Winnetka Village Council
SPECIAL MEETING
Village Hall
510 Green Bay Road
Wednesday, July 27, 2016
7:00 PM

Emails regarding any agenda item are welcomed. Please email contactcouncil@winnetka.org, and emails received by Tuesday at 4 p.m. will be relayed to the Council in advance of the special meeting. Any email may be subject to disclosure under the Freedom of Information Act.

AGENDA

1) Call to Order

2) One Winnetka Preliminary Planned Development (continued).....2

3) Public Comment

4) Adjournment

NOTICE

All agenda materials are available at villageofwinnetka.org (Government > Council Information > Agenda Packets & Minutes); the Reference Desk at the Winnetka Library; or in the Manager's Office at Village Hall (2nd floor).

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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 – Megan Pierce, at 510 Green Bay Road, Winnetka, Illinois 60093, 847-716-3543; T.D.D. 847-501-6041.

Agenda Item Executive Summary

Title: One Winnetka Preliminary Planned Development (continued)

Presenter: Michael D'Onofrio, Director of Community Development

Agenda Date: 07/27/16

Consent: ☐ YES ☑ NO

☐ Ordinance
☐ Resolution
☐ Bid Authorization/Award
☑ Policy Direction
☐ Informational Only

Item History:

This case was before the Village Council at its April 5 and April 19, 2016 meetings. At the April 5 meeting, Village staff provided an overview of the Planned Development process, as well as a summary of the One Winnetka Planned Development (PD). Following was a detailed presentation of the project by the applicant, Stonestreet Partners, LLC. The meeting was concluded with audience members asking questions about the PD. The PD was then continued to the April 19 meeting. On April 19, audience questions were again entertained and then followed up with audience comments concerning the PD. After audience comments were finished, the Council took no formal action and the case was continued to a later date.

Executive Summary:

In accordance with Section 17.58 of the Village Code, Stonestreet Partners has made an application for preliminary approval of a Planned Development (PD), known as One Winnetka. Since this matter was last before the Village Council on April 19, 2016, the applicant has made a number of changes to the PD. Following is a summary of the significant changes to the project:

• The height of the Lincoln Ave. building has been reduced in height from 70 ft. to 59 ft. (Note: the 59 feet is exclusive of 2' 6" parapet on the corner turret and center portion of the Lincoln Ave. building, which represents an overall height of 61'6"; however, these two areas represent less than 5% of the building's total roofline.)
• The height of the east building on Elm St. has been increased in height from 4-stories and 45 ft., to 5-stories and 58 ft.
• The height of the center building on Elm St. has been increased in height from 4-stories and 42'6" to 48'10"
• Reduced the retail area by 7,486 s.f. from 41,381 s.f. to 33,895 s.f.
• Reduced the size of the proposed Lincoln Ave. parking structure from 194 to 56 spaces.
• Eliminated the Lincoln Ave. plaza; resulting in 30 on street parking spaces, 17 more than what the original plans called for.
• Added streetscape improvements to the north side of Elm St. between Arbor Vitae Rd. and Lincoln Ave.
• The 736 Elm St. property, Conney's Pharmacy, has been incorporated into the PD plans.

As part of the PD approval, the Applicant has also requested approval of three exceptions to the zoning regulations. These include the following:
• Maximum Building Height - 4-stories and 45 ft...
  o West (Lincoln Ave.) building – 5-stories, 59 ft. (exclusive of 2'6" parapet – 61'-6")
  o East (Elm St.) building – 5-stories, 58 ft.
  o Center (Elm St.) building – 4-stories, 48'-10"
• Upper Story Setback – stories at 4th floor and above must be stepped back 10 ft.
  o West (Lincoln Ave) building – no stepback provided at 4th and 5th stories
  o East (Elm St.) building – no stepback provided at 4th story (stepback provided on 5th story)
• Rear Yard Setback (east property line) – 10 ft.
  o No rear yard setback is provided.

Executive Summary (continued):

Recommendation:

Discuss the preliminary One Winnetka Planned Development and exceptions.

Attachments:

Agenda Report
Attachment A, Excerpt of April 5, 2016 Village Council Meeting Minutes
Attachment B, Excerpt of April 19, 2016 Village Council Meeting Minutes
Attachment C, One Winnetka, Audience Questions & Responses
Attachment D, Agenda Report, April 19, 2016
Attachment E, Letter from David Trandel, July 20, 2016
Attachment F, Revised Plans, July 20, 2016

AGENDA REPORT

TO: Village Council

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

SUBJECT: One Winnetka Planned Development
(1) Preliminary Planned Development
(2) Exceptions

DATE: July 22, 2016

I. INTRODUCTION

The One Winnetka Planned Development (PD) request for preliminary approval has been before the Village Council on two previous occasions. The PD was initially considered by the Village Council on April 5, 2016. At this meeting, the project applicant, Stonestreet Partners, provided a presentation of the project. Following its presentation, the public was allowed to ask specific questions concerning the project. The matter was then continued to the April 19th meeting. A summary of this meeting is provided in Attachment A, Excerpt of 4-5-2016 Village Council Meeting Minutes. At the April 19th meeting, the public comment period continued and additional questions concerning the project were asked and addressed. Following the questioning period, the public was then allowed to make comments regarding the project. At the conclusion of this meeting, the matter was then continued to a later Council meeting. A summary of this meeting is provided in Attachment B, Excerpt of 4-19-2016 Village Council Meeting Minutes.

Based on the questions raised at the April Village Council meetings, Village staff was asked to prepare responses to the questions raised by the public. Attachment C, One Winnetka Audience Questions and Responses, provides responses to questions raised either at the two Council meetings, or subsequently, later in writing. The responses include those from both the Village and applicant and are identified as to who is the respondent.

Since the April Council meetings, the applicant has made a number of changes to the plans. The remainder of this report will address those changes. For a complete detailed description of the project, see Attachment D, Agenda Report dated April 13, 2016, which was prepared for the April 19th Council meeting. This report provides detail on the PD review process, requirements and standards, plan and plan evolution, previous board/commission action.

II. UPDATE TO PLANNED DEVELOPMENT SUBMITTAL

Since the April 19th Village Council meeting, based on comments made concerning the PD, the applicant has made a number of revisions to the plans. In a letter dated July 20, from Mr. David Trandel to the Village (Attachment E), he identifies the revisions. The changes include design and economic aspects of the PD. In addition to Mr. Trandel's narrative, revised plans – floor plans, building elevations and aerial views - identifying the revisions graphically, have been provided (Attachment F).

The significant changes to the PD include the following:

- The height of the Lincoln Ave. building has been reduced in height from 70 ft. to 59 ft. (Note: the 59 feet is exclusive of 2' 6" parapet on the corner turret and center portion of the Lincoln Ave. building, which represents an overall height of 61'6"; however, these two areas represent less than 5% of the building's total roofline.)
- The height of the east building on Elm St. has been increased in height from 4-stories and 45 ft., to 5-stories and 58 ft.
- The height of the center building on Elm St. has been increased in height from 4-stories and 42'6" to 48'10"
- Reduced the retail area by 7,486 s.f. from 41,381 s.f. to 33,895 s.f.
- Reduced the size of the proposed Lincoln Ave. parking structure from 194 to 56 spaces.
- Eliminated the Lincoln Ave. plaza; resulting in 30 on street parking spaces, 17 more than called for in the original plans.
- Added streetscape improvements to the north side of Elm St. between Arbor Vitae Rd. and Lincoln Ave.
- The 736 Elm St. property, Conney's Pharmacy, has been incorporated into the PD plans.

In addition to the above described design revisions, the applicant has made economic modifications to the PD. Specifically, in his letter, Mr. Trandel states that he is "... eliminating the request for the Village to contribute any dollars to any aspect of the project..."

Following is a table comparing the original plans reviewed in April to the revised plans dated July 20, 2016.

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PLAN COMPARISON

Item	April '16 Plan	July '16 Plan
Size of development site	1.61 acres	1.68 acres
Cumulative size of buildings	174,729 s.f.	184,891 s.f.
Residential units /s.f.	71/108,300 s.f.	61/137,241 s.f.
Retail space	41,381 s.f.	33,895 s.f.
Common area space	25,045 s.f.	13,755 s.f.
Building Height (West - Lincoln Ave)	6-stories, 70 ft.	5-stories, 59 ft. (excl. 2'-6" parapet – 61-'6")
Building Height (Elm St)	4-stories, 42'-6"	4-stories, 48'-10"
Building Height (East – Lincoln Ave)	4-stories, 45 ft.	5-stories, 58 ft.
Parking below buildings (residential use)	122 spaces	106 spaces
Parking below Lincoln Ave. (commuter use)	194 spaces	56 spaces
Parking -Elm Street parking lot (shopper use)	116 spaces	114 spaces
Parking-Lincoln Ave. on-street (shopper use)	13 spaces	30 spaces
Residential use type	Not designated	40 rental; 15 condo; 6 townhouse
Residential bedroom size	Not designated	1 bdrm- 8; 2 bdrm-20; 3 bdrm-27; + townhouse
Front yard setbacks (along Lincoln Ave. & Elm St.)	0 ft.	0 ft.
Side yard setback (along south property line)	24 ft.	24 ft.
Rear yard setback (along east property line)	0 ft.	0 ft.

III. EXCEPTIONS

Although a number of revisions have been made to the PD, the application still calls for several exceptions. Inherent in the PD regulations is the understanding that not all bulk regulations will be met and therefore some type of relief process is necessary. This process is established through the approval of "exceptions". It is important to note that exceptions are not the same as variations and are treated differently. Exceptions must meet findings different from those for variations; these findings include the following:

- That the exception or modification meets the standards for modification defined in the relevant provision of this section;
- That the exception or modification is solely for the purpose of promoting a unified site plan and of meeting the objectives of both this Title and the Comprehensive Plan; and
- That the exception or modification is necessary to achieve the stated objectives and goals of this Chapter 17.58 of the Zoning Ordinance.

Based on the revised plans, exceptions to the building height, upper story setback and rear yard setback requirements are required. The following table identifies the exceptions:

Type of Standard	Zoning Requirement	Proposed in PD
Maximum building height	4-stories, 45'-0'	5-stories, 59' for west (Lincoln Ave.) building; 5- stories 58 ft. for east (Elm St.) building; & 4-stories 48'-10" for center (Elm St) building.
Upper story step back	Stories at 4th floor and higher must be stepped back 10 feet	No setback provided on west (Lincoln Ave.) building and only provided at 5th floor for east (Elm St.) building.
Rear yard setback (east lot line)	10' required	0' proposed

IV. VILLAGE COUNCIL ACTION

In its review of a Planned Development, the Village Council must consider findings that are identified in Section 17.58.110.E of the Zoning Ordinance including:

1. That the proposed development meets the special use standards for planned development, as set forth in subsection B of this Section;
2. That the proposed development, as a whole, is consistent with the Comprehensive Plan, Winnetka 2020;
3. That a certificate of appropriateness of design should be issued for the buildings, landscaping and other exterior elements of the proposed development; and
4. That the proposed development is otherwise consistent with the intent and objectives of this Chapter 17.58 of the Zoning Ordinance.

RECOMMENDATION

Discuss the Preliminary One Winnetka Planned Development and exceptions.

ATTACHMENTS

Attachment A, Excerpt of 4-5-2016 Village Council Meeting Minutes
Attachment B, Excerpt of 4-19-2016 Village Council Meeting Minutes.
Attachment C, One Winnetka Audience Questions and Responses
Attachment D, Agenda Report – April 19, 2016
Attachment E, Letter from David Trandel – July 20, 2016
Attachment F, Revised Plans – July, 20 2016

ATTACHMENT A
EXCERPT OF APRIL 5, 2016 VILLAGE COUNCIL MEETING MINUTES

10) New Business.

a) One Winnetka Planned Development. Mr. D'Onofrio explained that a Planned Development (PD) is a parcel over 10,000 square feet that is governed by a special set of regulations that allow greater flexibility in applying the Zoning Ordinance to promote creative land use and conformity with the Comprehensive Plan. The PD Ordinance calls for an extended review process with three Village advisory bodies: the Zoning Board of Appeals (ZBA), Plan Commission (PC) and Design Review Board (DRB).

Mr. D'Onofrio reviewed the 1.61 acre One Winnetka site, which includes:

- 511 Lincoln Ave. (formerly Fell clothing store);
- 513-515 Lincoln Ave. (formerly Marian Michael clothing store);
- 740 Elm St. (Phototronics);
- 718-732 Elm St. (multi-tenant building);
- 714-716 Elm St. (formerly Baird & Warner Real Estate).

Mr. D'Onofrio said Conney's Pharmacy at 736 Elm Street was not a part of the development site when the advisory boards were considering the application. However, the developer is in negotiations with Conney's and is asking the Council to consider a plan that may include the parcel at 736 Elm Street.

Mr. D'Onofrio explained that the development plans were revised on several occasions during the approval process with the advisory boards. Amendments were made to building height, number of residential units, commercial square footage, parking and design features. He briefly described each advisory board process, noting that the PC recommended approval of the application subject to conditions; the ZBA recommended denial of the project; and the DRB voted that the project is in compliance with the Village's Design Guidelines.

Next, Jeff Beck, attorney for the developer, Stonestreet Partners, LLC, asserted that the One Winnetka project will benefit Winnetka and he introduced David Trandell, the developer.

Mr. Trandel noted that his project has been modified significantly to make it better, as his intent is to beautify the Village and provide amenities, not to create division. He reviewed the qualifications of his team, architect Lucien LaGrange, landscape architects Daniel Ewinbach & Partners, as well as technical, traffic, planning/zoning, market and tax consultants.

Mr. Trandel described the project: 71 luxury residential units, over 41,000 square feet of commercial space; 432 parking spaces for residents, commuters, retail customers and employees; and a public plaza for civic events and festivals. He explained that there are three buildings in the proposal, with parking sufficient to support the proposed retail. He reviewed the projected public benefits of the project: investment in downtown Winnetka; public improvements; increases in tax revenue/fees; replacement of obsolete commercial space; and satisfy demand for simplified living for retirees. He said a driving force in the design of the building was the lack of suitable living space to keep Winnetka's aging population in the Village.

George Kissel, Project Planner. Mr. Kissel gave a brief history of Winnetka, describing the Bennet Plan and explaining how One Winnetka will fit in with that plan. He reviewed vacancy rates and posited that they are largely driven by the outmoded nature of the business districts. Lastly, he described the revisions made to the proposed development during the advisory board review process.

Geoffrey Bird, Project Architect. Mr. Bird reviewed the context of the project in conjunction with the Elm Street Business District and described the three buildings in greater detail. He noted that the project is designed to be enjoyed at a pedestrian scale.
Mr. Kissel reviewed the proposed reconfiguration of Lincoln Avenue, which would include underground parking and a plaza. He expounded on the public benefits, including infrastructure improvements to parking, stormwater management, water mains, and reduced curb cuts. Finally, he reviewed the requested zoning variations for height, rear yard setback and upper level setback.
Mr. Trandel concluded that the review process has afforded an opportunity for constructive dialog and he wants to work with the Village to produce a result everyone will be proud of. He noted that this is a rare opportunity for the largest site ever re- developed in Winnetka.
President Greable called for audience questions.
David Humphrey, 434 Willow Road. Mr. Humphrey asked how the inclusion of Conney's would affect the plan and the public encroachment. Mr. Trandell said including Conney's doesn't impact the encroachment on Lincoln Avenue, which is being done to "square up" the plaza.
Frank Petrek, 711 Oak Street. Mr. Petrek had three questions: (1) will a majority of Trustees need to vote for approval in light of the objections; (2) how will parking on the east side of Lincoln impact the entrance to 711 Oak Street; and (3) why was the garbage collection changed to the south end of the development, right next door to 711 Oak Street?
Attorney Friedman said he is confirming the objectors with a title company, but it looks like they're over 20% of owners within 250 feet, which will mandate approval of four Trustees, with the Village President's vote not counting.
Mr. Trandel explained that the garbage will not be out in the open, and that the site was reconfigured to remove approximately 4,000 feet of retail, which improves the ability to manage the traffic flow from Lincoln Avenue. Mr. Kissel noted that everything is at the preliminary stage, and nothing has been engineered yet.
Patrick O'Neil, owner of Little Ricky's. Mr. O'Neil said he thinks the One Winnetka proposal is fabulous and the Village needs it.
Marc Hecht, Spruce Street. Mr. Hecht asked if the Village has received the market report from its real estate advisor CBRE and if the next meeting would be held if it hasn't. Manager Bahan said the report is expected to be ready in the next 15-30 days, and the next Council meeting is set for April 19.
Rob Newman, 610 Sheridan Road. Mr. Newman asked what is being done to prevent the site from standing vacant another 5 or 6 years if One Winnetka is not approved. Manager Bahan explained that the property is not owned by the Village, and is in the hands of the private sector.
Debbie Guillod, 1301 Forest Glen. Ms. Guillod asked why the Village President is being eliminated from the voting process, and why the community would potentially suffer based on the objections of a handful of people. Attorney Friedman noted that the rule is in the Village Code, and many municipalities have protest provisions to trigger a supermajority vote.
Richard Sobol. Mr. Sobol asked if it is appropriate to consider the One Winnetka application before the Downtown Master Plan process is complete. Manager Bahan responded that now is the right time to consider the application, and that the Village has four other potential re-development sites that will also benefit from a Downtown Plan.
Eleanor Prince, Kenilworth. Ms. Prince asked what Winnetka is doing to brand itself and bring in new businesses. Manager Bahan said branding won't be pursued until the Downtown Master

Plan is finalized. He added that several new businesses have come to Winnetka in the past year, and the Economic Development Program is examining recruitment strategies.
President Greable announced that due to the lateness of the hour, the discussion would come to a close for the evening, and public comment and questions will be continued at the next Council meeting.

ATTACHMENT B
EXCERPT OF APRIL 19, 2016 VILLAGE COUNCIL MEETING MINUTES

1) Old Business.

a) One Winnetka Planned Development (continued). President Greable announced that the public comment period would pick up where it left off at the last meeting, starting with questions and followed by comments. He said Staff would record all questions from the audience and provide them to the Developer, who will respond in writing.

Ron Drucker, 711 Oak Street. Mr. Drucker expressed concern about the garbage pickups off Lincoln Avenue, as they will be early in the morning and be noisy.

Carrie Aronson, Coldwell Banker. Ms. Aronson asked if diverse uses will be allowed in the Retail Overlay District.

Steve Miller, 603 Provident Avenue. Has the Council considered that the Village will be asked for height increases on the other three corners of Elm Street and Lincoln Avenue if One Winnetka goes forward with increased height allowances? How will security of underground parking be handled? What is the bond amount, in the event the project is halted?

Sally Hoit, Winnetka Mews. Will a scale model will be made of the development?

Jerry Brown, 711 Oak Street. Will the applicant have insurance to cover any potential damage that might be done to his building during One Winnetka construction, and how large would the policy be? Where will the project staging area be? How long will Lincoln Avenue be closed for construction of the underground parking?

Richard Kates, 1326 Tower Road. How much money is the developer asking the Village to contribute to the project? Has this amount increased since the initial presentation to the Plan Commission, and if so, why? What will the Village be paid for the property underneath Lincoln Avenue? What public improvement contributions is the developer seeking and what is the monetary value of those? If the developer does not get the contributions from the Village, both financial and infrastructure, will the project go forward?

Tom Rajkovich, 306 Forest Glen. Will the developer provide specific descriptions of the palette materials to be used on the building? Will the materials be authentic? What will the underground parking look like at dusk or later? Can the developer provide a digital interactive model for the public to use for more careful viewing of the development from other vantage points?

Ann Wilder, Spruce Street. Assuming no change to the water service lines, and no negative effect on the pressure for neighboring users, will there be adequate water service to all the units in the buildings? Could parking be satisfied on-site if it was reduced to the amount required in the Code? Will the proposed dining tables on Elm Street be located on the public sidewalk and if yes, how much footage will there be for pedestrians to pass by?

The question period ended at 8:40 p.m. Next, President Greable called for comments from the public.

David Humphrey, owner of Grand Foods property. Mr. Humphrey posited that people move to Winnetka to realize the benefits of limited scale and he showed a visualization of the proposed development as seen from the second floor of Village Hall. He said organic growth seeks changes when they are necessary and asked what needs a taller building serves. He urged the Council not to settle for a building that would overshadow the downtown but one that harmonizes with the Village as it is.

Bob Humphrey, 711 Oak. Mr. Humphrey said if the One Winnetka development is approved, there will be precedent to approve the next proposal for a six or seven story development. He

noted that smaller trees are intentionally planted in the business districts, and the buildings are within the tree canopy. He said he could see no benefit to the Village, along with disproportionate disadvantages to the near neighbors of the proposed project.
Denise Keller. Ms. Keller said Winnetka needs the development because people want to buy new construction, and she suggested a group discussion would overcome a lot of obstacles.
Eleanor Prince, Kenilworth. Ms. Prince said Winnetka is the envy of the surrounding communities because of its planned feel and she suggested taking off two stories on the west side of the development in the interest of balance.
Peter Tyor, 711 Oak. Mr. Tyor expressed concerns about safety, fairness and trust, the narrowing of Lincoln Avenue and sidewalks, and the proximity of the entrance to the 711Oak driveway.
Don Faloon, 799 Foxdale. Mr. Faloon said the site is very large and a building with more bulk could be built under the existing Code at the four-story height. He thought One Winnetka will be more of a community asset than a simple four-story building, and posited that the 70-foot height occupies a small percentage of the overall site, and the visual impact will be minimal. He added that the parking would be Village-owned, subsidized by the developer.
Brook Bloom, 979 Willow Road. Ms. Bloom said she moved to Winnetka for the schools, walkability and the Village's cohesive look. She expressed concern about the takeover of Lincoln Avenue and possible use of Village funds. She urged the Council to take its time, consider the issues and listen to the community.
Katie Reap, 1217 Asbury. Ms. Reap said One Winnetka is a stunning project that will put Winnetka on the map and she advised looking ahead, not to the past.
Peter Gelderman, Tower Road. Mr. Gelderman said he was opposed to the project because it is too tall and too big.
Richard Kates, 1326 Tower Road. Mr. Kates said a 2006 parking study indicated deficient parking on Elm Street east of Green Bay Road; however, a 2011 KLOA study found the Village provides a total of 487 spaces in the East Elm District, with 346 spaces used on weekdays and 250 used on weekends during peak demand times. He posited that there is plenty of parking in the East Elm District, the Village does not need to subsidize parking, and added that the last proposed development at the Fell Site did not ask for Village money, but instead offered the Village $1.5 million in improvements. He urged caution in the use of Village funds.
Richard Sobol. Mr. Sobol read a letter from the Illinois Historic Preservation Agency urging adaptive re-use of the Fell building.
Marc Hecht, Spruce Street. Mr. Hecht made the following points: (i) there will be very negative consequences for the Village if the project is abandoned mid-way through, or is completed and is not successful; (ii) the project is out of scale for a town of Winnetka's size; (iii) the Council should only approve the project if a long-term bond is secured to ensure the developer will stay with the project for 10 years after substantial occupancy is achieved; (iv) cash escrows should be funded annually to ensure tax revenues in the event the developer goes bankrupt; (v) if successful, the project will congest Village streets and drive people away.
Peter Milbratz. Mr. Milbratz said the Fell building should be revitalized and used again and felt it is an asset to the community.
Derrick Kaleta, 611 Lincoln. Mr. Kaleta said One Winnetka is too massive and complex and will cause too much congestion. He was against using taxpayer money on the project.

Dan Hales, 711 Oak. Mr. Hales asserted there will be massive congestion if the project is built, and that people want tranquility and peace, not noise and crowding.
Bradley Smith, Evanston. Mr. Smith said it seems most of the feedback on One Winnetka has been negative and he wondered how people who don't read the news about it feel about the project.
Steve Miller, Provident Avenue. Mr. Miller said approving the zoning variations will open a Pandora's Box of other developers wanting to do a similar project in Winnetka.
Tom Rajkovich, 306 Forest. Mr. Rajkovich said it comes down to establishing a character for the Village, and he urged a separation between the residential and public areas of Winnetka, which would leave public buildings like churches, Community House etc., to dominate the skyline. He criticized One Winnetka as being city architecture and scale, adding that it will look like a fish out of water.
Vickie Apatoff, 730 Ardsley. Ms. Apatoff asked if so much retail can be supported in a town of Winnetka's size, and she compared One Winnetka to a development in Highland Park which is smaller than One Winnetka, that is sitting largely empty. She cautioned that such a fate for One Winnetka would have a very negative effect on the Elm Business District. She urged the Council to consider the size and scale of the development before approving.
Jan Bawden, 129 DeWindt. Ms. Bawden said the Business Community Development Commission examined building heights in the commercial zones in 2014, and recommended a maximum height of 45 feet, and she added that the height of One Winnetka should not be approved.
Katherine Veach, 1040 Sunset Road. Ms. Veach said Winnetka is not attracting people from the city anymore, and something must be done.
Denny Niles, Spruce Street. Mr. Niles said Winnetka's housing stock is too expensive, the market is slow, and One Winnetka could increase property values.
There being no more public comment, President Greable continued the One Winnetka discussion until a later Council meeting, the date of which will be announced in advance.

ATTACHMENT C

ONE WINNETKA – AUDIENCE QUESTIONS & RESPONSES

1. What is the refuse – garbage, recycling – pick up schedule? *(Village & Developer responses)*
   Commercial refuse collection schedules and pickup times vary based on a number of factors, including the number and size of the refuse containers used, the space available for dumpsters, the business mix present at a given location, and traffic and access considerations. Collection frequency varies from once per week up to seven days per week. Typical collections are one to three times per week, but dumpsters that receive high amounts of food waste such as those used by restaurants and grocery stores are emptied daily. Commercial dumpster collection starts early to avoid traffic congestion in business areas – as early as 5:00am in areas where it can be accomplished without being excessively disruptive. Collection times are scheduled to balance accessibility, traffic congestion and safety, and resident comfort and convenience.

   The schedule has not yet been determined with the collection vendor; however, it is the Developer's intent to only schedule these pick-ups based upon normal business hours such as 8am-5pm. Since the development is primarily a very high-end residential development, we not only share the same concerns that other neighbors have, we have to get it right. The development, after all, is located in the heart of the Village's commercial district and across from the Metra station. Garbage collection is inevitable; however, the neighbors have likely grown accustomed to the lack of activity.

2. Will there be leniency from zoning use regulations granted with respect to those uses permitted in the development? *(Village response).*
   Any and all uses in the One Winnetka PD must comply with the use regulations identified in Chapter 17.46.010 Table of Uses, in the Village Zoning Ordinance.

3. Will the fire sprinkler requirements be modified to not require commercial spaces in the development to be sprinklered? *(Village response)*
   The sprinkler requirements will not be modified. The entire development will be required to be protected with a fire sprinkler system.

4. If the PD is approved, is the Village prepared to give the same zoning relief (variations) (most specifically height) to other development projects in the future? *(Village response)*
   Each and every development will be analyzed independently and zoning relief granted based on the standards set forth in the pertinent sections of the Zoning Ordinance (Section 17.60.040.C.1-8 for variations and Section 17.58.040.G.1-3 for exceptions to the Planned Development requirement.). From a legal perspective, the granting of zoning

relief for one property owner or developer does not bind the Village to do the same for another property or developer.

5. How will security be provided in the underground parking structures? *(Village & Developer responses)*
   At this time, no security measures have been proposed in order for the Village to evaluate.

   The garages are not dark and confined. Instead, they are open air, well-lit and will have white walls for brightness and security cameras throughout. The parking garage budget includes a video security system in keeping with the attached parking garage safety memo dated July 13, 2015 issued by the Winnetka Chief of Police (Exhibit 1). The final decisions regarding security in the Village-owned garages will be made by the Village.

6. What type of bond will be posted to ensure that the project is completed? (*Village & Developer responses)*
   At this time the Village has not determined what type of financial instrument will be required to ensure project completion.

   The Developer will enter into a Guaranteed Maximum Price contract with the General Contractor requiring the GC to take the risk of cost overruns. Typical construction loan terms with the lender require the General Contractor to be bonded and the GMP contract to be assigned to the lender in the case of a Developer default.

7. Will a scaled model of the development be provided? *(Developer response)*
   The Developer will provide a scale model upon preliminary approval. The existing computer-generated renderings are based on 3-D model software and to scale. The renderings are very accurate projectors of actual conditions and meet commercial standards.

8. Has a date been established as to when the project will begin and what is the length of the construction period? *(Developer response)*
   The Developer hopes to begin construction within 90-days of preliminary approval and have included a start date of November 2016 in our schedule. Obtaining permits in stages for demolition, foundation and construction would shorten the projected 17.5-month construction duration.

9. Will the developer have some sort of surety (i.e. insurance policy) in place to cover any potential damage to the 711 Oak St. building and if so, what amount? *(Developer response)*

The General Contractor's general liability insurance policy will cover the potential of damage to adjacent property. The GC will perform a preconstruction survey of the 711 Oak building prior to construction and vibration monitoring during construction. Notice will be provided to adjacent property owners in accordance with applicable law.

10. Will staging occur on Lincoln Avenue in front of 711 Oak? *(Developer response)*
    No; see the attached Logistics Plan (Exhibit 2).

11. How long will Lincoln Ave. between Oak St. and Elm St. be closed? *(Developer response)*
    The portion of Lincoln Avenue that will be reconstructed will be closed for 17 months or less and the area of Lincoln Avenue south of the development site will remain open to traffic during construction. See the attached Logistics Plan (Exhibit 2).

12. What is the cost associated with the development that the Village will be responsible for? *(Developer response)*
    All costs proposed to be paid by the Village are for Village-owned facilities. The Developer has proposed to pay the hard and soft costs to replace the parking spaces that they will remove and construct the parking spaces that they are required to provide, and to pay the soft costs of the additional public parking spaces provided for the Village. The Developer's public improvement cost sharing proposal includes a $4,470,000 Village/$6,742,500 Developer cost share of public parking facilities and $2,050,000 Village/$307,500 Developer cost share of public Plaza build out and landscaping, Lincoln and Elm streetscape, and Elm and Lincoln water main improvement work. There are a handful of other options that have been designed that can reduce the Village's outlay. It is simply a function of how deep of a solution the Village is prepared to pay for, if any.

13. Has the cost for the Village increased since the project was first submitted? If so, why? *(Developer response)*
    Water main work was added to the scope of the project in response to the Village engineering staff's request. The additional cost included for this work is proposed as a $125,000 Village/$18,750 Developer cost share.

14. What will the Village be paid for the Lincoln Ave. right-of-way? *(Developer response)*
    The Developer has estimated the value of the Village's ROW land that is included in the Planned Development at approximately $2,000,000. The Village's real estate consultant is expected to propose an estimated value for use in negotiating a mutually agreed-upon price. Effectively by moving Lincoln Avenue west, the intersection with Elm becomes

squared off and much safer while conforming non-revenue land (the slope along the tracks) into retail sales tax revenue.

15. What public improvements does the developer expect the Village to construct and what is the cost of those? *(Developer response)*
    The Developer has offered to manage the design and construction of all public improvement work included in the Planned Development for the Village. See the answer to question #12 for the proposed cost sharing arrangement.

16. If the developer does not receive a financial contribution from the Village for the public improvements, will the development go forward? *(Developer response)*
    If the Village does not want the proposed public improvements included in the Planned Development, the project will proceed without them and the additional public commuter and retail parking spaces will not be provided. That said, it is a unique moment in time whereby we can greatly solve the parking shortfalls for the long-term viability of our downtown at a reduced cost to the Village.

17. Will the developer provide a specific description of the exterior materials to be used on the building? *(Developer response)*
    Yes, the proposed exterior materials were reviewed by the Design Review Board and approved per the attached Design Elements documents (Exhibit 3). The material samples remain at Village Hall.

18. Could an interactive 3-D digital model of the development be provided, with the ability to visualize the development from Moffat Mall and from the Hadley Institute? *(Developer response)*
    The computer-generated renderings that have been provided throughout the Village Board and Commission review processes are based on a 3-D digital model. The operation of our 3-D model software requires technical training that cannot easily be taught to the general public. Regarding the views requested above, see the attached View from East rendering which fully describes the view from the Hadley School. The development will not be visible from the Moffat Mall.

19. Can a rendering of the parking garage at dusk or later be provided? *(Developer response)*
    Yes, see the attached External West Garage and Internal West Garage renderings (Exhibit 4).

20. Without an upgrade to the water main, would there be an adequate supply of water for the development, as well as, neighboring properties? *(Village & Developer responses)*

The existing 6" water main on Elm St. is insufficient in size to serve the proposed development, as well as, the neighboring properties.

Yes, the public water main is not being upgraded to accommodate the proposed development. The new water main is simply a relocation of the 16" existing water main located under Lincoln Avenue. This existing water main is in conflict with the proposed municipal parking deck. If the municipal parking deck were not being proposed, no water main replacements would be necessary for this development. The primary public benefit is the replacement of the existing Elm Street main as it is currently at the end of its design life and is likely to require replacement in the near future regardless of the proposed Development.

21. Could private parking requirements for the development be met, without the use of Village property? *(Developer response)*
    Yes, but it would result in a less desirable retail parking program.

22. When seating is factored in the use of the proposed sidewalks, what will be the remaining useable width of the sidewalk for pedestrians? *(Developer response)*
    The width of the current sidewalk along Elm Street is 13'-6". This will not change. The width of the current sidewalk along Lincoln Avenue is 8'-6". This will increase to 10'-0". Prospective restaurant businesses will need to adhere to the Village Code regarding use of the public way.

23. What is the status of the Conney's Pharmacy property with respect to its being part of the development? *(Developer Response)*
    The Developer has a plan with Conney's for their relocation. The intent is to incorporate the existing Conney's property into the One Winnetka development in order to make the project better functioning and better looking, and reduce the risk of construction delays.

24. Has the number of protest letters submitted exceeded the 20% required? *(Village response)*
    Based on a review by the Village Attorney it has been determined that protest letters have been submitted by approximately 43 percent of property owners located within 250 feet of the One Winnetka development site.

25. If the Planned Development does not go forward, what is the next step? *(Developer response)*
    The Developer has the responsibility to their lenders and investors to develop the property. As such, all measures would be taken to recoup their invested dollars in some form, which may be at the expense of the greater community good that the team has stood

for to date. Commercial development is a very expensive proposition, especially coupled with the inherently arduous Winnetka entitlement zoning process.

26. Has a study been conducted to address the impact that the development will have on the locally owned businesses in the West Elm business district. *(Village & Developer responses)*
The Village has not conducted any studies to address the impact of the One Winnetka PD on locally owned businesses in the West Elm district. However, as part of the Downtown Master Plan, a market analysis is being conducted by the Goodman Williams Group.

Yes, to a great extent but the exact math requires some interpolation as the Tax Impact Analysis Report dated March 17, 2016 prepared by TR Mandingo & Company states, "Intangible benefits include the additional residential population and daytime population of the businesses operating in One Winnetka. These will generate additional pedestrian traffic and an increase in business activity in the immediate vicinity, enhancing the attractiveness of the downtown area as a retail and restaurant destination, and providing additional comfort factor and security due to the increased pedestrian traffic in and around the site location."

27. How will vehicular, delivery and pedestrian activity be handled from Lincoln Ave. into the motor court (residential entrance) and the delivery/refuse area? Will traffic into this area be able to exit out on to Elm Street? *(Developer response)*
Commercial and residential vehicle traffic will enter and exit at Lincoln Avenue; see the attached Proposed Loading & Refuse Collection plans (Exhibit 5). The pedestrian entry on Lincoln Avenue is in the center of the west façade.

28. Will existing bus stops at the intersection of Elm St. and Lincoln Ave. need to be relocated? *(Developer response)*
Not permanently. The bus stop shelter at the SW corner of Elm & Lincoln will be temporarily relocated during construction.

29. With respect to the proposed Lincoln Avenue public plaza, who will determine when the street will be closed, what types of uses will be permitted and what is the potential negative impact of the quiet possession to the surrounding residential neighbors? *(Village response)*
Events held on the public plaza will be treated as special events and will be subject to the Village's Special Event application process. This process includes reviews by multiple Village Departments – Fire, Police, Public Works, Community Development, Finance, Water & Electric. Events will be considered on a case by case basis.

30. What are the proposed hours of operation for surrounding commercial businesses, the public plaza and delivery hours to the commercial businesses in the development? *(Developer response)*
One Winnetka residential-related deliveries will be restricted to normal business hours. One Winnetka commercial tenants will be subject to the same restrictions as other Village businesses.

31. What, if any items (building mechanicals, telecommunication facilities – towers, dishes, etc.) will be placed on the roofs of the buildings and will they be visible to neighboring residential residents? *(Developer response)*
The Village of Winnetka Design Guidelines-Commercial District expressly prohibits any equipment of the type listed above from being visible to pedestrians or surrounding residents. As such, the design team does not anticipate any of the equipment listed above as being visible from surrounding houses. This question will be addressed in a more specific manner during the Final Approval of the project, when exact dimensions of equipment can be determined. The project is currently undergoing preliminary approval.

32. Please address concerns with respect to public safety response (police and fire) access to the proposed surrounding commercial and residential properties. How will the proposed plaza, narrowing of streets, reduction of turning radii, and the potential closing of Lincoln Ave, for plaza events, impact response times. Do the Police and Fire Departments have adequate equipment needed to respond to emergencies given the height and density of the development? Will emergency vehicles be able to access the proposed roadways, curb cuts, driveways and the proposed underground parking structures? *(Village response)*
With respect to the police, they have reviewed the development plans and are of the opinion that nothing in the plans presents a challenge to providing police services. Furthermore, the proposed changes to street widths, parking spaces and traffic flow will not affect the Department's ability to patrol the area or respond to service requests. Finally, with respect to the closing of Lincoln Ave for events, the police department does not believe it would interfere with its response; officers routinely respond from multiple directions and the closing of Lincoln Ave. would not delay response.

The Fire Department has met with the developers and their engineers providing them with specifications, including turning radii for fire vehicles. Second, the height and density of the development will not be a problem for the Department. Code requirements include standpipe connections throughout the structure (including the parking garages) along with a fire pump to provide the necessary pressures for the fire hoses and the fire sprinkler system. (Standpipes provide interior fire hose connection at various locations on all floors of the buildings in the event of a fire). Finally, as for possible temporary

closing of Lincoln Ave, the Department deals with this type of an event on a regular basis with other community events.

33. Where are the proposed locations and the total number of handicapped parking spaces (both at and below grade)? Will any of the handicapped spaces intrude into the Lincoln Ave. carriageway? Will there be handicapped accessible van spaces? *(Developer response)*
At grade the location of handicapped parking spaces will typically be closest to portions of the sidewalk which are slopped to enable wheelchair access. Below grade handicapped parking spaces will typically be located as close as possible to accessible exits or elevators.

    The total number of handicapped parking spaces will comply with Winnetka Village Code 17.46.110 (I): Accessibility Standards. All parking lots and parking spaces must comply with all applicable state and federal laws and regulations regarding accessibility by the disabled, including, without limitation, regulations governing the size, location, striping, configuration, and number of parking spaces

    No handicapped spaces will intrude into the Lincoln Avenue drive lanes.
    All handicapped accessible spaces are required by state and federal regulations to accommodate vehicles commonly referred to as "handicapped vans".

34. Who will be responsible for the safety, monitoring and maintenance of the proposed underground parking facility? Who is responsible for this expense? *(Village & Developer responses)*
From the Village perspective, based on the developer's proposal, the Lincoln Avenue parking structure would be owned and operated by the Village.

    The Village will own the parking facilities and be responsible for operating and maintaining them.

35. Is it still the case that as proposed, commuter parking permits for Winnetka residents will be increased from $200 to $600? What are the expected costs to Winnetka residents for the proposed parking, both short and long term? Who benefits from the proposed fee increase? *(Village & Developer responses)*
At this time the Village has not made a decision to even consider raising the commuter parking fee. In the event of a fee increase, the revenue would benefit the Village.

    As the owner of the commuter parking garage, the Village will set the parking fees. The Developer's $600 annual income projection was based on fees charged by neighboring

communities like Wilmette. However, the real benefit is the retail and property tax revenues all businesses will create with an improved parking situation; well over $1,000,000 per year.

36. What are the total hard and soft costs to the Village to assist in the One Winnetka development? What are the continuing maintenance costs to the Village? *(Village & Developer responses)*
From the Village perspective, based only on the information provided by the developer, he is requesting $6.52 million in hard cost contributions from the Village for the following items:
    - *Lincoln Avenue parking deck - $4.47 million*
    - *Lincoln Avenue plaza - $1.5million*
    - *Water main improvements - $350,000*
    - *Streetscape improvement/upgrades - $200,000*

    All costs that the Village is being asked to pay for are only for facilities the Village will own for decades. The Developer has proposed to pay the hard and soft costs to replace the parking spaces that they will remove and construct the parking spaces that they are required to provide, and has offered to pay the soft costs of the additional public parking spaces provided for the Village. The proposed parking configuration will provide for better traffic flow and a more economically viable real estate development.

    As proposed, the Developer's public improvement cost sharing includes a $4,470,000 Village (hard cost)/$6,742,500 Developer (hard and soft costs) share of public parking facilities and $2,050,000 Village (hard cost)/$307,500 Developer (hard and soft cost) share of public Plaza build out and landscaping, Lincoln and Elm streetscape, and Elm and Lincoln water main improvement work. There are a handful of other parking solutions that can significantly improve the situation yet reduce the amount the Village would need to contribute.

37. Who controls the air and surface rights? What about concerns related to the potential of telecommunication (EMF's) towers/dishes being added to the development? *(Developer response)*
The Developer does not plan to install any telecommunication transmission towers on the facility. They do reserve the right as a service to the residents to install satellite dishes, if required, to provide them with standard and routine telecommunications connectivity.

38. The developer should establish the need for the portion of the Lincoln Ave. right-of-way. *(Developer response)*
The extension of the One Winnetka property into the existing Village Right-of-Way serves to align the face of the One Winnetka west building with the Lincoln Avenue street wall

on the south side of Elm Street. In doing so, we turn non-revenue producing land (the 7,000 sq. ft. of Lincoln plus the bank along the tracks) into retail and property tax revenue. Moreover and more importantly, this configuration greatly enhances the safety of Lincoln and Elm in addition to the commuter bottlenecks when trains come and go.

39. Winnetka residents need to be informed of any possible connections/ possible conflict and/or the appearance of the conflict of interests of the ULI, the Chairman of Panel Two of the Winnetka TAP report, CBRE, past/present members of Village of Winnetka committees (including the members of the Downtown Master Plan), and/or other associated relationships. *(Village response)*
Chapter 2.41 of the Village of Winnetka Code contains extensive provisions on conflicts of interest and disclosure. These provisions apply to all elected and appointed officials of the Village and to employees. These provisions further require disclosure by elected and appointed officials of the Village of any conflicts of interest regarding Village matters. In order to determine whether a conflict of interest exists under the Village Code, the specific, relevant facts must be analyzed. The Village is not aware of any conflicts of interest with regard to the consideration of the One Winnetka development proposal by any elected or appointed official or employee of the Village.

7/21/16

EXHIBIT 1

VILLAGE OF WINNETKA
INTEROFFICE MEMORANDUM

TO: Michael D'Onofrio, Community Development Director

FROM: Patrick Kreis, Chief of Police

RE: Winnetka Parking Garage Safety

DATE: July 13, 2015

I understand some concerns have been raised with the Plan Commission regarding safety issues associated with enclosed or underground parking areas. If you find it helpful, please pass along my comments below for the Commission's consideration.

I recently reviewed past police incidents that occurred at the Scott Avenue parking structure. There were two criminal cases at the location, both in 2009 and both involved burglary to parked automobiles. There have been several nuisance type calls to the location, such as loud teenagers but those calls are typically throughout many places in the Village. Officers proactively patrol the area, both for parking enforcement and crime prevention.

I also contacted neighboring police departments to determine their experiences. Both Highland Park and Wilmette have underground parking garages. Like Winnetka, both of those communities experience nuisance matters from time to time, but neither reported any serious criminal activity.

Parking garages, like many secluded areas in the village, offer opportunity for misconduct. The risk of vehicle burglaries, graffiti defacement and nuisance cases would be similar to other areas of the Village. Although serious crime can occur anywhere, Winnetka is free from frequent occurrences. I don't envision a new parking structure affecting that risk.

The less serious offenses of theft, criminal damage to property and graffiti defacement does impact our community. We work hard with the public and neighboring agencies to try to prevent such crime. I have advocated for the expansion of public safety video cameras in order to help protect parts of the community. I also encourage other public and private organizations to install video security systems. Likewise I would strongly recommend that any new parking structure or enclosed walkways be equipped with a video security system.

EXHIBIT 2

One Winnetka Logistics Plan
Construction Phase
October 26, 2016 to March 30, 2018

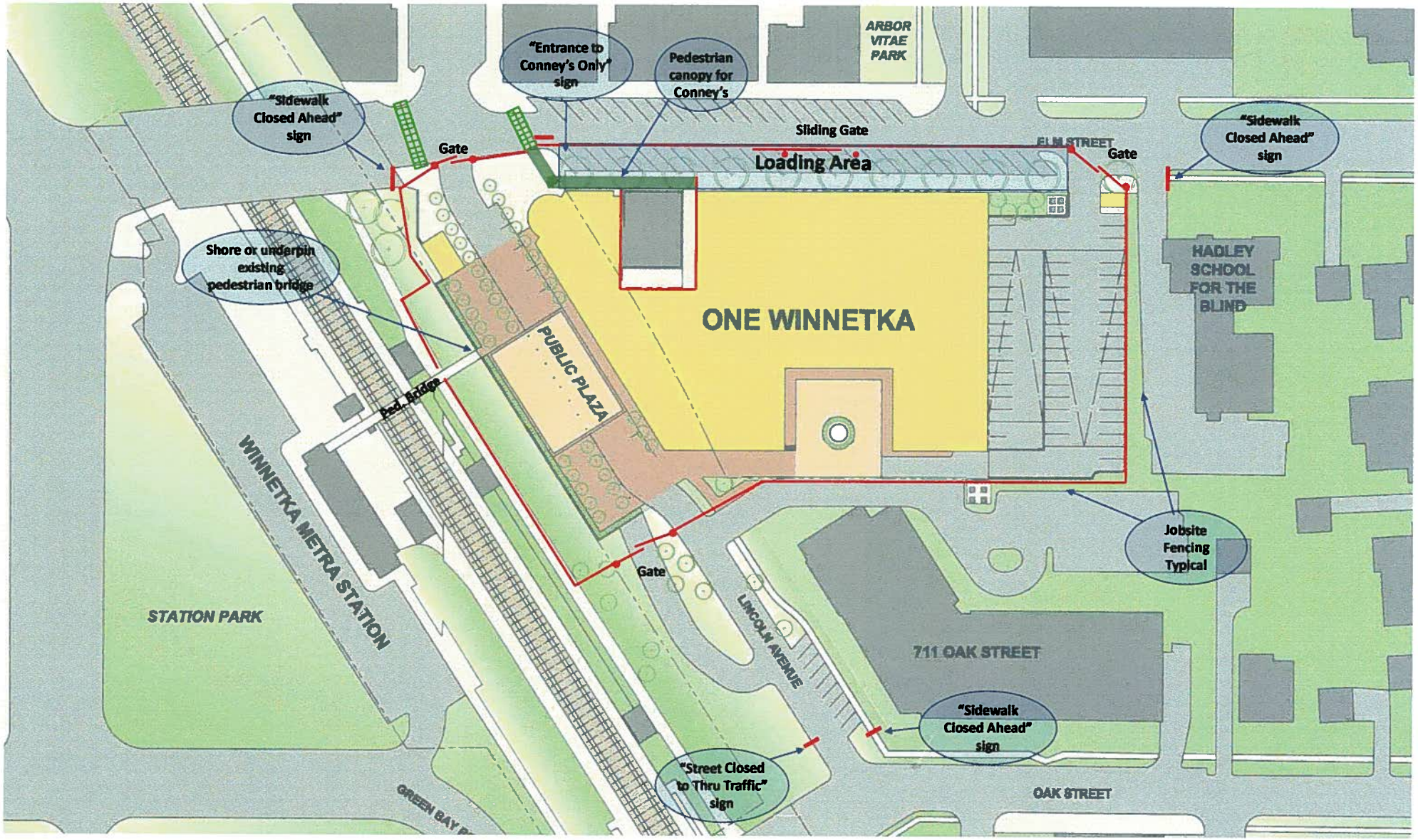
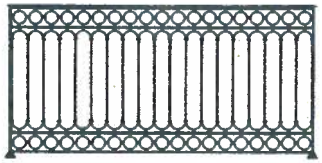


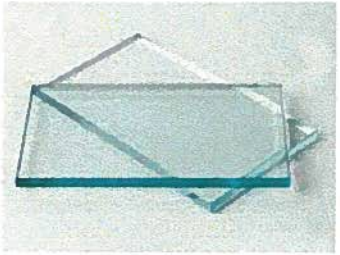
EXHIBIT 3

METAL ROOF



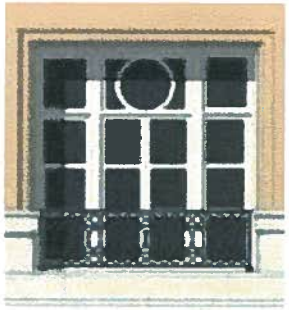
IRON RAILING

ORNAMENTAL RAILING



CLEAR LOW-E GLASS

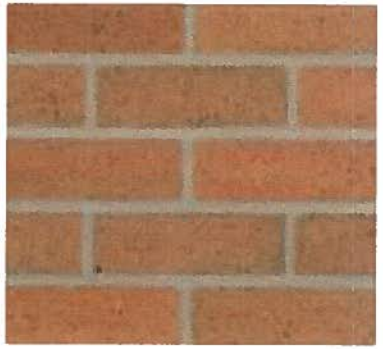
ALUMINUM CLAD WOOD ORNAMENTAL WINDOW



ALUMINUM CLAD WOOD RESIDENTIAL WINDOW

GRANITE

LIMESTONE



BRICK

V.O.W. Design Guidelines, pg. 23:

VIII. Materials

COMMERCIAL & MIXED USE:

"Acceptable materials include modular brick, rough faced or dressed limestone and exterior grade stucco with wood trim. Wood, aluminum or vinyl siding, metals [when used as wall], rough / random lannon stone, concrete block and glass block are not acceptable materials."

MULTIFAMILY RESIDENTIAL

"Acceptable materials include modular brick, limited areas of dressed limestone and exterior grade stucco with wood trim. Wood siding is allowed on secondary facades [...] only. Aluminum or vinyl siding, metals [when used as wall], rough / random lannon stone, concrete block and glass block are not acceptable materials. EIFS may be allowed if the location is limited to the second floor facades or higher and the finish resembles troweled exterior grade stucco."

STOREFRONT WINDOW WITH PAINTED ALUMINUM FRAME

ONE WINNETKA

PROJECT MATERIALS

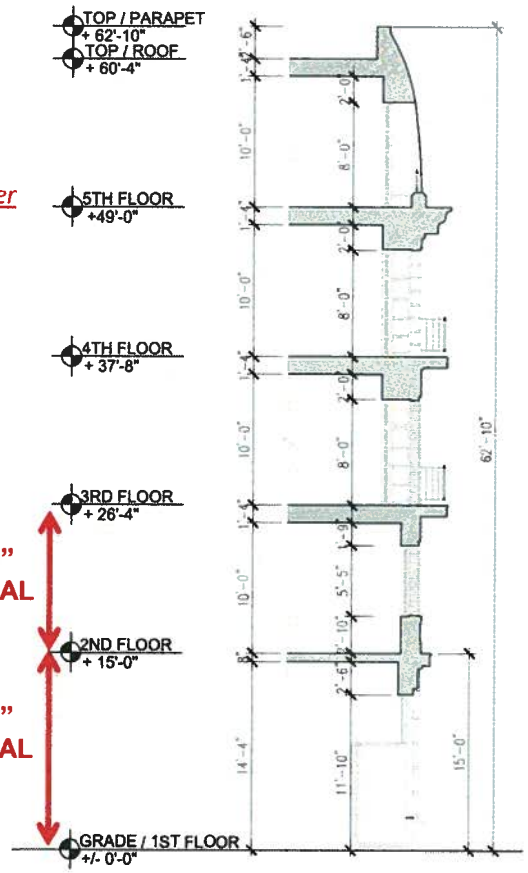
LUCIEN LAGRANGE STUDIO

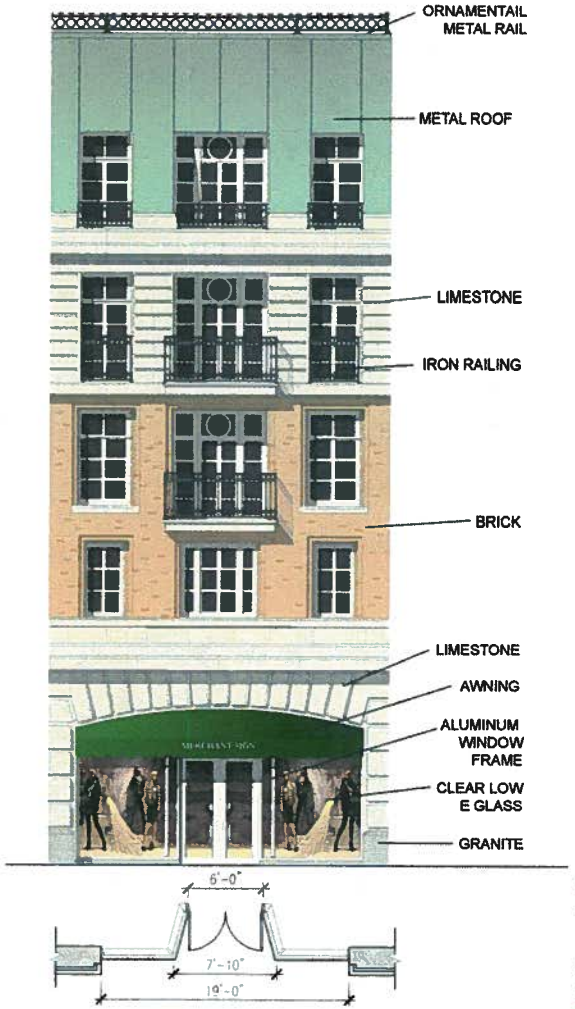
EXHIBIT 3

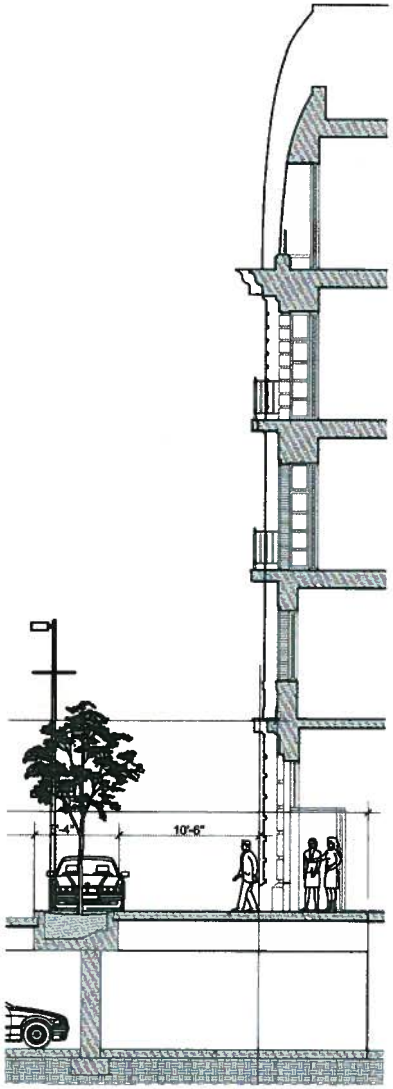
V.O.W. Design Guidelines, pg. 11:

VI: Proportion / Scale
a. HORIZONTAL RHYTHM
Commercial & Mixed Use:...The height of street level elevations (floor to floor) should be 20% greater than the upper floor to floor dimensions.

15'-0" > 11'4" BY 25%







ONE WINNETKA

BAY DETAIL – WEST ELEVATION

LUCIEN LAGRANGE STUDIO

EXHIBIT 3

V.O.W. Design Guidelines, pg. 56:

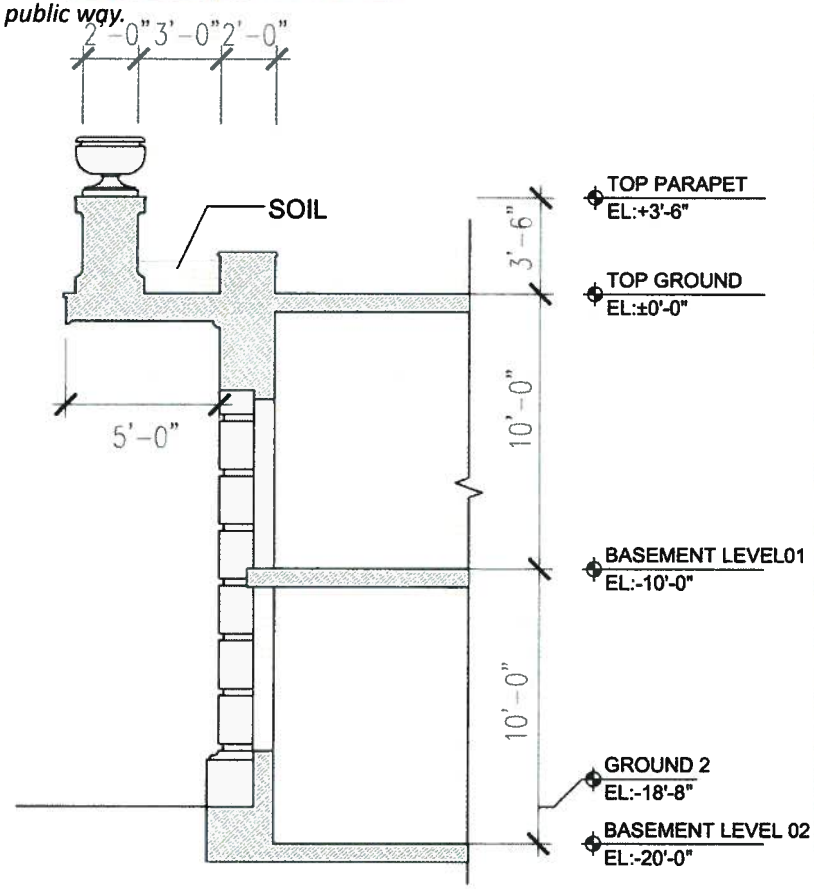
4: Parking Structure Landscaping:
A minimum 5'-0" landscape setback should be placed at the base of the parking structure, adjacent to pedestrian areas in the public way.

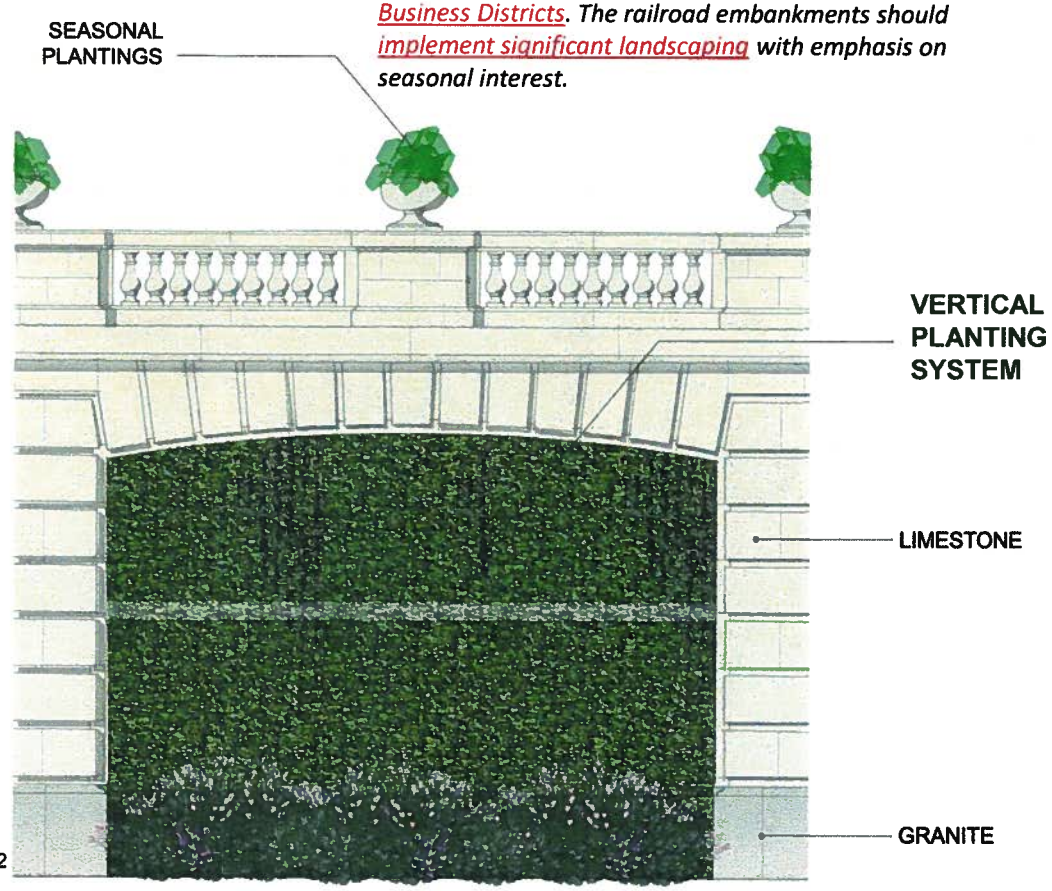
V.O.W. Design Guidelines, pg. 56:

4: Parking Structure Landscaping:
...Vines should be planted and...encouraged to grow up the structure...Planters should be incorporated.

V.O.W. Design Guidelines, pg. 73:

XV: Open Space
5: Metra Stations: The appearance of the... railroad right of way should be improved...with particular attention at the Business Districts. The railroad embankments should implement significant landscaping with emphasis on seasonal interest.





ONE WINNETKA

WEST GARAGE - BAY DETAIL

LUCIEN LAGRANGE STUDIO

EXHIBIT 4

EXHIBIT 4

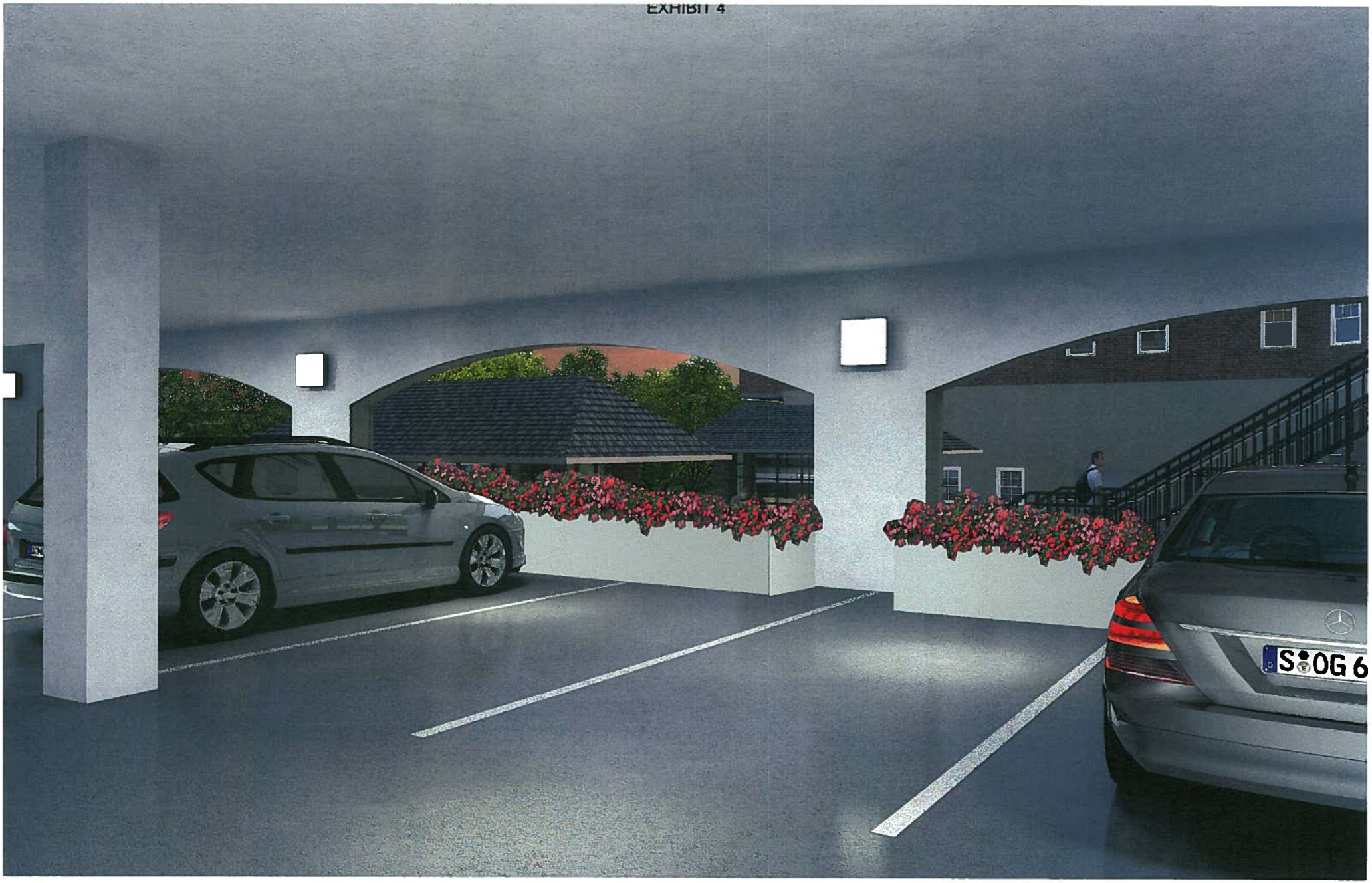
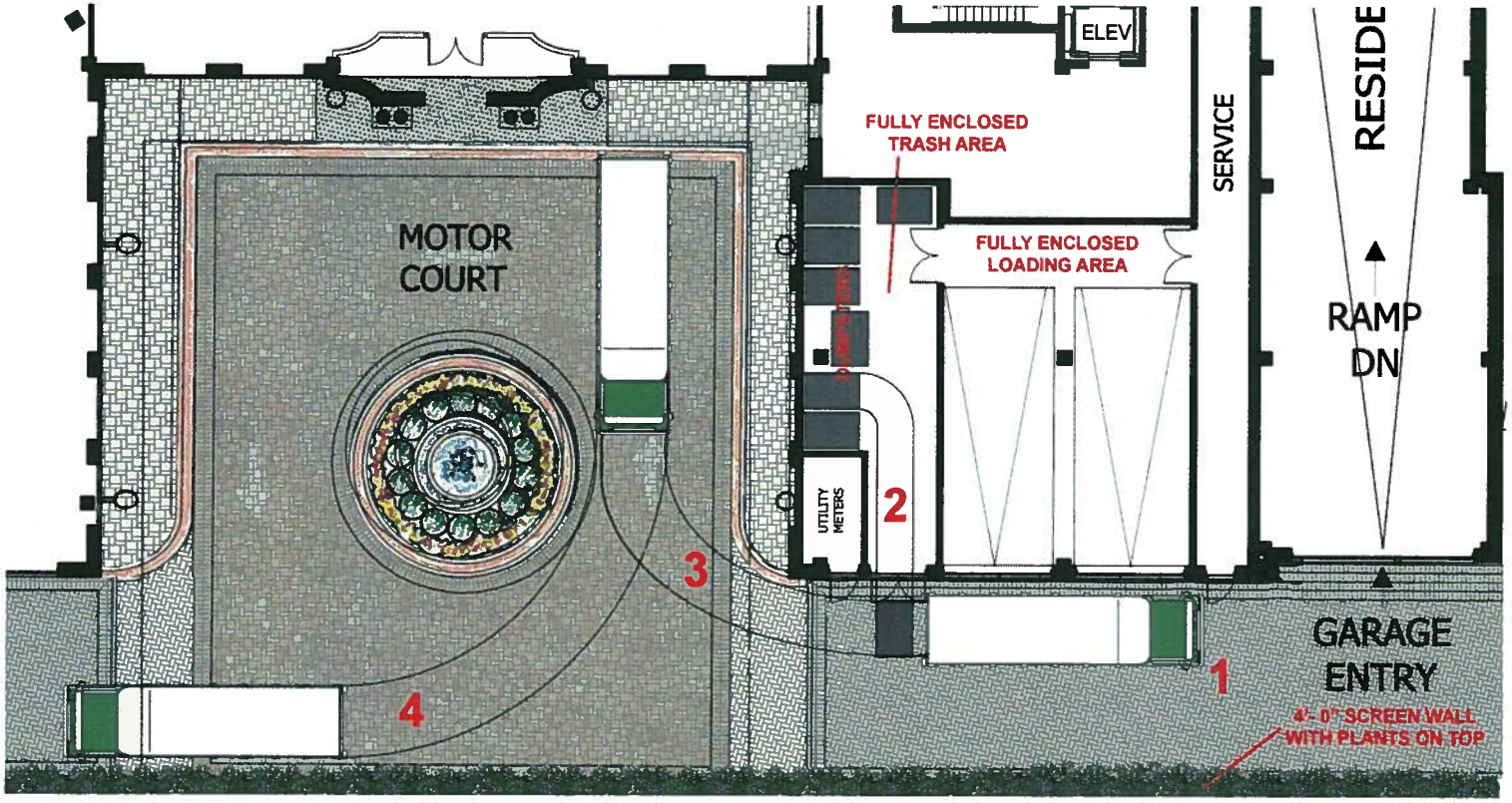


EXHIBIT 5



TRASH COLLECTION

1: TRUCK ARRIVES FROM LINCOLN AVENUE

2: WORKERS REMOVE DUMPSTER(S), EMPTIES INTO TRUCK AND RETURNS DUMPSTER(S)

3: TRUCK REVERSES INTO MOTOR COURT

4: TRUCK EXITS ONTO LINCOLN AVENUE

NOTES:

-TRASH & LOADING AREA FULLY CLIMATE CONTROLLED & VENTILATED

-ALL DUMPSTERS 4'-0 x 6'-0" x 4'-0" (3 YARD) MINUMUM

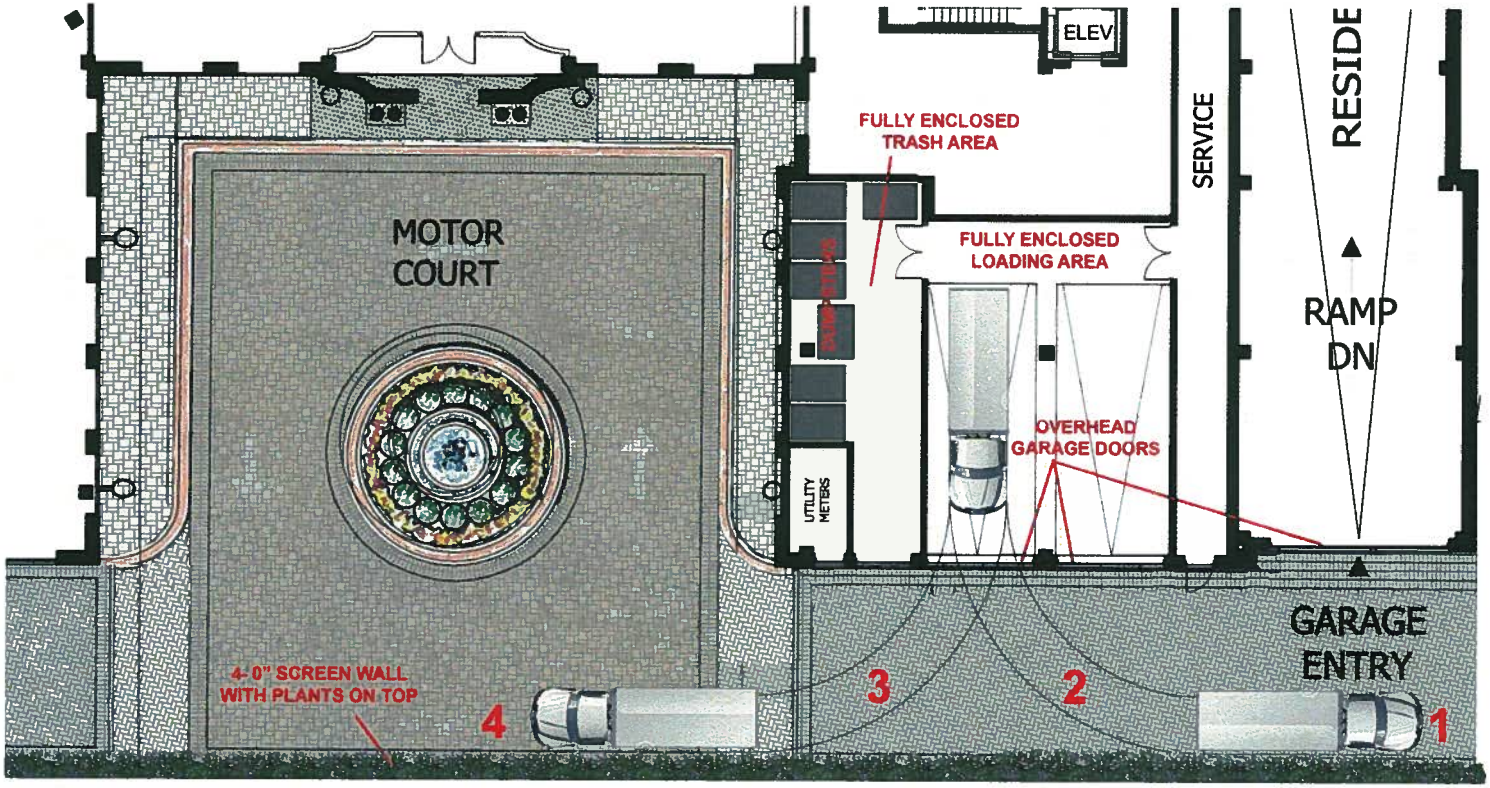
- V.O.W. GARBAGE TRUCK:
  FREIGHTLINER M2 106MD
  TURNING RADIUS: 36'-2"
  LENGTH: 33'-4"
  WIDTH (MAX): 9'-2"

ONE WINNETKA

REFUSE COLLECTION

LUCIEN LAGRANGE STUDIO

EXHIBIT 5



TRUCK LOADING

1: TRUCK ARRIVES FROM LINCOLN AVENUE, OVERHEAD DOOR OPENS

2: TRUCK REVERSES INTO LOADING DOCK, WORKERS UNLOAD CARGO

3: TRUCK EXITS LOADING DOCK, OVERHEAD DOOR CLOSES, TRUCK EXITS ONTO LINCOLN AVENUE

NOTES:

- TRASH & LOADING AREA FULLY CLIMATE CONTROLLED & VENTILATED

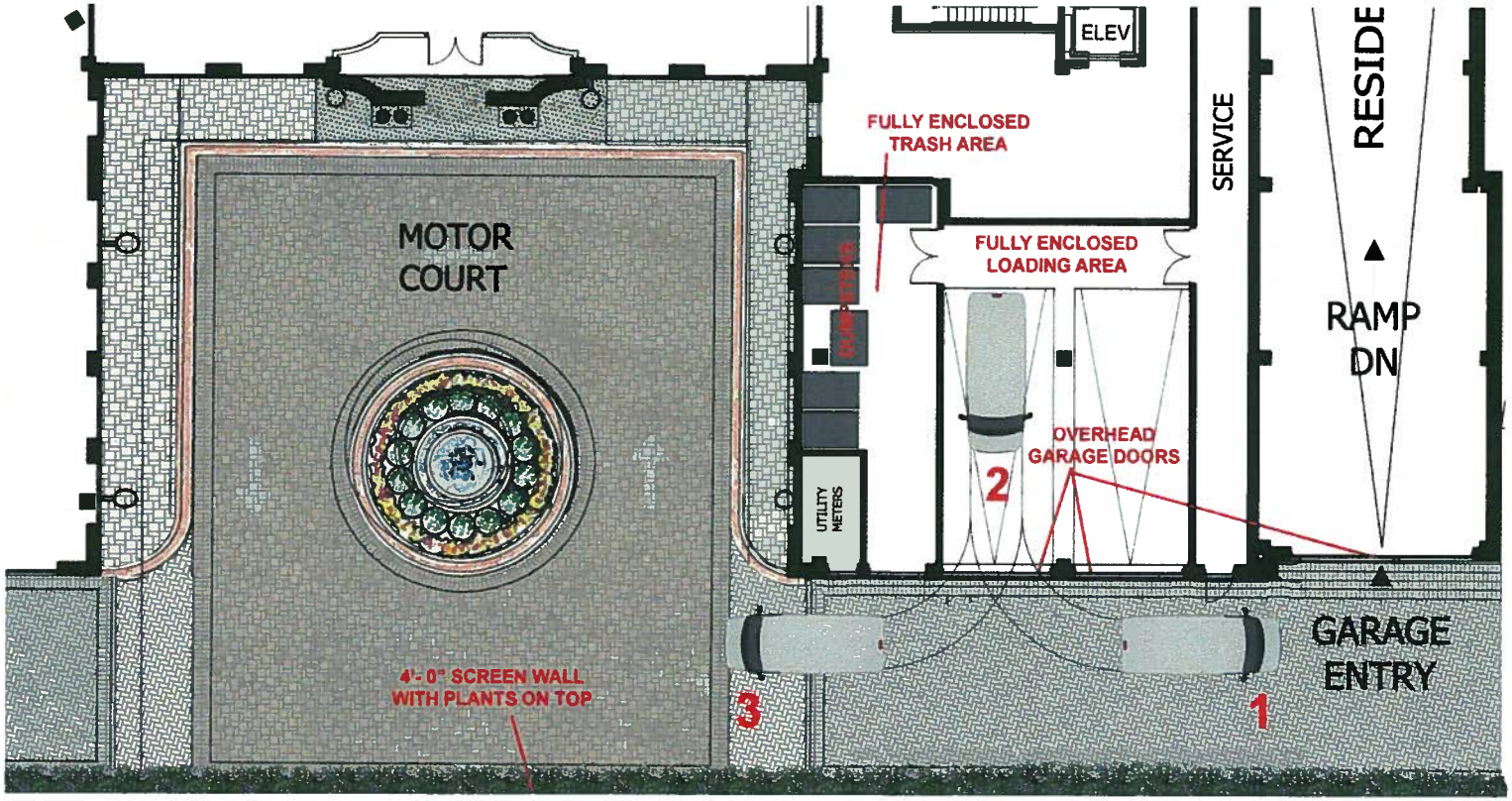
- TYPICAL BOX TRUCK:
  FORD F6500
  TURNING RADIUS: 30'-4"
  LENGTH: 25'-4"
  WIDTH: 7'-0"

ONE WINNETKA

TRUCK LOADING

LUCIEN LAGRANGE STUDIO

EXHIBIT 5



VAN LOADING

1: VAN ARRIVES FROM LINCOLN AVENUE, OVERHEAD DOOR OPENS

2: VAN REVERSES INTO LOADING DOCK, WORKERS UNLOAD CARGO

3: VAN EXITS LOADING DOCK, OVERHEAD DOOR CLOSES, VAN EXITS ONTO LINCOLN AVENUE

NOTES:

- TRASH & LOADING AREA FULLY CLIMATE CONTROLLED & VENTILATED

- TYPICAL VAN:
  FORD E350
  TURNING RADIUS: 21'-8"
  LENGTH: 18'-0"
  WIDTH: 7'-0"

ONE WINNETKA

VAN LOADING

LUCIEN LAGRANGE STUDIO

AGENDA REPORT

TO: Village Council

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

SUBJECT: One Winnetka Planned Development
(1) Preliminary Planned Development
(2) Exceptions

DATE: April 13, 2016

INTRODUCTION

This updated agenda report refers to three exhibits that have previously been provided. The first two exhibits (three-ring binders), were provided to you along with a draft agenda report on March 11, 2016. The first binder is the One Winnetka Preliminary Planned Development Application (OWPPD) Exhibit 1; this document has been submitted by the developer, Stonestreet Partners (Applicant). It contains all the details related to the proposed One Winnetka Planned Development (PD) and includes a variety of materials including: ownership information, floor plans, elevation plans, parking and traffic study, shadow study, preliminary engineering plans, residential market analysis and financial information. The second binder, One Winnetka, Village Documentation (OWVD), Exhibit 2, has been prepared by village staff. This binder includes a number of attachments cited in this Agenda Report. It includes minutes from the three advisory bodies (Plan Commission, Zoning Board of Appeals and Design Review Board) each of which reviewed the Preliminary PD application, pertinent regulating ordinances, review comments from village staff and correspondence from the public. Exhibit 3 was provided to you as part of the Agenda Packet for the April 5, 2016 Council meeting and is described below.

UPDATE TO PLANNED DEVELOPMENT SUBMITTAL

Since the draft agenda and Exhibits 1 and 2 were issued to the Council on March 11th, several revisions /updates to the PD documents have been submitted. The revisions/updates are summarized below and fall into one of the following three categories:

1. *<u>Changes to plans</u> – the Applicant has made modifications to a number of the architectural detail drawings. The first set of changes are to pages 79-84 of Exhibit 1 and expand floor area keys to include "other" and "amenities" designations, correct service area layout on Ground Floor, and exchange retail and amenities spaces on Floor 2. A second set of changes, also to Exhibit 1, including pages 88, 97, 108, 111 and 112 shows a revised maximum height of approximately 70ft. (the original plans showed a maximum height of 72 ft.).*
2. *<u>Revised Residential Market Analysis</u> – the Applicant submitted a revised residential market analysis from Tracy Cross & Associates. The original report dated April 20, 2015 can be found in Exhibit 1 pp. 304 -321.*
3. *<u>Additional Correspondence</u> – attached is correspondence from the public received since March 11, 2016.*

Note: With respect to revisions/updates 1 and 2, please update Exhibit 1 by replacing the originals with the updated documents included in Exhibit 3. To assist, the new documents have been paginated to be consistent with the original page numbers.

I. PLANNED DEVELOPMENT REVIEW PROCESS

The PD process is a form of development regulatory review established under the Village Zoning Ordinance (see Exhibit 2 OWVD, Planned Development pp.1-10). The PD regulations were established in December 2005, with the intention of providing for a degree of flexibility in the development review process for larger sites over 10,000 square feet. It should be noted that a PD is a type of Special Use.

The PD process is mandatory for all development on sites 10,000 square feet or greater. The process differs from the standard development review process in that it allows for departure from the strict application of specific zoning requirements by permitting the relaxation of certain applicable substantive requirements, based on the detailed review of individual proposals. The intent of the PD process is further clarified in Section 17.58.020.B.1 thru .6, of the Zoning Ordinance to promote:

- a creative approach to development and redevelopment;
- a more desirable physical environment by allowing flexibility in building design and site layout;
- a more efficient use of land, resulting in a more economic network of utilities, streets and other facilities; and
- facilitation of a development pattern that is in harmony with the objectives of the Comprehensive Plan and the purpose of the zoning district.

The PD process also differs from the standard development review process in that it provides for an extended public review process in which three advisory boards – Plan Commission, Zoning Board of Appeals (ZBA) and Design Review Board (DRB) - provide recommendations and issue resolution/findings to be considered by the Village Council.

The PD process includes two rounds of review, the first being a preliminary review phase which consists of evaluation by the Plan Commission, ZBA and, DRB. Each body conducts their own public meetings and/or hearings to evaluate the proposed development for consistency with specific standards and makes recommendations to the Village Council. Each board may require the developer to submit additional details as it may deem necessary in order to better understand the impact of the proposal. This review process began with the Plan Commission on March 25, 2015 and was completed on February 18, 2016 when the DRB finished its review of the PD. In total, the three bodies held 13 public meetings where the PD was considered.

The Village Council may grant, deny, or modify the preliminary planned development application, or may send the application back to the advisory boards for further consideration.

If granted preliminary approval, an application for final approval of the PD must be submitted within 18 months. The final review stage provides time for the development of more specific plans for final approval, including site engineering and stormwater detention details, public improvements and the like.

II. PLANNED DEVELOPMENT REQUIREMENTS AND STANDARDS

Despite the flexibility inherent in the process, such applications must meet certain specific requirements as identified below, per Section 17.58.030 of the Zoning Ordinance:

A. *Permitted locations. Permitted only in B-1, B-2, C-1 and C-2 zoning districts;*

B. *Comprehensive Plan. Developments shall be consistent with the Winnetka 2020 Comprehensive Plan;*

C. *Minimum area of development. No planned development shall be permitted on any site that has an area of less than 10,000 square feet;*

D. *Planned Development required. Planned development process is mandatory on all developments where the site exceeds 10,000 square feet;*

E. *Ownership and control of land. Site for a planned development may either be a single lot of record or a combination of contiguous lots that are under unified ownership or control;*

F. *Compliance with Village code required. Construction and improvements shall comply with all applicable Village ordinances. Any proposed deviations must be clearly listed on the preliminary plan submittal and fully justified as being necessary to the proper development of the property and consistent with the objectives of the applicable section of the Village code;*

G. *Design Requirements. Individual buildings and site improvements must conform with Village Design Guidelines;*

H. *Compatibility of uses and design. Uses permitted in the planned development shall be compatible with each other and existing land uses in the surrounding area. Uses shall be deemed compatible if all of the following criteria are met:*
   - *The individual uses in the planned development must be permitted uses or permitted special uses in the underlying zoning district. Any individual use that is permitted only as a special use must individually meet the standards for the granting of special use permits.*
   - *The uses must be designed and located in conformity with the Village Design Guidelines.*
   - *The uses, buildings and site layout of the planned development, considered as a whole, must meet the standards for the granting of special use permits.*
   - *The planned development will be responsive to a demonstrated need within the Village.*

III. ZONING

The One Winnetka development is located in the C-2 Commercial Retail Overlay District. The district purpose as established in Section 17.44.010 of the Zoning Ordinance is as follows:

> *The requirements set forth in this chapter for the C-2 General Retail Commercial District have been adopted in order to provide for a community commercial district which offers a wide range of goods and services for residents of the Village and a wider market area. Portions of the C-2 General Retail Commercial District shown in the shaded areas of the Official Village of Winnetka Zoning Map and referred to in this chapter as the C-2 Commercial Overlay District are subject to regulations that encourage retailing of comparison shopping goods and personal services compatible with such retailing on ground floor in order to encourage a clustering of such uses, to provide for a wide variety of retail shops and expose such shops to maximum foot traffic, while keeping such traffic in concentrated (yet well distinguished) channels throughout the district, and permitting as a special use other commercial uses only to the extent that they meet certain additional requirements.*

With respect to the properties adjacent to the One Winnetka site, to the south is a 4-story residential condominium, which is zoned B-2 Multi-Family Residential; to the east is Hadley School for the Blind, which is zoned B-1 Multi-Family Residential; to the north are mixed use (retail, office and apartments) buildings along Elm Street, which are zoned C-2 Commercial Retail Overlay; and to the west are the Green Bay Trail and Union Pacific railroad tracks, which are zoned R-5 Single Family Residential.

The C-2 Commercial District regulations establish a number of minimum/maximum standards with respect to building size, setbacks and parking requirements. Any development, whether subject to

the PD requirement or not, must comply with the standards. Compliance with these regulations will be discussed later in this report.

IV. ONE WINNETKA PLANNED DEVELOPMENT APPLICATION

Stonestreet Partners is the developer of the One Winnetka PD. As mentioned in the Introduction, the Applicant's complete submittal can be found in Exhibit 1, One Winnetka, Planned Development Application. The development site is located in the East Elm business district, at the southeast corner of Elm St. and Lincoln Ave. The 1.61 acre site includes five parcels (listed below):

- 511 Lincoln Ave. (formerly Fell clothing store);
- 513-515 Lincoln Ave. (formerly Marian Michael clothing store);
- 740 Elm St. (Phototronics);
- 718-732 Elm St. (multi-tenant building);
- 714-716 Elm St. (formerly Baird & Warner Real Estate).

It needs to be noted that Conney's Pharmacy property was not included in the development site when it was considered by the three advisory bodies. However, negotiations have been ongoing between the Applicant and the owners of Conney's. Given the possibility of the Conney's property becoming part of the development, the Applicant is asking the Council to consider a plan that could include the Conney's parcel. In the event that the Conney's Pharmacy property (736 Elm Street) becomes part of the development, it would add 3,140 s.f. of lot area.

V. PLAN EVOLUTION

While being considered by the three advisory bodies, the development plans were revised on several occasions. In general, the revisions included changes to the building height, number of residential units, commercial square footage, parking, and design elements. Although more detail is provided on each the actions of the three bodies later in this report (pp. 9-12) following is a summary of the plan revisions based on the individual advisory board review comments:

Plan Commission

The original PD application was submitted in February, 2015 and initially considered by the Plan Commission on March 25, 2015. Following three meetings before the Commission in March and April 2015, the project was revised. The significant revisions included: (1) reducing the building height from 7-stories (83') to 6- stories (70'); (2) modifying the architectural style along Elm Street (from Beaux Arts to Tudor); (3) reducing the number of residential apartments from 120 to 71 units; (4) reducing the commercial space from 46,440 s.f. to 40,250 s.f.; and, (5) reducing the amount of residential parking by eliminating a second floor of below grade parking under the proposed residential/commercial building.

Zoning Board of Appeals

The revised plans that came out of the Plan Commission were submitted to the ZBA, which then considered the PD at meetings in November and December 2015 and January 2016. Following the initial ZBA review in November, the Applicant then made the following revisions to the plan: (1) reducing the height of the east building from five to four stories and eliminating the fourth floor setback; (2) increasing the height of the building along Elm Street from three to four-stories, with the fourth story being stepped back 15 feet from the lower three stories.

Design Review Board
The DRB considered the design components at three of its meetings in November 2015 and January and February 2016. As a result of its consideration, the DRB required the Applicant to provide additional detail and design elements concerning the exterior portion of the development.

VI. PROPOSED PLAN

The proposed PD includes both private and public development components, all of which are provided in detail in Exhibit 1. Prior to providing detail on each component, following is a summary of the major project features.

- Three buildings ranging in size from one to six stories, which totals 174,729 s.f. including 41,381 s.f. of retail space and 108,300 s.f. of residential space (71 residential units)and 25,045 s.f. of common area elements (hallways, loading docks, amenities and building service areas).
- Three parking structures - (1) a 122 space parking lot below the buildings; (2) a 116 space lot east of the development on the site of the existing Village surface parking lot at 710 Elm Street; and, (3) a 194 space parking lot below the Lincoln Avenue right-of-way.
- A public plaza and new street in the Lincoln Avenue right-of-way.

Another way to obtain a general understanding of the development is to identify its size and uses on a floor by floor basis, which is provided below:

- Immediately below the building (1-story below grade), is a 122 space parking lot; 116 spaces for use by the residents of the multi-family units and 6 for commercial users;
- First floor of the building includes 46,216 s.f. of gross floor area, including 33,591 s.f. of commercial space, 4,698 s.f. of residential associated space (residential lobby), with the remaining 7,927 s.f. used for common area elements;
- Second floor totals 38,174 s.f. of which includes 7,790 s.f. of commercial space, 20,280 s.f. of residential, and 10,104 s.f. of common area elements;
- Third floor includes 34,375 s.f. of residential and 2,787 of common area elements;
- Fourth floor includes 30,980 s.f. of residential and 2,787 of common area elements;
- Fifth floor includes 14,260 s.f. of residential and 1,440 s.f. of common area elements;
- Sixth floor includes a 3,710 s.f. residential penthouse.

For additional details see Exhibit 1, OWPPD – Detailed Development Plan, Architecture, pp. 79-84.

PROPOSED PRIVATE DEVELOPMENT PORTION OF PD APPLICATION

Materials submitted by the Applicant depict a proposed mixed-use commercial and residential development which at its highest point would measure six (6) stories and 70 feet in height (at the top of the sixth floor penthouse on the west building. The proposed development would include 41,138 square feet of commercial space on two levels, and 71 apartments. Immediately below the proposed building, a one level below grade parking garage is proposed. This garage would contain 122 parking spaces, 116 of which will be dedicated to residents of the 71 residential units. This translates into 1.63 parking spaces per unit. In addition to developing the five privately owned parcels, the Applicant is also proposing to acquire a portion of adjacent Village land measuring 7,767 square feet (0.18 acre) within the Lincoln Avenue right-of-way (area identified in *Figure 1* next page).

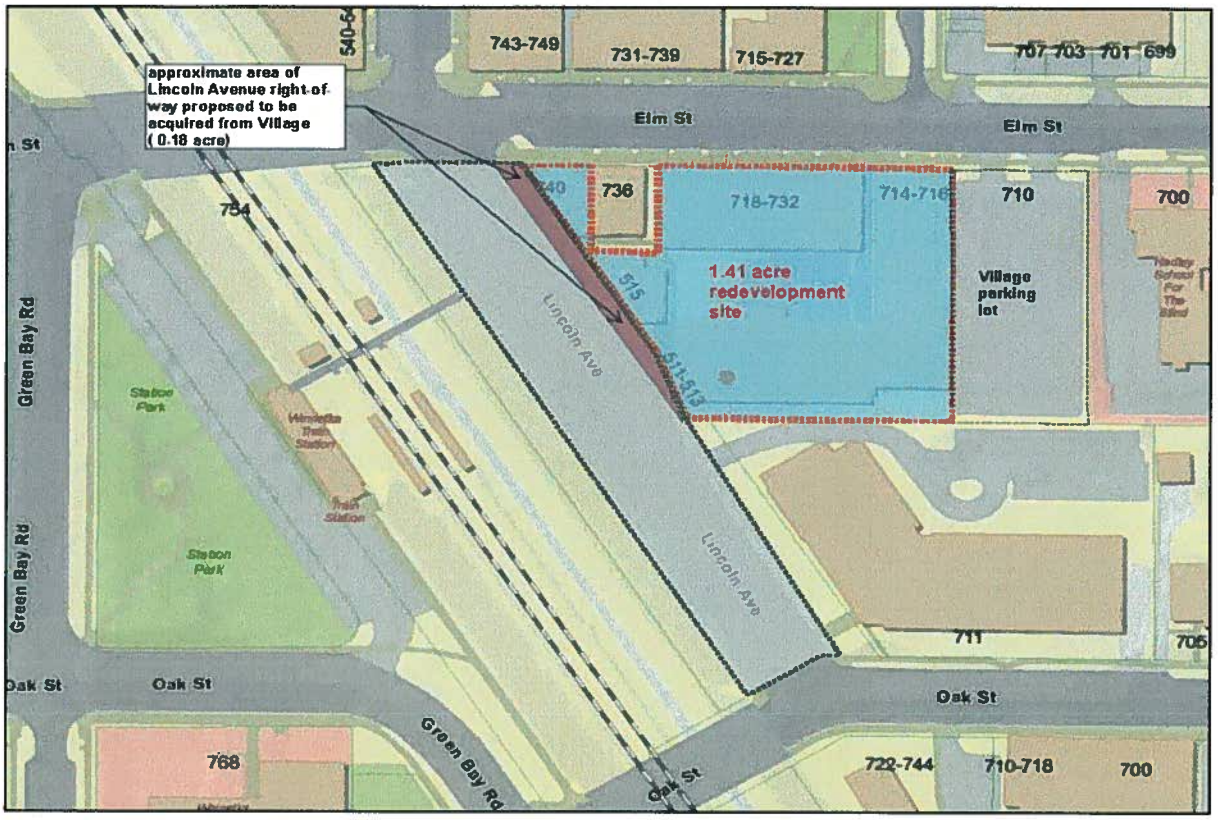


FIGURE 1 – DEVELOPMENT SITE

PROPOSED PUBLIC DEVELOPMENT PORTION OF PD APPLICATION

The development proposal also proposes public improvements to Village - owned properties including: (a) reconstruction and expansion of public parking along Lincoln Ave. and the village parking lot at 710 Elm St.; (b) construction of a public gathering space and plaza on Lincoln Avenue; (c) other incidental streetscape improvements; (d) water main replacement; and, (e) incidental stormwater detention improvements serving Village parcels. Additional details follow.

1. *Public parking improvements* – the Applicant proposes certain improvements to existing public parking that would require a cost sharing between the Village and the Applicant. In its proposal, public parking described below would be constructed by the Applicant, with the Village assuming ownership and operations.
   a) *East Elm Village parking lot reconstruction and expansion* - the existing surface lot located west of Hadley School for the Blind would be reconstructed, expanding the number of spaces from 63 to 116. The additional 53 spaces would be provided by constructing an additional "half-level" below grade (see Exhibit 1, OWPPD - Detailed Development Plan, Floor 1 and Ground Floor, pp. 76-79, and Proposed Parking, p. 168, additional details can also be found on pp. 96 and 155-156).
   b) *Lincoln Avenue commuter parking* – 33 existing street-level commuter parking spaces would be relocated to a two-story below-grade parking facility constructed beneath the existing Lincoln Avenue surface (see Exhibit1, OWPPD - Detailed Development Plan, Floor 2 and Floor 1, pp.77-78 and Proposed Parking, pp. 168, additional details can also be found on pp. 96 and 157). The parking facility would include 141 commuter spaces, an increase of 108 commuter spaces. Commuter parking spaces would open onto the adjacent Green Bay Trail and allow access to the

Metra station at the boarding platform level (see Exhibit 1, OWPPD - Detailed Development Plan, West Garage – Details, pp. 121-126).

c) *Lincoln Avenue short term visitor/retail parking* – 30 existing street-level short term spaces for shoppers and business district visitors would be relocated and increased in number. Plans call for an increase of 36 spaces, to a total of 66 short term shopper parking spaces. Thirteen (13) spaces would be located at street-level on Lincoln Avenue, and 56 within the below-grade parking facility beneath Lincoln Ave (see Exhibit 1, OWPPD -Detailed Development Plan, Floor 2 and Floor 1, pp. 77-78, and Proposed Parking, p.168).

Summary table of proposed public parking changes				
	Lincoln Avenue public parking		*Elm Street east lot*	
	Short term (shopper)	*Long term (commuter)*		Total
Existing total	30 *(street level)*	33 *(street level)*	63	126
Proposed total	56 *(below grade)* + 13 *(street level)*	144 *(below grade)*	116	329
Net increase	39 space increase	111 space increase	53 space increase	203 space increase

2. *Lincoln Avenue gathering space and plaza* – In conjunction with the development of below-grade parking, plans call for a narrowing of the Lincoln Avenue right-of-way and provision of additional pedestrian amenities, which would allow for establishment of an informal gathering space, and provide additional enhancements that would permit programming of occasional community events. Figure 2 (see next page) identifies the current rights-of-way of Lincoln Ave., Elm St., and Oak St. It should be noted that although Lincoln Ave. would be reconstructed to allow for a plaza, it would still accommodate two-way vehicular traffic (24 ft. width of travel lanes) when not being actively used for community events. Plans call for special paving treatment, street tree plantings and other landscaping, seating, and other site amenities (see Exhibit 1, OWPPD – Detailed Development Plan, Landscape Architecture, pp.143-152).

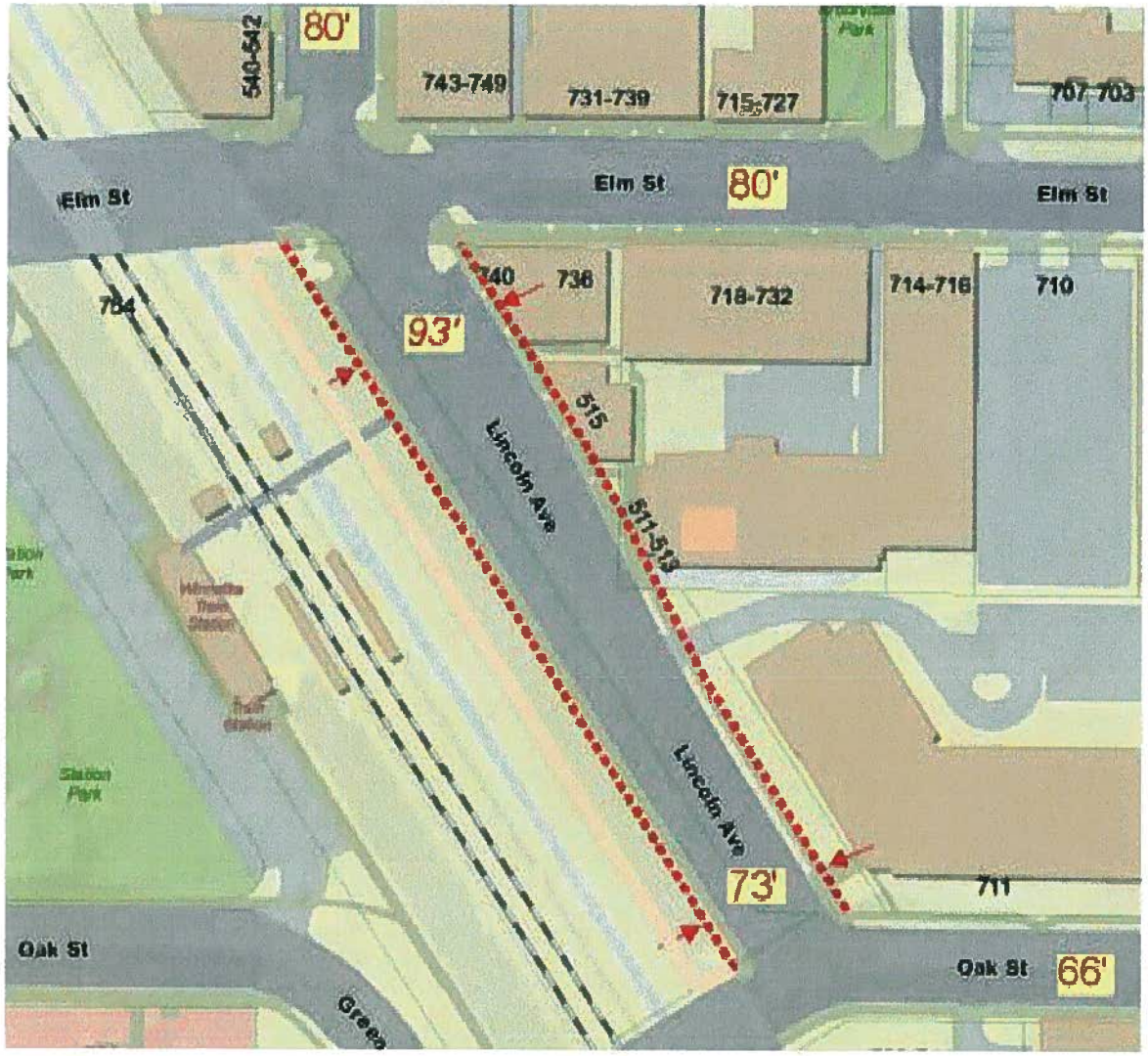


Figure 2- Existing Lincoln ave. right of way

3. *Other incidental streetscape improvements (Elm Street)* – In addition to Lincoln Avenue upgrades, the plan calls for the reconstruction of approximately 400 linear feet along the south side of Elm Street, including sidewalk, curb, and gutter, new pedestrian lighting, planting beds, and pedestrian bump outs (see Exhibit 1, OWPPD – Detailed Development Plan, Landscape Architecture, pp.143-152).

4. *Water main replacement (Elm Street)* – An existing 6" Elm Street water main would be upgraded to a new 16" main, extending approximately 730' from Lincoln Avenue to Maple Street. The new water main would serve the new development as well as other Elm Street businesses, and is necessitated in part by taking an existing 16" water main beneath Lincoln Avenue out of service to accommodate below grade parking (see Exhibit 1, OWPPD - Supporting Documentation, Preliminary Civil Plans, pp. 157-158).

5. *Stormwater facilities* – Stormwater detention facilities will be constructed serving both the private development area as well as the proposed public parking improvements. Plans call for construction of stormwater detention facilities to collect and detain stormwater runoff for a 100-year storm event (see Exhibit 1, OWPPD - Supporting Documentation, Preliminary Civil Plans, pp. 159-160).

With respect to proposed public improvements, the Applicant proposes a cost-sharing agreement with the Village whereby the applicant would contribute toward public improvements as part of a proposed public benefit component. In Exhibit 1, OWPPD, under Financial Information, in the Memo dated March 17, 2016, pp. 295-297, a detail of the proposed allocation of developer costs and requested Village contributions is provided.

A detailed analysis of the Applicant's fiscal projections, as well as an analysis of its requested Village contribution toward new public parking, will be conducted by the Village's real estate development consultant, CBRE. If it is determined by the Village Council to proceed with this development, any public improvement financial contributions on the part of Village will be included in a development agreement between the Village and the Applicant.

PARKING AND TRAFFIC STUDY

As part of the PD application, a traffic and parking impact study was submitted (see Exhibit 1, OWPPD - Supporting Documentation, Traffic and Parking, pp.171-265). The original study was conducted by KLOA, Inc. and dated February 20, 2015. It was subsequently revised on several occasions based on analysis and comments from the Plan Commission and Public Works Director Steve Saunders. The most recent submittal from KLOA (dated March 17, 2016), includes updates based on the most recent plans. Upon completion of its study, KLOA made the following conclusions:

- The site of the proposed development will be located in close proximity to the train station.
- The amount of traffic that will be generated by the proposed development will be reduced due to the availability of public transportation serving the area.
- The results of the capacity analyses indicate that the studied intersections are and will continue operating at acceptable levels of service with minimal increase in delays and that queues will not impact adjacent intersections.
- The proposed access system will provide maximum access flexibility for residents and customers and commuters entering and departing the site.
- The proposed parking supply of 116 spaces for the proposed apartments will be adequate in accommodating the projected peak demand.
- The proposed public and commuter parking garage will more than adequately offset the loss of existing parking and will provide additional supply for future uses of the East Elm District.

As is customary, the Applicant's parking and traffic study has been provided to the Village Engineer for review and comment. Public Works Director Steve Saunders originally issued a memo on March 10, 2015, (see Exhibit 2, OWVD, Attachment B, Correspondence from PW Director, pp.11-12) expressing a number of concerns about both the parking and traffic components of the project, as well as engineering, drainage and related matters. As a result of the issues raised by Mr. Saunders, revisions were made to the plans. Subsequently on June 18, 2015, Mr. Saunders issued a second memo. (Exhibit 2, OWVD, Attachment B, pp.13-17) Whereas he concluded that the revised proposal appears to satisfy the Village's

current development-related parking requirements, he added that some areas need to be further addressed prior to approval of the Final PD, which is as follows:

- The applicant, prior to final development approval, should provide a dimensioned and detailed plan for Lincoln Avenue roadway/public plaza that shows roadway dimensions, turning radii, striping and signage detail.
- The applicant, prior to final development approval, should provide detailed and dimensioned plans for the entrance to the east parking lot, showing streetscape materials, dimensions, turning radii, striping and signage details.
- The applicant, prior to final development approval, should provide detailed and dimensioned plans for the intersection of Lincoln Ave. and Elm St.

VII. EXCEPTIONS

As mentioned previously, there are a number of bulk regulations with which the development must comply. However, under the PD regulations, it is anticipated that not all bulk regulations will be met. Therefore, relief from them is possible thru the approval of "exceptions" (Section 17.58.040.G) (see Exhibit 2, OWVD, Attachment A, Planned Developments, p.3). Exceptions are considered by the Plan Commission; the ZBA, however as part of its consideration of the PD, does not include the exceptions. It is important to note that exceptions are not the same as variations and are treated differently. Exceptions must meet findings different from those for variations; these findings include the following:

- that the exception or modification meets the standards for modification defined in the relevant provision of this section;
- that the exception or modification is solely for the purpose of promoting a unified site plan and of meeting the objectives of both this Title and the Comprehensive Plan; and
- that the exception or modification is necessary to achieve the stated objectives and goals of this Chapter.

The following chart identifies the three exceptions that are being requested as part of the One Winnetka PD:

Type of Standard	Zoning Requirement	Proposed in PD
Maximum building height	4-stories, 45'-0'	6 - stories, 70'0"
Upper story step back	Stories at 4th floor and higher must be stepped back 10 feet	No setback provided
Rear yard setback (east lot line)	10' required	0' proposed

VIII. PLAN COMMISSION ACTION

Pursuant to Section 17.58.110.C. of the Zoning Ordinance (see Exhibit 2, OWVD, Attachment A, Planned Developments, P.9) the role of the Plan Commission is to determine whether the proposed development, as a whole, is consistent with the goals and objectives of the Winnetka 2020 Comprehensive Plan. These goals and objectives are as follows:

1. *to ensure that commercial, institutional, and residential development is appropriate to the character of and minimizes the adverse impact on its surrounding neighborhood;*
2. *to limit commercial, institutional and residential development within the Village to minimize potentially adverse impacts on adjacent residential neighborhoods and to*

prevent the need for significant increases in such infrastructure as streets, parking, utilities and sewers, and in other community resources such as schools, parks and recreational facilities;

3. *to ensure that development proposals minimize the potential adverse impact they might have on residential neighborhoods, including the impact on pedestrian character, on-site parking, traffic patterns, congestion, open space, storm water management and Village infrastructure;*
4. *to provide for a wide range of office/service and retail commercial land uses and development within the existing business districts in the Corridor;*
5. *to promote a strong community identity and opportunities to interact while building a healthy commercial tax base;*
6. *to provide a broad range of goods and services so that Winnetka residents can satisfy most of their ordinary shopping requirements in the Village and so that non-residents will come to the Village for specialty goods and services;*
7. *to maintain the essential quality, viability and attractiveness of Winnetka' s business districts while encouraging new economic development consistent with the character of the Village and the individual business districts;*
8. *to encourage the provision of on-site parking at the rear of buildings, with access via alleys or private driveways, to reduce demand for on-street parking; and*
9. *to ensure that new development does not decrease public parking supply, particularly on street parking that supports retail use.*

Beginning on March 25, 2015 and finishing on September 30, 2015, the Plan Commission discussed the PD at seven meetings. Its final action was taken at the September 30th meeting where it voted eight in favor and two against to recommend in favor of preliminary approval of the PD and the three exceptions. For details concerning the Plan Commission's consideration of the Preliminary PD, its meeting minutes and resolution see Exhibit 2, OWVD, Attachment C, Plan Commission Minutes and Findings pp.18-232.

Plan Commission approval was made based on the following nine conditions being met:

1. *Restricting Use of Property.* The Applicant may not lease space in the development for a full service commercial health club open to the general public;
2. *Commercial delivery and trash collection.* The location and delivery of any trash collection related to the Development site should be relocated to access points from Lincoln Avenue and subject to approval of the Village Engineer;
3. *Outdoor seating.* The Applicant shall give further consideration to the width of public sidewalks adjacent to the Development and consider the appropriateness of sidewalk widths for outdoor dining; the Applicant shall modify the location of curbs and/or building placement to facilitate such seating, subject to approval by the Village Engineer;
4. *Accommodating the visually impaired.* The Applicant shall give further consideration to the width, slope and materials of the public sidewalk, cross walks and other streetscape elements adjacent to the Development;
5. *Green Roofs.* Green roofs should be installed on the roofs as depicted in the Plan Documents in order to soften the visual impact of the roofs from adjacent buildings, as well as to provide storm water management and heat island benefits;.
6. *Lincoln Avenue Public Plaza.* Additional information on the costs and benefits of the proposed public plaza, as well as alternative designs and value engineering options, should be reviewed and carefully evaluated;

7. *Compliance with all Village Codes & Regulations.* Other than the specific relief recommended by this resolution, the proposed Development shall be required to meet all Village codes and regulations, including but not limited to the Zoning Code, the Village of Winnetka Subdivision Code, as amended, the Standards and Specifications for Public and Private Improvements Manual, as amended, and all building, fire, and life-safety code requirements;
8. *Final Concept Plan Approval.* Prior to final plan approval of the Development by the Village Council, the Applicant shall:
    a) Present to the Design Review Board for review and recommendation the final site plan, landscaping plan, signage plan, and building elevations details. This review shall occur prior to the Plan Commission's consideration of the final plan.
    b) Submit a final plan and final plat for Village staff review and approval pursuant to all Village ordinances and regulations; and,
9. *Transferability.* The approvals for the proposed Development shall be granted to the applicant and shall not be transferable except as specifically authorized and in compliance with the final approval documents approved by the Village Council.

IX. ZONING BOARD OF APPEALS ACTION

Pursuant to Section 17.58.110.B. of the Zoning Ordinance (see Exhibit 2, OWVD, Attachment A, Planned Development pp. 8-9), the role of the ZBA is to determine whether the proposed development is consistent with the same standards applied to any Special Use Permit application. These standards are as follows:

1. *that 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. *that the 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. *that the 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. *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 and private 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 planned development in all other respects conforms to the applicable zoning regulations and other application of Village ordinances and codes.*

Beginning on November 14, 2015 and concluding on January 11, 2016, at three meetings, the ZBA considered the PD. At its January 11th meeting, the ZBA's final action was to recommend against the Preliminary PD. The motion to recommend denial was approved on the vote of four in favor and two against. For details concerning the ZBA's consideration of the PD, the minutes of its meetings and resolution, see Exhibit 2, OWVD, Attachment D, ZBA Minutes and Resolution, pp.233-312.

X. DESIGN REVIEW BOARD ACTION

Pursuant to Section 17.58.110.D of the Zoning Ordinance (see Exhibit 2, OWVD, Attachment A, Planned Development, p. 9), the role of the DRB is to provide comment and recommendations to the Village Council as to whether the building design, landscape plan and other proposed exterior aspects of the proposed development are in conformity with the Village's Design Guidelines.

The DRB began its consideration of the PD at its November 19, 2015 meeting. After three meetings, the DRB completed its deliberations on the PD at its February 18, 2016 meeting and voted four in favor and three against recommending that the PD is in conformity with the Village's Design Guidelines. For details concerning the DRB's consideration of the PD, the minutes of its meetings and findings, see Exhibit 2, OWVD, Attachment E, DRB Minutes and Findings, pp.313-378. Please note that at the time this report was put together the February 18, 2016 DRB minutes were still being drafted and will be issued under separate cover when complete.

X. VILLAGE COUNCIL ACTION

As is with the case of the three advisory bodies, the Village Council must consider findings that are identified in Section 17.58.110.E of the Zoning Ordinance (see Exhibit 2, OWVD, Attachment A, Planned Developments, p. 9). The findings include the following:

1. *that the proposed development meets the special use standards for planned development, as set forth in subsection B of this Section;*
2. *that the proposed development, as a whole, is consistent with the Comprehensive Plan, Winnetka 2020;*
3. *that a certificate of appropriateness of design should be issued for the buildings, landscaping and other exterior elements of the proposed development; and*
4. *that the proposed development is otherwise consistent with the intent and objectives of this Chapter.*

RECOMMENDATION

Discuss the Preliminary One Winnetka Planned Development and exceptions.

EXHIBITS

Exhibit 1 - One Winnetka Preliminary Planned Development Application Binder (previously issued)
Exhibit 2 - One Winnetka Village Documentation Binder (previously issued)
Exhibit 3 –Revised Plan Documents, Residential Market Analysis and Public Comment (previously issued)

ATTACHMENT E

David M. Trandel

Stonestreet Partners LLC
515 Lincoln Ave.
Winnetka IL, 60093
dtrandel@stonestreetusa.com
312-286-0395

July 20, 2016

Village of Winnetka
510 Green Bay Road
Winnetka, Illinois 60093
Attention:
Mr. E. Gene Greable
Mr. Michael D'Onofrio

Re: One Winnetka Design Revisions and Public Benefits.

Dear President Greable, Mr. D'Onofrio, and Village Council Trustees:

The One Winnetka development team is pleased to provide you with the highlights of the revised design for the One Winnetka Planned Development based on the comments and suggestions voiced by the Village of Winnetka review Boards and its residents. Significant revisions have been made to the design that was presented to the Village Council on April 19, 2016; thus eliminating the request for the Village to contribute any dollars to any aspect of the project while still providing for an enhanced and invigorated downtown business district with improved storm water detention, significantly upgraded retail and commuter parking offerings, safer ingress and egress, a vastly improved business environment with exciting living, shopping and dining options for the residents of Winnetka. The immediate and long term public benefits provided by the development are highlighted as Exhibit A.

As you are aware, the One Winnetka development consists of three distinct, self-identified mixed-use buildings that in aggregate consist of 61 residential units over institutional-quality street level retail space and a below grade residential parking garage. The revised Planned Development proposal includes the construction of a smaller 56-space below grade parking garage under Lincoln Avenue ("West Garage"), the replacement of the existing asphalt parking

lot directly to the east with a new, highly functional expanded concrete parking facility ("East Garage"), along with the reconstruction and beautification of Lincoln Avenue and symmetrical streetscape enhancements to Elm Street. As a result, the One Winnetka development will provide for a more efficient and well-apportioned parking solution by providing an additional 100 public parking spaces in the East Elm commercial district that are strategically located and more user friendly for retail and commuter users. It isn't simply more parking spaces; it is well-placed parking options that will alleviate the congestion at peak crunch times and will relocate long-term commuter cars off much desired street level retail parking. In summation, please note the following changes:

Design Revisions

1) **Height reduction** – The 6th floor was eliminated from the West building with the square footage reapportioned to the East building by adding a partial 5th floor that includes a 10-foot step back to reduce any visual impact from the east. The maximum roof height was reduced from 70 feet and will not exceed 59 feet. A 2'-6" parapet on the corner turret and center section of the West building, which represents less than five percent of the total roofline, provides detail and architectural interest to building. The height of building on Elm will remain the same and not exceed 49 feet.

2) **Retail area reduction** - The commercial/retail area was reduced from 44,000 square feet to approximately 34,000 square feet. The retail area in the West building was removed from the second floor, the amenity area was relocated from the second to the first floor, and residential units replaced the retail and amenity areas on the second floor.

3) **West parking garage reduction/Lincoln Avenue revisions** - The West parking garage has been reduced from two levels with 194 spaces below grade to one level with 56 spaces. The plaza has been removed and replaced with a comprehensive reconstruction and streetscape beautification of Lincoln Avenue along the Village's property line at the UPRR embankment. The Lincoln Avenue streetscape will be designed in accordance with the Village's Commercial District Master Streetscape and Wayfinding Plan and all of the existing surface parking spaces on Lincoln Avenue will be reconstructed along the new roadway. But for the handful of spaces lost for the entrance/exit ramp to the below grade commuter lot, the current parking count on Lincoln Avenue will stay largely intact.

4) **Additional streetscape improvement work** - New streetscape work at the north side of Elm Street between Lincoln Avenue and Arbor Vitae Road has been added to the

scope of public improvement work to create a symmetrical and finished look to Elm Street. The Developer will completely manage and pay for 100 percent of the hard costs and soft costs of the streetscape improvements on Elm Street and Lincoln Avenue and the streetscapes will be designed in accordance with the Village's Commercial District Master Streetscape and Wayfinding Plan.

5) **736 Elm Street property** - The 736 Elm Street property (Conney's Pharmacy) has been incorporated into the plans with the store relocated into the former space occupied by Mirani's.

Public Benefits

The presentation to the Village Council on April 19, 2016, included a proposal that the Village contribute approximately half of the cost of the public benefits or approximately $6,520,000, that included 108 additional public commuter parking spaces, 41 additional public retail parking spaces, the construction of a hardscape plaza and landscaping, Lincoln Avenue and Elm Street streetscape work, and Lincoln Avenue and Elm Street water main improvements. As a result of the changes made, the current proposal still provides for significant public benefits summarized in Exhibit A and ***does not require any financial contribution by the Village***.

1) The developer will reconstruct the existing 62 parking spaces and will build an additional 52 retail parking spaces in the East parking garage. The garage will be entirely paid for by the Developer and owned by the Village.
2) The West parking garage has been reduced from two levels below grade with 194 spaces to one level below grade with 56 commuter spaces that can also serve for retail overflow during non-commuting times.
3) The Developer will pay 100 percent of the cost for the reconstruction of Lincoln Avenue and the streetscape and landscaping of the north and south sides of Elm Street.
4) Assuming the annual real estate taxes stabilize at $555,000, the Village will receive an incremental gain of $72,150 in annual taxes.

The total value of the public benefit created by the One Winnetka development exceeds **$6,700,000** and is summarized in Exhibit A. Qualitative public benefits of the One Winnetka development include rejuvenation of the East Elm commercial district, increased on-grade retail parking, and below-grade commuter parking that can serve other uses in non-commuting times and are also summarized in Exhibit A.

In exchange, we ask to acquire a fee simple interest in a 7,767 square foot area of the Village Lincoln Avenue Right-of-Way and the approval of the One Winnetka Planned Development in accordance with the revised plans dated July 26, 2016.

In summation, it has been a very enlightening process and the end result is a far superior offering from what was originally presented in March 2015. We are truly appreciative of the many hours and diligent efforts the Village Council, Planning Commission, Zoning Board of Appeals, Design Review Board and the Planning Department exhausted on behalf of the One Winnetka development team and the residents of Winnetka. This is an exciting time for our Village and we are respectful of the opportunity in front of us. To be a part of this project, and to bring life to all the public benefits that the One Winnetka development offers is truly a privledge, and we look forward to forging a successful partnership with the Village as we conclude the Planned Development review process.

Very truly yours,

David M. Trandel

EXHIBIT A

PUBLIC BENEFITS

Immediate Financial Benefits:

1) West Garage- 48 spaces x $50,000/space =	$2,400,000
2) East Garage- 52 spaces x $50,000/space =	$2,600,000
3) Streetscape and Landscape Improvements =	$1,700,000

Financial Benefit of Hard Assets	$6,700,000

*Village portion (13 percent) of the increase in assessed value for Real estate taxes are $72,150 per year.

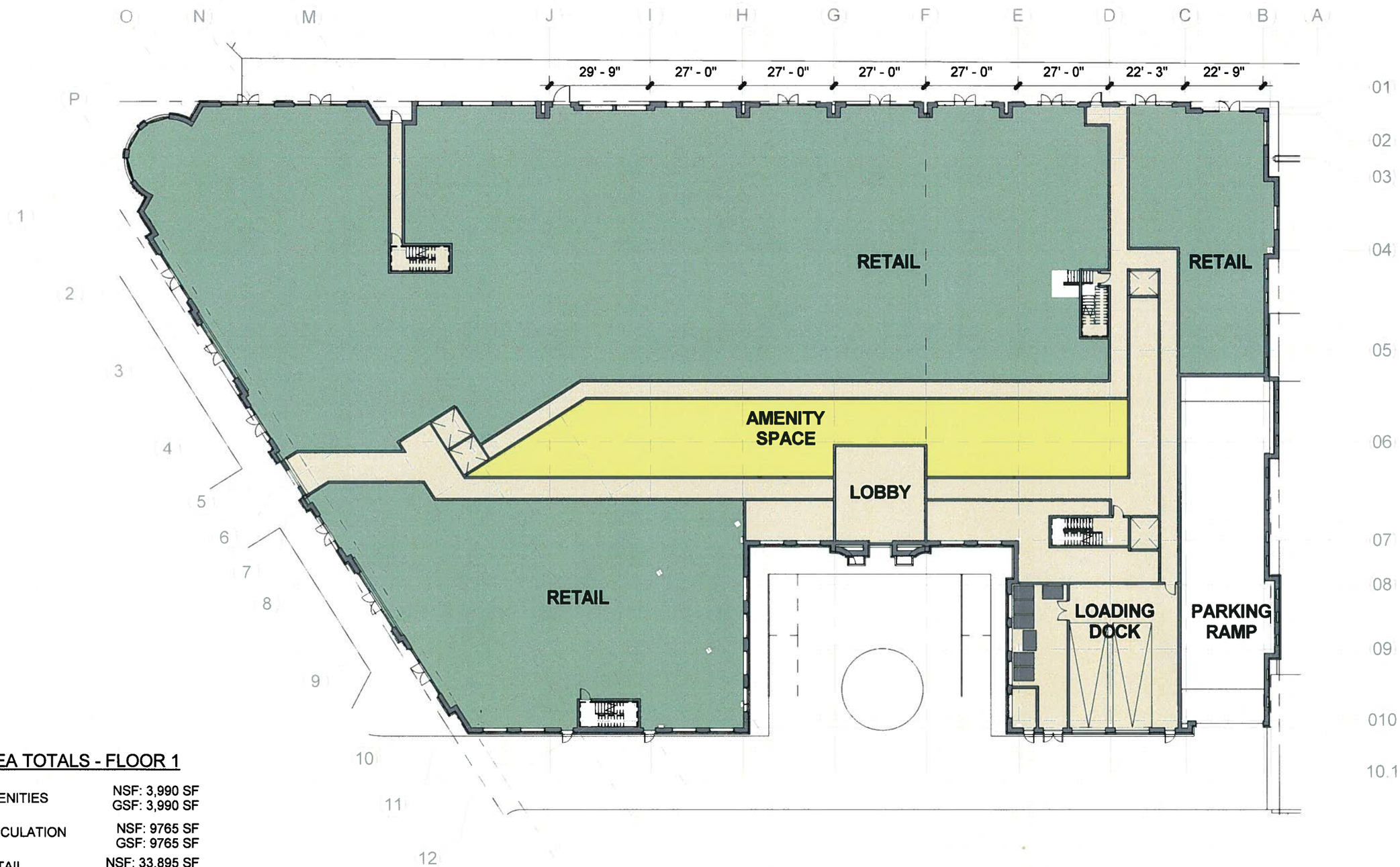
TOTAL VALUE OF PUBLIC BENEFITS ***$6,772,150***

Extended Non-Financial Benefits:

1) Catalytic effect on the entire business district,
2) Enhanced parking for all retailers due to reconfiguration making for a better shopping experience,
3) Removes eyesore,
4) Real estate tax benefits to other taxing districts including library, parks and schools.

ATTACHMENT F

REVISED PLANS



AREA TOTALS - FLOOR 1

AMENITIES	NSF: 3,990 SF GSF: 3,990 SF
CIRCULATION	NSF: 9765 SF GSF: 9765 SF
RETAIL	NSF: 33,895 SF GSF: 33,895 SF

SCALE: 1" = 30'-0"

0' 15' 30' 60'

160720 01
SKETCH NUMBER:

FLOOR 1 - AMENITY & RETAIL SPACES
DESCRIPTION:

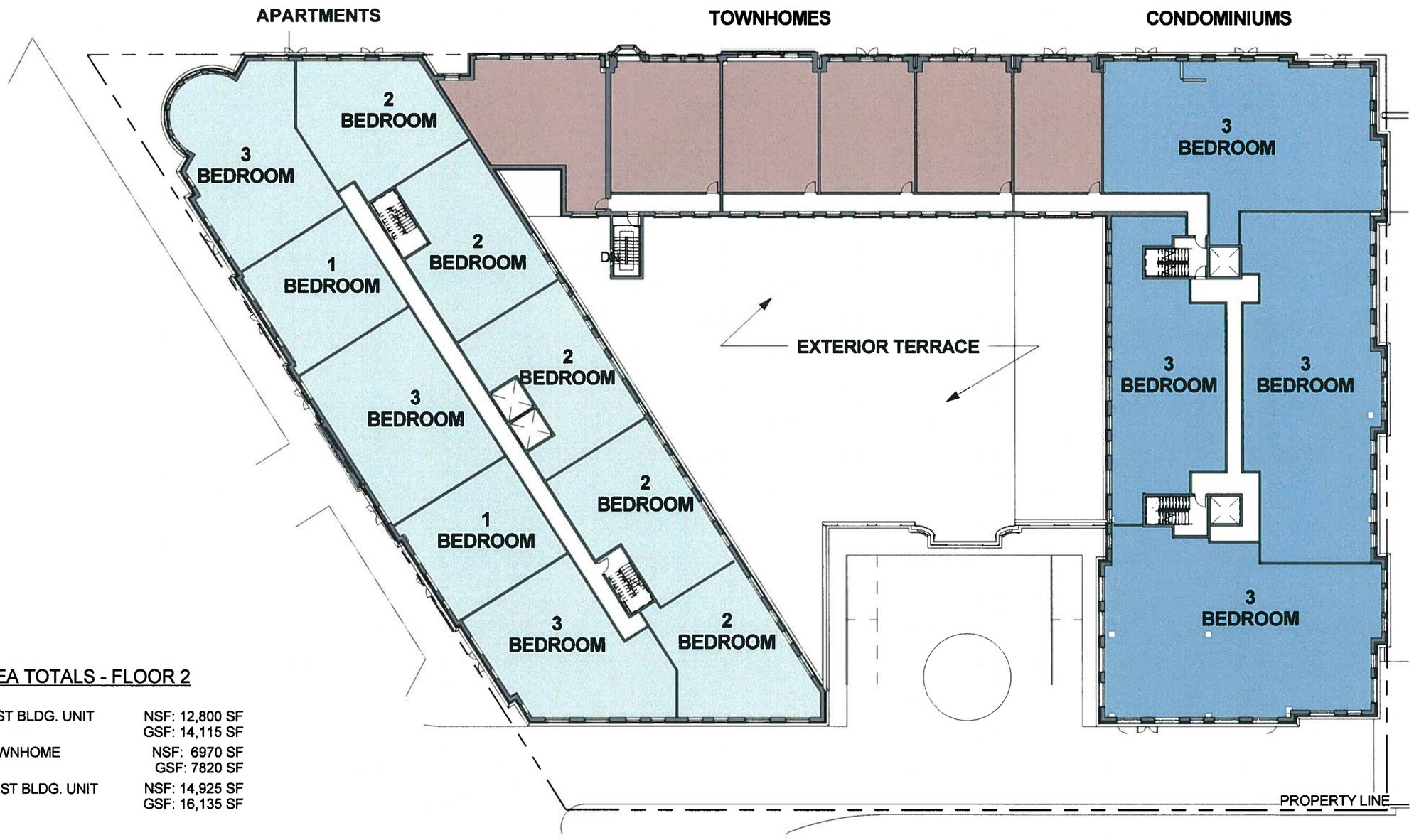
1" = 30'-0"
SCALE:

07/20/16
DATE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660



AREA TOTALS - FLOOR 2

	EAST BLDG. UNIT	NSF: 12,800 SF GSF: 14,115 SF
	TOWNHOME	NSF: 6970 SF GSF: 7820 SF
	WEST BLDG. UNIT	NSF: 14,925 SF GSF: 16,135 SF

SCALE: 1" = 30'-0"

0' 15' 30' 60'

SKETCH NUMBER:	160720 02
DESCRIPTION:	FLOOR 2 PLAN - RESIDENTIAL SF
DATE:	07/20/16
SCALE:	1" = 30'-0"
PROJECT NUMBER:	16-001
PROJECT NAME:	ONE WINNETKA

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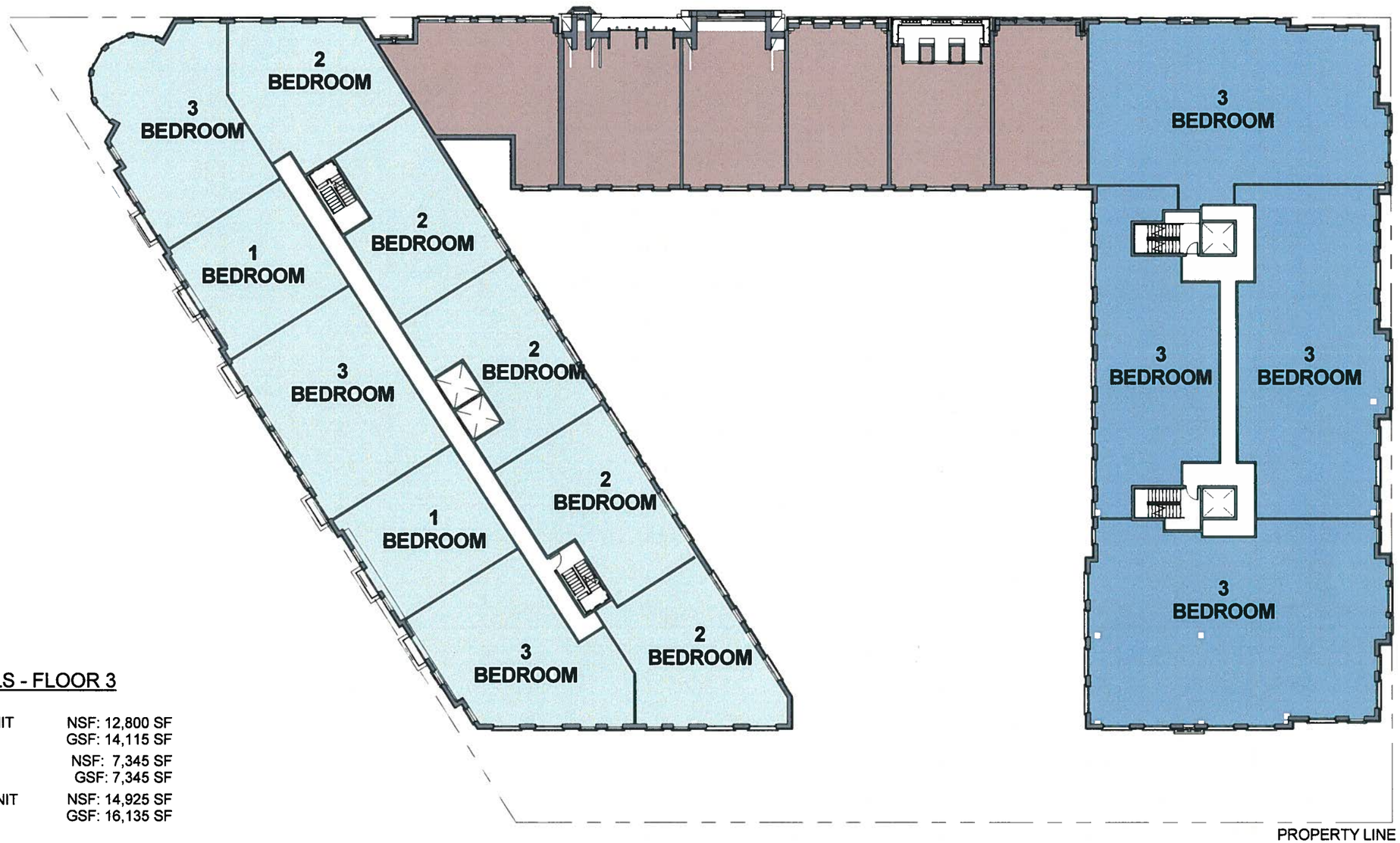
Chicago, Illinois 60660

APARTMENTS

TOWNHOMES

CONDOMINIUMS



AREA TOTALS - FLOOR 3

EAST BLDG. UNIT	NSF: 12,800 SF GSF: 14,115 SF
TOWNHOME	NSF: 7,345 SF GSF: 7,345 SF
WEST BLDG. UNIT	NSF: 14,925 SF GSF: 16,135 SF

SCALE: 1" = 30'-0"

0' 15' 30' 60'

160720
03
SKETCH NUMBER:

FLOOR 3 PLAN - RESIDENTIAL SF
DESCRIPTION:

07/20/16
DATE:

1" = 30'-0"
SCALE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

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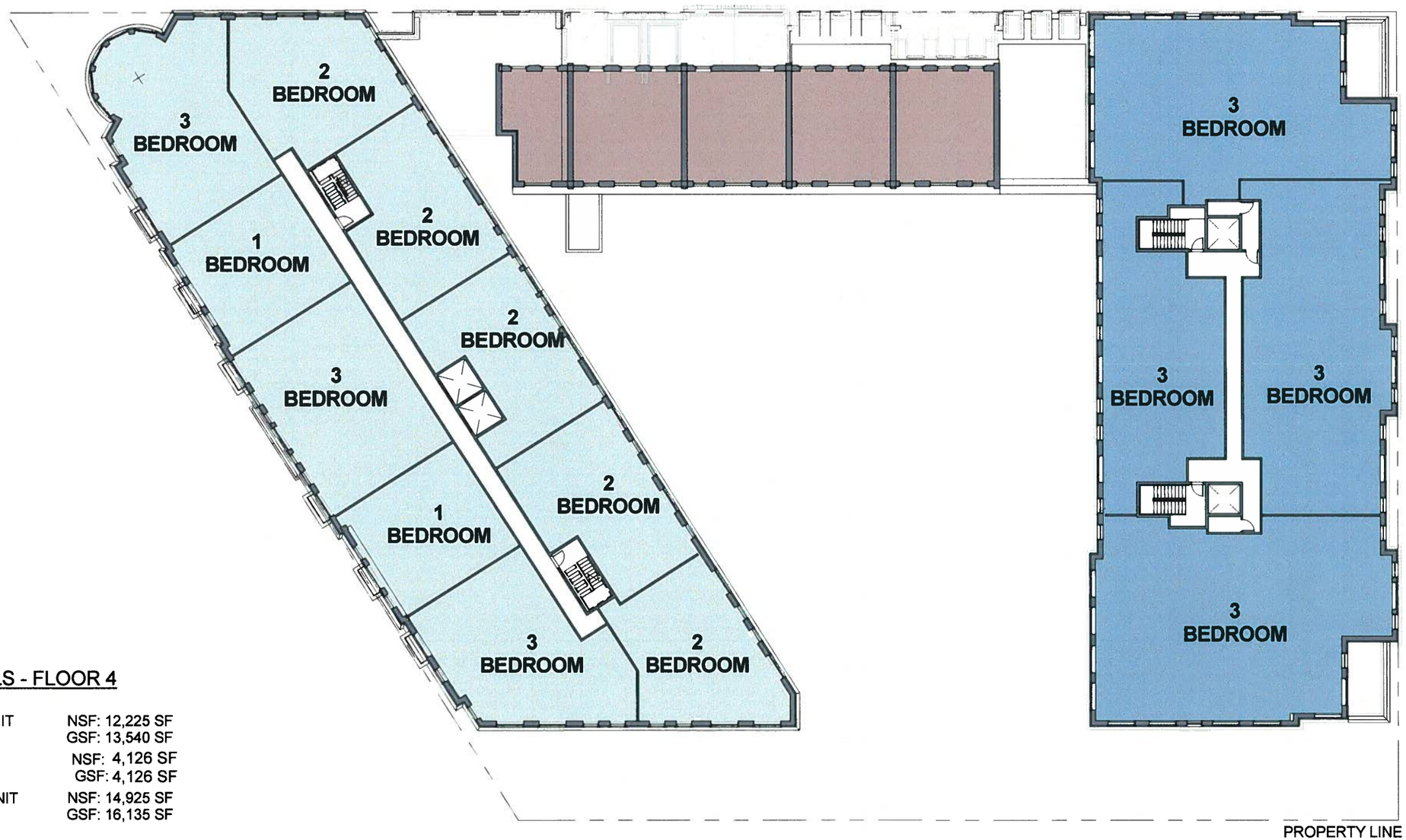
Chicago, Illinois 60660

APARTMENTS

TOWNHOMES

CONDOMINIUMS



AREA TOTALS - FLOOR 4

EAST BLDG. UNIT	NSF: 12,225 SF	GSF: 13,540 SF
TOWNHOME	NSF: 4,126 SF	GSF: 4,126 SF
WEST BLDG. UNIT	NSF: 14,925 SF	GSF: 16,135 SF

SCALE: 1" = 30'-0"

0' 15' 30' 60'

SKETCH NUMBER:	160720 04
DATE:	07/20/16
SCALE:	1" = 30'-0"
DESCRIPTION:	FLOOR 4 PLAN - RESIDENTIAL SF
PROJECT NAME:	ONE WINNETKA
PROJECT NUMBER:	16-001

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Chicago, Illinois 60660

APARTMENTS

CONDOMINIUMS

AREA TOTALS - LEVEL 5

EAST BLDG. UNIT	NSF: 10,325 SF GSF: 11,640 SF
TOWNHOME	NSF: 0 SF GSF: 0 SF
WEST BLDG. UNIT	NSF: 14,925 SF GSF: 16,135 SF

160720
05
SKETCH NUMBER:

FLOOR 5 PLAN - RESIDENTIAL SF
DESCRIPTION:

1" = 30'-0"
SCALE:

07/20/16
DATE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

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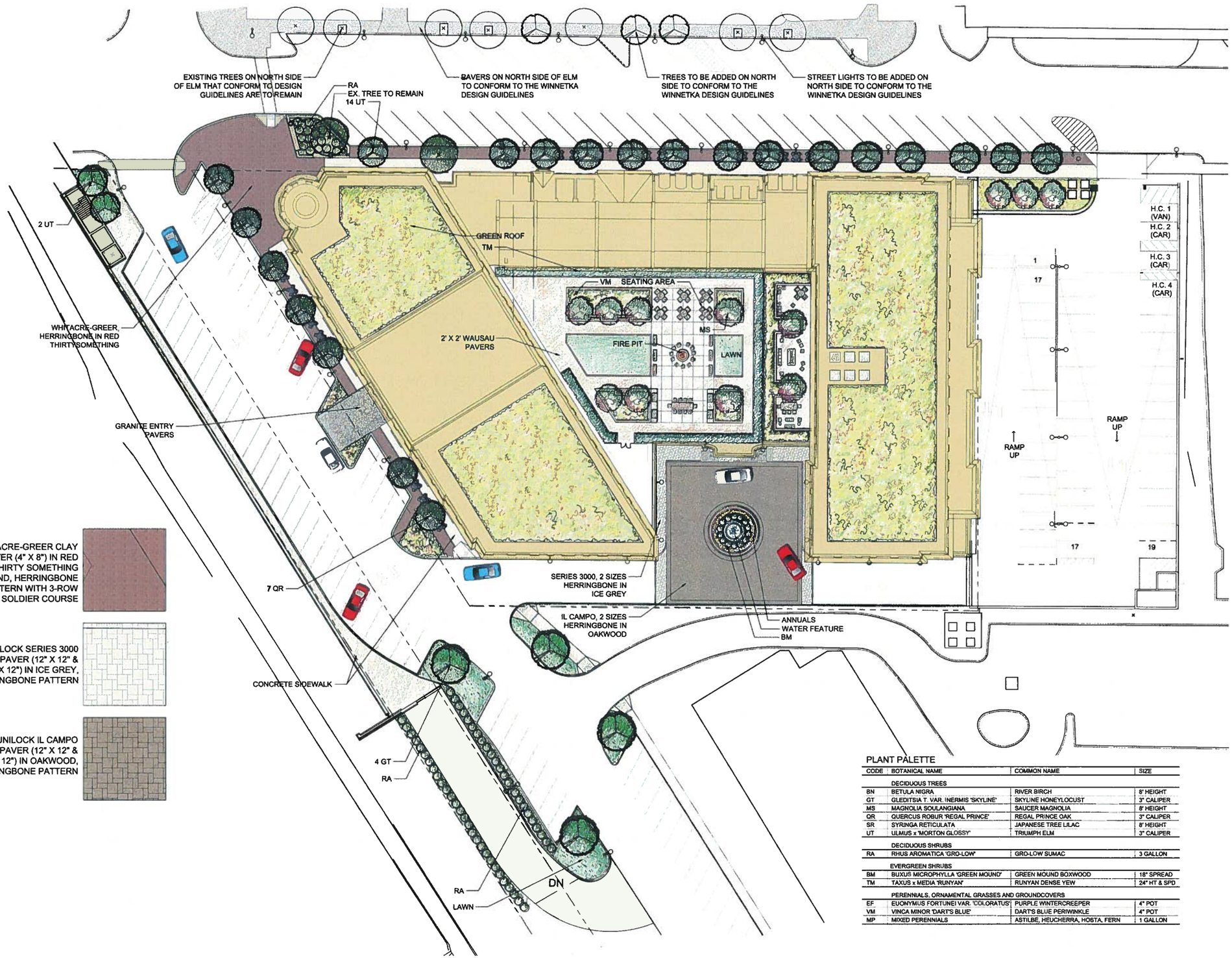

PLANT PALETTE

CODE	BOTANICAL NAME	COMMON NAME	SIZE
	DECIDUOUS TREES		
BN	BETULA NIGRA	RIVER BIRCH	8' HEIGHT
GT	GLEDITSIA T. VAR. INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	3" CALIPER
MS	MAGNOLIA SOULANGIANA	SAUCER MAGNOLIA	8' HEIGHT
QR	QUERCUS ROBUR 'REGAL PRINCE'	REGAL PRINCE OAK	3" CALIPER
SR	SYRINGA RETICULATA	JAPANESE TREE LILAC	8' HEIGHT
UT	ULMUS x 'MORTON GLOSSY'	TRIUMPH ELM	3" CALIPER
	DECIDUOUS SHRUBS		
RA	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	3 GALLON
	EVERGREEN SHRUBS		
BM	BUXUS MICROPHYLLA 'GREEN MOUND'	GREEN MOUND BOXWOOD	18" SPREAD
TM	TAXUS x MEDIA 'RUNYAN'	RUNYAN DENSE YEW	24" HT & SPD
	PERENNIALS, ORNAMENTAL GRASSES AND GROUNDCOVERS		
EF	EUONYMUS FORTUNEI VAR. 'COLORATUS'	PURPLE WINTERCREEPER	4" POT
VM	VINCA MINOR 'DART'S BLUE'	DART'S BLUE PERIWINKLE	4" POT
MP	MIXED PERENNIALS	ASTILBE, HEUCHERRA, HOSTA, FERN	1 GALLON

160720
06
SKETCH NUMBER:

ROOF PLAN / LANDSCAPE PLAN
DESCRIPTION:

07/20/16
DATE:

1" = 45'-0"
SCALE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

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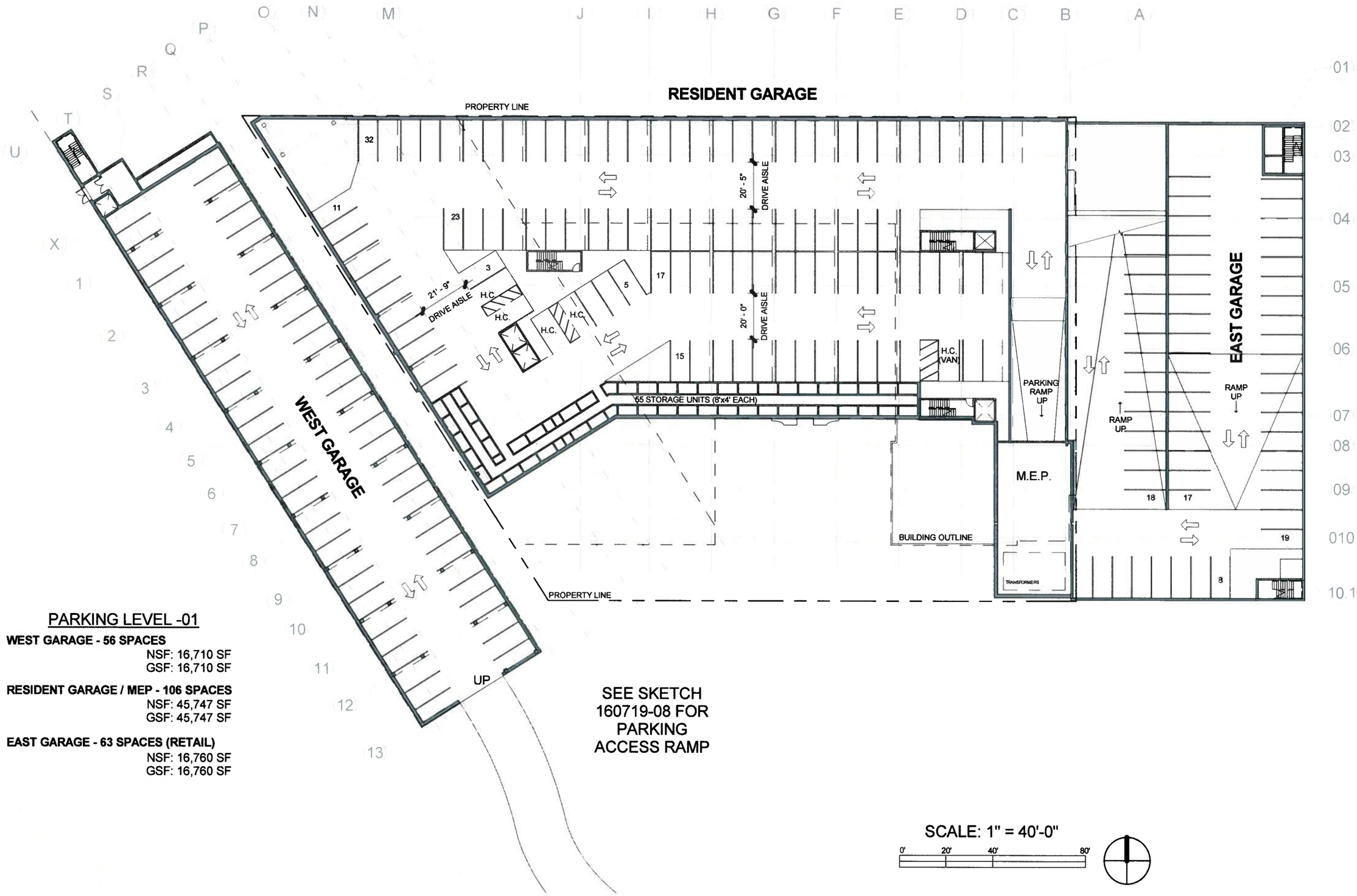

PARKING LEVEL -01

WEST GARAGE - 56 SPACES
NSF: 16,710 SF
GSF: 16,710 SF

RESIDENT GARAGE / MEP - 106 SPACES
NSF: 45,747 SF
GSF: 45,747 SF

EAST GARAGE - 63 SPACES (RETAIL)
NSF: 16,760 SF
GSF: 16,760 SF

160720 07
SKETCH NUMBER:

FLOOR -1 PARKING PLAN
DESCRIPTION:

07/20/16
DATE:

1" = 40'-0"
SCALE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

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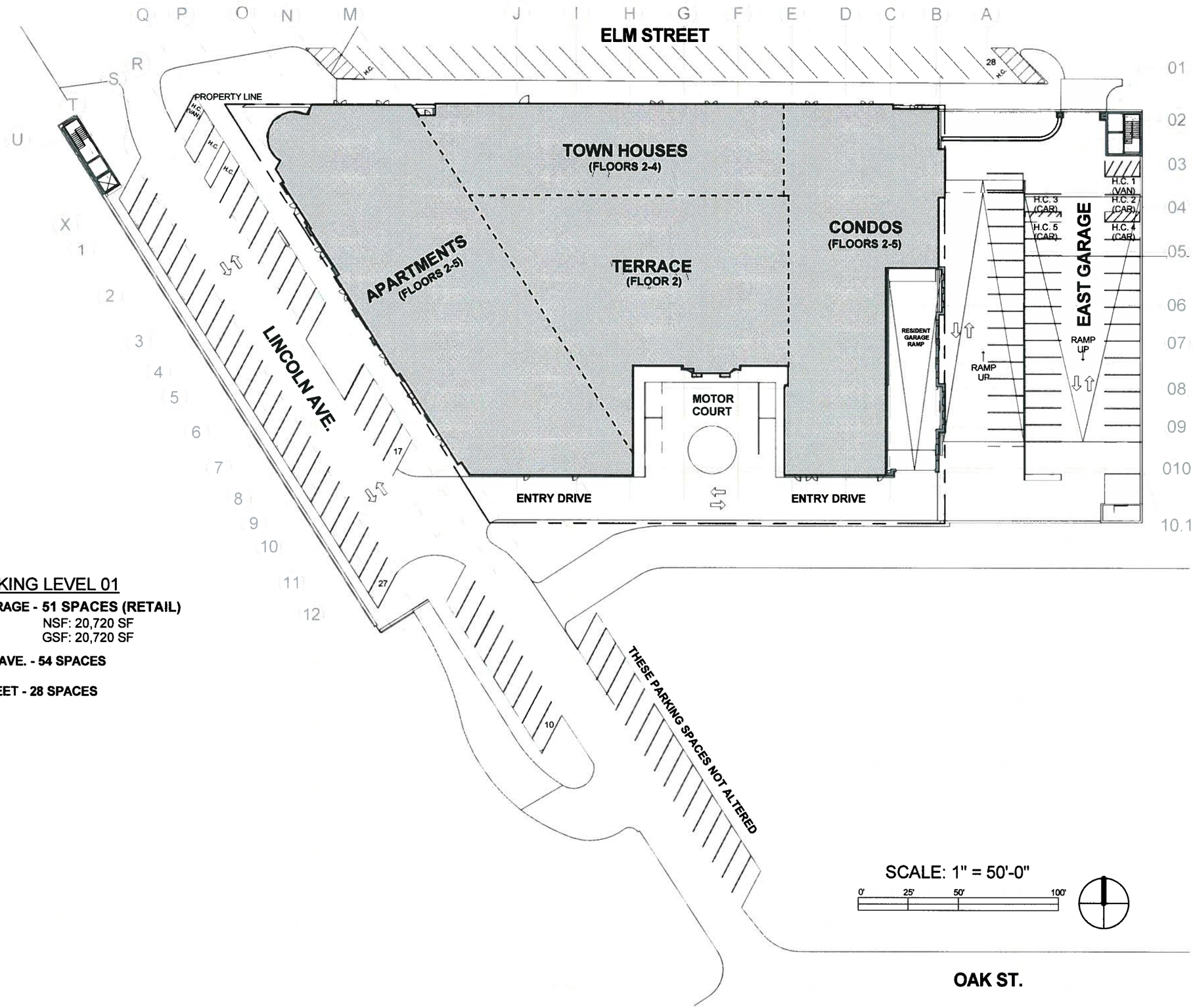
Chicago, Illinois 60660



PARKING LEVEL 01

EAST GARAGE - 51 SPACES (RETAIL)
NSF: 20,720 SF
GSF: 20,720 SF

LINCOLN AVE. - 54 SPACES

ELM STREET - 28 SPACES

SKETCH NUMBER:	160720 08
DATE:	07/20/16
SCALE:	1" = 50'-0"
DESCRIPTION:	FLOOR 1 PARKING PLAN
PROJECT NAME:	ONE WINNETKA
PROJECT NUMBER:	16-001

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660

7/19/2016

ONE WINNETKA - BUILDINGS - FLOOR AREA SUMMARY

ALL VALUES IN SQUARE FEET UNLESS OTHERWISE NOTED
NOTE: THIS DOCUMENT CORRESPONDS ONLY WITH STUDY ISSUED 7/19/2016 BY LLS

			(WEST BLDG)	(EAST BLDG)	(TOWNHOUSE)			
FLOOR	RETAIL	FLOOR 1 CIRCUALTION / LOBBY / OFFICES / LOADING	RES. APARTMENT	RES. CONDO	RES. TOWN HOUSE	AMENITIES	PARKING	TOTAL (GROSS)
-2	0	0	0	0	0	0	0	0
-1	0	0	0	0	0	0	45,747	45747
1	33,895	9,765	0	0	0	3990	0	47650
2	0	0	16135	14115	7820	0	0	38070
3	0	0	16135	14115	7345	0	0	37595
4	0	0	16135	13540	4126	0	0	33801
5	0	0	16135	11640	0	0	0	27775
6	0	0	0	0	0	0	0	0
TOTAL (GROSS)	33,895	9,765	64,540	53,410	19,291	3,990	45,747	230638
TOTAL(NET)	33,895		59,700	48,150	18,441	3,990	45,747	

NOTE:
ALL AREAS SUBJECT TO CHANGE PENDING FINAL DESIGN
FLOOR -1: RAMP BETWEEN FLOOR -1 & 1 ASSIGNED TO PARKING ON FLOOR -1

7/19/2016

ONE WINNETKA - PUBLIC IMPROVEMENTS
ALL VALUES IN SQUARE FEET UNLESS OTHERWISE NOTED
NOTE: THIS DOCUMENT CORRESPONDS ONLY WITH STUDY ISSUED 7/19/2016 BY LLS

WEST GARAGE						
FLOOR	PARKING	#OF SPACES	LINCOLN AVE.	#OF SPACES	ELEVATOR HUT	TOTAL SF
-2	0	0	0	0	0	0
-1	16,710	56	0	0	0	16,710
1	0	0	24,944	54	525	25,469
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
TOTALS	16,710	56	24,944	54	525	42,179

EAST GARAGE				
FLOOR	PARKING	#OF SPACES	ELEVATOR HUT	TOTAL SF
-2	0	0	0	0
-1	16,040	63	720	16760
1	20,000	51	720	20720
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
TOTALS	36,040	114	1,440	37,480

ELM STREET UPGRADES			
FLOOR	PAVERS/LANDSCAPE/ECT.	#OF SPACES	TOTAL SF
-2	0	0	0
-1	0	0	0
1	14,875	28	14875
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
TOTALS	14,875	28	14,875

160720
09
SKETCH NUMBER:

FLOOR AREA STUDY
DESCRIPTION:

07/20/16
DATE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

SCALE:

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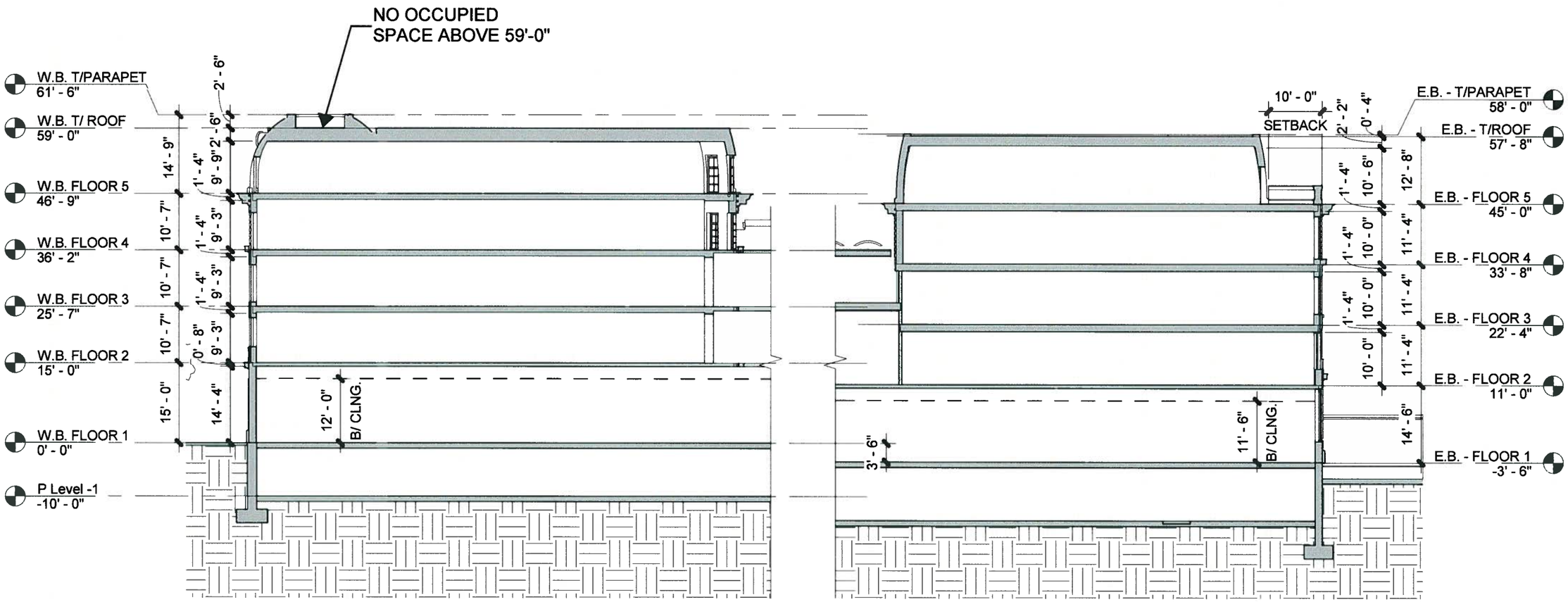
730 West Randolph Street, Suite 500
Chicago, Illinois 60660



1 E-W BUILDING SECTION - LOOKING NORTH
1" = 20'-0"

SCALE: 1" = 20'-0"

0' 10' 20' 40'

160720 10	SKETCH NUMBER:
EAST & WEST BUILDING SECTIONS	DESCRIPTION:
07/20/16	DATE:
1" = 20'-0"	SCALE:
ONE WINNETKA	PROJECT NAME:
16-001	PROJECT NUMBER:

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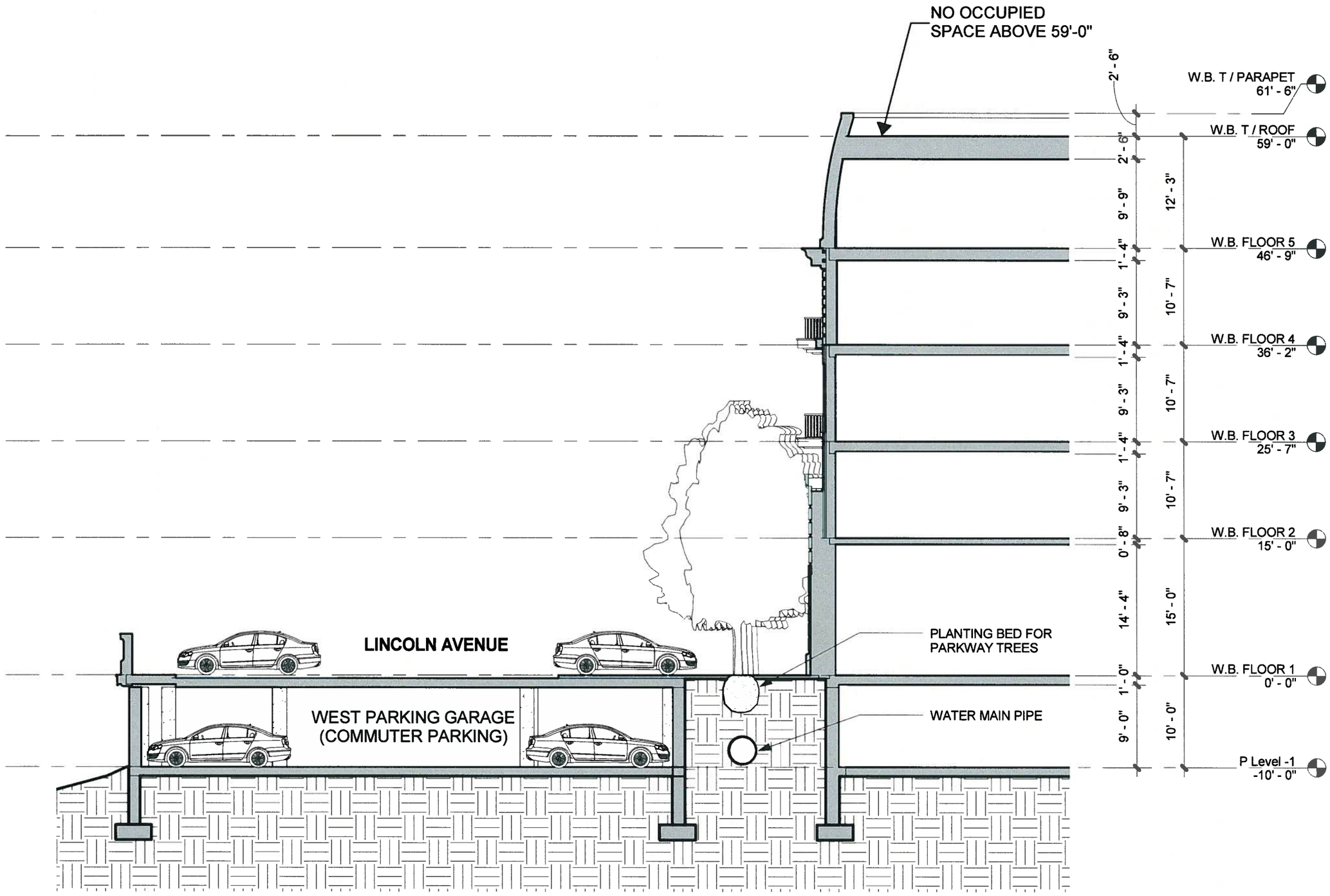
730 West Randolph Street, Suite 500
Chicago, Illinois 60660



1 WEST GARAGE SECTION - E-W
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"
0' 5' 10' 20'

160720
11
SKETCH NUMBER:

WEST GARAGE SECTION E-W
DESCRIPTION:

3/32" = 1'-0"
SCALE:

07/20/16
DATE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

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730 West Randolph Street, Suite 500
Chicago, Illinois 60660

SCALE: 1" = 30'-0"

0' 30' 60' 120'

160720 12 SKETCH NUMBER:	
NORTH ELEVATION (ELM STREET) DESCRIPTION:	07/20/16 DATE:
	1" = 30'-0" SCALE:
ONE WINNETKA PROJECT NAME:	
16-001 PROJECT NUMBER:	

LUCIEN LAGRANGE
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Chicago, Illinois 60660

APARTMENTS
(FLOORS 2-5)

NO OCCUPIED SPACE ABOVE 59'-0"

NO OCCUPIED SPACE ABOVE 59'-0"

W.B. T / PARAPET 61'-6"

W.B. T / ROOF 59'-0"

W.B. FLOOR 2 15' - 0"

W.B. FLOOR 1 0' - 0"

RETAIL (FLOOR 1)

RESIDENTIAL ENTRY

RETAIL (FLOOR 1)

SCALE: 1" = 15'-0"

0' 15' 30' 60'

160720 13
SKETCH NUMBER:

WEST ELEVATION (LINCOLN AVENUE)
DESCRIPTION:

07/20/16
DATE:

SCALE: 1" = 15'-0"
SCALE:

ONE WINNETKA
PROJECT NAME:

16-001
PROJECT NUMBER:

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660

N-S BUILDING SECTION THROUGH
TOWNHOUSE & MOTOR COURT
(LOOKING WEST)

1 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"

0' 8' 16' 32'

160720 14	SKETCH NUMBER:
N-S BUILDING SECTION (THROUGH T. H.)	DESCRIPTION:
07/20/16	DATE:
1/16" = 1'-0"	SCALE:
ONE WINNETKA	PROJECT NAME:
16-001	PROJECT NUMBER:

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660

ONE WINNETKA

AERIAL VIEW - LOOKING SOUTH

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660
JULY 19TH, 2016

ONE WINNETKA

ELM STREET - LOOKING WEST

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660
JULY 19TH, 2016

ONE WINNETKA

CORNER OF LINCOLN & ELM - LOOKING SOUTH EAST

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660
JULY 19TH, 2016

ONE WINNETKA

LINCOLN AVENUE - LOOKING SOUTH

LUCIEN LAGRANGE
LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660
JULY 19TH, 2016

ONE WINNETKA

MOTOR COURT - LOOKING NORTH

LUCIEN LAGRANGE
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730 West Randolph Street, Suite 500
Chicago, Illinois 60660
JULY 19TH, 2016

ONE WINNETKA

TERRACE - LOOKING NORTH

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Chicago, Illinois 60660
JULY 19TH, 2016

ONE WINNETKA

ELM STREET - LOOKING SOUTH WEST

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LUCIEN LAGRANGE STUDIO
730 West Randolph Street, Suite 500
Chicago, Illinois 60660
JULY 19TH, 2016