditioning units which would be undetectable.

Chairman Adams asked if it was not possible to locate the air conditioning units in the backyard at that time due to the construction which was taking place then.

Mr. Carlson confirmed that is correct and that the applicants lived in the home last year without air conditioning units. He stated that once they realized that they could be placed in the front of the home, they decided it would be a better location for them anyway since they would be located below grade and under a steel deck. Mr. Carlson informed the Board that the side yard setback is 12 feet and if they were located there, they would be visible to the neighbors. He stated that they ended up being further back than the south neighbor and are well over 40 feet away visually. Mr. Carlson described it as being an odd predicament. He stated that in discussions with Ms. Klaassen, if the deck is considered a terrace, then it is not an issue with regard to the area well, but that is an issue with regard to the exact location of the air conditioning units.

Ms. Klaassen confirmed that both scenarios are correct in that as designed it can function as a terrace, but it is still an area well that is housing air conditioning units, which is not permitted to encroach as a terrace is.

Ms. Hickey referred to the July 2009 construction date and asked what is a field order change.

Mr. Carlson informed the Board that the home construction began by the builder in July 2009 and that they obtained temporary occupancy in March 2010. He stated that the property owner was not planning on moving in at that time, but that is the chronology of events and that the property owner moved in the home in July 2010. Mr. Carlson stated that they had to come up with a feasible location for the air conditioning units and that with great detail they applied for permits to put them in the front yard well. He stated that it had to do with in the zoning code that the air conditioning units had to be 50 feet back from the front property line which they are. Mr. Carlson indicated that there is another part of the code which related to the instance in which the front property line is located in the middle of the street, the dimensions are supposed to be taken from the back of the curb. He stated that is how they ended up with a permit for the area well terrace which ended up costing them that line.

Chairman Adams stated that in some ways, that made sense in that an easement is a road and that

in his opinion that made more sense in that they could not put something in the middle of the road since they have to access it.

Mr. Carlson stated that at the point they were going through the zoning code and completing the documents and drawings, it did not come up, even with their backyard permit submittal. He added that the area well showed up in all sorts of other permit applications and drawings and that it never came up that this may be an issue going forward. Mr. Carlson also stated that on their permit drawings, they are really no closer to the street than the neighbors' garage. He stated that they found out that in 1962, the neighbors were granted a variation to put the garage close to the street. Mr. Carlson stated that they drew the window well to line up with the neighbors' garage which was another reason that they thought everything with regard to the property was done as it should be.

Chairman Adams asked if the applicants moved into the home in July 2010 and if the air conditioning units were installed in July 2010.

Mr. Carlson confirmed that is correct and that it may have been early August. He informed the Board that the permit for the vault was obtained in early July and that the general contractor immediately went to work on installing it.

Chairman Adams asked if the Village then alerted them of the facts on August 25, 2010.

Mr. Carlson confirmed that is correct.

Chairman Adams then asked what happened at that point.

Mr. Carlson stated that he met with one of the Village staff and that they discussed the various allowances for utility vaults which could occur within the front yard as permitted. He also stated that there is no issue with having a terrace in connection with the setbacks in the front yard and that prior to their receiving the letter which informed them of the violation, before the air conditioning units went in, they blueprinted designs and paid for steel decking to be installed over the terrace. Mr. Carlson stated that to them, it was always going to be a terrace over the curb which is housing the air conditioning units. He stated that at that time, he believed the issue was resolved with the Village staff and that he brought the paperwork with him.

Chairman Adams asked Mr. Carlson if he had a contract which he would like to submit for the record.

Mr. Carlson then provided documentation to the Board for inclusion in the record. He stated that the time the subcontractor decided that the air conditioning units may have to be slid back into the well in order to make up the 31 inches that they would be too close to the street. Mr. Carlson stated that it was designed as a permanent gusset and identified removable bolts and supports and that it did not make sense to assemble it and then push the air conditioning units back 30 inches. He stated that the documentation showed that prior to their receiving the letter informing them of the violation, the terrace had already been built.

Chairman Adams confirmed that the information would be submitted into the record. He then asked Mr. D'Onofrio and Ms. Klaassen if someone receives a stop work order, what is documented in terms of resumed work.

Mr. D'Onofrio confirmed that the applicants did not receive a stop work order since the work was already done. He stated that with regard to background, he informed the Board that the original building permit was issued on July 17, 2009 to Heritage Builders who built the home and that the home was originally being built as a spec home. Mr. D'Onofrio stated that after work began on the home, at some point, Mr. and Mrs. Corcoran entered into a contract with Heritage Builders to build a home. He informed the Board that that home was completed and that a temporary Certificate of Occupancy was issued in February 2010.

Mr. D'Onofrio stated that with the original plans approved by Heritage Builders in 2009, the plans showed a certain number of air conditioning units on the property. He stated that he has not found anyone in this community or with Heritage Builders to not build a home without air conditioning units and that a permit would not have been issued without those condensers being in a conforming location. Mr. D'Onofrio indicated that they assumed that the original location was on the north side of the property.

Mr. D'Onofrio stated that when the temporary Certificate of Occupancy was issued in February 2010, it was made clear that there was going to be additional work done by Mr. and Mrs. Corcoran and that part of that work included the relocation of the air conditioning units. He noted that one of the conditions on the temporary Certificate of Occupancy included the language "subject to approval of air conditioning condenser locations and all associated screening requirements." Mr. D'Onofrio stated that the conditional approval of the Certificate of Occupancy was predicated on the submission of the revised plans containing the relocation of the air conditioning units.

Mr. D'Onofrio stated that as Mr. Carlson stated they submitted plans and that there is no dispute in that regard. He then referred the Board to page 9 of the submission and stated that what was approved was for the area well and identified the 50 foot front yard setback line in the illustration and the area well located behind it. Mr. D'Onofrio stated that Mr. Carlson stated that the line was drawn 50 feet back from the property line which fronted the center line of Hoyt Avenue. He stated that based upon this approved plan, it was not until they received a complaint in August that they went out and reviewed the documentation and plans and found that the 50 foot setback was taken from the center line Hoyt Lane. Mr. D'Onofrio stated that for zoning purposes, for the front yard setback, it is always taken from the easternmost line of the easement and that it is 10 feet less than what is shown here. He stated that it was not anyone attempting to get away with something, but that it was a misunderstanding on the part of the builder and that it was taken based upon the plan that they submitted. Mr. D'Onofrio noted that Mr. Carlson was informed of that fact in August and that there were meetings in which it was discussed, subsequent to which an application for a variance was submitted.

Mr. D'Onofrio then stated that with regard to the terrace, it is an interpretation that he has had an opportunity to weigh in on and that he has some concerns and referred to the installation over the

area well. He stated that whether it is considered a terrace or not is another issue. Mr. D'Onofrio informed the Board that it did not meet the definition of a terrace with regard to the zoning ordinance, but that he would say that it did not comply with the zoning ordinance since there are multiple definitions for a terrace.

Chairman Adams asked Mr. D'Onofrio if the air conditioning units were moved back within the window well, he stated that there are two items which the Board must approve which are the fact that the window well itself projected into the front yard setback and the query as to whether it is a terrace or not. He added that the air conditioning units are also an issue which would be helped by the determination as to whether it is a terrace or not. Chairman Adams then asked if there is room to move all six air conditioning units back to the east. He noted that three of the six air conditioning units do comply with the setback requirements.

Mr. Carlson responded that it would be possible to scrunch them around in there, but the question is whether it would be practical based on their concealment, which would be an issue for the Board to consider. He noted that the percentage of the variation with regard to the air conditioning units is only 5% and less than 3 feet 30 inches out of 50 feet. Mr. Carlson stated that in the variation application, he asked for a setback variation for 5% since he was under the impression that the terrace issue had been resolved last year.

Mr. McCoy asked if it would be possible to leave three of the air conditioning units in the well and move the other three out as depicted in option 3 on the south.

Mr. Carlson informed the Board that when he submitted all three options to the Village staff, it was determined that their location on the south side of the home was not allowed since it would be less than the side yard setback.

Chairman Adams stated that option 3 is down by the pool.

Mr. Carlson referred to the neighbor's screened-in sunroom and that the practical intention for everyone would be to find a location in which the air conditioning units would be concealed from the applicants and the neighbors and which would contain the noise, which is why they came up with the current solution. Mr. Carlson stated that in an effort to be good Samaritans, the applicants invested in the well and concealed the air conditioning units for applicants and the neighbors and that now there is a technical glitch with regard to the setback.

Chairman Adams then asked if in connection with the work being done in the backyard, if they could be located somewhere in the backyard. He noted that he appreciated the applicants' efforts.

Mr. Carlson stated that there would be an issue with running the air conditioning lines to the inside of the home and up to the third floor. He stated that the units are located in the southwest corner of the basement and that in terms of the run and making them effective, if they were pushed farther to the south, they would lose the engineering capabilities of the condensers.

Ms. Hickey asked if any consideration was given to the north side of the property.

Mr. Carlson stated that there is no room on the north side of the property and that there is a garage, the entry to the home and a small window well for fire escape from the basement on that side of the property. He also stated that if they were placed on the north side of the bluff, there would be a similar disturbance factor for the neighbors since they have an outdoor patio on that side.

Chairman Adams asked if there were any other questions for the applicants. He stated that on the north side, he indicated that he understood that the garage is in that location. Chairman Adams then asked Mr. Carlson if they could use the same concept on that side and sink them into the ground.

Mr. Carlson stated that the screened porch has no basement underneath and that there is a window well stoop on that side of the property. He stated that he would really have to think as to how to run the lines to that side of the basement to come out of that side of the home in a practical manner. Mr. Carlson then stated that if that was a choice, moving them over within the vault which existed is a better choice and that they could be stacked on top of one another since the lines are already there. He stated that they are asking to keep them in their current location for ease of service and maintenance. Mr. Carlson reiterated that the front yard setback is 50 feet and that the side yard setback is 12 feet which made him think that the front yard setback would be a noise reason and not a visual reason and would take the air conditioning units out of the sight lines.

Mr. McCoy stated that Mr. Carlson can see the Board's position based on the construction where they have had several opportunities to make it conform. He stated that he understood that given the piece of property and that it is a new house, they had unlimited options to make it conform and that they were unable to do that originally.

Mr. Carlson stated that they went through what they thought was a proper process with the Village staff to identify choices on locations. He stated that now that the air conditioning units are installed, they are attempting to remedy it from that point. Mr. Carlson stated that if it was brought to their attention before the vault was built and the air conditioning units installed, he is sure that they would not be having this discussion. He stated that there has to be some justification and some hardship in connection with requesting a variation and described the hardship as the unfortunate set of circumstances which brought them to this position. Mr. Carlson stated that if they have made headway with regard to the vault/terrace to be determined to be an acceptable structure, the most practical thing to do with the air conditioning units if they cannot be left where they are is to slide them back within the vault. He stated that there would be no net benefit to anyone to move the air conditioning units 31 or 32 inches from the street.

Ms. Hickey asked Mr. D'Onofrio in dealing with the terrace and the area well, would the applicants need a variation for the terrace and that the notes state that the only exception to the area well is on the side.

Mr. D'Onofrio stated that from a practical point of view, when those air conditioning units are operating, they are going to blow exhaust and that it would affect those people sitting on the terrace.

Mr. Corcoran stated that there are many other instances where that currently existed.

Mr. McCoy stated that given the scope of the applicants' backyard, the question related to why they could not locate the air conditioning units in the backyard as opposed to in the front yard.

Chairman Adams commented that it made sense in some regard for the air conditioning units to be covered so that they cannot be seen when approaching the home. He stated that the hardship related to a mistake on the applicants' part. Chairman Adams commented that it is a slippery slope and would set a dangerous precedent for the Board to approve the request since the air conditioning units were already installed. He asked Mr. Carlson if they planned to be difficult and not remove the air conditioning units.

Mr. Carlson stated that he specifically read the ordinance and that there are parts of the ordinance to indicate that there may be a definition which they should look further at and that there is nothing which stated that the front yard setback should be measured 50 feet from the property line. He stated that the project went through several reviews with the major field change process and backyard process of permitting and that it never showed that the front yard setback was to be measured from the middle of the street. Mr. Carlson added that part of it related to the fact that the neighbors' garage carried a front yard variation as well and ran parallel to the vault which was built. He indicated that he would acknowledge his mistake by not resolving that upon the application. Mr. Carlson described the hardship as a circumstance in this case and that they do not have anything which is unsightly, visible, or cause harm to the neighbors.

Mr. McCoy referred the Board to page 8 of the packet which stated that they received a complaint that the air conditioning units were located within the required front yard setback and asked Mr. D'Onofrio who complained.

Mr. D'Onofrio responded that he did not know.

Chairman Adams asked if there were any other questions for the applicants. No additional questions were raised by the Board at this time. He then asked if there were any questions from the audience. No questions were raised by the audience at this time. Chairman Adams then called the matter in for discussion.

Mr. McCoy stated that Chairman Adams summed up the issue perfectly for him and that personal experience aside, the same thing happened to him. He stated that he did not see how the Board could set a precedent to after the fact say that they did not know. Mr. McCoy stated that the logical solution to him would be to move the air conditioning units within the well and make them conforming or to split them.

Chairman Adams asked Mr. McCoy if he had any issues with the terrace on top of the air

conditioning units.

Mr. McCoy responded that he would like to see the well made into a conforming well.

Ms. Hickey stated that she agreed with the comments made.

Mr. Krucks stated that to him, it appeared that a mistake was made and that there was no attempt by anyone to circumvent the ordinance. He also stated that it raised an interesting question and that the answer is to what extent can the Board look at the proposed terrace as having any remedial value in the overall violation. Mr. Krucks commented that it is interesting that the ordinance allowed patios and terraces to extend without boundary into the side yard and that the structure would serve a dual purpose, part of which would require a variance and another part which would not. He reiterated that the matter raised an interesting question and that he did not have the answer.

Mr. Carlson stated that a terrace which is open to the sky is a permitted encroachment into the front yard and that the side yard was mentioned in the Board's discussion.

Mr. Krucks clarified that he meant any setback.

Mr. Carlson asked what they would have to do to modify it to conform to a terrace.

Chairman Adams confirmed that terraces are a permitted encroachment and that the Board would have to clarify that something which is being called a terrace is really not a terrace and that the Board needed a definition of terrace. He stated that he did not know what the applicants would have to do to modify the existing structure so that it would become a terrace.

Mr. Carlson asked if the fact that there is a steel grate qualified it to not be a terrace.

Chairman Adams indicated that he understood Mr. Carlson's comments and that when a matter is called into the Board, there is no additional discussion from the applicants. He informed the applicants that there are only four Board members present at the meeting and that the applicants have the right to request a continuance as a matter of right and that they can further explore what a terrace is. Chairman Adams stated that while the applicants may be able to convince the absent Board members, he noted that there is a very high standard with regard to new construction and that when you start with a blank sheet there should be a conforming alternative. He also stated that the applicants' other alternative in that this Board is only a recommending Board to the Village Council, they can move forward with a vote.

Mr. Corcoran stated that they first have to determine what is a conforming terrace. He commented that the existing condition represented a practical solution for them and for the neighbors and that he understood that the Board has to work within the ordinances with which they were given.

Mr. Krucks commented that the vault itself may be problematic since it extended into the front

yard, whether or not there are air conditioning units located within it.

Mr. D'Onofrio stated that they are attempting to split the hairs here.

The applicants then asked for a continuance and that they would like to work with the Village to find the right solution.

Mr. McCoy moved to continue the matter until the next meeting. The motion was seconded by Mr. Krucks. A vote was taken and the motion was unanimously approved, 4 to 0.

AYES: Adams, Hickey, Krucks, McCoy
NAYS: None

Chairman Adams asked if there were any other matters. No additional matters were discussed by the Board at this time.

Public Comment

No comment was made by the public at this time.

Adjournment:

The meeting was adjourned at 8:18 p.m.

Respectfully submitted,

Antionette Johnson

ZONING BOARD OF APPEALS
AGENDA REPORT

SUBJECT: 150 and 191 Linden St., Saints Faith, Hope and Charity
Case No. 16-02-SU
(1) Special Use Permit
(2) Variations:
(a) Intensity of Use of Lot
(b) Maximum Building Size
(c) Front and Corner Yard Setbacks
(d) Rear Yard Setback
(e) Off-Street Parking

DATE: January 5, 2016

PREPARED BY: Michael D'Onofrio, Director of Community Development

The petitioner, Saints Faith, Hope and Charity, is requesting a Special Use Permit in accordance with Section 17.56.010 and variations by Ordinance from Sections 17.30.030 [Intensity of Use of Lot], 17.30.040 [Maximum Building Size], and Section 17.30.100 [Off-Street Parking] of the Winnetka Zoning Ordinance to permit construction of an addition and other site improvements to Saints Faith, Hope and Charity Church that would result in a roofed lot coverage of 54,662 s.f., whereas a maximum of 43,383.75 s.f. is permitted, a variation of 11,278.25 s.f. (26%), a gross floor area of 145,124 s.f., whereas a maximum of 41,728.05 s.f. is permitted, a variation of 103,395.95 s.f. (247.78%), and individual off-street parking spaces that would measure 153.12 s.f. in size, whereas a minimum of 180 s.f. is required, a variation of 26.88 s.f. (14.93%), all on the parcels located east of Linden St.

In addition to the Special Use Permit in accordance with Section 17.56.010 variations by Ordinance from Sections 17.30.030 [Intensity of Use of Lot], 17.30.050 [Front and Corner Yard Setbacks], and 17.30.070 [Rear Yard Setback] of the Winnetka Zoning Ordinance are also requested to permit a synthetic turf athletic field and a rubberized play equipment area that would result in an impermeable lot coverage of 37,085 s.f., whereas a maximum of 27,093.5 s.f. is permitted, a variation of 9,991.5 s.f. (36.88%), a front yard setback from Hill Rd. of 15 ft., whereas a minimum of 40 ft. is required, a variation of 25 ft. (62.5%), a corner (front) yard setback of 20 ft. from Linden St., whereas a minimum of 40 ft. is required, a variation of 20 ft. (50%), a rear yard setback of 20 ft. from the north property line, whereas a minimum of 25 ft. is required, a variation of 5 ft. (20%), and a parking lot located within approximately the western most 18 ft. of the Linden St. right-of-way, all on the parcels located west of Linden St.

Saints Faith, Hope and Charity is requesting a Special Use Permit and variations in order to build an addition consisting of a Parish Center east of the main church, as well as provide circulation and parking improvements. In addition to the proposed

improvements on the parcels east of Linden St., a synthetic turf athletic field and parking improvements are also proposed on the parcels west of Linden St.

Churches are permitted within residentially zoned areas, but are classified as a "Special Use" in order to allow for the evaluation of proposed modifications. Establishment or the alteration of Special Uses are subject to review by the Plan Commission, Zoning Board of Appeals, and Design Review Board, with final consideration by the Village Council.

Summary of Improvements

Building Improvements: The proposed addition is internal to the campus. This requires a portion of the existing parking lot east of the main church to be removed in order to accommodate the construction of the proposed Parish Center. The footprint of the proposed addition is approximately 5,672 s.f. There would be an internal connection between the existing church lobby to the Parish Center lobby. The purpose of the proposed addition is to consolidate existing school, church, and community programming. According to the petitioner, no change is proposed to the types of activities or visitor volume currently occurring on the campus.

With a proposed height of 25 ft. and two-stories, the proposed addition complies with building height and setback regulations. The space will function as one-story with a basement. However, according to the zoning ordinance, the proposed addition is technically considered two-stories and calculated in the gross floor area (GFA) accordingly. The increase in GFA would be 10,898 s.f., resulting in a total GFA of 145,124 s.f. on the parcels east Linden St. The increase in roofed lot coverage (RLC) would be 5,672 s.f., resulting in a total RLC of 54,662 s.f.

Due to the proposed reconfiguration of the parking lot, there is a net decrease in impermeable lot coverage (ILC) of approximately 8,850 s.f., resulting in a total ILC of 102,351 s.f. The proposal is a reduction in the degree of nonconformity with respect to impermeable surfaces. As represented on the attached zoning matrix, the existing improvements are legal nonconforming with respect to the maximum building size, lot coverage, and all required setbacks.

Athletic Field: A new synthetic turf athletic field, measuring 206 ft. x 154 ft., is proposed on the lots west of Linden St. A rubberized tile play equipment zone is also proposed south of the field. The new field would function similar to the existing field, serving the church and school. The intent of the improvements to the athletic field is to improve the quality of experience for the existing church and school users. The proposed improvements would add 35,328 s.f. of ILC, resulting in a total ILC of 37,085 s.f., whereas a maximum of 27,093.5 s.f. is permitted.

In addition to the variation required for ILC, relief from the setback regulations is also necessary to allow the athletic field to encroach the required front, corner, and rear yard setbacks. The field would provide 20 ft. setbacks from both Hill Rd. and Linden St., whereas a minimum of 40 ft. is required. A rear yard setback of 20 ft. is also proposed from the north property line, whereas a minimum of 25 ft. is required. Additionally, the

play equipment zone would also encroach the required 40 ft. front yard setback, providing a setback of 15 ft. from the south property line along Hill Rd.

Access, circulation, and parking enhancements: The plans call for modification to the parking lot to improve traffic flow and the appearance of the site. The existing surface parking lot located on the subject site provides 88 spaces. The proposed redevelopment of the on-site parking will result in the loss of 15 parking spaces. To offset this loss, the petitioner is proposing 15 angled on-street parking spaces in the existing grass parkway on the west side of Linden St. adjacent to the athletic field. These proposed spaces would be wholly located within the Village right-of-way. An easement would be established for the sidewalk that would be rerouted onto private property.

As part of the Special Use Permit application, the petitioner has provided a parking and traffic study by KLOA (included in Attachment C) evaluating the existing traffic and parking conditions around the church and school and to evaluate the impact the proposed improvements would have on the drop-off and pick-up operations for the school and parking for both the church and school. The study has been reviewed by Director of Public Works/Village Engineer Steve Saunders, with his comments included in Attachment B.

The reconfiguration of the parking lot consolidates access by eliminating the connection from the circular driveway on Linden St. and by providing separated one-way drives for ingress and egress along Hill Rd. Internal landscaping and channelization improvements clarify expected vehicular and pedestrian movements within and adjacent to the parking lot. The proposed modifications to the parking lot would result in a new operation for drop-off and pick-up activities. Please see p. 12 of KLOA's report for its recommended drop-off and pick-up operations.

The existing parking lot is considered legal nonconforming with respect to its location within the required 40 ft. front yards along both Hill Rd. and Linden St. The proposed reconfiguration would provide for a setback of 5.25 ft. from the west property line along Linden St. to the reconfigured parking lot, whereas the existing parking lot is located up to the property lines.

The size of the individual off-street spaces requires relief from the minimum required size. The proposed spaces would be 153.12 s.f. (8.75 x 17.5) in size, whereas a minimum of 180 s.f. (9 x 20) is required.

The property is located in the R-3 Single Family Residential zoning district. Buildings on the campus have been constructed at various times throughout the years. There are three previous zoning cases for the subject site. In September 1960, Case No. 870 was approved by the Village Council approving a variation from the height regulations to allow an addition to the church. In November 2000, Ordinance M-32-2000 was adopted by the Village Council granting an ILC variation to allow the construction of a handicapped accessible ramp. Lastly, in September 2002, Ordinance M-26-2002 was

adopted by the Village Council granting a front yard setback variation from Hill Rd. to allow replacement of play equipment.

Consideration by other Advisory Boards

The Plan Commission is scheduled to consider the application at its January meeting.

The Design Review Board is scheduled to consider the application at its meeting January 21, 2016.

Attached zoning matrixes summarize the work proposed under this request (Attachment A). Please note in determining the zoning requirements for the Saints Faith, Hope and Charity property the parcels east and west of Linden St. were treated separately. The lot area of the parcels east of Linden St. is 173,535 s.f. and the area of the parcels west of Linden St. is 54,187 s.f. The aggregate area of the campus is 227,722 s.f.

The Village Council has final jurisdiction on this request.

Attachments

Attachment A: Zoning Matrixes
Attachment B: Director of Public Works/Village Engineer Steve Saunders memo
Attachment C: Application Materials
Attachment D: Public Correspondence

ZONING MATRIX

ADDRESS: 191 Linden St. (Saints Faith, Hope and Charity - East Lots)
CASE NO: 16-02-SU
ZONING: R-3

ITEM	REQUIREMENT	EXISTING	PROPOSED	TOTAL	STATUS
Min. Lot Size	16,800 SF	173,535 SF (1)	N/A	N/A	OK
Min. Average Lot Width	85 FT	464 FT	N/A	N/A	OK
Max. Roofed Lot Coverage	43,383.75 SF (2)	48,990 SF	5,672 SF	54,662 SF	**11,278.25 SF (26%) VARIATION**
Max. Gross Floor Area	41,728.05 SF (2)	134,226 SF	10,898 SF	145,124 SF	**103,395.95 SF (247.78%) VARIATION**
Max. Impermeable Surface	86,767.5 SF (2)	111,202 SF	(8,850.8) SF	102,351.2 SF	EXISTING NONCONFORMING
Min. Front Yard (Ridge/East)	40 FT	28.4 FT	N/A	N/A	EXISTING NONCONFORMING
Min. Front Yard (Hill/South)	40 FT	0 FT (3)	N/A	N/A	EXISTING NONCONFORMING
Min. Front Yard (Linden/West)	40 FT	0 FT (3)	5.25 FT (4)	N/A	EXISTING NONCONFORMING
Min. Rear Yard (portion of west line of Lot 3)	25 FT	22.97 FT	N/A	N/A	EXISTING NONCONFORMING
Min. Side Yard (North)	12 FT	10.07 FT	N/A	N/A	EXISTING NONCONFORMING

NOTES:

(1) Area of parcels east of Linden St.

(2) Based on lot area of 173,535 SF.

(3) Setback to existing parking lot.

(4) Setback to reconfigured parking lot.

(5) Variation required to allow individual parking spaces that would measure 153.12 s.f. in size, whereas a minimum of 180 s.f. is required, a variation of 26.88 s.f. (14.93%).

ZONING MATRIX

ADDRESS: 150 Linden St. (Saints Faith, Hope and Charity Athletic Field)
CASE NO: 16-02-SU
ZONING: R-3

ITEM	REQUIREMENT	EXISTING	PROPOSED	TOTAL	STATUS
Min. Lot Size	16,800 SF	54,187 SF (1)	N/A	N/A	OK
Min. Average Lot Width	85 FT	180 FT	N/A	N/A	OK
Max. Roofed Lot Coverage	13,546.75 SF (2)	N/A	N/A	N/A	OK
Max. Gross Floor Area	14,278.01 SF (2)	N/A	N/A	N/A	OK
Max. Impermeable Surface	27,093.5 SF (2)	1,757 SF	35,328 SF	37,085 SF	**9,991.5 SF (36.88%) VARIATION**
Min. Front Yard (Hill/South)	40 FT	N/A	15 FT (3)	N/A	**25 FT (62.5%) VARIATION**
Min. Corner (Front) Yard (Linden/East)	40 FT	N/A	20 FT (4)	N/A	**20 FT (50%) VARIATION**
Min. Rear Yard (North)	25 FT	N/A	20 FT (4)	N/A	**5 FT (20%) VARIATION**
Min. Side Yard (West)	12 FT	N/A	12 FT	N/A	OK

NOTES:

(1) Area of parcels west of Linden St.

(2) Based on lot area of 54,187 SF.

(3) Setback to proposed play equipment zone.

(4) Setback to proposed synthetic turf athletic field.

(5) Variation required to allow parking within approximately the western most 18 ft. of the Linden St. right-of-way.

ATTACHMENT B

Memorandum

To: Winnetka Zoning Board of Appeals

From: Steven M. Saunders, Director of Public Works/Village Engineer

Date: January 4, 2016

Re: Traffic and Parking Evaluation – Saints Faith, Hope, and Charity Proposed Special Use

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The Village of Winnetka has received an application to permit a Special Use at Saints Faith, Hope, & Charity – 190 Linden Street. The proposed development consists of expanding the building by adding approximately 5,400 square feet of additional program and storage space, and modifications to the parking lot to improve traffic flow and appearance of the site

The Village Code requires that certain findings must be satisfied for the approval of a Special Use. These findings include 1) that adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways; and 2) that adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided. To demonstrate that these conditions have been satisfied, the applicant has engaged KLOA, Inc., a traffic engineering firm, to complete a traffic and parking study for the property. I have reviewed this study, dated December 11, 2015, and offer the following comments:

1) On whether adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways. The proposed construction program also includes a redevelopment of the existing on-site parking are to the south of the building. The redevelopment consolidates access to the parking lot by severing the connection from the circular driveway on Linden Street, and by providing separated one-way drives for ingress and egress along Hill Road. Parking is consolidated, and internal landscaping and channelization improvements clarify expected vehicular and pedestrian movements within and adjacent to the parking lot. KLOA analyzed the expected impacts of the proposed project on traffic patterns both within the parking lot and on the adjacent street system. These analyses are based on existing traffic counts and observations performed Thursday, November 12, and Sunday, November 15, 2015, and on re-assignment of existing traffic and parking patterns based on the proposed driveway and parking lot configurations.

For the adjacent public street system, the impact of the proposed improvements is minimal, according to KLOA's calculations, and no significant modifications or improvements are

needed to address on-street traffic flow or congestion. KLOA has suggested that parents be encouraged to approach the south parking lot from the east on Hill Road, rather than from the west, to avoid creating conflicting left-turn backups. Consideration should be given to restricting left turns from the parking lot exit during peak hours, should encouragement not be sufficient to protect against "left-turn-lock".

Internal circulation within the parking lot is expected to be improved by consolidating the number of entrance/exit points and by better channelizing traffic movements. KLOA has made recommendations for the pick-up/drop-off periods, contained on page 12 of their report. These recommendations should be adopted and implemented.
I do have one concern, which should be investigated further, related to the stacking capacity of the parking lot in comparison with the existing conditions, particularly for the afternoon pick-up period. KLOA's description of this activity indicates current stacking capacity for 24 vehicles (page 5) and proposed stacking capacity for 14 vehicles with a possibility of accommodating up to 20 vehicles if parking restrictions are implemented. It is my recommendation that this additional capacity be accommodated, but to do so requires identifying both the specific nature of the parking restrictions, and their impact on parking capacity.

2) On whether adequate parking, access roads, and other facilities necessary to the operation of the special use exist or are to be provided.
The property currently provides a total of 227 parking spaces. 88 of these spaces (38.8%) are provided in a surface parking lot located on the property, and the remaining 139 parking spaces (61.2%) are located on Village-owned streets on the west, south, and east sides of the property. KLOA conducted parking counts during the two most heavily attended Sunday morning masses, at 9:15am and 10:45am. These counts were obtained on Sunday, November 15, 2015. KLOA has indicated that the peak parking occupancy occurred during the 9:15am mass, and totaled 189 vehicles. Thus, the existing parking supply appears adequate, based on this single count.

The proposed redevelopment of the onsite parking lot will result in the loss of 15 parking spaces. The applicant proposes to replace these lost parking spaces by creating 15 diagonal parking spaces in the existing grass parkway on the west side of Linden Street adjacent to the grass athletic field. KLOA has represented that the proposed expansion "is not expected to increase the family membership of the church or increase the student population of the school" (see p. 10 of their report). As a result, the proposed development appears to provide sufficient parking for the expected demand. It should be noted, however, that the 15 proposed replacement spaces would be located on Village-owned right of way, which would increase the percentage of parking located on Village rights-of-way to 67.8%. Since the property is located within a residential area, consideration should be given to mitigating any potential impacts from the on-street parking on the residential character of the adjoining properties.

Finally, it should be noted that the traffic and parking study is silent on any traffic or parking impacts that might be associated with replacing the existing grass field on the west side of Linden Street with an all-purpose synthetic turf field. If this project is part of the proposed application, the study should be revised to examine any potential associated impacts.

ATTACHMENT C

CASE NO. 16-02-SU

APPLICATION FOR SPECIAL USE

Name of Applicant SAINTS FAITH, HOPE AND CHARITY

Property Address 191 LINDEN STREET, WINNETKA, ILLINOIS 60093

Home and Work Telephone Number 847/446.7676

Fax and Email FATHER MARTIN O'DONOVAN MODONOVAN@FAITHHOPE.ORG

Architect Information: Name, Address, Telephone, Fax & Email
OKW ARCHITECTS
500 W JACKSON BLVD, SUITE 250
CHICAGO, ILLINOIS 60661
PHONE 312/798.7700 JON P. TALTY, CHAIRMAN & CEO
FAX 312/798.7777 JTALTY@OKWARCHITECTS.COM

Attorney Information: Name, Address, Telephone, Fax & Email

Date Property Acquired by Owner 1936

Nature of Any Restrictions on Property SEE ATTACHED EXHIBITS A, B AND C

Explanation of Special Use Requested
SAINTS FAITH, HOPE AND CHARITY - PARISH CENTER: 5,400 SF BUILDING ADDITION TO EAST SIDE OF CHURCH, ONE-STORY WITH BASEMENT.
SAINTS FAITH, HOPE AND CHARITY ATHLETIC FIELD AT NORTHWEST CORNER OF HILL AND LINDEN

OFFICE USE ONLY

Special Use Requested under Ordinance Section(s)_____

Staff Contact:_____ Date:_____

Explain in detail how the proposed Special Use meets the following standard. Under the terms of the Zoning Ordinance, no Special Use Permit shall be granted unless it is found:

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;

2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;

3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;

5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided; and

6. That the Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

Respectfully Submitted,

SAINTS FAITH, HOPE AND CHARITY

Property Owner

DECEMBER 14, 2015

Date

191 LINDEN STREET
WINNETKA, ILLINOIS 60093

Address

STATEMENT OF INTENT for SPECIAL USE PERMIT and CERTIFICATE OF APPROPRIATENESS

The scope of work for this submission consists of two main areas: a building addition east of the main church identified as the Saints Faith, Hope & Charity (FHC) Parish Center, and an Athletic Field at the northwest corner of Hill and Linden.

Saints Faith, Hope and Charity Parish Center:

Description of Existing Elements:
The existing principal buildings on Saints Faith, Hope & Charity campus consist of the church (circa 1963), bell tower (1963), school (1939, 1954, 1957) , rectory (1951) and convent (1951). The main church was designed by Edward J Schulte in the American Colonial style, with exterior cladding of brick, Indiana limestone, standing seam metal roofing and abstracted stained glass windows.

Proposed Work:
A new Parish Center is proposed as an addition on the east side of the main church building, with an interior connection from the existing church lobby to the new Parish Center lobby. The Parish Center shall consolidate existing school, church and community programming currently housed in the various campus buildings. Exterior cladding materials shall be brick, stone and aluminum-clad wood windows and standing seam metal roofing to complement the material palette of the existing church. A gabled roof transitions to a flat roof at the connection to the main church to allow light to enter the east stained glass windows of the church nave. A terrace is proposed at the north end of the addition, with a metal canopy to function as an extension of the existing arcade wrapping the church.

Considerable thought has been given to the reconfiguration of the church parking areas, so as to improve circulation into, through and exiting the site during the highest volume church and school functions. Access drives are maintained at Hill Road and at Linden Street, although ingress and egress on Hill are separated to limit movement through the main parking area to one-way traffic. A traffic island between the Hill ingress and egress drives prevents cross traffic from Linden, eliminating traffic conflicts between the two parking areas. Fifteen parking spaces are proposed in the western right-of-way on Linden Street to offset the loss of fifteen parking spaces in the church parking areas for a net neutral parking count. An easement shall be provided where the public sidewalk has been routed onto the owner's property.

Saints Faith, Hope and Charity Athletic Field:

Description of Existing Elements:
An open grass field enclosed by a fence exists on the westernmost portion of the Saints Faith, Hope and Charity campus. The site is unimproved, except for a softball backstop at the northwest corner of the site.

Proposed Work:
A new Athletic Field is proposed to function similarly to the existing field, serving the church and school populations. Areas are designated for a synthetic turf system playfield and a rubberized tile system play equipment zone, surrounded by natural vegetation, grass and trees. A decorative metal fence is proposed along the street frontage at Hill and Linden, with a wood fence at the rear and side internal lot lines of the property.

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600 W. Jackson Blvd.
Suite 250
Chicago, IL 60661
T 312.798.7700
@okwarchitects
www.okwarchitects.com

Standards for granting Special Use Permit per Village of Winnetka Title 17 Zoning Ordinance 17.56.120:

1. *That the establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, comfort, morals or general welfare;*

   The Parish Center shall consolidate existing school, church and community programming currently housed in the various campus buildings. The Athletic Field shall improve the quality of experience for the existing church and school users. No change is proposed to the types of activities or visitor volume currently occurring on campus.

2. *That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially dimish or impair property values in the immediate vicinity;*

   Pedestrian safety is improved via two dedicated sidewalks connecting the school and athletic field, sidewalks at the parking perimeter, and a crosswalk mid-block on Linden north of Hill. Athletic field and main parking lot design and layout responds to existing tree locations in order to preserve as many trees as possible. The proposed design provides a net increase in green space on main campus, allowing for improved opportunities for healthy and strength-building school and church programming. A fence enclosure provides for orderly use of this improved Athletic Field amenity.The proposal includes a net increase in permeable surface on the main campus, and a responsible plan for storm control on both the main campus and the athletic field. The Parish Center design is sympathetic to the existing adjacent church and campus building design, as well as the broader Village of Winnetka architectural aesthetic.

3. *That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;*

   The location of the Parish Center is internal to the campus. Athletic activities currently occur at the proposed Athletic Field location. Neither amenity shall impede the normal and orderly development or improvement of other property in the immediate vicinity.

4. *That adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways;*

   Care has been taken in the redesign of the church parking areas to ease existing traffic conflicts on campus, which directly affect traffic in the immediate vicinity. An access drive is maintained at Hill Road, with separate ingress and egress to limit movement through the main parking area to one-way traffic. A traffic island between the two drives prevents cross traffic from Linden, eliminating traffic conflicts between the two parking areas. A two-way access drive is maintained at Linden Street, with movement through the parking area south of the church limited to one-way westbound to Linden during school dropoff/pickup periods. Access from the east parking area to the horseshoe parking drive on Linden, between the church and gym buildings, has been eliminated to consolidate site access locations. The orderly design of traffic flow into, through and exiting the site improves upon the current traffic conditions, and the parking count is maintained in and around the campus via the main parking lot and proposed off-street parking on Linden Street.

5. *That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided;*

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www.okwarchitects.com

See comments above regarding parking and access roads. A site drainage and storm management scheme is proposed to adequately address the design of the Parish Center, parking areas and Athletic Field.

6. *That the special use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes. In the event that the application for special use permit involves a request for variation from the terms of this title, such request, subject to required notification procedures, may be considered at the same public hearing at which the proposed special use is reviewed by the Board of Appeals.*

   OKW and its engineering consultants shall issue detailed construction drawings and specifications for this work to be reviewed for permit subsequent to Special Use approval.

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CASE NO. 16-02-SU

APPLICATION FOR VARIATION
WINNETKA ZONING BOARD OF APPEALS

Owner Information:

Name: SAINTS FAITH, HOPE AND CHARITY

Property Address: 191 LINDEN STREET
WINNETKA, ILLINOIS 60093

Home and Work Telephone Number: 847/446.7676

E-mail: FATHER MARTIN O'DONOVAN MODONOVAN@FAITHHOPE.ORG

Architect Information: Name, Address, Telephone, E-mail:

OKW ARCHITECTS
500 W JACKSON BLVD, SUITE 250
CHICAGO, ILLINOIS 60661
PHONE 312/798.7700
FAX 312/798.7777
JON P. TALTY, CHAIRMAN & CEO
JTALTY@OKWARCHITECTS.COM

Attorney Information: Name, Address, Telephone, E-mail:

Date Property Acquired by Owner: 1936

Nature of Any Restrictions on Property: SEE ATTACHED EXHIBITS A, B AND C

Explanation of Variation Requested: SEE ATTACHED EXHIBIT H
(Attach separate sheet if necessary)

OFFICE USE ONLY

Variation Requested Under Ordinance Section(s): _____

Staff Contact: _____ Date: _____

STATEMENT OF INTENT for ZONING VARIATIONS

The scope of work for this submission consists of two main areas: a building addition east of the main church identified as the Saints Faith, Hope & Charity (FHC) Parish Center, and an Athletic Field at the northwest corner of Hill and Linden.

Saints Faith, Hope and Charity Parish Center:

Description of Existing Elements:
The existing principal buildings on Saints Faith, Hope & Charity campus consist of the church (circa 1963), bell tower (1963), school (1939, 1954, 1957) , rectory (1951) and convent (1951). The main church was designed by Edward J Schulte in the American Colonial style, with exterior cladding of brick, Indiana limestone, standing seam metal roofing and abstracted stained glass windows.

Proposed Work:
A new Parish Center is proposed as an addition on the east side of the main church building, with an interior connection from the existing church lobby to the new Parish Center lobby. The Parish Center shall consolidate existing school, church and community programming currently housed in the various campus buildings. Exterior cladding materials shall be brick, stone and aluminum-clad wood windows and standing seam metal roofing to complement the material palette of the existing church. A gabled roof transitions to a flat roof at the connection to the main church to allow light to enter the east stained glass windows of the church nave. A terrace is proposed at the north end of the addition, with a metal canopy to function as an extension of the existing arcade wrapping the church.

Considerable thought has been given to the reconfiguration of the church parking areas, so as to improve circulation into, through and exiting the site during the highest volume church and school functions. Access drives are maintained at Hill Road and at Linden Street, although ingress and egress on Hill are separated to limit movement through the main parking area to one-way traffic. A traffic island between the Hill ingress and egress drives prevents cross traffic from Linden, eliminating traffic conflicts between the two parking areas. Fifteen parking spaces are proposed in the western right-of-way on Linden Street to offset the loss of fifteen parking spaces in the church parking areas for a net neutral parking count. An easement shall be provided where the public sidewalk has been routed onto the owner's property.

Saints Faith, Hope and Charity Athletic Field:

Description of Existing Elements:
An open grass field enclosed by a fence exists on the westernmost portion of the Saints Faith, Hope and Charity campus. The site is unimproved, except for a softball backstop at the northwest corner of the site.

Proposed Work:
A new Athletic Field is proposed to function similarly to the existing field, serving the church and school populations. Areas are designated for a synthetic turf system playfield and a rubberized tile system play equipment zone, surrounded by natural vegetation, grass and trees. A decorative metal fence is proposed along the street frontage at Hill and Linden, with a wood fence at the rear and side internal lot lines of the property.

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The Village of Winnetka has identified the following Zoning Variations required to accommodate the Special Use proposal:

1. *Maximum Building Size (GFA);*
2. *Intensity of Use of Lot (roofed lot coverage and impermeable lot coverage (ILC)). ILC variations are required for both lots.*
3. *Variation required on east lot to allow parking spaces 153.12 s.f., whereas a minimum of 180 s.f. is required;*
4. *Front and corner yard setbacks on the west lot. 40 ft. setbacks are required from both Linden and Hill;*
5. *Rear yard setback on west lot. 25 ft. setback required from the north property line;*
6. *Variation required to allow parking within the Linden right-of-way.*

Standards for granting of Zoning Variations per Village of Winnetka Title 17 Zoning Ordinance 17.56.120:

1. *The property in question can not yield a reasonable return if permitted to be used only under the conditions allowed by regulations in that zone;*

   The Parish Center shall consolidate existing school, church and community programming currently housed in the various campus buildings. The Athletic Field shall improve the quality of experience for the existing church and school users. No change is proposed to the types of activities or visitor volume currently occurring on campus.

2. *The plight of the owner is due to unique circumstance. Such circumstances must be associated with the characteristics of the property in question, rather than being related to the occupants;*

   The campus is currently improved by the church, bell tower, school, rectory and convent under a Special Use Permit, and the proposal relates to underlying Special Use.

3. *The variation, if granted, will not alter the essential character of the locality;*

   Pedestrian safety is improved via two dedicated sidewalks connecting the school and athletic field, sidewalks at the parking perimeter, and a crosswalk mid-block on Linden north of Hill. Athletic field and main parking lot design and layout responds to existing tree locations in order to preserve as many trees as possible. The proposed design provides a net increase in green space on main campus, allowing for improved opportunities for healthy and strength-building school and church programming. A fence enclosure provides for orderly use of this improved Athletic Field amenity. The proposal includes a net increase in permeable surface on the main campus, and a responsible plan for storm control on both the main campus and the athletic field. The Parish Center design is sympathetic to the existing adjacent church and campus building design, as well as the broader Village of Winnetka architectural aesthetic.

4. *An adequate supply of light and air to the adjacent property will not be impaired;*

   The location of the Parish Center is internal to the campus and shall not prevent an adequate supply of light and air to adjacent properties. Athletic activities currently occur at the proposed Athletic Field location, and the proposed athletic field shall not prevent an adequate supply of light and air to adjacent properties.

5. *The hazard from fire and other damages to the property will not be increased;*

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The Parish Center shall comply with applicable fire protection requirements.

6. The taxable value of the land and buildings throughout the Village will not diminish*;*

The location of the Parish Center is internal to the campus. Athletic activities currently occur at the proposed Athletic Field location. Neither amenity shall impede the normal and orderly development or improvement of other property in the immediate vicinity.

7. The congestion in the public street will not increase;

The Parish Center shall consolidate existing school, church and community programming currently housed in the various campus buildings. The Athletic Field shall improve the quality of experience for the existing church and school users. No change is proposed to the types of activities or visitor volume currently occurring on campus.

8. The public health, safety, comfort, morals, and welfare of the inhabitants of the Village will not otherwise be impaired;

Care has been taken in the redesign of the church parking areas to ease existing traffic conflicts on campus, which directly affect traffic in the immediate vicinity. An access drive is maintained at Hill Road, with separate ingress and egress to limit movement through the main parking area to one-way traffic. A traffic island between the two drives prevents cross traffic from Linden, eliminating traffic conflicts between the two parking areas. A two-way access drive is maintained at Linden Street, with movement through the parking area south of the church limited to one-way westbound to Linden during school dropoff/pickup periods. Access from the east parking area to the horseshoe parking drive on Linden, between the church and gym buildings, has been eliminated to consolidate site access locations. The orderly design of traffic flow into, through and exiting the site improves upon the current traffic conditions, and the parking count is maintained in and around the campus via the main parking lot and proposed off-street parking on Linden Street.

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Saints Faith, Hope & Charity Parish Center

December 14, 2015

dkW Architects

AERIAL PHOTO

N

DRAWING LIST

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SAINTS FAITH, HOPE & CHARITY PARISH CENTER

WINNETKA, ILLINOIS

OKW Architects

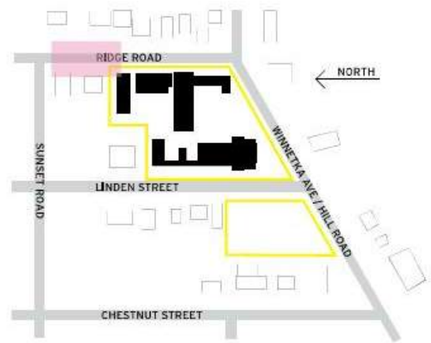
DATE: DECEMBER 14, 2015

PROJ. NO.: 14028

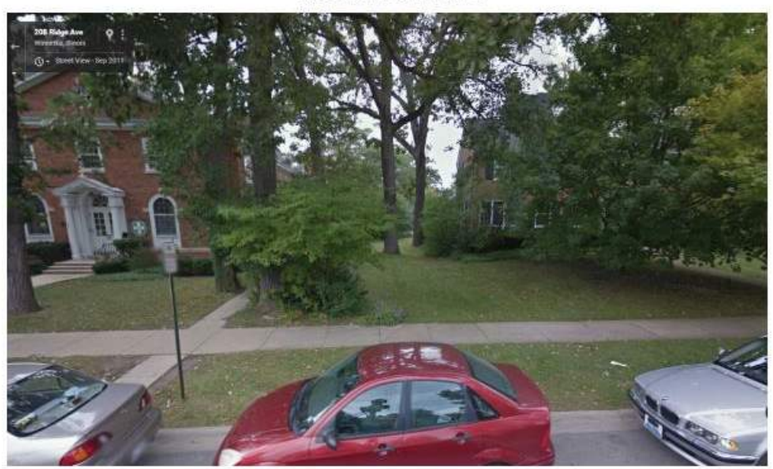
208 RIDGE AVE

212 RIDGE AVE

216 RIDGE AVE



208 RIDGE AVE



198 RIDGE AVE

194 RIDGE AVE

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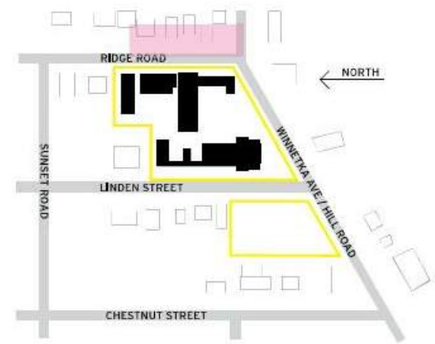
192 RIDGE AVE

190 RIDGE AVE

188 RIDGE AVE



182 RIDGE AVE

180 RIDGE AVE

164 RIDGE AVE

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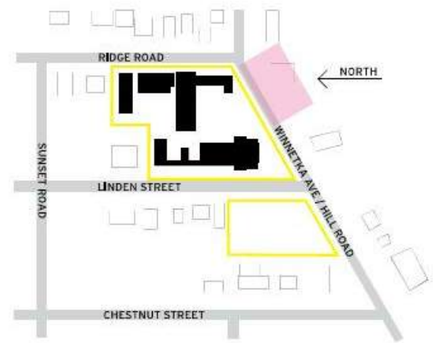
741 HILL ROAD

747 HILL ROAD

753 HILL ROAD



757 HILL ROAD

763 RIDGE AVE

771 HILL ROAD

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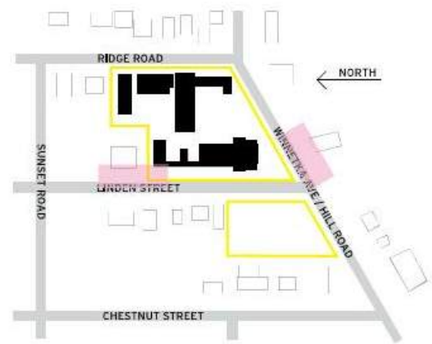
773 HILL ROAD

777 HILL ROAD

779 HILL ROAD



195 LINDEN STREET

199 LINDEN STREET

203 LINDEN STREET

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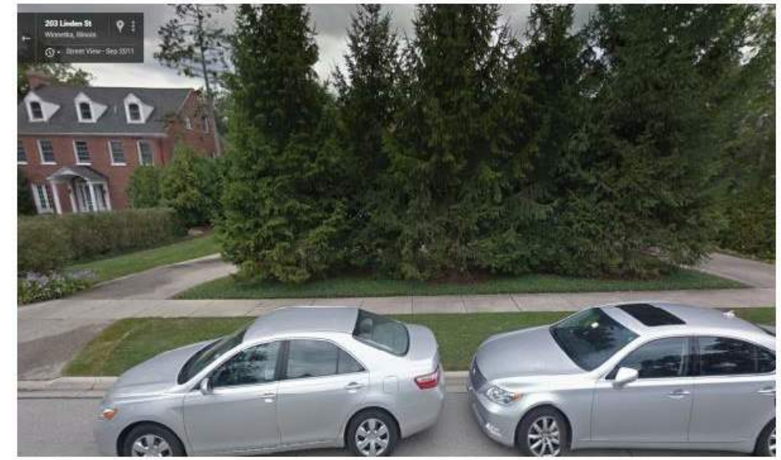
187 LINDEN STREET

195 LINDEN STREET



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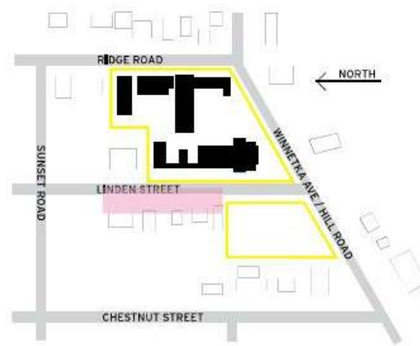
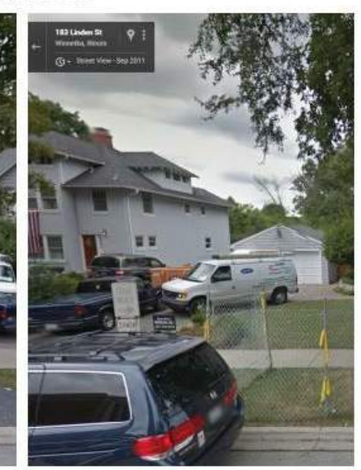


158 LINDEN STREET

167 LINDEN STREET

183 LINDEN STREET



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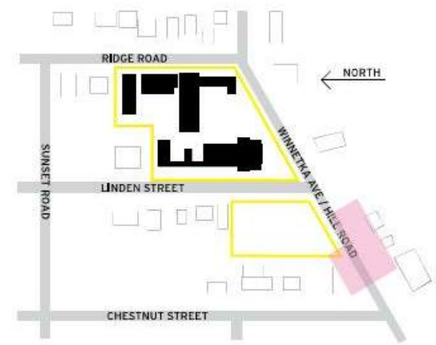
786 HILL ROAD

792 HILL ROAD



794 HILL ROAD

796 HILL ROAD

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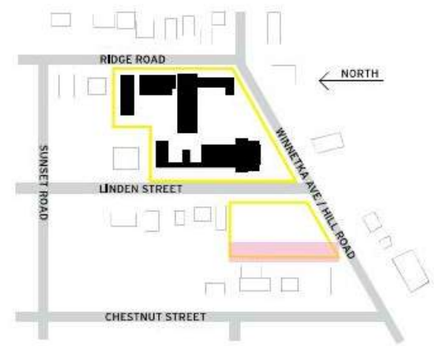
155 CHESTNUT STREET

151 CHESTNUT STREET

137 HILL ROAD



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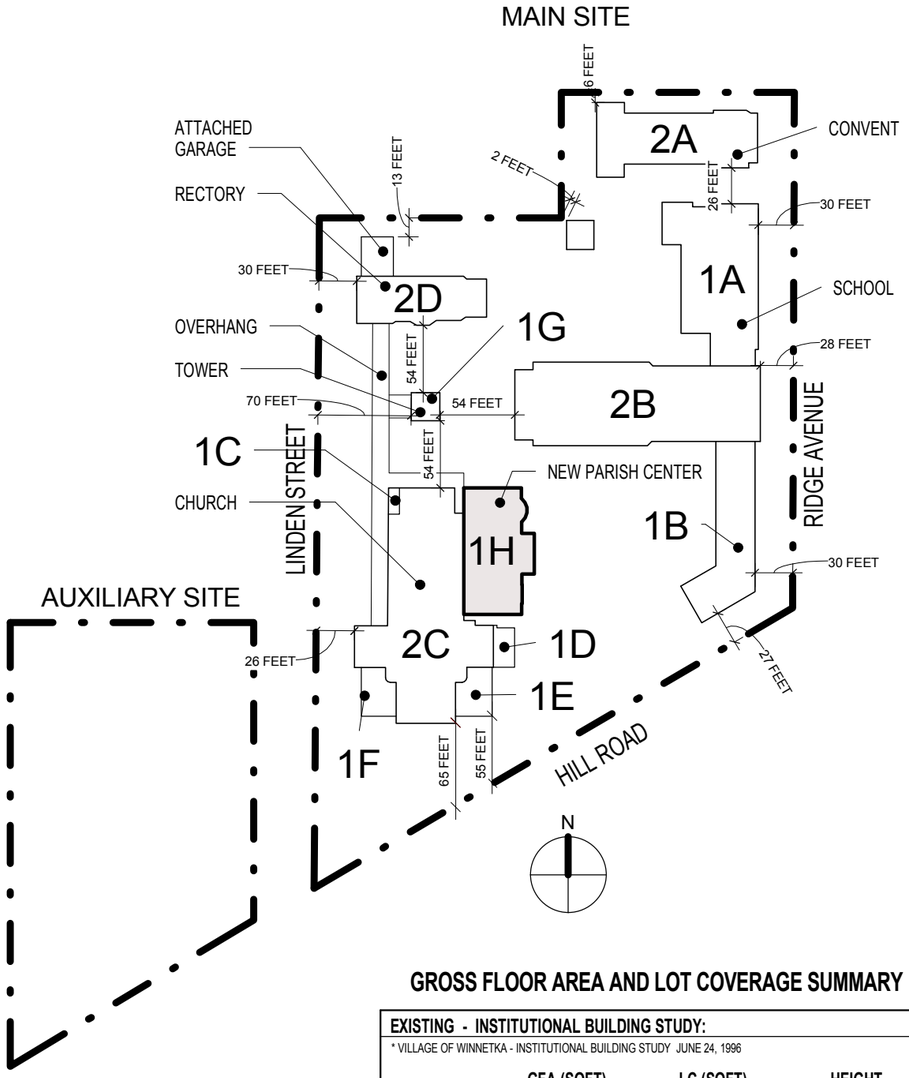
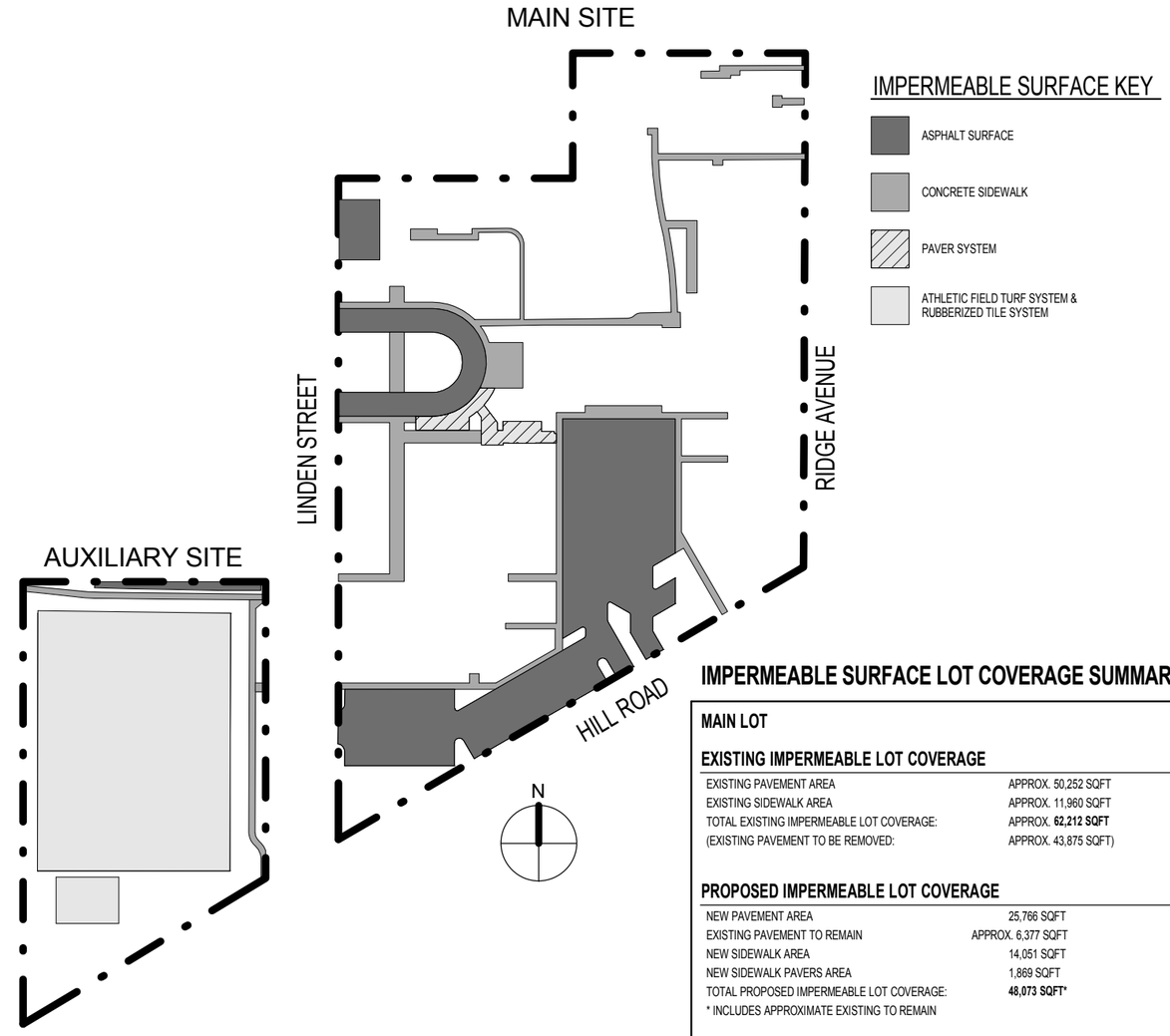
ZONING MAP - N.T.S.





GROSS FLOOR AREA AND LOT COVERAGE SUMMARY

EXISTING - INSTITUTIONAL BUILDING STUDY:

* VILLAGE OF WINNETKA - INSTITUTIONAL BUILDING STUDY JUNE 24, 1996

	GFA (SQFT)	LC (SQFT)	HEIGHT
1A	15,388	7,694	
1B	4,844	4,844	
1C	196	196	
1D	405	405	
1E	1,076	1,076	
1F	1,033	1,033	
1G	835	835	
2A	17,667	5,889	32'
2B	36,299	12,100	35'
2C	20,810	10,405	52'
2D	7,996	4,392	31'
PROPOSED:	**GFA (SQFT)**	**LC (SQFT)**	**HEIGHT**
1H	10,898	5,449	26'

IMPERMEABLE SURFACE LOT COVERAGE SUMMARY

MAIN LOT

EXISTING IMPERMEABLE LOT COVERAGE

EXISTING PAVEMENT AREA	APPROX. 50,252 SQFT
EXISTING SIDEWALK AREA	APPROX. 11,960 SQFT
TOTAL EXISTING IMPERMEABLE LOT COVERAGE:	APPROX. **62,212 SQFT**
(EXISTING PAVEMENT TO BE REMOVED:	APPROX. 43,875 SQFT)

PROPOSED IMPERMEABLE LOT COVERAGE

NEW PAVEMENT AREA	25,766 SQFT
EXISTING PAVEMENT TO REMAIN	APPROX. 6,377 SQFT
NEW SIDEWALK AREA	14,051 SQFT
NEW SIDEWALK PAVERS AREA	1,869 SQFT
TOTAL PROPOSED IMPERMEABLE LOT COVERAGE:	**48,073 SQFT***

* INCLUDES APPROXIMATE EXISTING TO REMAIN

AUXILIARY LOT

EXISTING IMPERMEABLE LOT COVERAGE

EXISTING PAVEMENT AREA	APPROX. 833 SQFT
EXISTING SIDEWALK AREA	APPROX. 924 SQFT
TOTAL EXISTING IMPERMEABLE LOT COVERAGE:	APPROX. **1,757 SQFT**

PROPOSED IMPERMEABLE LOT COVERAGE

EXISTING PAVEMENT AREA TO REMAIN	APPROX. 833 SQFT
EXISTING SIDEWALK AREA TO REMAIN	APPROX. 924 SQFT
NEW SIDEWALK AREA	1,634 SQFT
NEW ATHLETIC FIELD AREA	31,792 SQFT
NEW RUBBER SURFACE AREA	1,850 SQFT
TOTAL PROPOSED IMPERMEABLE LOT COVERAGE:	**36,933 SQFT***

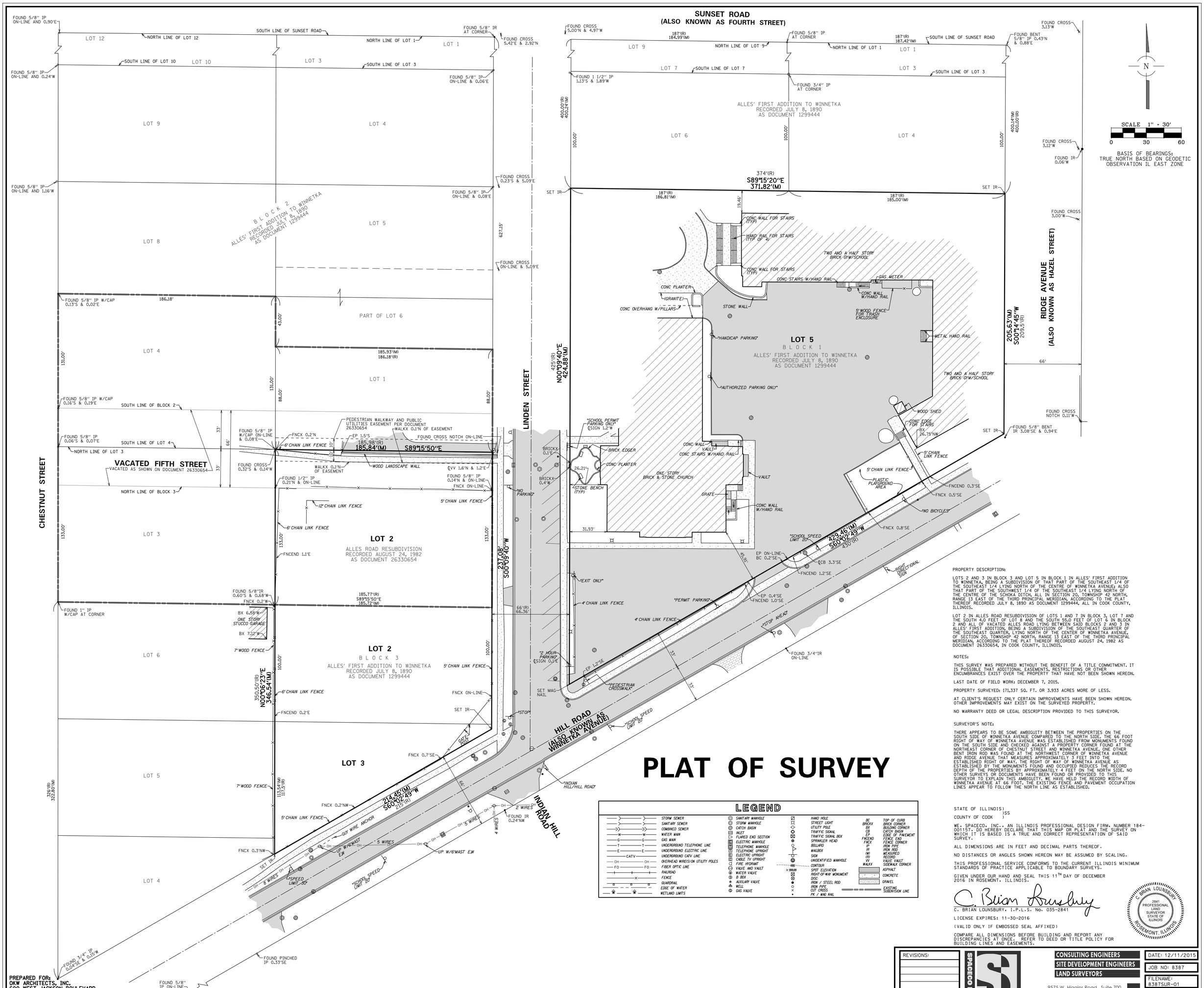
* INCLUDES APPROXIMATE EXISTING TO REMAIN

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

WINNETKA, ILLINOIS

OKW Architects

DATE: JANUARY 04, 2016 **PROJ. NO.:** 14028



PLAT OF SURVEY

PROPERTY DESCRIPTION:

LOTS 2 AND 3 IN BLOCK 3 AND LOT 5 IN BLOCK 1 IN ALLES' FIRST ADDITION TO WINNETKA, BEING A SUBDIVISION OF THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 LYING NORTH OF THE CENTRE OF WINNETKA AVENUE; ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 LYING NORTH OF THE CENTRE OF THE SCHOKA DITCH, ALL IN SECTION 20, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1890 AS DOCUMENT 1299444, ALL IN COOK COUNTY, ILLINOIS.

LOT 2 IN ALLES ROAD RESUBDIVISION OF LOTS 1 AND 7 IN BLOCK 3, LOT 7 AND THE SOUTH 4.0 FEET OF LOT 8 AND THE SOUTH 55.0 FEET OF LOT 6 IN BLOCK 2 AND ALL OF VACATED ALLES ROAD LYING BETWEEN SAID BLOCKS 2 AND 3 IN ALLES' FIRST ADDITION, BEING A SUBDIVISION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, LYING NORTH OF THE CENTER OF WINNETKA AVENUE, OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 24, 1982 AS DOCUMENT 26330654, IN COOK COUNTY, ILLINOIS.

NOTES:

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT. IT IS POSSIBLE THAT ADDITIONAL EASEMENTS, RESTRICTIONS OR OTHER ENCUMBRANCES EXIST OVER THE PROPERTY THAT HAVE NOT BEEN SHOWN HEREON.

LAST DATE OF FIELD WORK: DECEMBER 7, 2015.

PROPERTY SURVEYED: 171,337 SQ. FT. OR 3.933 ACRES MORE OF LESS.

AT CLIENT'S REQUEST ONLY CERTAIN IMPROVEMENTS HAVE BEEN SHOWN HEREON. OTHER IMPROVEMENTS MAY EXIST ON THE SURVEYED PROPERTY.

NO WARRANTY DEED OR LEGAL DESCRIPTION PROVIDED TO THIS SURVEYOR.

SURVEYOR'S NOTE:

THERE APPEARS TO BE SOME AMBIGUITY BETWEEN THE PROPERTIES ON THE SOUTH SIDE OF WINNETKA AVENUE COMPARED TO THE NORTH SIDE. THE 66 FOOT RIGHT OF WAY OF WINNETKA AVENUE WAS ESTABLISHED FROM MONUMENTS FOUND ON THE SOUTH SIDE AND CHECKED AGAINST A PROPERTY CORNER FOUND AT THE NORTHEAST CORNER OF CHESTNUT STREET AND WINNETKA AVENUE. ONE OTHER BENT IRON ROD WAS FOUND AT THE NORTHWEST CORNER OF WINNETKA AVENUE AND RIDGE AVENUE THAT MEASURES APPROXIMATELY 3 FEET INTO THE ESTABLISHED RIGHT OF WAY. THE RIGHT OF WAY OF WINNETKA AVENUE AS ESTABLISHED BY THE MONUMENTS FOUND AND OCCUPIED REDUCES THE RECORD DEPTH OF THE PROPERTIES BY APPROXIMATELY 4 FEET ON THE NORTH SIDE. NO OTHER SURVEYS OR DOCUMENTS HAVE BEEN FOUND OR PROVIDED TO THIS SURVEYOR TO EXPLAIN THIS AMBIGUITY. WE HAVE HELD THE RECORD WIDTH OF WINNETKA AVENUE AT 66 FOOT. THE EXISTING FENCE AND PAVEMENT OCCUPATION LINES APPEAR TO FOLLOW THE NORTH LINE AS ESTABLISHED.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, DO HEREBY DECLARE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

GIVEN UNDER OUR HAND AND SEAL THIS 11TH DAY OF DECEMBER 2016 IN ROSEMONT, ILLINOIS.

C. BRIAN LOUNSBURY, I.P.L.S. No. 035-2841

LICENSE EXPIRES: 11-30-2016

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE. REFER TO DEED OR TITLE POLICY FOR BUILDING LINES AND EASEMENTS.

C. BRIAN LOUNSBURY 2841 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ROSEMONT, ILLINOIS

LEGEND

STORM SEWER	SANITARY MANHOLE	HAND HOLE	BC — TOP OF CURB
SANITARY SEWER	STORM MANHOLE	STREET LIGHT	BRICKX — BRICK CORNER
COMBINED SEWER	CATCH BASIN	UTILITY POLE	BX — BUILDING CORNER
WATER MAIN	INLET	TRAFFIC SIGNAL	CB — CATCH BASIN
GAS MAIN	FLARED END SECTION	TRAFFIC SIGNAL BOX	EP — EDGE OF PAVEMENT
UNDERGROUND TELEPHONE LINE	ELECTRIC MANHOLE	SPRINKLER HEAD	FNCEND — FENCE END
UNDERGROUND ELECTRIC LINE	TELEPHONE MANHOLE	BOLLARD	FNCX — FENCE CORNER
UNDERGROUND CATV LINE	TELEPHONE UPRIGHT	MAILBOX	IP — IRON PIPE
OVERHEAD WIREISION UTILITY POLES	ELECTRIC UPRIGHT	SIGN	IR — IRON ROD
FIBER OPTIC LINE	CABLE TV UPRIGHT	UNIDENTIFIED MANHOLE	(M) — MEASURED
RAILROAD	FIRE HYDRANT	CONTOUR	(R) — RECORD
FENCE	VALVE AND VAULT	SPOT ELEVATION	VV — VALVE VAULT
GUARDRAIL	WATER VALVE	RIGHT-OF-WAY MONUMENT	WALKX — SIDEWALK CORNER
EDGE OF WATER	B BOX	DISC	ASPHALT
WETLAND LIMITS	AUXILIARY VALVE	IRON / STEEL ROD	CONCRETE
	WELL	IRON PIPE	GRAVEL
	GAS VALVE	CUT CROSS	EXISTING SUBDIVISION LINE
		PK / MAG NAIL	

REVISIONS:

SPACECO INC.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700.
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 12/11/2015
JOB NO: 8387
FILENAME: 8387SUR-01
SHEET 1 OF 1

PREPARED FOR:
OKW ARCHITECTS, INC.
600 WEST JACKSON BOULEVARD
SUITE 250
CHICAGO, ILLINOIS 60661

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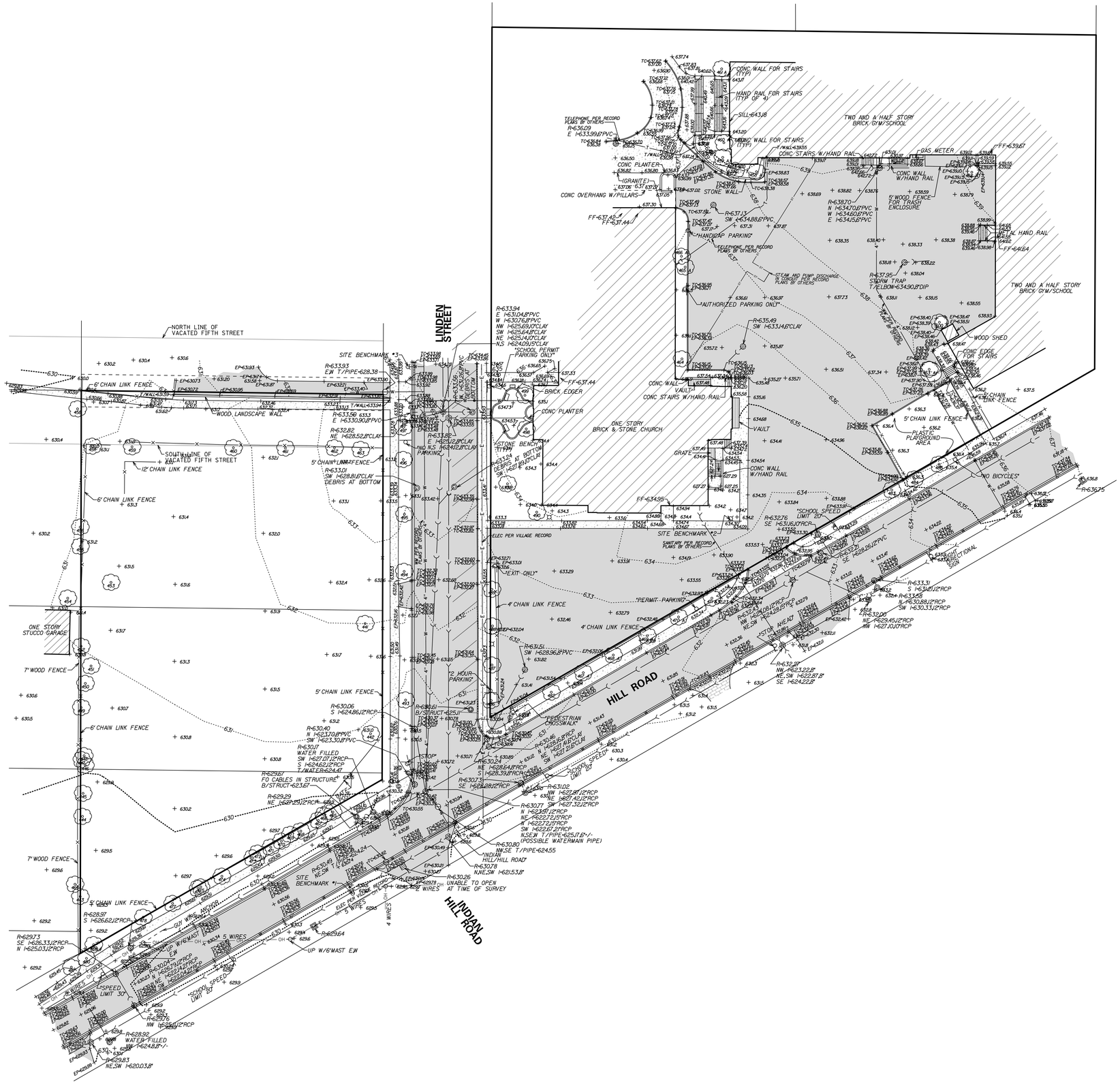

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SCALE 1" = 30'

0 30 60

LEGEND

- STORM SEWER
- SANITARY SEWER
- COMBINED SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND CATV LINE
- OVERHEAD WIRE(S)ON UTILITY POLES
- FIBER OPTIC LINE
- RAILROAD
- FENCE
- GUARDRAIL
- EDGE OF WATER
- WETLAND LIMITS
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- INLET
- FLARED END SECTION
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- TELEPHONE UPRIGHT
- ELECTRIC UPRIGHT
- CABLE TV UPRIGHT
- FIRE HYDRANT
- VALVE AND VAULT
- WATER VALVE
- B BOX
- AUXILARY VALVE
- WELL
- GAS VALVE
- HAND HOLE
- STREET LIGHT
- UTILITY POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL BOX
- SPRINKLER HEAD
- BOLLARD
- MAILBOX
- SIGN
- UNIDENTIFIED MANHOLE
- 680 CONTOUR
- 99.99 SPOT ELEVATION
- RIGHT-OF-WAY MONUMENT
- DISC
- IRON / STEEL ROD
- IRON PIPE
- CUT CROSS
- PK / MAG NAIL
- RAILROAD SPIKE
- SOIL BORING
- TREE WITH SIZE
- FIR TREE WITH SIZE
- BUSH
- ASPHALT
- CONCRETE
- GRAVEL

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND. THEREFORE. THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION. FIELD EXCAVATE.

PIPE FLOW DIRECTIONS. IF SHOWN. ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE. IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

LAST DATE OF FIELD WORK: NOVEMBER 19. 2015.

TREES WITH TRUNK DIAMETER OF 8" AND LARGER WERE LOCATED AND SHOWN HEREON PER CLIENTS REQUEST.

SOURCE BENCHMARKS:
VILLAGE OF WINNETKA BENCHMARKS
BENCHMARK #20-C:
CROSS AT THE CENTER OF SECTION 20-42-13 BEING AT THE INTERSECTION OF LOCUST STREET AND WILLOW ROAD.
ELEVATION = 623.64 NAVD88

BENCHMARK #20-EC:
CROSS AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 20-42-13 BEING AT THE INTERSECTION OF RIDGE AVENUE AND WILLOW ROAD.
ELEVATION = 646.49 NAVD88

SITE BENCHMARK #1:
WEST ARROW BOLT OF THE FIRE HYDRANT AT THE SOUTHWEST CORNER OF HILL ROAD AND INDIAN HILL ROAD.
ELEVATION = 632.16 NAVD88

SITE BENCHMARK #2:
CUT SQUARE ON SOUTH SIDE OF CONCRETE LIGHT POLE BASE AT THE SOUTHEAST CORNER OF THE CHURCH BUILDING.
ELEVATION = 635.96 NAVD88

SITE BENCHMARK #3:
NORTH ARROW BOLT ON FIRST FIRE HYDRANT NORTH OF HILL ROAD ON THE WEST SIDE OF LINDEN STREET, +/-300'.
ELEVATION = 636.01 NAVD88

NO.	DATE	REMARKS

EXISTING CONDITIONS
SAINTS FAITH, HOPE & CHARITY PARISH CENTER
WINNETKA, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4050 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 8387TOPO-01

DATE: 12/03/2015

JOB NO. 8387

SHEET E1 1 OF 1

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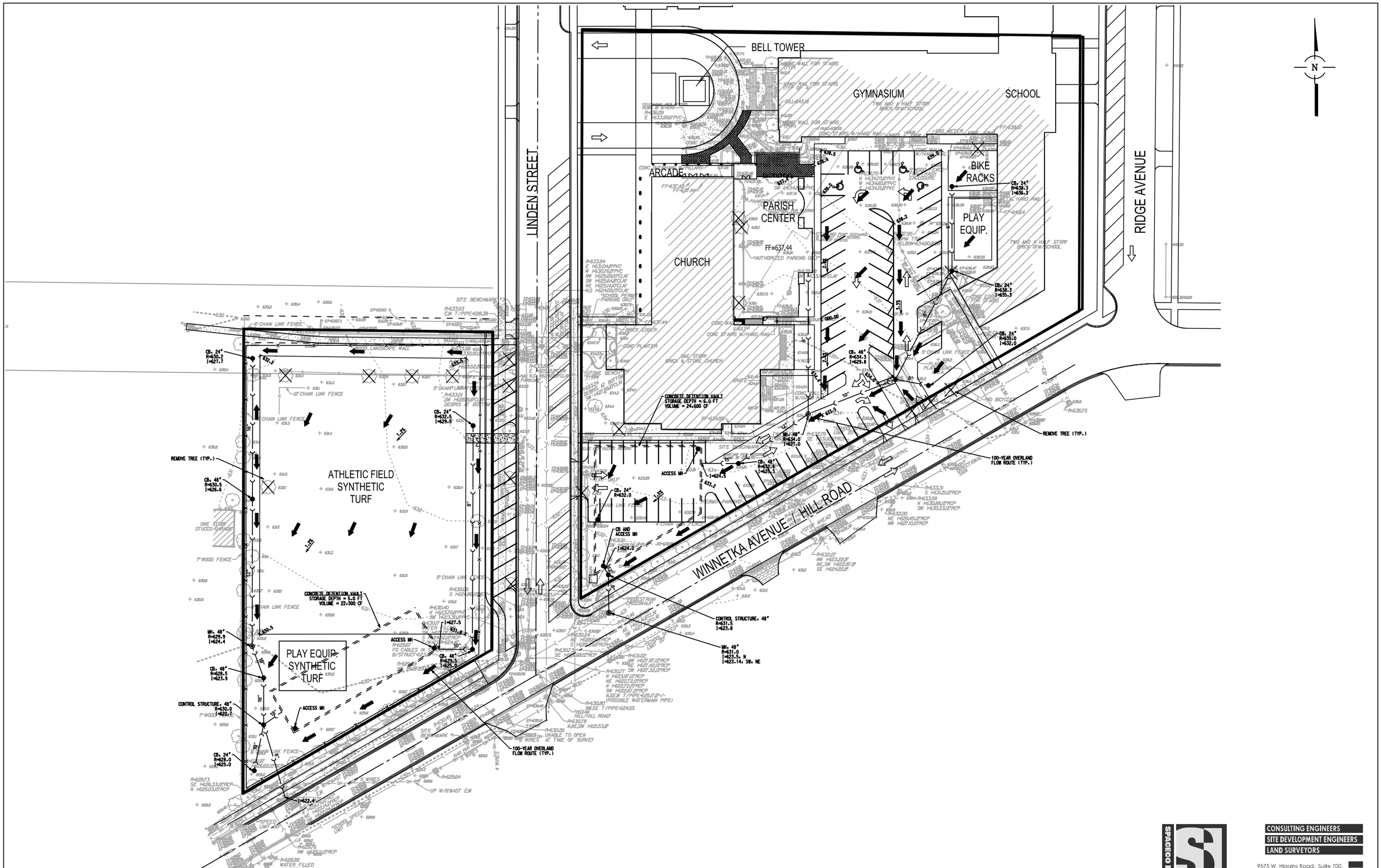

SAINTS FAITH, HOPE, AND CHARITY PARISH ADDITION

WINNETKA, ILLINOIS

PRELIMINARY ENGINEERING PLAN

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: DECEMBER 14, 2015 PROJ. NO.: 8387

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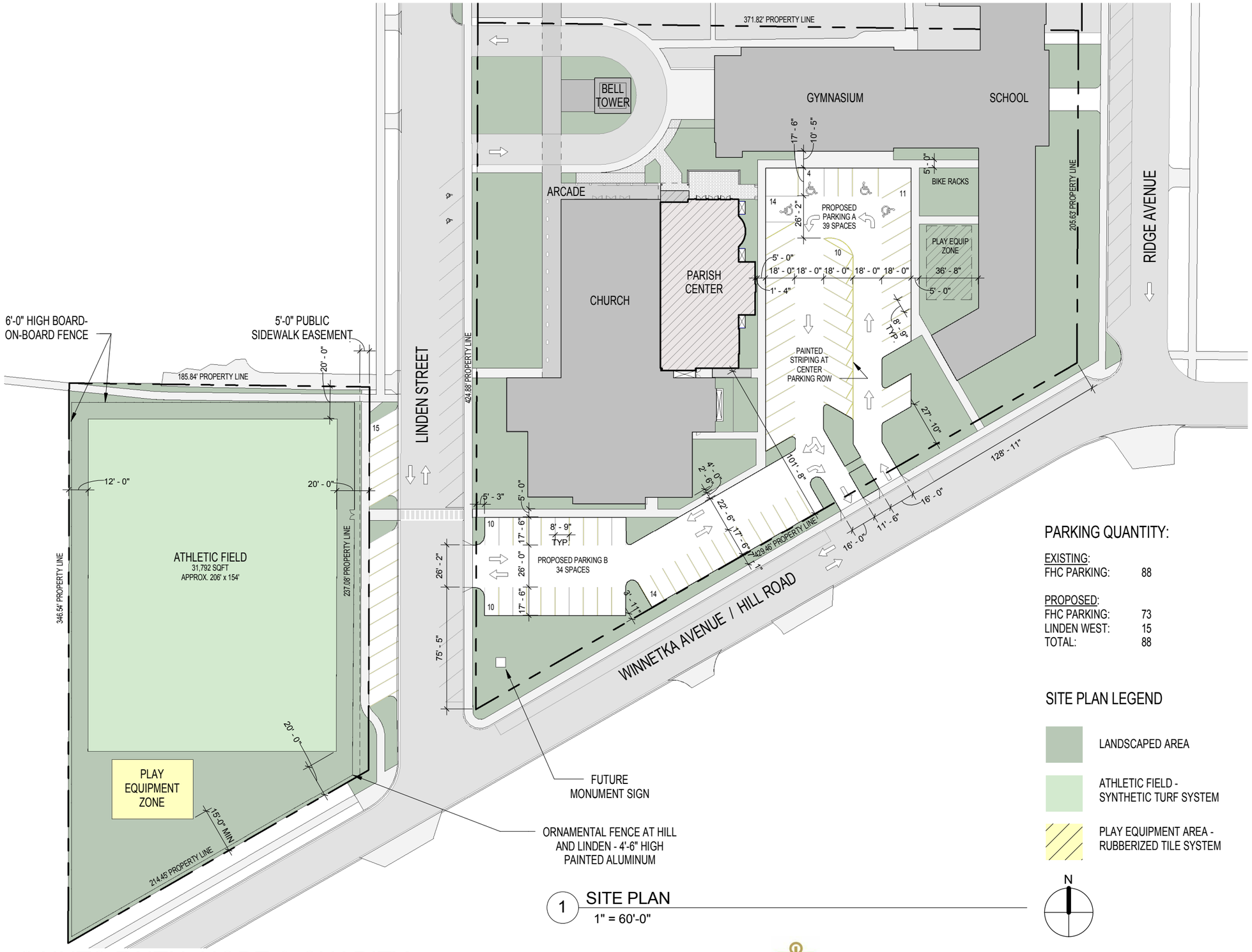


1 SITE PLAN
1" = 60'-0"

PARKING QUANTITY:

EXISTING:
FHC PARKING: 88

PROPOSED:
FHC PARKING: 73
LINDEN WEST: 15
TOTAL: 88

SITE PLAN LEGEND

- LANDSCAPED AREA
- ATHLETIC FIELD - SYNTHETIC TURF SYSTEM
- PLAY EQUIPMENT AREA - RUBBERIZED TILE SYSTEM

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

WINNETKA, ILLINOIS

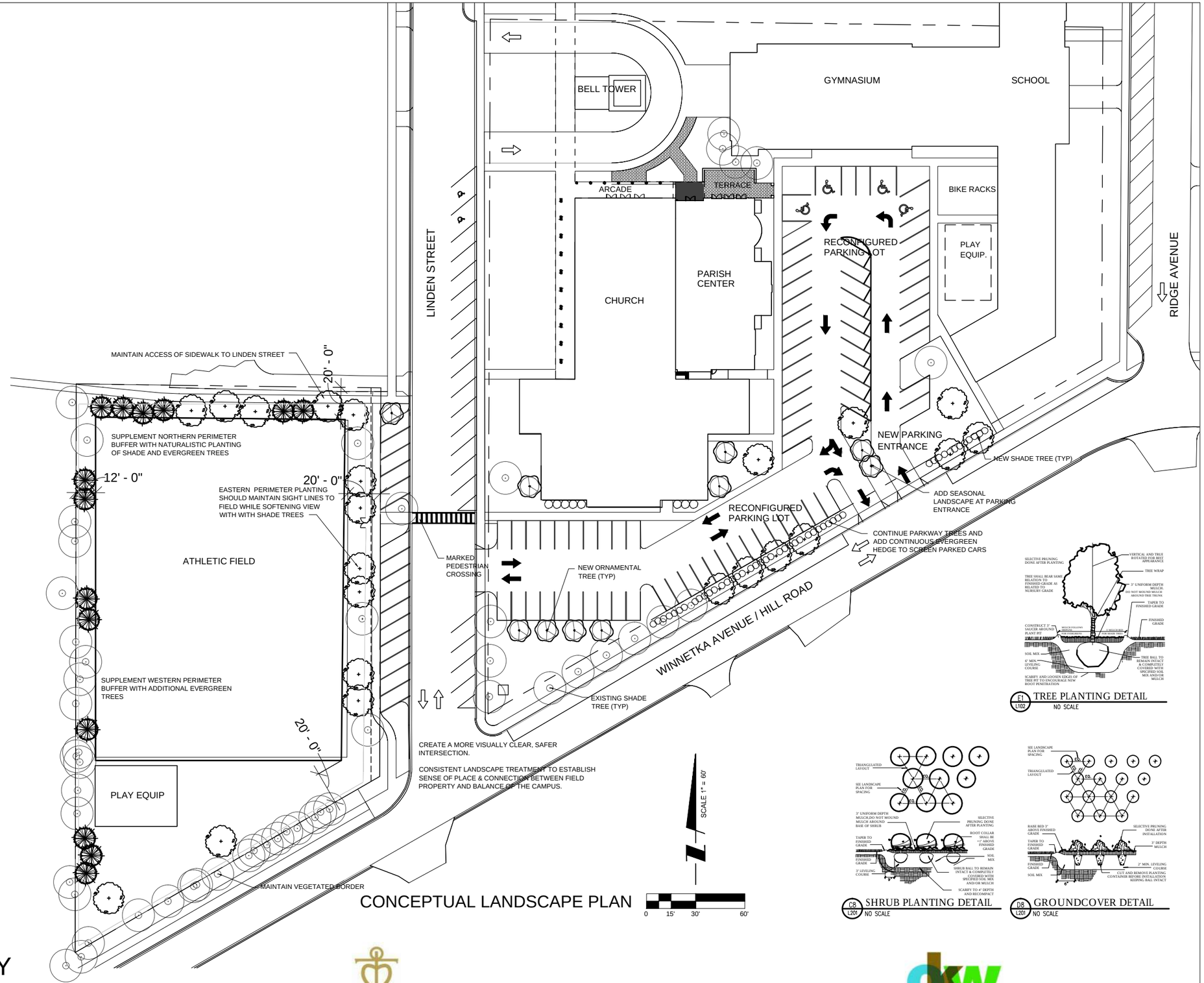
OKW Architects

DATE: JANUARY 04, 2016

PROJ. NO.: 14028

MASTER PLANT LIST

QTY.	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	NOTE
		SHADE TREES			
ARO	ARO	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	3.0" BB	
ARU	ARU	ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	3.0" BB	
CEO	CEO	CELTIS OCCIDENTALIS	HACKBERRY	3.0" BB	
GBI	GBI	GINKGO BILOBA 'AUTUMN GOLD'	GINKGO (MALE ONLY)	3.0" BB	MALE ONLY
GTS	GTS	GLEDITSIA TRIACANTHOS X INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	3.0" BB	
PCC	PCC	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	3.0" BB	
QBI	QBI	QUERCUS BICOLOR	SWAMP WHITE OAK	3.0" BB	
RPC	RPC	ROBINIA PSEUDOACACIA 'CHICAGO BLUES'	CHICAGO BLUES BLACK LOCUST	3.0" BB	
UCT	UCT	ULMUS CARPINIFOLIA 'TRIUMPH'	TRIUMPH SMOOTHLEAF ELM	3.0" BB	
		EVERGREEN TREES			
POM	POM	PICEA OMORIKA	SERBIAN SPRUCE	8-10' HT.BB	
PPU	PPU	PICEA PUNGENS	COLORADO SPRUCE	8-10' HT.BB	
PNS	PNS	PINUS STROBUS	WHITE PINE	8-10' HT.BB	
THC	THC	THUJA OCCIDENTALIS 'TECHNY'	TECHNY ARBORVITAE	6' HT.BB	
		ORNAMENTAL TREES			
AL	AL	ALNUS GLUTINOSA	EUROPEAN BLACK ALDER	8' HT.BB	
AM	AM	AMELANCHIER GRANDIFLORA	APPLE SERVICEBERRY	8' HT.BB	
CM	CM	CORNUS MAS	CORNELIANCHERRY DOGWOOD	6' HT.BB	
CC	CC	CRATAEGUS CRUSGALLI 'INERMIS'	COCKSPUR HAWTHORN	2.0" BB	
MT	MT	MAGNOLIA STELLATA	STAR MAGNOLIA	8' HT. BB	
MD	MD	MALUS 'DONALD WYMAN'	DONALD WYMAN CRABAPPLE	8' HT. BB	
MP	MP	MALUS 'PRAIRIEFIRE'	PRAIRIEFIRE CRABAPPLE	8' HT. BB	
MA	MA	MALUS SARGENT	SARGENT CRABAPPLE	6' HT. BB	
SR	SR	SYRINGA RETICULATA 'IVORY SILK'	TREE LILAC	2.0" BB	
		EVERGREEN SHRUBS			
BM	BM	BUXUS MICROPHYLLA	BOXWOOD	24" BB	
JC	JC	JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	#5 CONT	
JS	JS	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	#5 CONT	
TD	TD	TAXUS X MEDIA 'DENSII'	DENSE YEW	36" BB	
TH	TH	TAXUS MEDIA "HICKSII"	HICKS YEW	36" BB	
		DECIDUOUS SHRUBS			
AA	AA	ARONIA ARBUTIFOLIA	BRILLIANT RED CHOKEBERRY	36" BB	
AM	AM	ARONIA MELANOCARPA 'IROQUOIS BEAUTY'	BLACK CHOKEBERRY	36" BB	
BT	BT	BERBERIS THUNBERGII 'ROSE GLOW'	ROSE GLOW BARBERRY	18" BB	
CS	CS	CORNUS SERICEA 'ISANTI'	REDTWIG DOGWOOD	24" BB	
CA	CA	COTONEASTER ACUTIFOLIOUS	PEKING COTONEASTER	48" BB	
CH	CH	COTONEASTER HORIZONTALIS 'HESSEI'	ROCKSPRAY COTONEASTER	5 gal	
DL	DL	DIERVILLA LONICERA	SOUTHERN BUSH HONEYSUCKLE	24" BB	
EA	EA	EUONYMOUS ALATA 'COMPACTA'	DWARF BURNING BUSH	36" BB	
FA	FA	FORSYTHIA 'ARNOLD'S DWARF'	ARNOLDS DWARF FORSYTHIA	24" BB	
HM	HM	HAMMAMELIS VIRGINIANA	VERNAL WITCHHAZEL	4' BB	
HA	HA	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	5 gal	
HP	HP	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB	
PF	PF	POTENTILLA FRUITICOSA	POTENTILLA	18" BB	
RA	RA	RHUS AROMATICA 'GRO LOW'	GRO LOW SUMAC	5 gal	
RF	RF	ROSA 'FLOWER CARPET'	CARPET ROSE	2 gal	
RK	RK	ROSA 'KNOCKOUT'	KNOCKOUT SHRUB ROSE	2 gal	
SS	SS	SORBARIA SORBIFOLIA 'SEM'	SEM UREAL FALSE SPIREA	24" BB	
SB	SB	SPIREA x BUMALDA	ANTHONY WATERER SPIREA	24" BB	
SJ	SJ	SPIREA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	24" BB	
SN	SN	SPIREA NIPPONICA	SNOWMOUND SPIREA	36" BB	
SM	SM	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	36" BB	
VC	VC	VIBURNUM CARLESII	KOREANSPICE VIBURNUM	36" BB	
VD	VD	VIBURNUM DENTATUM 'CHICAGO LUSTRE'	ARROWWOOD VIBURNUM	4' BB	
		GROUNDCOVER			
EF	EF	EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS	



CONCEPTUAL LANDSCAPE PLAN

F1 L102 TREE PLANTING DETAIL
NO SCALE

C8 L201 SHRUB PLANTING DETAIL
NO SCALE

D8 L201 GROUNDCOVER DETAIL
NO SCALE

SAINTS FAITH, HOPE & CHARITY PARISH CENTER

OKW Architects

TREES TO BE REMOVED

Tag number	Cal. size	Species	Condition	Form	Note
453	20"	Maple	good	poor	
459	29"	Elm	fair	poor	
460	14"	Elm	poor	fair	grown around fence pole
461	12"	Elm	fair	poor	
462	13"	Maple	good	good	
462-b	17"	Elm	fair	poor	
483	10"	Ash	poor	poor	
484	10"	Ash	fair	good	
485	12"	Ash	poor	poor	
489	10"	Honeylocust	good	good	
490	15"	Spruce	good	poor	
492	11"	linden	fair	poor	parkway
493	12"	Linden	good	good	parkway
494	11"	Linden	good	fair	parkway
496	10"	Linden	good	good	parkway
497	7", 7", 8", 6"	Maple	good	good	Multi-stemmed in parkway

TREE PROTECTION NOTES

1. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.

2. SIX FOOT HIGH CHAINLINK FENCING IS TO BE ERECTED AROUND THE DRIPLINE OF ALL TREES TO BE SAVED IN ACCORDANCE WITH THE VILLAGE OF WINNETKA FORESTRY PROTECTION PROCEDURES.

3. TREES IN CLOSE PROXIMITY TO DEMOLITION WORK SHALL BE BANDED AS OUTLINED IN THE VILLAGE OF WINNETKA FORESTRY PROTECTION PROCEDURES.

4. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.

5. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.

6. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.

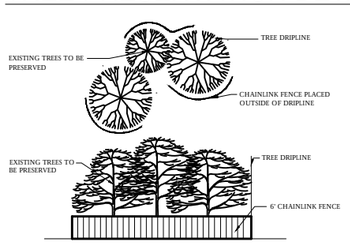
7. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

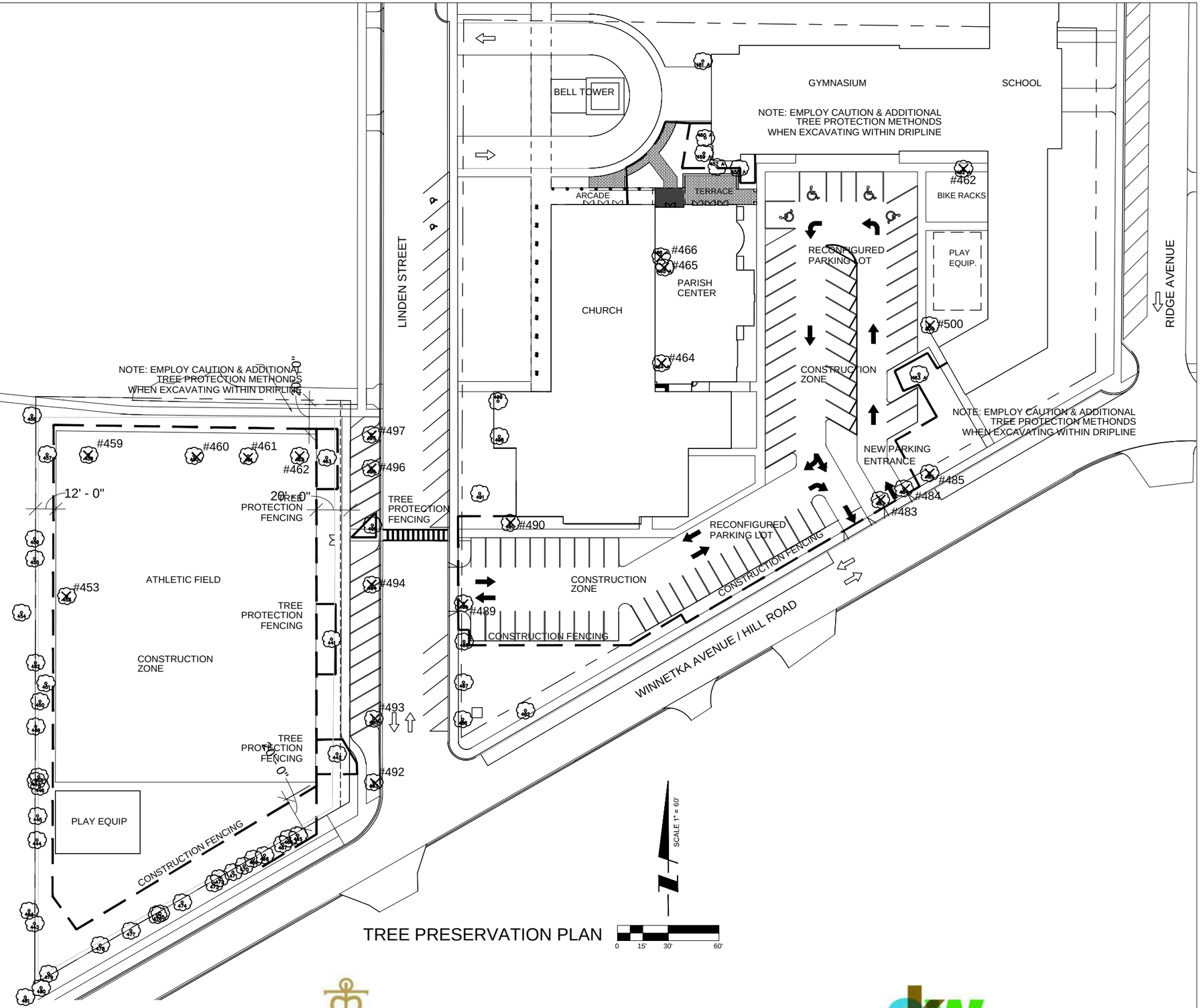
8. EMPLOY CAUTION WHEN DEMOLISHING WITHIN TREE DRIPLINE. CLEANCUT ANY EXPOSED ROOTS AND BACKFILL IMMEDIATELY. WHEN REMOVING CONCRETE FOOTINGS/FOUNDATION WITHIN DRIPLINE, USING A JACKHAMMER AND WHEELBARROW IS RECOMMENDED.

9. SILT FENCING CAN NOT BE TRENCHED UNDER TREE DRIPLINES. SILT FENCING MAY BE SECURED WITH SANDBAGS, HAY BALES, ETC.

10. RECOMMEND HAVING A CERTIFIED ARBORIST EVALUATE ASH TREES FOR PRESENCE OF EMERALD ASH BORER.

TREE PRESERVATION DETAIL





TREE PRESERVATION PLAN

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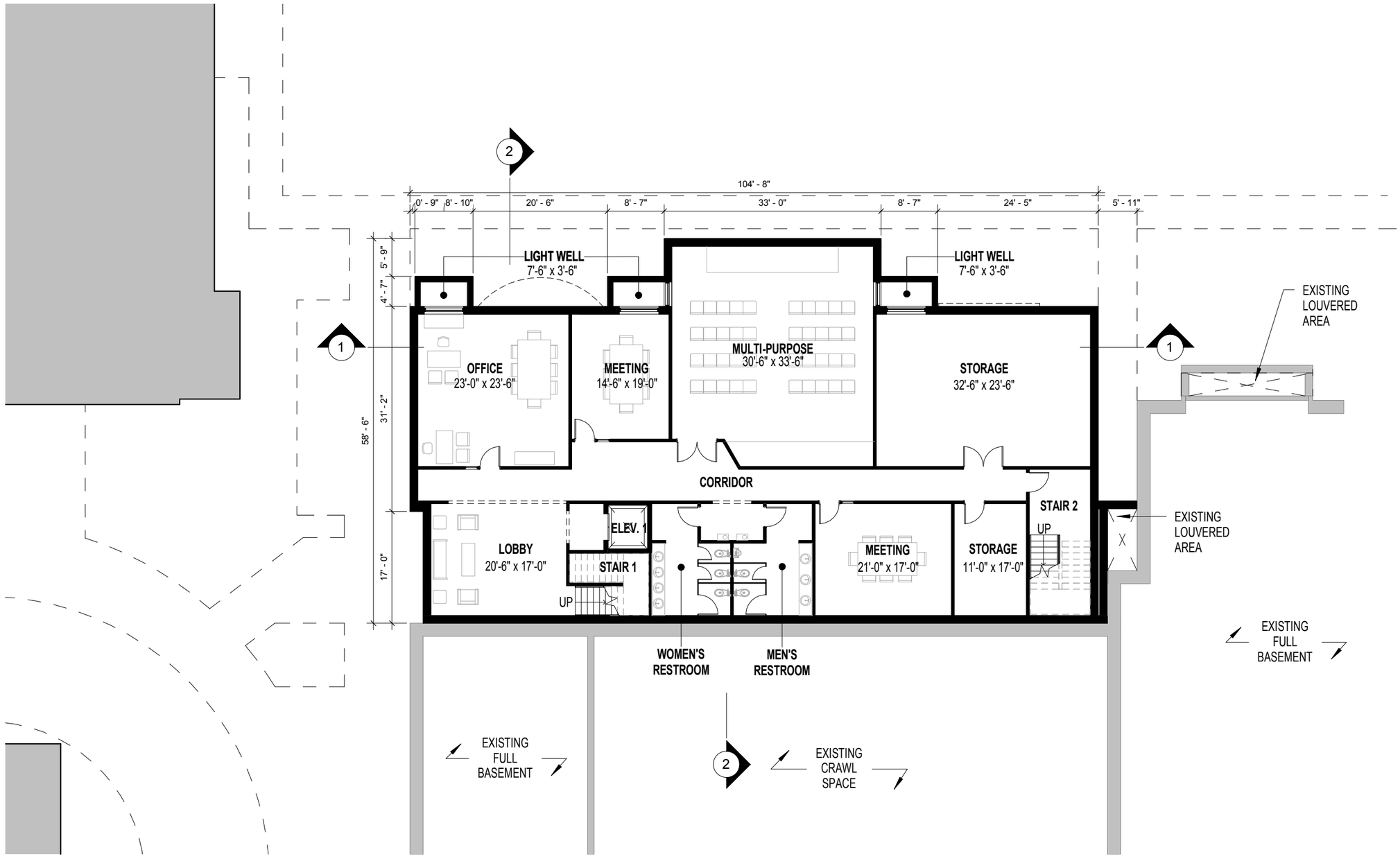
OKW Architects

DATE: DECEMBER 14, 2016 PROJ. NO.: 14028



1 BASEMENT PLAN
1/16" = 1'-0"

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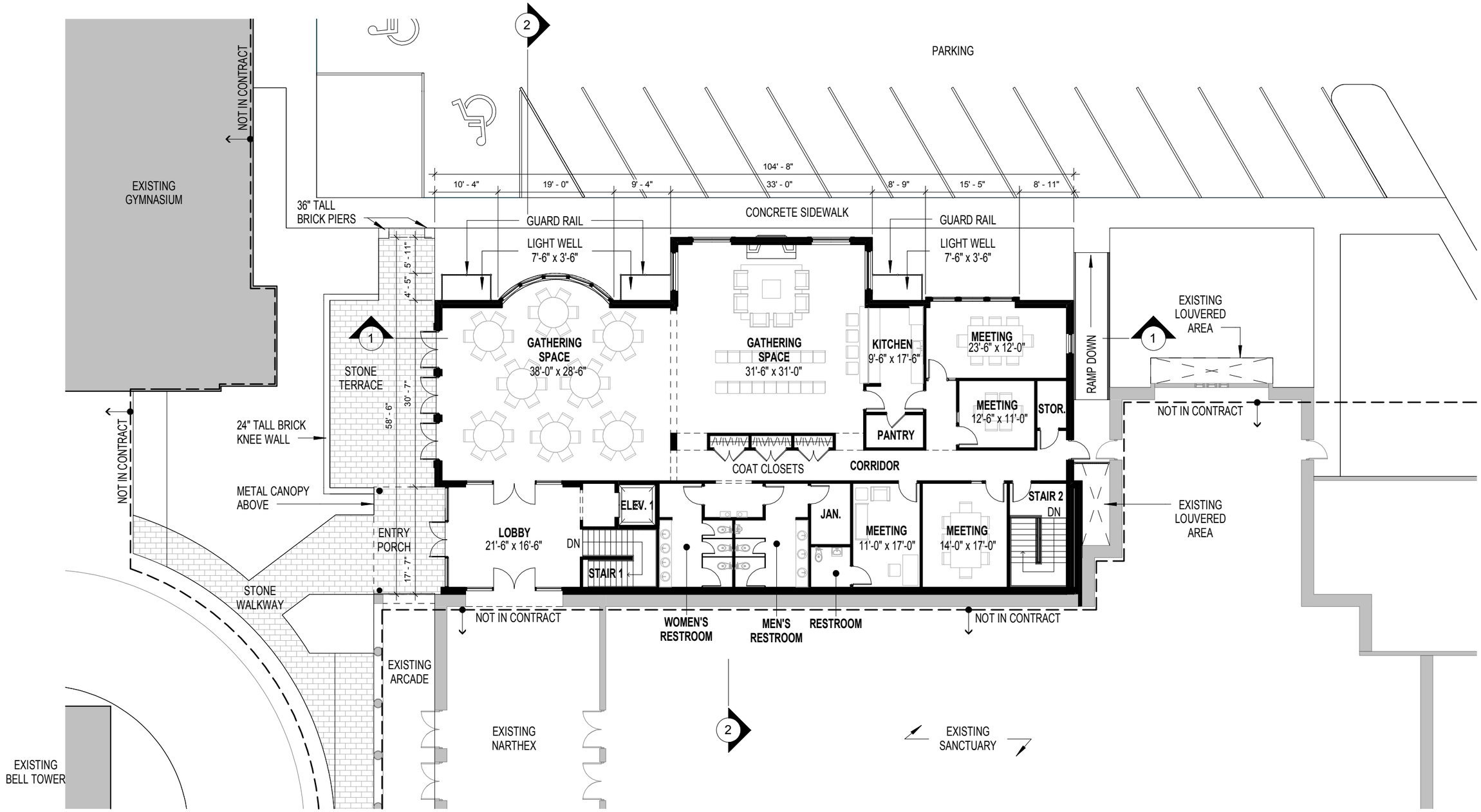
WINNETKA, ILLINOIS

PAGE 11

DATE: JANUARY 04, 2016

PROJ. NO.: 14028



1 GROUND FLOOR PLAN
1/16" = 1'-0"

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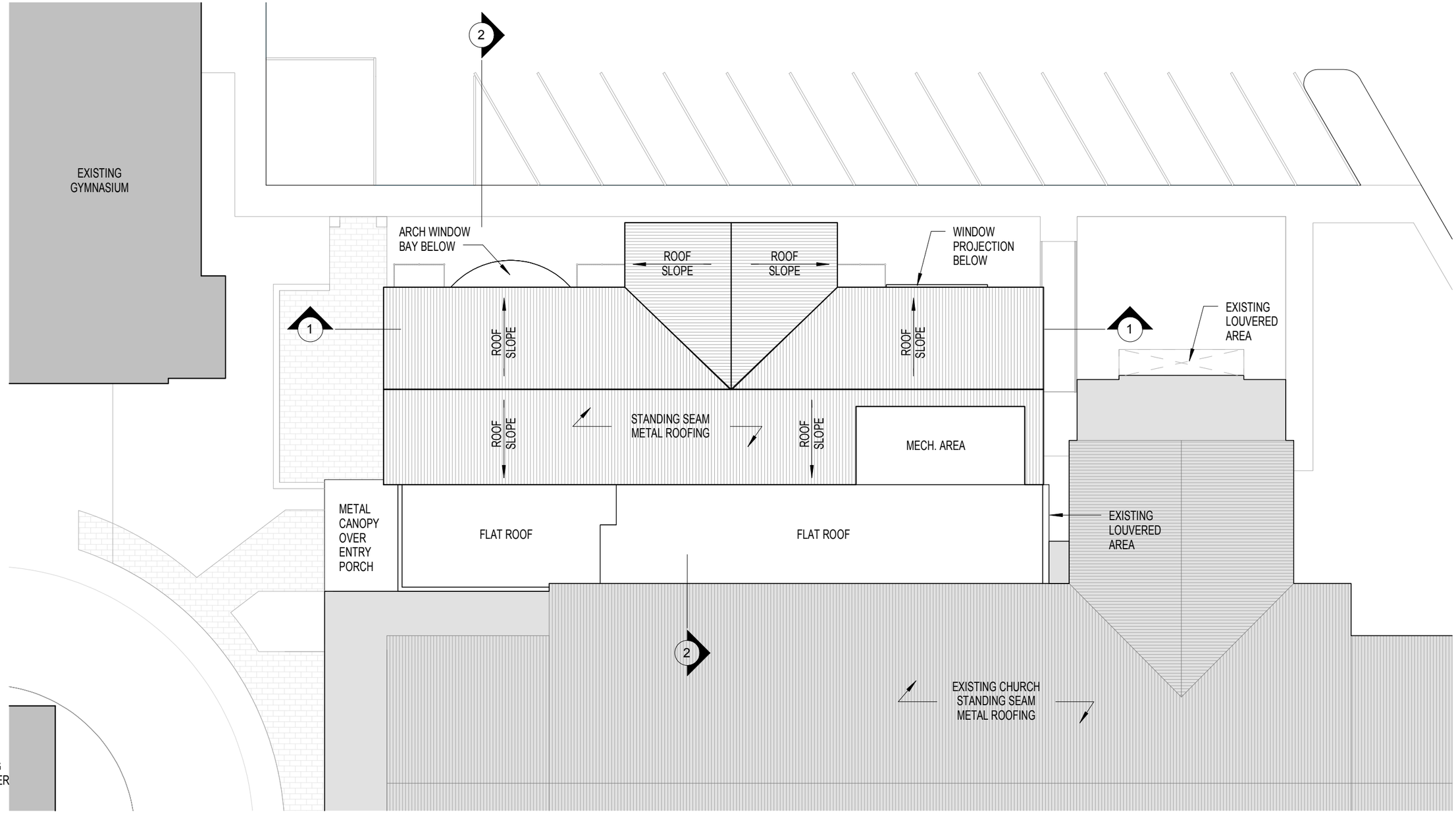

1 ROOF PLAN
1/16" = 1'-0"

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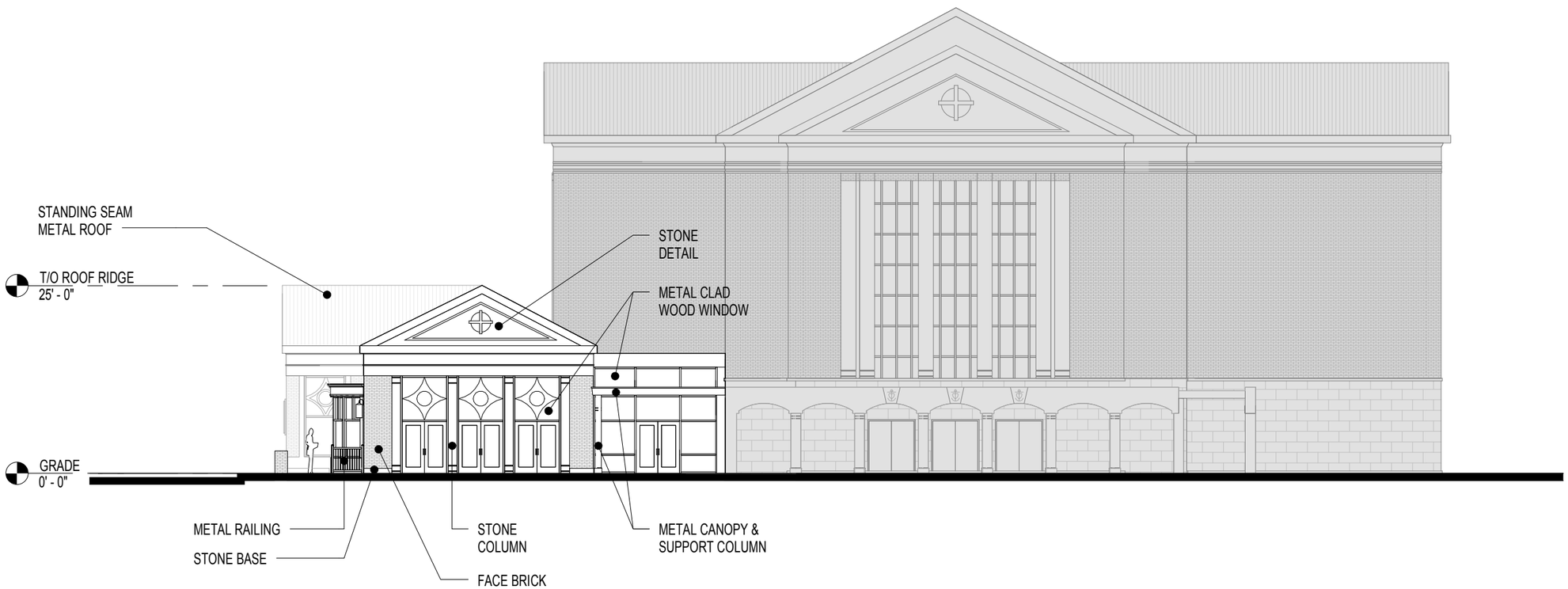
OKW Architects

WINNETKA, ILLINOIS

DATE: DECEMBER 14, 2015

PROJ. NO.: 14028



1 NORTH BUILDING ELEVATION
1/16" = 1'-0"

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WINNETKA, ILLINOIS

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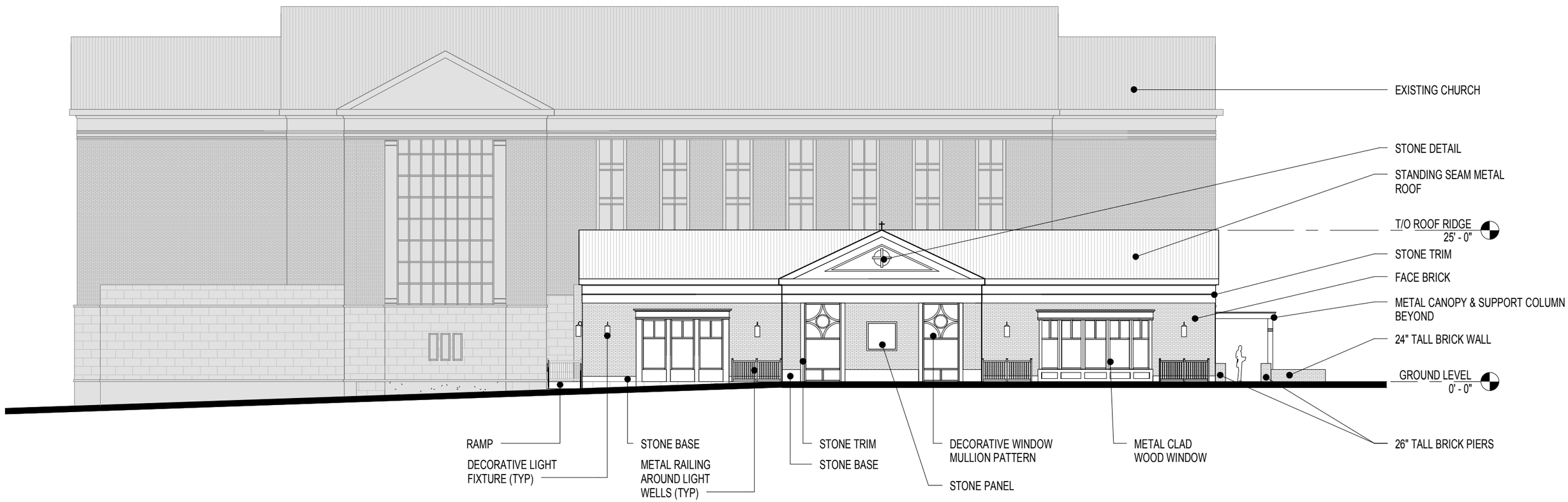
DATE: DECEMBER 14, 2015

PROJ. NO.: 14028



1 EAST BUILDING ELEVATION

1/16" = 1'-0"

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WINNETKA, ILLINOIS

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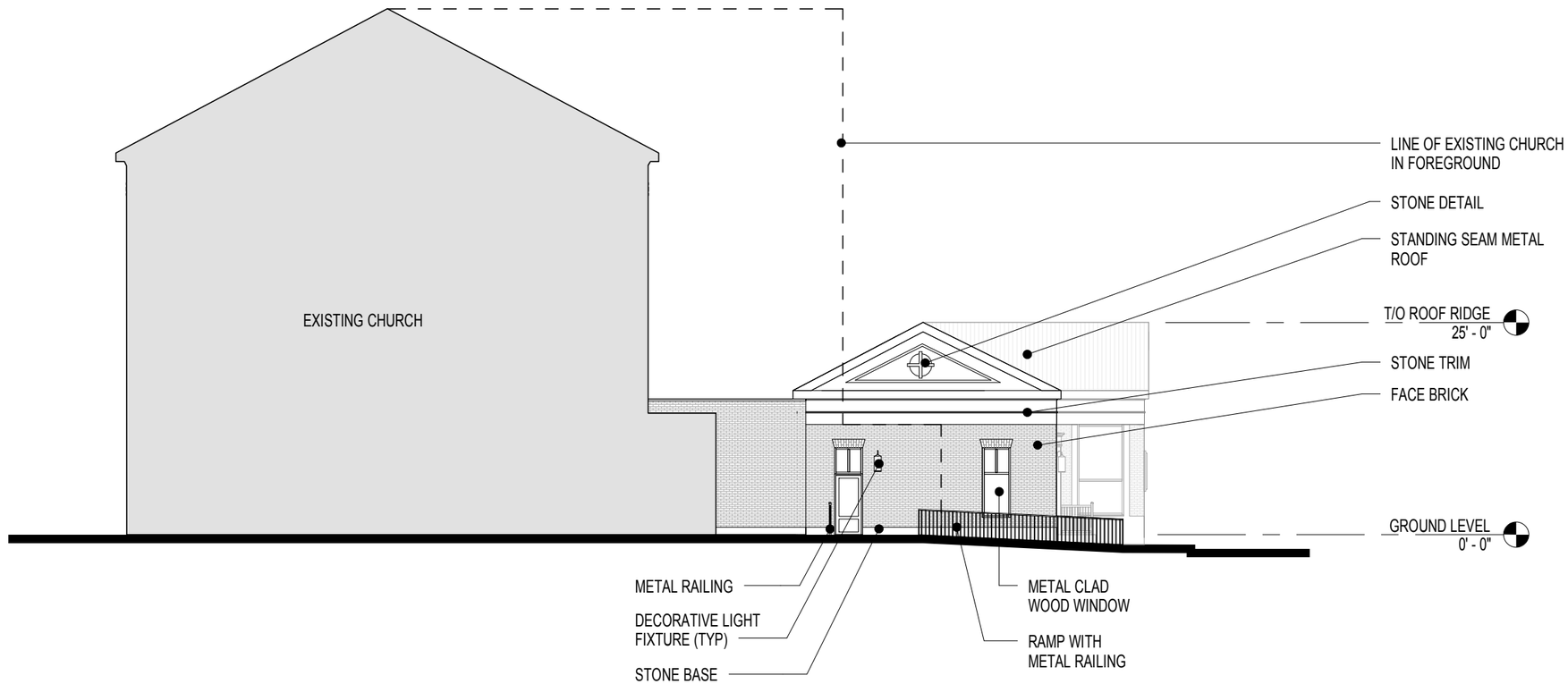
DATE: DECEMBER 14, 2015

PROJ. NO.: 14028



1 SOUTH BUILDING ELEVATION
1/16" = 1'-0"

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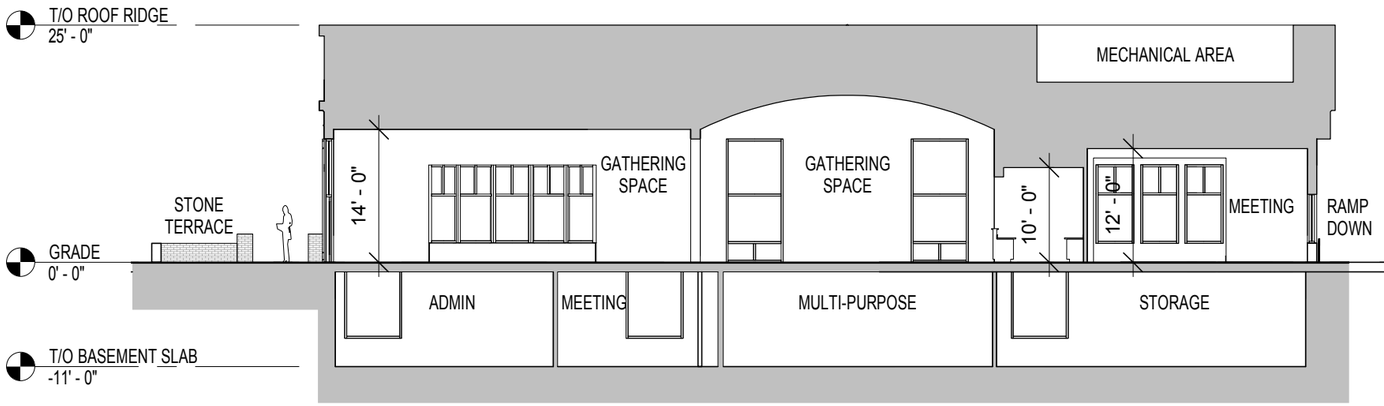
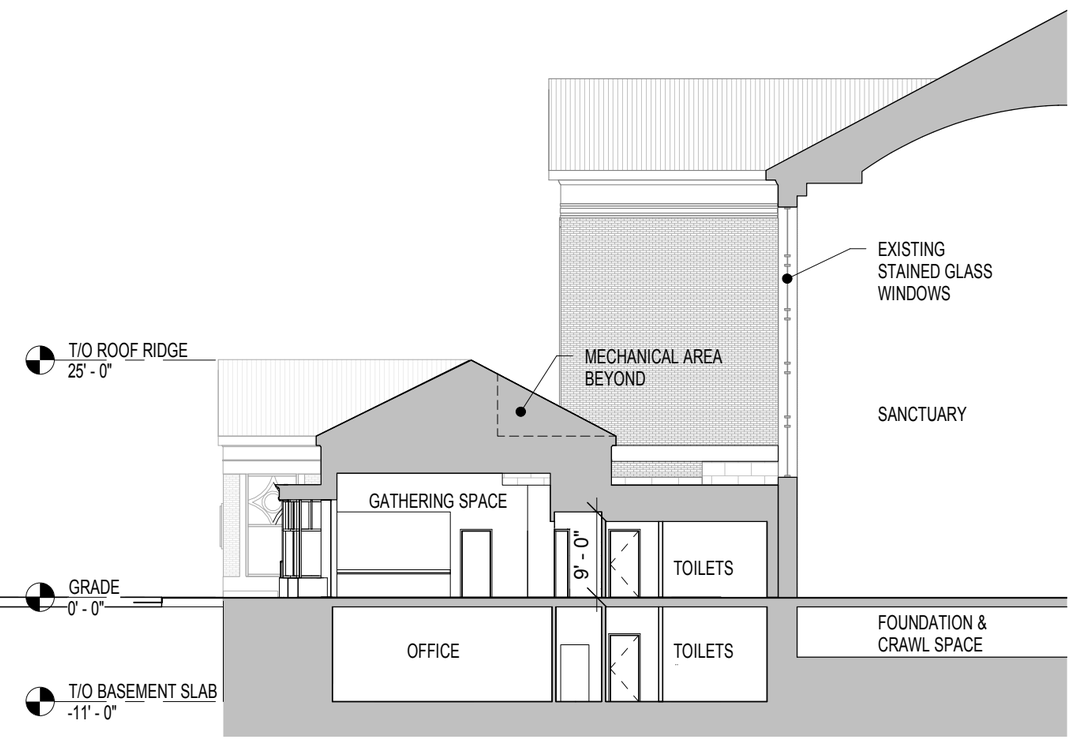
DATE: DECEMBER 14, 2015

PROJ. NO.: 14028



1 NORTH-SOUTH BUILDING SECTION: LOOKING EAST
1/16" = 1'-0"



2 EAST-WEST BUILDING SECTION: LOOKING SOUTH
1/16" = 1'-0"

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WINNETKA, ILLINOIS

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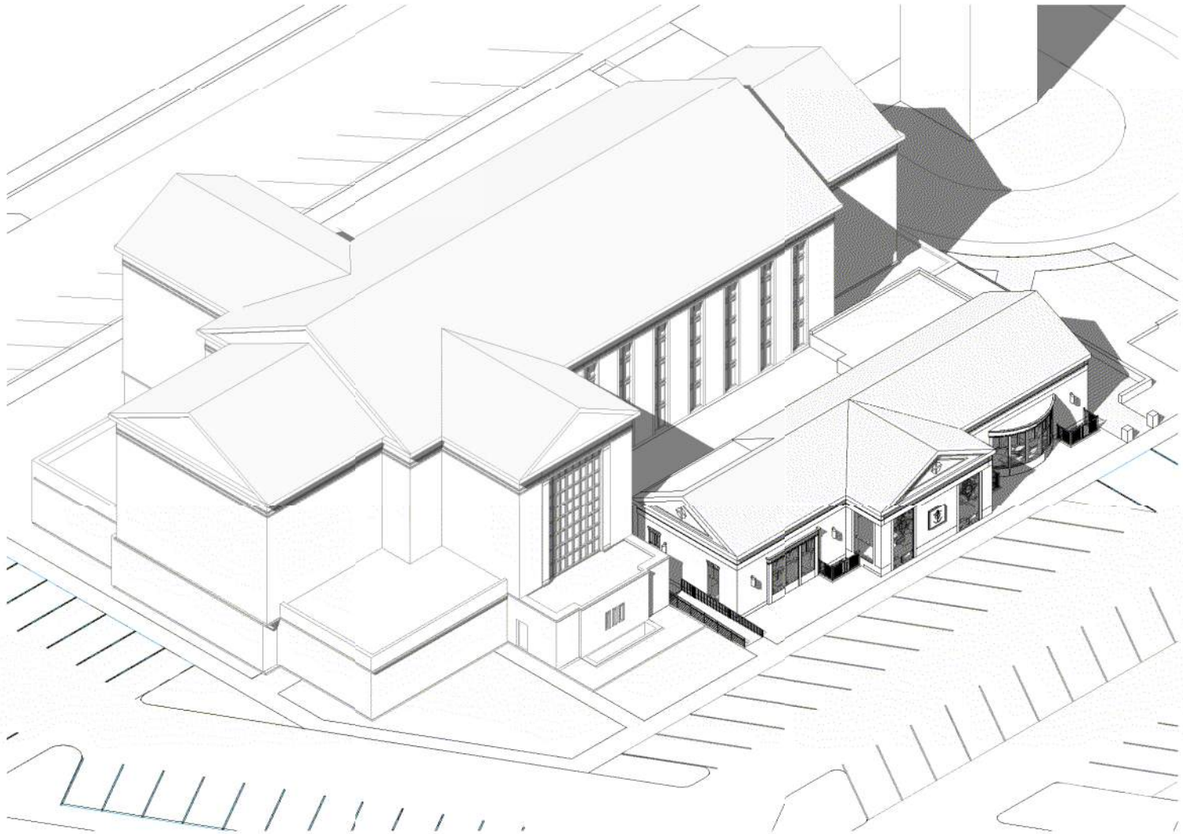
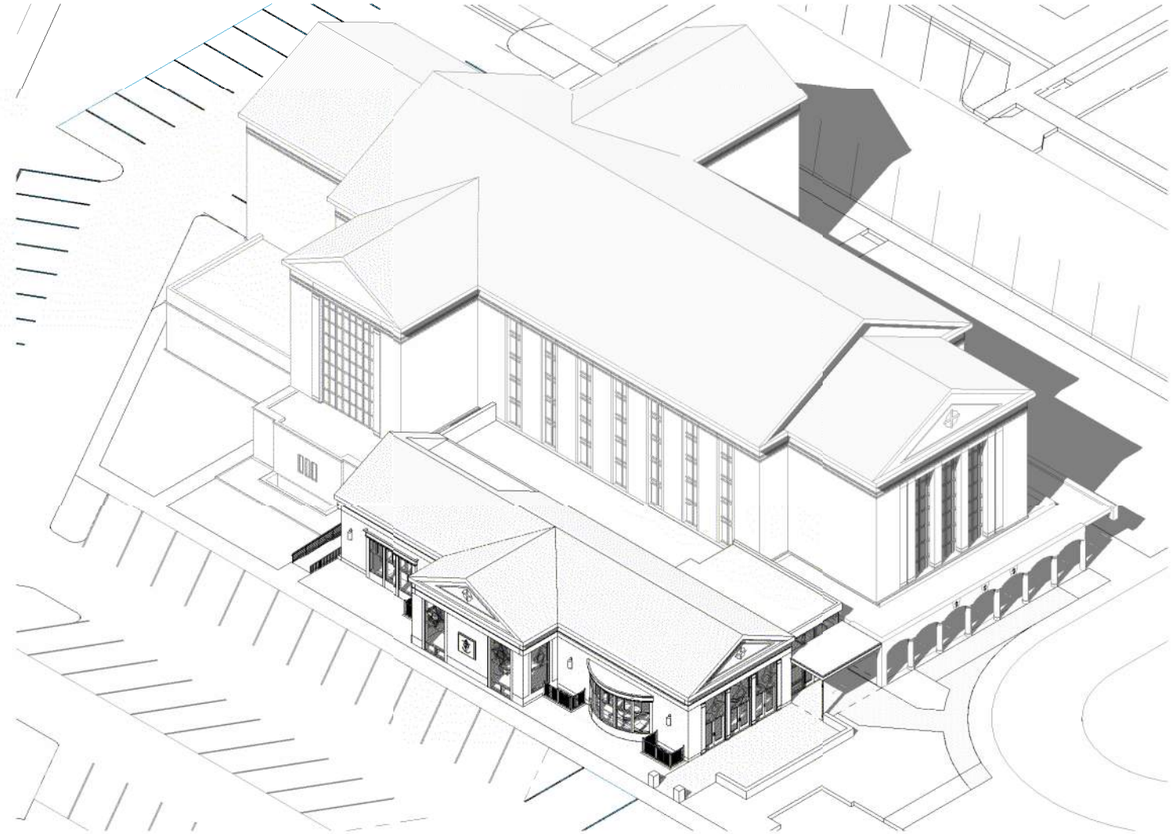
DATE: DECEMBER 14, 2015

PROJ. NO.: 14028



1 AERIAL VIEW FROM SOUTHEAST LOOKING NORTHWEST



2 AERIAL VIEW FROM NORTHEAST LOOKING SOUTHWEST

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PARISH CENTER

WINNETKA, ILLINOIS

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DATE: DECEMBER 14, 2015

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PARISH CENTER

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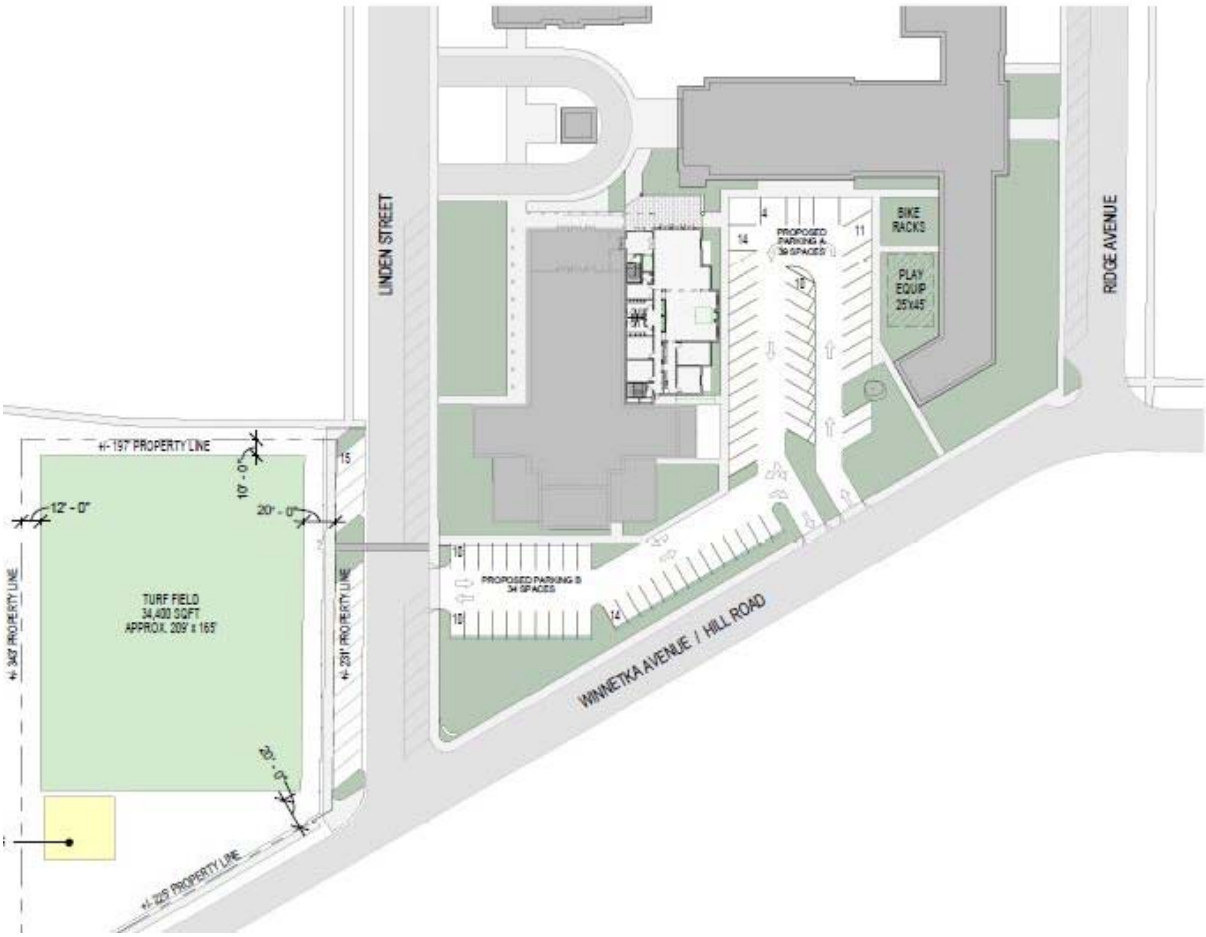
WINNETKA, ILLINOIS

DATE: DECEMBER 14, 2015

PROJ. NO.: 14028

Traffic and Parking Evaluation
Saints Faith, Hope and Charity
Catholic Parish and School

Winnetka, Illinois



Prepared By

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

December 11, 2015

Introduction

This report summarizes the results of a traffic and parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the Saints Faith, Hope and Charity Catholic Parish and School. The church/school is located in the northeast quadrant of the intersection of Linden Street and Winnetka Avenue (Hill Road) in Winnetka, Illinois. As proposed, the church is to be expanded to provide an approximately 5,400 square-foot parish center on the northeast corner of the church. This expansion will result in the modification of the on-site parking lot for the church and school. **Figure 1** shows an aerial view of the site area.

The Saints Faith, Hope and Charity Catholic (SFHC) Parish and School is served by a full ingress/egress access drive on Winnetka Avenue approximately 250 feet southwest of Ridge Avenue, a full ingress/egress access drive on Linden Street approximately 125 feet north of Winnetka Avenue and via the Linden Street bell tower horseshoe driveway approximately 365 feet north of Winnetka Avenue which also provides access to the on-site parking area. The school has an enrollment of approximately 310 students in grades pre-kindergarten through eighth and has approximately 33 full time employees. The church has a membership of approximately 1,100 families. Parking for the parishioners of the church is provided via the existing surface parking lot and the on-street parking spaces on Ridge Avenue, Winnetka Avenue and Linden Street. There are two distinct areas designated for drop-off/pick-up activities. The drop-off/pick-up activity in the parking lot located between the church and the school is for grades one through eight and the drop-off/pick-up activity for kindergarten and pre-kindergarten students and respective siblings occurs along a dedicated zone on Ridge Avenue.

This study was conducted to examine and evaluate the existing traffic and parking conditions around the church and school and to evaluate the impact the proposed improvements will have on the drop-off and pick-up operations for the school and parking for the church and school.

Aerial View of Site Location **Figure 1**

Existing Traffic Conditions

In order to obtain a better understanding of the traffic conditions in and around the school/church, KLOA, Inc. conducted turning movement traffic counts on Thursday, November 12, 2015 during the morning (7:00 A.M. to 9:00 A.M.) and afternoon (2:00 P.M. to 4:00 P.M.) peak periods and on Sunday, November 15, 2015 during the Sunday morning (9:30 A.M. to 11:30 A.M.) peak period at the following intersections.

1. Winnetka Avenue with Linden Street
2. Winnetka Avenue with Ridge Avenue
3. Winnetka Avenue with SFHC Access Drive
4. Linden Street with SFHC Access Drives

These time periods were chosen to coincide with the arrival/dismissal times of the school and the busiest mass time on Sunday.

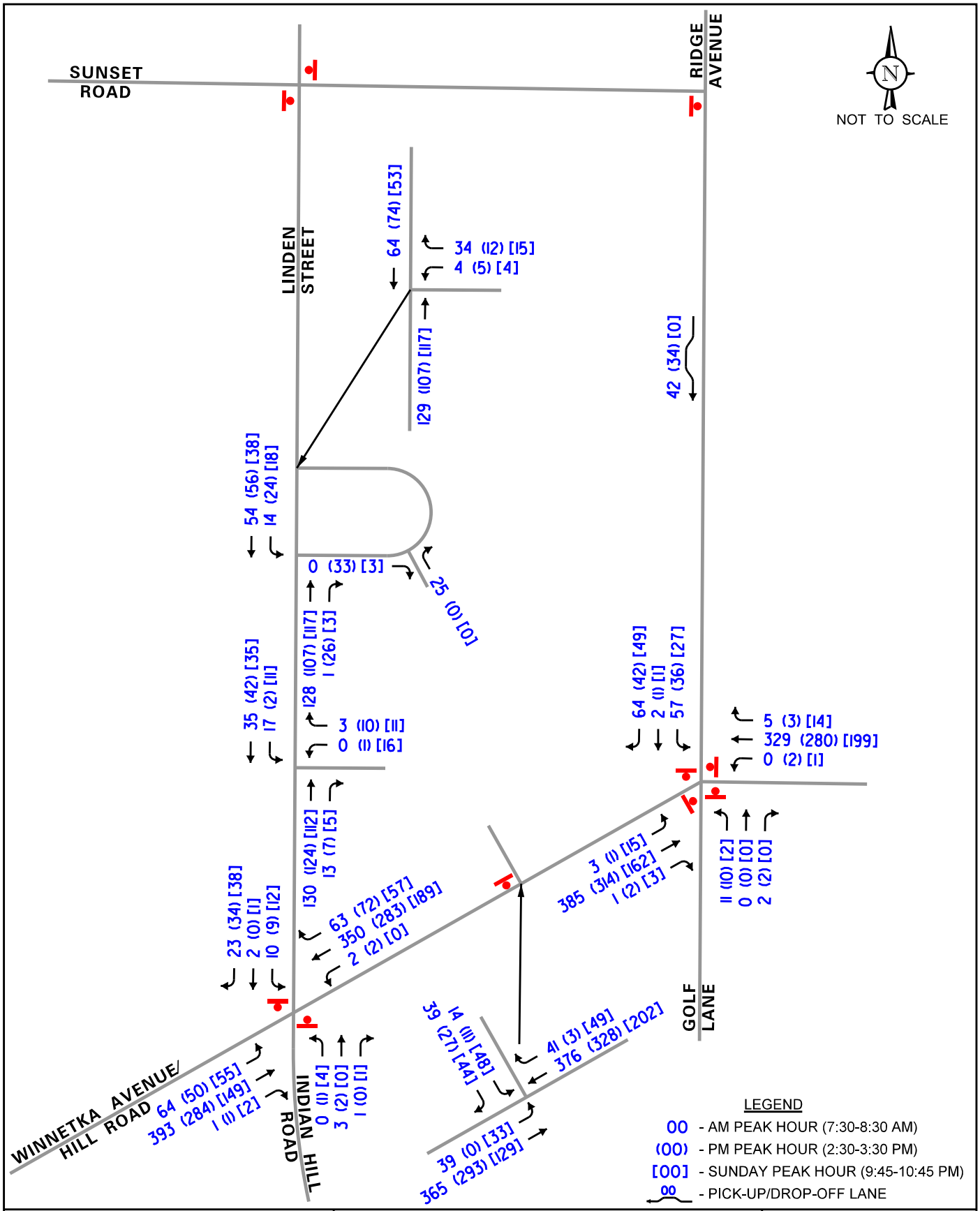
The results of the traffic counts show that the weekday morning peak hour occurs from 7:30 to 8:30 A.M., the afternoon peak hour occurs from 2:30 to 3:30 P.M. and the Sunday morning peak hour occurs from 9:45 to 10:45 A.M. The existing peak hour traffic volumes are shown in **Figure 2**. Based on a review of the traffic counts, the school generates approximately 125 inbound trips and 96 outbound trips during the morning peak hour and approximately 62 inbound trips and 66 outbound trips during the afternoon peak hour. The church generates approximately 119 inbound trips and 138 outbound trips during the Sunday morning peak hour.

Saints Faith, Hope and Charity Catholic Parish and School Characteristics

As previously indicated the existing SFHC parish and school is located in the northeast quadrant of the intersection of Linden Street and Winnetka Avenue (Hill Road) and has an enrollment of approximately 310 students and 33 full time employees. School starting time is 8:00 A.M. and dismissal time is 3:00 P.M. The church offers masses on Mondays, Tuesdays, Thursdays and Fridays at 7:00 A.M. and 8:00 A.M. On Wednesdays, masses are offered at 7:00 A.M. and 8:15 A.M. On Sundays, the church has masses at 7:30 A.M., 9:00 A.M., 10:30 A.M., 11:45 A.M. and 5:00 P.M. The heaviest attended mass is at 10:30 A.M.

Drop-off and Pick-Up Operations

The drop-off and pick-up operations for the school occur in two different zones. The parking lot located between the church and the school serves as the drop-off and pick-up zone for grades one through eight and the loading zone on Ridge Avenue serves kindergarten/pre-kindergarten students and their siblings. The operations of the two zones are as follows:



PROJECT:	TITLE:	
Saints Faith, Hope and Charity Catholic Parish and School Winnetka, Illinois	Existing Traffic Volumes	KLOA Job No: 15-264
		Figure: 2

Parking Lot Loading Zone

During drop-off activities, vehicles enter and exit the zone via all three of the access drives with the majority of vehicles entering via the Winnetka Avenue access drive. All students are dropped off at the northeastern corner of the parking lot with some parents parking within the parking lot and walking students into the building.

During pick-up activities, all vehicles enter the parking lot via the Linden Street bell tower access drive and form approximately six rows of four vehicles facing east. Students are released to vehicles closest to the east and staff allows the first column of vehicles to depart. The following vehicles move closer to pick up their children and repeat the procedure. The vehicles exit toward the Winnetka Avenue access drive where a crossing guard stops the through traffic on Winnetka Avenue to allow the vehicles to exit the parking lot.

Ridge Avenue Loading Zone

The Ridge Avenue loading zone is located approximately 310 feet north of Hill Road. Ridge Avenue is restricted to one-way southbound traffic between Winnetka Avenue and Sunset Road from 8:00 to 9:00 A.M. and from 2:30 to 3:30 P.M. During drop-off and pick-up activities, vehicles queue along the western curb front of Ridge Avenue beginning at the loading zone and faculty assist students to/from vehicles during both activities.

Pedestrian and Bicycle Operations

In addition to the crossing guard at the intersection of Winnetka Avenue with the access drive during the pick-up activity at the main parking lot, crossing guards are used at the intersections of Winnetka Avenue with Ridge Avenue and Linden Street. The crossing guards are present from 7:50 to 8:05 A.M. and from 3:10 to 3:25 P.M. All students walking home and to vehicles parked on-street must depart the school using the sidewalk located between the school building and the playground and cannot walk through the parking lot.

Traffic Observations

In addition to the traffic counts, observations were made of the drop-off/pick-up activities as well as the traffic flow during the peak periods. Below is a summary of these observations.

Morning Peak Period

Parking Lot Drop-off/Pick-up Zone

- Approximately 125 vehicles used this zone during the morning peak hour.
- Although the southern access drive on Linden Street is restricted to outbound movements during school hours, approximately 30 vehicles entered the parking lot drop-off area via this access drive.
- The average drop-off queue was four to five vehicles with a maximum queue of nine vehicles occurring a few times between 8:00 and 8:10 A.M. During this time, a few vehicles (three on the west approach and four on the east approach) were queued on Winnetka Avenue waiting to turn either left or right onto the access drive.
- This inbound queue was the result of no distinct drop-off procedure. Vehicles entered and exited via any access drive and dropped off students at the northeast section of the parking lot or parents parked their vehicles and walked the students into the building. Because of this, there were many overlapping movements and points of conflict affecting on-site queueing.
- The outbound queues from the access drive onto Winnetka Avenue were typically four to five vehicles. These queues extended beyond the southern Linden Street access drive causing a conflict between exiting movements and vehicles that entered the site via Linden Street.
- Eastbound queues beginning at the all-way stop-sign controlled intersection of Winnetka Avenue with Ridge Avenue were observed to extend beyond the Winnetka Avenue access drive which did not allow outbound left-turning vehicles to exit onto Winnetka Avenue efficiently.
- The average vehicle occupancy observed was 2.1 children per vehicle.
- The majority of the people attending mass during the weekday morning were observed to park in the main parking lot.

Ridge Avenue Drop-off/Pick-up Zone

- Approximately 42 vehicles used this area during the morning peak hour.

- All of the vehicles dropping off students approached the zone from the north on Ridge Avenue or Sunset Road and departed to the south.

- Vehicles queued outside the drop-off/pick-up area along the western curb of Ridge Avenue between 7:45 and 8:00 A.M. with a maximum drop-off queue of six vehicles. It should be noted that parking is restricted along this curb from 8:00 to 10:00 A.M. on weekdays which allows for vehicles to queue along the curb between the loading zone and Sunset Road and not obstruct through traffic on Ridge Avenue.

<u>Afternoon Peak Period</u>

Parking Lot Drop-off/Pick-up Zone

- Approximately 62 vehicles used this zone during the evening peak hour.

- The Winnetka Avenue access drive is gated prior to pick-up activities and contrary to the school's dismissal procedure which indicates that all vehicles will enter the parking lot from Linden Street and form three lines facing north towards the gym and exit the bell tower turning right (northbound) towards Linden Street, the majority of the traffic (50 vehicles) entered the site via the bell tower access drive and formed six rows of four vehicles facing to the east.

- The remaining inbound traffic entered via the southern access drive on Linden Street.

- Family name cards are placed in the front window of each vehicle to easily identify a student's vehicle.

- No outbound queues occurred at the Winnetka Avenue access drive as a crossing guard stopped through traffic along Winnetka Avenue to allow each surge of vehicles to exit uninterrupted. In doing so, queues were observed in the eastbound and westbound direction on Winnetka Avenue to extend to Linden Street and Ridge Avenue, respectively.

- The majority of vehicles are queued on-site before students are released.

Ridge Avenue Drop-off/Pick-up Zone

- Approximately 34 vehicles used this area during the evening peak hour.

- All of the vehicles dropping-off students approached the zone from the north on Ridge Avenue or Sunset Road and departed to the south.

- All of the vehicles waiting to pick-up students queued along the western curb of Ridge Avenue with maximum observed queue of 16 vehicles which extended beyond and onto Sunset Road.

- These observed queues dissipated within 15 minutes.

Pedestrian Operations Observations

Pedestrian flow was observed during the morning and afternoon peak periods and the following was found:

- During the morning peak period, parents who parked their vehicles in the school parking lot escorted their children into the school building.

- During the afternoon peak period, parents park their vehicles in the on-street parking locations along Winnetka Avenue and Linden Street. Once the students are released, students in grades one through eight are able to walk unassisted to where their parents are parked along Winnetka Avenue or Linden Street.

- Crossing guards are present at the intersections of Winnetka Avenue with Linden Street, Ridge Avenue and the access drive to assist students across the street.

Existing Parking Supply and Demand

As previously indicated, the church and school are served by a surface parking lot that provides 88 parking spaces. In addition, there are approximately 139 on-street parking spaces provided along Wilmette Avenue, Ridge Avenue and Linden Street for a total of 227 spaces. In order to determine the existing parking demand, KLOA, Inc. conducted a parking occupancy survey on the parking lot, Wilmette Avenue (between Linden Street and Ridge Avenue), and Linden Street and Ridge Avenue (between Winnetka Avenue and Sunset Road) on Sunday, November 15, 2015 at 9:15 A.M. and at 10:45 A.M. to coincide with the parking demand of the two most attended masses. The results of the parking occupancy surveys indicated that the church had a peak parking occupancy of 189 vehicles at 9:15 A.M. and 170 vehicles at 10:45 A.M.

Key Findings

Based on KLOA, Inc.'s observations the following summarizes the key findings as they relate to vehicle and pedestrian activity generated by the school.

- Approximately 70 percent of the drop-off/pick-up activity occurs within the parking lot with the remainder occurring in the Ridge Avenue zone or via on-street parking locations.

- The peak morning drop-off on-site activity is approximately 75 percent higher than the afternoon pick-up activity. This is due in part to parents parking on-street when picking up their students compared to dropping them off at the designated location during the morning peak drop-off activity and due to the availability of extracurricular/after school activities.

- With no established ingress/egress pattern during the morning peak hour, overlapping traffic movements create congestion causing conflicts and excessive queuing on site.

- The afternoon pick-up operation within the parking lot promotes efficient traffic flow within the parking lot and minimizes conflicts between entering and exiting vehicles and vehicular conflicts with pedestrians.

- Limiting Ridge Avenue to one-way southbound movements only during drop-off and pick-up periods reduces traffic and pedestrian conflicts and promotes efficient traffic flow.

- The outbound queues occurring on the Winnetka Avenue access driveway during the peak drop-off activity is due to the vehicles attempting to turn left onto Winnetka Avenue and the eastbound queues on Winnetka Avenue from its all-way stop-sign controlled intersection with Ridge Avenue.

- The drop-off/pick-up activity peak is typically limited to a 10 to 20 minute period.

Proposed Modifications

As previously stated, the parking lot provides a total of 88 parking spaces. As proposed, the church will be expanded to provide an approximately 5,400 square-foot addition to provide additional storage, meeting/gathering rooms and restrooms to expand the available facilities for the existing church and its parishioners. The proposed expansion is not expected to increase the family membership of the church or increase the student population at the school.

Furthermore, the parking lot will be modified to provide the following:

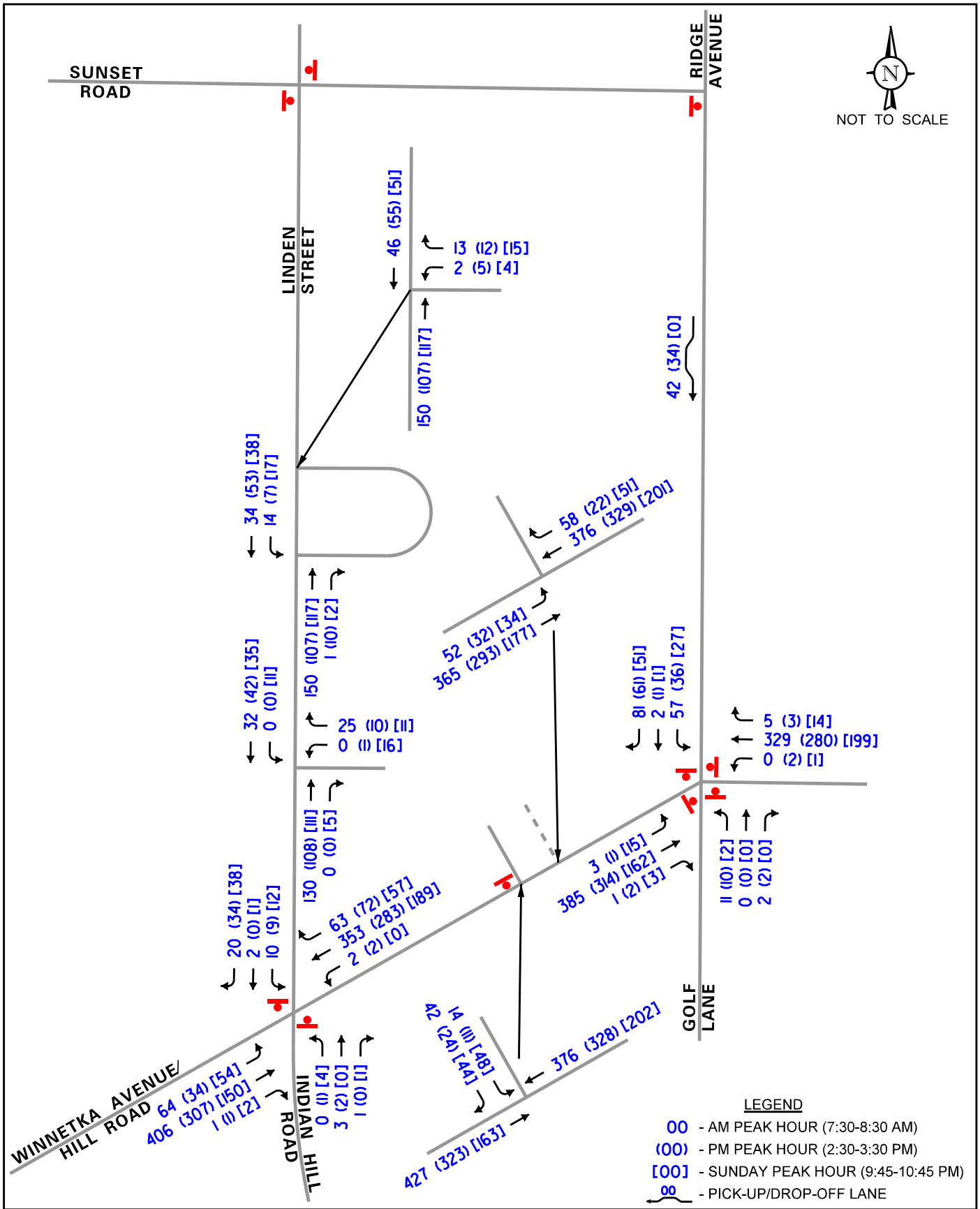
- A one-way counterclockwise circulation drive aisle off Winnetka Avenue with the entrance to the drive located approximately 310 feet east of Linden Street and the exit to the drive located approximately 280 feet east of Linden Street. This one-way circulation drive aisle will provide access to 34 angled parking spaces and five perpendicular parking spaces.

- The southern Linden Street access drive will be modified to provide a two-way drive aisle and the parking lot will be restriped to provide 34 perpendicular parking spaces.

- The connection between the main parking lot and the bell tower horseshoe drive will be eliminated.

The total provided on-site parking will be 73 parking spaces. However, as part of the proposed improvements, the west side of Linden Street will be widened to provide 15 on-street angled parking spaces. When combined with the 73 on-site parking spaces, a total of 88 parking spaces are proposed which will maintain the existing number of provided parking spaces on-site.

With the elimination of the connection between the parking lot and the bell tower access drive, new traffic operations for drop-off/pick-up during both the morning and afternoon peak hours will be established (to be discussed in the next section). The elimination of the cross-connection will require the existing traffic to be reassigned to the roadway system in accordance to the proposed access system. The reassignment of traffic during the peak hours is illustrated in **Figure 3**.



PROJECT:	TITLE:	
Saints Faith, Hope and Charity Catholic Parish and School Winnetka, Illinois	Total Projected Traffic Volumes	KLOA Job No: 15-264 Figure: 3

Recommended Operations

The proposed modifications to the parking lot will result in a new operation for drop-off and pick-up activities. The following describes the recommended drop-off/pick-up operations for the parking lot:

- During both drop-off and pick-up activities, all vehicles should enter the site via the access drive on Winnetka Avenue and exit via the Winnetka Avenue access drive or via the Linden Street southern access drive.

- During both drop-off and pick-up activities, parents should be instructed to approach the access driveway from the east in order to minimize the number of westbound left-turns from Winnetka Avenue onto the access drive.

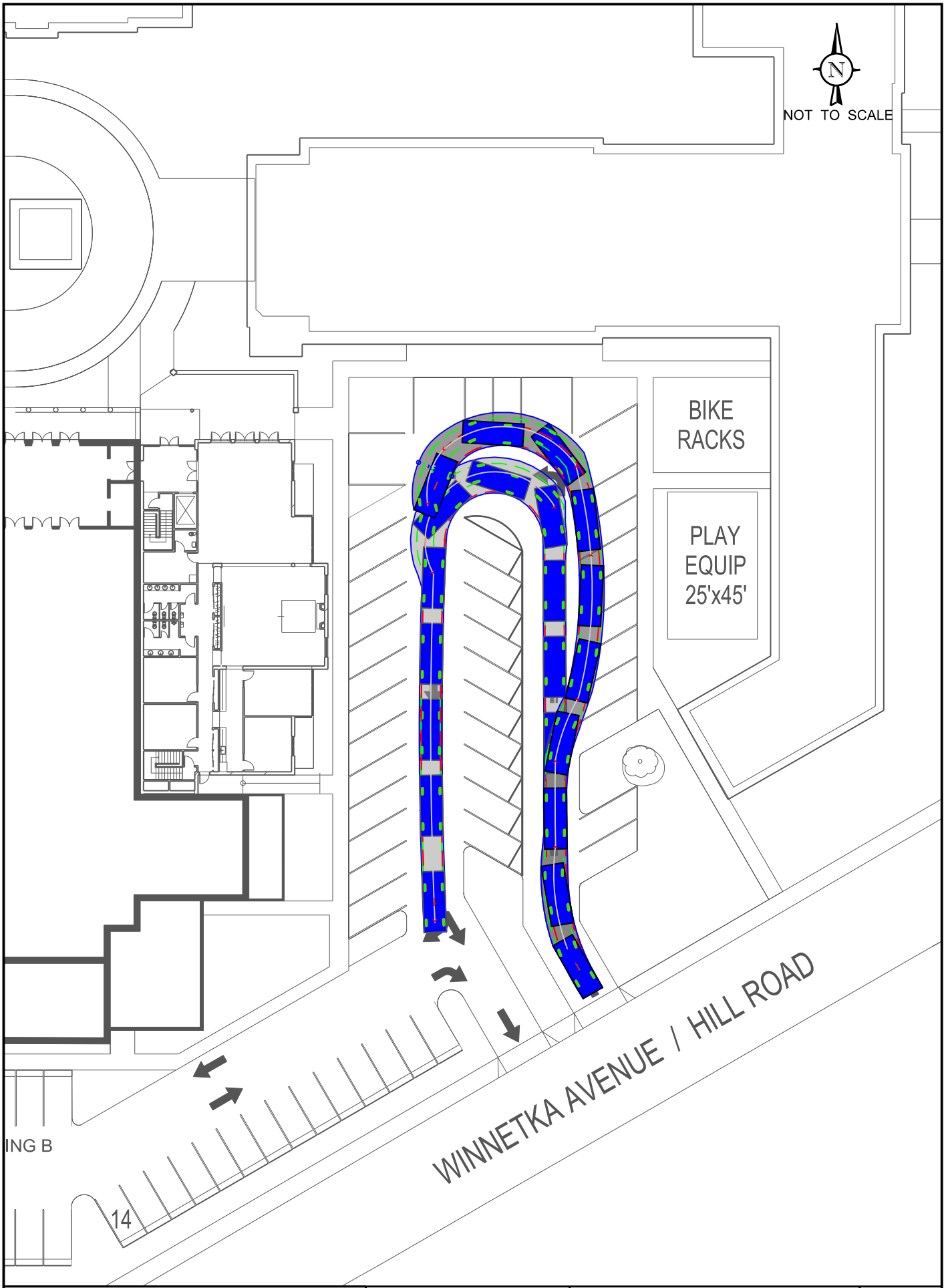
- During drop-offs, all vehicles should continue to drop-off students in the northeast corner of the parking lot.

- The Linden Street southern access drive should be physically restricted to one-way westbound (exit) traffic only during drop-off/pick-up activities. During the rest of the day and on weekends, two-way traffic should be allowed.

- During pick-ups, vehicles should begin queueing on the church side of the parking lot (facing south). Parents should continue to display nameplates and students should continue to be escorted to their vehicles. Once the first three vehicles in line are loaded, vehicles should be released thus allowing the next group of vehicles to proceed south.

- The proposed loading zone can accommodate 14 stacked vehicles. Given the observed number of vehicles waiting to pick-up students it is recommended that parking within the parking lot be restricted during school hours, therefore providing for six additional vehicles that can be accommodated on site along the northeast corner of the parking lot. **Figure 4** shows the proposed stacking available with the proposed improvements.

- Furthermore, the on-street parking located on the north side of Winnetka Avenue between Linden Street and Ridge Avenue should be prohibited during school hours to maximize the available storage area for drop-off/pick-up activities.



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PROJECT # 15-264

SAINTS FAITH, HOPE AND CHARITY
CATHOLIC PARISH AND SCHOOL
WINNETKA, ILLINOIS

RECOMMENDED
DROP-OFF/PICK-UP OPERATIONS

FIGURE NO.
4

Capacity Analyses

In order to determine the impact the reassignment of traffic will have on the operations of the area intersections, capacity analyses were conducted for the weekday morning, weekday afternoon and Sunday morning peak hours for the existing traffic conditions and for the reassignment of the traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the Synchro/Simtraffic 8 computer software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and projected traffic conditions are presented in **Tables 1** and **2**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 1
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Sunday Morning Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Winnetka Avenue/Hill Road with Linden Street/Indian Hill Road						
• Northbound Approach	C	24.6	C	22.0	C	15.0
• Southbound Approach	C	20.2	B	14.2	B	11.8
• Eastbound Lefts	A	2.2	A	1.9	A	2.5
• Westbound Lefts	A	0.1	A	0.1	--	--
Winnetka Avenue/Hill Road with Ridge Avenue/Golf Lane						
• Overall	C	16.8	B	13.3	A	9.3
• Northbound Approach	A	9.9	A	9.4	A	8.4
• Southbound Approach	B	11.1	A	9.9	A	8.5
• Eastbound Approach	C	19.6	B	14.4	A	9.3
• Westbound Approach	C	16.0	B	13.2	A	9.6
Winnetka Avenue/Hill Road with Access Drive						
• Southbound Approach	C	16.3	B	13.0	B	12.9
• Eastbound Lefts	A	1.4	--	--	A	1.9
Linden Street with Southern Access Drive						
• Westbound Approach	A	9.2	A	9.4	A	9.6
• Southbound Lefts	A	2.6	A	0.4	A	1.9
Linden Street with Bell Tower Access Drive						
• Westbound Approach	A	9.8	A	9.6	A	9.8
• Southbound Lefts	A	1.7	A	2.5	A	2.7

LOS = Level of Service
Delay is measured in seconds.

Table 2
CAPACITY ANALYSIS RESULTS – PROJECTED TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Sunday Morning Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Winnetka Avenue/Hill Road with Linden Street/Indian Hill Road						
• Northbound Approach	C	25.2	C	21.3	C	15.0
• Southbound Approach	C	21.2	B	14.0	B	11.8
• Eastbound Lefts	A	2.2	A	1.3	A	2.5
• Westbound Lefts	A	0.1	A	0.1	--	--
Winnetka Avenue/Hill Road with Ridge Avenue/Golf Lane						
• Overall	C	17.4	B	13.7	A	9.3
• Northbound Approach	B	10.1	A	9.5	A	8.4
• Southbound Approach	B	11.5	B	10.2	A	8.5
• Eastbound Approach	C	20.5	B	15.0	A	9.3
• Westbound Approach	C	16.6	B	13.6	A	9.6
Winnetka Avenue/Hill Road with Access Drive						
• Southbound Approach	C	15.4	B	13.1	B	12.0
• Eastbound Lefts	A	1.8	A	0.9	A	1.6
Linden Street with Southern Access Drive						
• Westbound Approach	A	9.3	A	9.1	A	9.6
• Southbound Lefts	--	--	--	--	A	1.9
Linden Street with Bell Tower Access Drive						
• Westbound Approach	A	9.8	A	9.5	A	9.8
• Southbound Lefts	A	2.4	A	0.9	A	2.5

LOS = Level of Service
Delay is measured in seconds.

Discussion and Evaluation

The results of the capacity analyses indicate that the intersections currently operate at acceptable levels of service during the weekday morning, weekday afternoon and Sunday morning peak hours. With the reassignment of traffic due to the elimination of the cross connection between the parking lot and the bell tower horseshoe access drive, the intersections are projected to continue operating at acceptable levels of service with increases in delay of less than one second. As such, the expansion of the church, redevelopment of the parking lot and elimination of the cross-connection will have a limited impact on the operations of the area intersections and no roadway or traffic control improvements will be necessary.

Conclusion

Based on the preceding evaluation and recommendations, the following conclusions have been made:

- The proposed modifications of the parking lot will improve drop-off/pick-up operations of the school by reducing internal conflicts between entering and exiting vehicles.

- Allowing vehicles to exit onto Winnetka Avenue and Linden Street will reduce on-site queueing and will allow vehicles to travel northbound on Linden Street without turning onto Winnetka Avenue.

- Encouraging parents to arrive to the Winnetka Avenue access drive from the east will reduce the number of conflict points and enhance the outbound operation.

- Adequate storage will be provided on-site to accommodate the drop-off/pick-up queues. Restricting parking on the north side of Winnetka Avenue between Linden Street and Ridge Avenue will provide additional storage for loading of students.

- Adequate parking is currently provided and will continue to be provided by the church and school to accommodate the parking demand.

- The adjacent studied intersections will continue operating at acceptable levels of service, thus indicating that the proposed internal layout and reassignment of traffic will have minimal impacts on traffic conditions.

Appendix

LEVEL OF SERVICE CRITERIA

Signalized Intersections

Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

HCM Unsignalized Intersection Capacity Analysis
1: Indian Hill Road/Linden Street & Winnetka Avenue

12/9/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	393	1	2	350	63	0	3	1	10	2	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	86	531	1	3	473	85	0	4	1	14	3	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	558			532			1258	1268	532	1229	1226	516
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	558			532			1258	1268	532	1229	1226	516
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			100	97	100	91	98	94
cM capacity (veh/h)	1023			1045			130	155	552	143	164	563

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	619	561	5	47
Volume Left	86	3	0	14
Volume Right	1	85	1	31
cSH	1023	1045	189	284
Volume to Capacity	0.08	0.00	0.03	0.17
Queue Length 95th (ft)	7	0	2	15
Control Delay (s)	2.2	0.1	24.6	20.2
Lane LOS	A	A	C	C
Approach Delay (s)	2.2	0.1	24.6	20.2
Approach LOS			C	C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	385	1	0	329	5	11	0	2	57	2	64
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	4	494	1	0	422	6	14	0	3	73	3	82

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	499	428	17	158
Volume Left (vph)	4	0	14	73
Volume Right (vph)	1	6	3	82
Hadj (s)	0.07	0.02	0.08	-0.22
Departure Headway (s)	5.1	5.2	6.7	6.0
Degree Utilization, x	0.71	0.61	0.03	0.26
Capacity (veh/h)	499	671	442	529
Control Delay (s)	19.6	16.0	9.9	11.1
Approach Delay (s)	19.6	16.0	9.9	11.1
Approach LOS	C	C	A	B

Intersection Summary			
Delay	16.8		
Level of Service	C		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	39	365	376	41	14	39
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	53	493	508	55	19	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	564				1134	536
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	564				1134	536
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				91	90
cM capacity (veh/h)	1018				214	549

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	546	564	72
Volume Left	53	0	19
Volume Right	0	55	53
cSH	1018	1700	389
Volume to Capacity	0.05	0.33	0.18
Queue Length 95th (ft)	4	0	17
Control Delay (s)	1.4	0.0	16.3
Lane LOS	A		C
Approach Delay (s)	1.4	0.0	16.3
Approach LOS			C

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	3	130	13	17	35
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	4	176	18	23	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	278	184			193	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278	184			193	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			98	
cM capacity (veh/h)	705	863			1392	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	4	193	70
Volume Left	0	0	23
Volume Right	4	18	0
cSH	863	1700	1392
Volume to Capacity	0.00	0.11	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	9.2	0.0	2.6
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	2.6
Approach LOS	A		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	128	1	14	54
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Hourly flow rate (vph)	0	0	206	2	23	87
Pedestrians	2					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	342	209			210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342	209			210	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			98	
cM capacity (veh/h)	648	836			1373	

Direction, Lane #	NB 1	SB 1
Volume Total	208	110
Volume Left	0	23
Volume Right	2	0
cSH	1700	1373
Volume to Capacity	0.12	0.02
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	1.7
Lane LOS		A
Approach Delay (s)	0.0	1.7
Approach LOS		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	35	129	0	0	64
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Hourly flow rate (vph)	8	56	208	0	0	103
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	313	210			210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	313	210			210	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	93			100	
cM capacity (veh/h)	682	834			1370	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	65	208	103
Volume Left	8	0	0
Volume Right	56	0	0
cSH	811	1700	1700
Volume to Capacity	0.08	0.12	0.06
Queue Length 95th (ft)	6	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: Indian Hill Road/Linden Street & Winnetka Avenue

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	284	1	2	283	72	1	2	0	9	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	67	379	1	3	377	96	1	3	0	12	0	45
Pedestrians											12	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	485			380			989	1003	379	957	956	437
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	485			380			989	1003	379	957	956	437
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			99	99	100	95	100	93
cM capacity (veh/h)	1077			1190			199	226	672	222	241	617

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	447	476	4	57
Volume Left	67	3	1	12
Volume Right	1	96	0	45
cSH	1077	1190	216	450
Volume to Capacity	0.06	0.00	0.02	0.13
Queue Length 95th (ft)	5	0	1	11
Control Delay (s)	1.9	0.1	22.0	14.2
Lane LOS	A	A	C	B
Approach Delay (s)	1.9	0.1	22.0	14.2
Approach LOS			C	B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	314	2	2	280	3	10	0	2	36	1	42
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	1	436	3	3	389	4	14	0	3	50	1	58

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	440	396	17	110
Volume Left (vph)	1	3	14	50
Volume Right (vph)	3	4	3	58
Hadj (s)	0.03	0.01	0.07	-0.23
Departure Headway (s)	4.8	4.8	6.2	5.7
Degree Utilization, x	0.59	0.53	0.03	0.17
Capacity (veh/h)	724	722	476	555
Control Delay (s)	14.4	13.2	9.4	9.9
Approach Delay (s)	14.4	13.2	9.4	9.9
Approach LOS	B	B	A	A

Intersection Summary			
Delay	13.3		
Level of Service	B		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	293	328	3	11	27
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	391	437	4	15	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	441				830	439
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	441				830	439
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	94
cM capacity (veh/h)	1129				343	622

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	391	441	51
Volume Left	0	0	15
Volume Right	0	4	36
cSH	1129	1700	503
Volume to Capacity	0.00	0.26	0.10
Queue Length 95th (ft)	0	0	8
Control Delay (s)	0.0	0.0	13.0
Lane LOS			B
Approach Delay (s)	0.0	0.0	13.0
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	10	124	7	2	42
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	13	165	9	3	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	231	170			175	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	170			175	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	760	879			1414	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	15	175	59
Volume Left	1	0	3
Volume Right	13	9	0
cSH	867	1700	1414
Volume to Capacity	0.02	0.10	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.2	0.0	0.4
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	0.4
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	17.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	107	26	24	55
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	0	153	37	34	79
Pedestrians	18					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	337	189			208	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	337	189			208	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			98	
cM capacity (veh/h)	646	858			1375	

Direction, Lane #	NB 1	SB 1
Volume Total	190	113
Volume Left	0	34
Volume Right	37	0
cSH	1700	1375
Volume to Capacity	0.11	0.02
Queue Length 95th (ft)	0	2
Control Delay (s)	0.0	2.5
Lane LOS		A
Approach Delay (s)	0.0	2.5
Approach LOS		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	21.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	12	107	0	0	74
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	7	17	153	0	0	106
Pedestrians	17					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	170			170	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	170			170	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			100	
cM capacity (veh/h)	708	867			1400	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	153	106
Volume Left	7	0	0
Volume Right	17	0	0
cSH	813	1700	1700
Volume to Capacity	0.03	0.09	0.06
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	149	2	0	189	57	4	0	1	12	1	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	72	196	3	0	249	75	5	0	1	16	1	50
Pedestrians		8									3	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	327			199			687	669	197	633	633	297
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	327			199			687	669	197	633	633	297
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			98	100	100	96	100	93
cM capacity (veh/h)	1241			1386			320	358	849	376	376	740

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	271	324	7	67
Volume Left	72	0	5	16
Volume Right	3	75	1	50
cSH	1241	1386	366	593
Volume to Capacity	0.06	0.00	0.02	0.11
Queue Length 95th (ft)	5	0	1	10
Control Delay (s)	2.5	0.0	15.0	11.8
Lane LOS	A		C	B
Approach Delay (s)	2.5	0.0	15.0	11.8
Approach LOS			C	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	162	3	1	199	14	2	0	0	27	1	49
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	19	210	4	1	258	18	3	0	0	35	1	64

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	234	278	3	100
Volume Left (vph)	19	1	3	35
Volume Right (vph)	4	18	0	64
Hadj (s)	0.02	-0.04	0.20	-0.31
Departure Headway (s)	4.5	4.4	5.4	4.7
Degree Utilization, x	0.29	0.34	0.00	0.13
Capacity (veh/h)	778	792	590	684
Control Delay (s)	9.3	9.6	8.4	8.5
Approach Delay (s)	9.3	9.6	8.4	8.5
Approach LOS	A	A	A	A

Intersection Summary			
Delay	9.3		
Level of Service	A		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	129	202	49	48	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	43	170	266	64	63	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	330				555	298
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	330				555	298
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				87	92
cM capacity (veh/h)	1241				479	746

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	213	330	121
Volume Left	43	0	63
Volume Right	0	64	58
cSH	1241	1700	578
Volume to Capacity	0.04	0.19	0.21
Queue Length 95th (ft)	3	0	20
Control Delay (s)	1.9	0.0	12.9
Lane LOS	A		B
Approach Delay (s)	1.9	0.0	12.9
Approach LOS			B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	16	11	112	5	11	35
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	21	14	147	7	14	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	226	151			154	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	226	151			154	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			99	
cM capacity (veh/h)	759	901			1439	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	154	61
Volume Left	21	0	14
Volume Right	14	7	0
cSH	811	1700	1439
Volume to Capacity	0.04	0.09	0.01
Queue Length 95th (ft)	3	0	1
Control Delay (s)	9.6	0.0	1.9
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	1.9
Approach LOS	A		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	117	3	19	38
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	156	4	25	51
Pedestrians	58					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317	216			218	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317	216			218	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			98	
cM capacity (veh/h)	667	829			1364	

Direction, Lane #	NB 1	SB 1
Volume Total	160	76
Volume Left	0	25
Volume Right	4	0
cSH	1700	1364
Volume to Capacity	0.09	0.02
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	2.7
Lane LOS		A
Approach Delay (s)	0.0	2.7
Approach LOS		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	15	117	0	0	53
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	5	20	156	0	0	71
Pedestrians	55					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	5					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	282	211			211	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	282	211			211	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			100	
cM capacity (veh/h)	680	796			1309	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	156	71
Volume Left	5	0	0
Volume Right	20	0	0
cSH	768	1700	1700
Volume to Capacity	0.03	0.09	0.04
Queue Length 95th (ft)	3	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: Indian Hill Road/Linden Street & Winnetka Avenue

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	406	1	2	353	63	0	3	1	10	2	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	86	549	1	3	477	85	0	4	1	14	3	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	562			550			1276	1290	549	1251	1248	520
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	562			550			1276	1290	549	1251	1248	520
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			100	97	100	90	98	95
cM capacity (veh/h)	1019			1030			127	151	539	138	160	560

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	636	565	5	43
Volume Left	86	3	0	14
Volume Right	1	85	1	27
cSH	1019	1030	184	265
Volume to Capacity	0.08	0.00	0.03	0.16
Queue Length 95th (ft)	7	0	2	14
Control Delay (s)	2.2	0.1	25.2	21.2
Lane LOS	A	A	D	C
Approach Delay (s)	2.2	0.1	25.2	21.2
Approach LOS			D	C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	385	1	0	329	5	11	0	2	57	2	81
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	4	494	1	0	422	6	14	0	3	73	3	104

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	499	428	17	179
Volume Left (vph)	4	0	14	73
Volume Right (vph)	1	6	3	104
Hadj (s)	0.07	0.02	0.08	-0.27
Departure Headway (s)	5.2	5.3	6.8	6.0
Degree Utilization, x	0.72	0.63	0.03	0.30
Capacity (veh/h)	499	659	434	533
Control Delay (s)	20.5	16.6	10.1	11.5
Approach Delay (s)	20.5	16.6	10.1	11.5
Approach LOS	C	C	B	B

Intersection Summary			
Delay	17.4		
Level of Service	C		
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	427	376	0	14	39
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	577	508	0	19	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	508				1085	508
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	508				1085	508
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				92	91
cM capacity (veh/h)	1067				242	569

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	577	508	72
Volume Left	0	0	19
Volume Right	0	0	53
cSH	1700	1700	419
Volume to Capacity	0.34	0.30	0.17
Queue Length 95th (ft)	0	0	15
Control Delay (s)	0.0	0.0	15.4
Lane LOS			C
Approach Delay (s)	0.0	0.0	15.4
Approach LOS			C

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	52	389	376	58	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	70	526	508	78	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	586				1214	547
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586				1214	547
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				100	100
cM capacity (veh/h)	998				188	541

Direction, Lane #	EB 1	WB 1
Volume Total	596	586
Volume Left	70	0
Volume Right	0	78
cSH	998	1700
Volume to Capacity	0.07	0.34
Queue Length 95th (ft)	6	0
Control Delay (s)	1.8	0.0
Lane LOS	A	
Approach Delay (s)	1.8	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	25	130	0	0	32
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	34	176	0	0	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	219	176			176	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	219	176			176	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	774	873			1413	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	34	176	43
Volume Left	0	0	0
Volume Right	34	0	0
cSH	873	1700	1413
Volume to Capacity	0.04	0.10	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	16.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	150	1	14	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Hourly flow rate (vph)	0	0	242	2	23	55
Pedestrians	2					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	345	245			246	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	345	245			246	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			98	
cM capacity (veh/h)	645	799			1332	

Direction, Lane #	NB 1	SB 1
Volume Total	244	77
Volume Left	0	23
Volume Right	2	0
cSH	1700	1332
Volume to Capacity	0.14	0.02
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	2.4
Lane LOS		A
Approach Delay (s)	0.0	2.4
Approach LOS		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	13	150	0	0	46
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Hourly flow rate (vph)	3	21	242	0	0	74
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	318	244			244	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	318	244			244	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	678	798			1332	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	242	74
Volume Left	3	0	0
Volume Right	21	0	0
cSH	780	1700	1700
Volume to Capacity	0.03	0.14	0.04
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: Indian Hill Road/Linden Street & Winnetka Avenue

12/9/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	307	1	2	283	72	1	2	0	9	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	45	409	1	3	377	96	1	3	0	12	0	45
Pedestrians											12	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	485			411			977	991	410	945	944	437
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	485			411			977	991	410	945	944	437
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			99	99	100	95	100	93
cM capacity (veh/h)	1077			1159			206	235	646	230	250	617

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	456	476	4	57
Volume Left	45	3	1	12
Volume Right	1	96	0	45
cSH	1077	1159	224	456
Volume to Capacity	0.04	0.00	0.02	0.13
Queue Length 95th (ft)	3	0	1	11
Control Delay (s)	1.3	0.1	21.3	14.0
Lane LOS	A	A	C	B
Approach Delay (s)	1.3	0.1	21.3	14.0
Approach LOS			C	B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	314	2	2	280	3	10	0	2	36	1	61
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	1	436	3	3	389	4	14	0	3	50	1	85

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	440	396	17	136
Volume Left (vph)	1	3	14	50
Volume Right (vph)	3	4	3	85
Hadj (s)	0.03	0.01	0.07	-0.30
Departure Headway (s)	4.9	4.9	6.3	5.6
Degree Utilization, x	0.60	0.54	0.03	0.21
Capacity (veh/h)	709	706	463	561
Control Delay (s)	15.0	13.6	9.5	10.2
Approach Delay (s)	15.0	13.6	9.5	10.2
Approach LOS	B	B	A	B

Intersection Summary			
Delay	13.7		
Level of Service	B		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	323	328	0	11	27
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	431	437	0	15	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	437				868	437
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	437				868	437
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	94
cM capacity (veh/h)	1133				325	623

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	431	437	51
Volume Left	0	0	15
Volume Right	0	0	36
cSH	1700	1700	493
Volume to Capacity	0.25	0.26	0.10
Queue Length 95th (ft)	0	0	9
Control Delay (s)	0.0	0.0	13.1
Lane LOS			B
Approach Delay (s)	0.0	0.0	13.1
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	23	317	329	22	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	31	423	439	29	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	468				937	453
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468				937	453
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	1104				288	611

Direction, Lane #	EB 1	WB 1
Volume Total	453	468
Volume Left	31	0
Volume Right	0	29
cSH	1104	1700
Volume to Capacity	0.03	0.28
Queue Length 95th (ft)	2	0
Control Delay (s)	0.9	0.0
Lane LOS	A	
Approach Delay (s)	0.9	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	10	108	0	0	42
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	13	144	0	0	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	200	144			144	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	144			144	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	793	909			1451	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	15	144	56
Volume Left	1	0	0
Volume Right	13	0	0
cSH	897	1700	1451
Volume to Capacity	0.02	0.08	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.1	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.1	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	107	10	7	53
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	0	153	14	10	76
Pedestrians	18					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	274	178			185	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	274	178			185	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	715	870			1402	

Direction, Lane #	NB 1	SB 1
Volume Total	167	86
Volume Left	0	10
Volume Right	14	0
cSH	1700	1402
Volume to Capacity	0.10	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	0.9
Lane LOS		A
Approach Delay (s)	0.0	0.9
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	12.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	12	107	0	0	55
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	7	17	153	0	0	79
Pedestrians	17					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	248	170			170	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	248	170			170	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			100	
cM capacity (veh/h)	734	867			1400	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	153	79
Volume Left	7	0	0
Volume Right	17	0	0
cSH	823	1700	1700
Volume to Capacity	0.03	0.09	0.05
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.5	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.5	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: Indian Hill Road/Linden Street & Winnetka Avenue

12/9/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	150	2	0	189	57	4	0	1	12	1	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	71	197	3	0	249	75	5	0	1	16	1	50
Pedestrians		8									3	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	327			200			686	667	199	631	631	297
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	327			200			686	667	199	631	631	297
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			98	100	100	96	100	93
cM capacity (veh/h)	1241			1384			321	359	847	377	377	740

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	271	324	7	67
Volume Left	71	0	5	16
Volume Right	3	75	1	50
cSH	1241	1384	367	594
Volume to Capacity	0.06	0.00	0.02	0.11
Queue Length 95th (ft)	5	0	1	9
Control Delay (s)	2.5	0.0	15.0	11.8
Lane LOS	A		B	B
Approach Delay (s)	2.5	0.0	15.0	11.8
Approach LOS			B	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	162	3	1	199	14	2	0	0	27	1	51
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	19	210	4	1	258	18	3	0	0	35	1	66

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	234	278	3	103
Volume Left (vph)	19	1	3	35
Volume Right (vph)	4	18	0	66
Hadj (s)	0.02	-0.04	0.20	-0.32
Departure Headway (s)	4.5	4.4	5.4	4.7
Degree Utilization, x	0.29	0.34	0.00	0.13
Capacity (veh/h)	777	790	589	685
Control Delay (s)	9.3	9.6	8.4	8.5
Approach Delay (s)	9.3	9.6	8.4	8.5
Approach LOS	A	A	A	A

Intersection Summary			
Delay	9.3		
Level of Service	A		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	163	202	0	48	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	0	214	266	0	63	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	266				480	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	266				480	266
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	93
cM capacity (veh/h)	1310				548	778

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	214	266	121
Volume Left	0	0	63
Volume Right	0	0	58
cSH	1700	1700	638
Volume to Capacity	0.13	0.16	0.19
Queue Length 95th (ft)	0	0	17
Control Delay (s)	0.0	0.0	12.0
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.0
Approach LOS			B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	34	177	201	51	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	45	233	264	67	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	332				620	298
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	332				620	298
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	100
cM capacity (veh/h)	1239				438	746

Direction, Lane #	EB 1	WB 1
Volume Total	278	332
Volume Left	45	0
Volume Right	0	67
cSH	1239	1700
Volume to Capacity	0.04	0.20
Queue Length 95th (ft)	3	0
Control Delay (s)	1.6	0.0
Lane LOS	A	
Approach Delay (s)	1.6	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	16	11	111	5	11	35
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	21	14	146	7	14	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	224	149			153	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224	149			153	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			99	
cM capacity (veh/h)	761	903			1440	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	153	61
Volume Left	21	0	14
Volume Right	14	7	0
cSH	813	1700	1440
Volume to Capacity	0.04	0.09	0.01
Queue Length 95th (ft)	3	0	1
Control Delay (s)	9.6	0.0	1.9
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	1.9
Approach LOS	A		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	117	2	17	38
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	156	3	23	51
Pedestrians	58					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	311	215			217	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	311	215			217	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			98	
cM capacity (veh/h)	674	830			1365	

Direction, Lane #	NB 1	SB 1
Volume Total	159	73
Volume Left	0	23
Volume Right	3	0
cSH	1700	1365
Volume to Capacity	0.09	0.02
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	2.5
Lane LOS		A
Approach Delay (s)	0.0	2.5
Approach LOS		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	15	117	0	0	51
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	5	20	156	0	0	68
Pedestrians	55					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	5					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	279	211			211	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	279	211			211	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			100	
cM capacity (veh/h)	682	796			1309	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	156	68
Volume Left	5	0	0
Volume Right	20	0	0
cSH	769	1700	1700
Volume to Capacity	0.03	0.09	0.04
Queue Length 95th (ft)	3	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

ATTACHMENT D

[redacted]
Winnetka, IL 60093

Winnetka Zoning Board of Appeals
Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093

January 5, 2016

RECEIVED
JAN 05 2016

RE: Zoning Case #16-02-SU

Dear Winnetka Zoning Board of Appeals,

We are residents of [redacted] in Winnetka, where our family the Howes has lived since 1916. Ours is an older residential community, backing on the Saints Faith, Hope and Charity Church and School complex. Our property borders the northwest corner of their athletic field. Although we have always enjoyed having the Church as our neighborhood, we write now to add comments on the appropriateness of proposed variances to Winnetka zoning ordinances that the Church is requesting for their existing athletic field improvements.

Specifically we object to the Church's request for a variance to build an artificial, impermeable surfaced play field that exceeds the maximum allowed by 36.77% and for variances to substantially decrease the required setbacks from the property bounds. We question two things in particular: The first relates to the appropriateness of such variances in a residential area. This area was subdivided for residential use, it is surrounded on three sides by residences, and a residential house once stood on the athletic-field area. Because the athletic field has had natural surface and was well bordered by vegetation, the area fits comfortably with the residential character of the surrounding community. The creation of an artificial surface and limited setbacks would, we feel, make the area no longer suitable for our residential community. Second, all of Winnetka, and our area in particular, is subject to severe flooding problems that the Village is now trying at extremely high costs to wrestle with. One reason for the flooding has been the decrease in permeable surface area. Any construction that adds to the impermeable surface, such as the proposed artificial athletic field, should be approved only with careful consideration, and certainly no increase in the allowed surface area should be permitted. We therefore recommend the denial of all variances requested for athletic field improvements for the lots commonly known as 150 Linden St.

Thank you for considering carefully our serious concerns and objections to the requested variances.

With all due respect,

[redacted]

Timothy and Eliza Howe Earle