

Winnetka Village Council
REGULAR MEETING
Village Hall
510 Green Bay Road
Tuesday, June 4, 2013
7:00 p.m.

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

AGENDA

- 1) Call to Order
- 2) Pledge of Allegiance
- 3) Quorum
 - a) June 11, 2013 Study Session
 - b) June 18, 2013 Regular Meeting
 - c) July 2, 2013 Regular Meeting
- 4) Approval of Agenda
- 5) Consent Agenda
 - a) Approval of Village Council Minutes
 - i) May 14, 2013 Study Session 3
 - ii) May 21, 2013 Regular Meeting 8
 - b) Approval of Warrant Lists 1799 and 180014
 - c) Tapping Machine, Bid #013-01515
 - d) Chamber of Commerce 2013 Sidewalk Sale & Let Loose on Lincoln.....21
- 6) Stormwater Report. No Report.
- 7) Ordinances and Resolutions
 - a) Ordinance M-7-2013: 925-931 Green Bay Road Special Use and Variation – Introduction.....23
 - b) Ordinance M-8-2013: 429 Sheridan Road Zoning Variation – Introduction / Adoption150
- 8) Public Comment
- 9) Old Business
- 10) New Business
 - a) Chicago’s North Shore Convention and Visitors Bureau Membership Renewal.....167

- 11) Appointments
- 12) Reports
- 13) Executive Session
- 14) Adjournment

NOTICE

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

Broadcasts of the Village Council meetings are televised on Channel 10 and AT&T Uverse Channel 99 every night at 7 PM. Webcasts of the meeting may also be viewed on the Internet via a link on the Village's web site: villageofwinnetka.org

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.

MINUTES
WINNETKA VILLAGE COUNCIL STUDY SESSION

May 14, 2013

(Approved: xx)

A record of a legally convened meeting of the Council of the Village of Winnetka, which was held in the Village Hall Council Chambers on Tuesday, May 14, 2013 at 7:00 p.m.

- 1) Call to Order. President Greable called the meeting to order at 7:01 p.m. Present: Trustees Arthur Braun, Jack Buck, Patrick Corrigan, Richard Kates, Stuart McCrary and Joseph Adams. Absent: None. Also in attendance: Village Manager Robert Bahan, Village Attorney Katherine Janega, Public Works Director Steven Saunders, Finance Director Ed McKee, Assistant to the Village Manager Megan Pierce, and approximately 61 persons in the audience.
- 2) Stormwater Utility Feasibility Study Final Report. Public Works Director Steven Saunders provided background on the Village's stormwater studies, beginning in 2008 and culminating in the improvement projects currently under consideration. In response to large magnitude storms and widespread flooding, he said increased protection levels and additional study areas were evaluated. Christopher B. Burke Engineering, Ltd. (CBBEL) ultimately updated drainage studies to consider protection for 25-, 50-, and 100-year storms. Mr. Saunders explained that the cost of protection in all eight of the drainage areas led to the study of the Willow Road Tunnel Project, which was a less expensive and complicated solution—combining five drainage areas into a single project. He also summarized the key elements of improvement projects the Council is reviewing, including: Willow Road Tunnel, Northeast Winnetka (Lloyd Park and Tower/Foxdale), Northwest Winnetka (Tower Road, including Forest Glen), and the Winnetka Avenue Pump Station. The total current stormwater program estimate is \$41.1 million. As part of the stormwater program, a stormwater utility feasibility study was initiated by the Council in September, 2012, three public workshops were held, and the final report is being presented tonight.

David Hyder, of Municipal & Financial Services Group (MMSG), said the number of stormwater utilities continues to increase across the nation, due to benefits such as: improved equity, fiscal accountability, dependable revenues, and recognition of vital public service. Summarizing the policy issues under study, Mr. Hyder said the general consensus is that the Village would provide a level of service that includes operating and maintenance as well as current planned capital projects. Though the Council has evaluated both stormwater fees and property taxes as the funding source, impervious area has been preferred as the rate base. He also said the Council has indicated a stormwater fee would be structured on a uniform, rather than location-based, methodology. The “baseline” stormwater fee—\$183 per ERU, per year—and the funding assumptions to reach the revenue requirements were then described. Mr. Hyder then individually addressed other funding assumptions, including bond maturity, reserve refunding, use of some General Funds, and operation and maintenance costs, which if added to the baseline fee, would incrementally impact the total fee. Mr. Hyder presented preliminary calculations of property owner impacts, based on sample parcels located in the Village. To show a broader perspective on how all parcels would be affected, he displayed a chart with the distribution of parcels by amount of estimated stormwater bill.

MFSG’s recommendations were described by Mr. Hyder. First, he asserted a stormwater utility is a feasible option for the Village to fund at least a portion of stormwater expenditures. Second, he recommended that a uniform stormwater fee be implemented for all parcels in the Village, based on impervious area. Third, MFSG believes the Village should provide a level of service that funds both operation and maintenance as well as current planned capital projects. This level of service would include the use of 30-year debt to fund capital projects, funding all expenses out of a stormwater utility, and project General Fund funds for stormwater debt service. Under this approach, Mr. Hyder said the magnitude of the fee would range from \$80.88 in fiscal year 2014 to \$254.80 (per ERU, per year). Lastly, MFSG recommended the Village consider offering credits and an incentive program.

With Mr. Hyder, the Village Council discussed the stormwater maintenance costs that are already paid for from the Village’s General Fund, a potential transfer from the Motor Fuel Tax Fund, and the impact of creating a utility fund on future budget processes. MFSG’s report has displayed the amount of revenue that needs to be raised to support the proposed program, but direction from the Council determines how those revenues are supported. Several questions about the credits and incentives as part of the stormwater utility were also addressed.

Following public comment, Trustee McCrary provided information on the upcoming League of Women Voters seminar on stormwater, scheduled for June 18. The Council then discussed policy items related to the creation of a stormwater utility, such as fee structure, funding, and administration. The consensus of the Council is noted below, by policy item:

• Use a stormwater utility to finance 100% of improvements?	Yes
• Use impervious surface as the “rate base” for stormwater fee?	Yes
• Implement fee based on units of impervious surface using ERU approach (average 3,400 sq. ft. impervious area)?	Yes
• Implement fee based on actual number of ERU’s per parcel (rounded to nearest 0.1 ERU)?	Yes
• Use uniform fee structure (where all pay same fee per ERU)?	Yes
• Use 30-year bonds to fund current planned capital projects?	Yes
• Use General Fund reserves to fund \$7.3 million in capital projects?	Yes
• Do not refund reserves used to pay for stormwater project items out of the utility fee?	Yes
• Use special General Fund revenues to assist in funding a portion of the debt service (including \$500,000 of debt wrap and re-allocated MFT funds for street repairs)?	No
• Fund ongoing “operations & maintenance” expenses from stormwater fees, rather than General Fund revenues?	Yes
• Agree to recommended fee of \$356.13 per year, per ERU (by FY 2016) that reflects the policy direction above?	Yes
• Implement a stormwater credit program for non-residential properties?	No
• Implement a stormwater incentive program for all property owners?	No
• Bill the stormwater fee on existing Water & Electric bill?	Yes
• Develop an appeals process?	Yes

Responding to a question from Trustee Braun, it was noted that the Village will develop a website calculator to help people understand the potential impact of a stormwater utility fee on their property. Mr. Hyder also clarified that the total recommended bond issuance amount is \$34.2 million, and with principal and interest over 30 years, that cost will be \$58.1 million. President Greable stated that with agreement on the stormwater utility fee, the Council would next week be reviewing the total program scope. Council also directed Staff to proceed with the development of a draft Request for Qualifications (RFQ). The RFQ process will be required before the Village can begin engineering for the Willow Road Tunnel.

3) Public Comment.

Rick Blum, 330 White Oak Lane: Mr. Blum said that because residents exist as a community, the uniform approach to funding seems fair. He encouraged the Council to start any land acquisition needs early in the process. He also said there will be cost savings realized that are not reflected in the budget, because less money will be spent on flood damage. The Village's requirement for stormwater detention on new construction was also discussed.

Bernard Hammer, 1455 Tower Road: Mr. Hammer distributed copies of a State statute to the Council and then read from letters he previously submitted to the Village Council. He asserted a stormwater fee would be detrimental to Winnetka, and in his opinion, illegal. With Village Attorney Kathy Janega, Mr. Hammer and the Council discussed the current case law that has upheld the municipal authority to implement a stormwater fee.

Scott Meyers, 127 Church Road: Mr. Meyers asked if the Village depreciates its current stormwater assets and if this expense will also be moved to the new stormwater utility fund.

Louise Meyers, 127 Church Road: Ms. Meyers asked about the calculation for impervious surface, and whether this would include the depth of a basement or existence of a crawlspace.

Ruthie Owens, 922 Elm Street: Ms. Owens stated she feels new houses generate more stormwater run-off, though she did not know how that would be measured.

Craig Smith, 552 Hawthorn Lane: Mr. Smith asked if the debt numbers presented accounted for repayment of both principal and interest. He urged that all revenues and expenses be accounted for in the stormwater fund to reflect true costs.

Denise Nora, 126 Fuller Lane: Ms. Nora asked if Fuller Lane has been included in the project plans and how residents would benefit.

Carol Fessler, 1314 Trapp Lane: Ms. Fessler said she liked the idea of combining all costs into an enterprise fund, but cautioned against what might seem like double taxation. She said the Village could employ an objective, easy to understand methodology.

Mary Tritley, 330 Willow Road: Ms. Tritley asked if there was a plan for a Village referendum. She also inquired as to whether the recommended stormwater fee would be the highest in the country, as was noted in previous Council workshops. Ms. Tritley also wanted to know how the impact of pollution on Winnetka's beaches was being addressed.

Robert Leonard, 1065 Spruce Street: Mr. Leonard agreed stormwater maintenance costs should be put into a utility fund, as the Village still needs to maintain its infrastructure.

A.D. Potechin, 179 Fuller Lane: Mr. Potechin said additional concerns for safety from flooding should be considered. He said it is important to tackle any potential threats to homes.

Jim Wyant, 1240 Lindenwood Drive: Mr. Wyant stated that the project needs to be done right away. He believed homeowners have spent more due to flood damage over the last five years than the estimated solution will cost. He asked about the credit rating for the new utility as well as the rate assumptions for the debt issuance.

Ann Airey, 110 Glenwood Avenue: Ms. Airey asked for clarification on the funding of the fiscal year 2013 projects and potential refunding of General Fund reserves.

Jen McQuet, 528 Maple: Ms. McQuet inquired about the status of the Tower/Forest Glen projects as well as the Council members who live in those areas. She asked why the Council would not want to offer credits to those making environmental improvements to their property. She also questioned what might happen if the Village's outfall structure polluted Lake Michigan and caused the Village to be sued.

Michael Canmann, 164 DeWindt Road: Mr. Canmann stated that this issue dramatically impacts all people and that stormwater is a Village-wide problem. He noted the time spent debating what is estimated to cost people on average, \$300 per year.

Tim Foley, 165 DeWindt Road: Mr. Foley asked the Council to keep the project moving. He also stated that everyone in the Village is connected, so we should think of ourselves as one, not a specific drainage area.

Jeb Scherb, 1215 Cherry Street: Mr. Scherb asked when the Village's sewer system was installed. He stated that the flooding is a Village problem, not just a problem for those living in a floodplain. He asserted the Village reserves should be spent on the solution.

Kimberly Brya, 335 Glendale Avenue: Ms. Brya stated everyone is part of the same community. She said she was glad the Northwest Winnetka project has not yet been approved for construction.

Sherrie Linn, 1228 Cherry Street: Ms. Linn said she was anxious for the stormwater projects to go forward, and she encouraged the Village to use green methods in constructing the Willow Road Tunnel.

Paul Wormley, 1249 Ash Street: Mr. Wormley said stormwater projects were a good use of General Fund reserves. He also asked about precedent for FEMA to provide assistance to municipalities implementing 100-year level protection.

Baird Smart, 112 Church Road: Mr. Smart inquired about contingency costs in the project budget and asked how the Village would pay for cost over-runs.

Barb Boskas, 941 Tower Road: Ms. Boskas asked about the project impacts for private roads and the structure of the impervious surface calculation.

Mike Egan, 911 Euclid Avenue: Mr. Egan said he was 100% supportive of moving projects forward. He also asked about the six additional drainage areas that have been studied and how they will understand the level of flood protection they will receive.

Leslie Farmer, 388 Berkley: Ms. Farmer said the sample bills for tax-exempt properties seemed high. She asked if residents will need to pay more property taxes, as those entities will now need to pay a share of stormwater. She also asked about the potential inclusion of the Woodley Road area and if Winnetka's planned improvements could handle this addition.

Ted Wynnychenko, 1086 Oak Street: Mr. Wynnychenko stated that a credit program is good because it is an incentive for people to do the right thing. He also stated that residential improvements could add capacity to the system. He said a credit system needs to be reasonable for people to apply.

- 4) Executive Session. None.
- 5) Adjournment. Trustee Braun, seconded by Trustee Adams, moved to adjourn the meeting. By voice vote, the motion carried. The meeting adjourned at 10:49 p.m.

Recording Secretary

**MINUTES
WINNETKA VILLAGE COUNCIL
REGULAR MEETING
May 21, 2013**

(Approved: xx)

A record of a legally convened meeting of the Council of the Village of Winnetka, which was held in the Council Chambers on Tuesday, May 21, 2013, at 7:00 p.m.

- 1) Call to Order. President Greable called the meeting to order at 7:02 p.m. Present: Trustees Joe Adams, Arthur Braun, Jack Buck, Patrick Corrigan, Richard Kates and Stuart McCrary. Absent: None. Also present: Village Manager Robert Bahan, Village Attorney Katherine Janega, Assistant to the Village Manager Megan Pierce, Director of Public Works Steve Saunders, Police Chief Patrick Kreis, Community Development Director Mike D’Onofrio, Director of Water & Electric Brian Keys and approximately 38 persons in the audience.
- 2) Pledge of Allegiance. President Greable led the group in the Pledge of Allegiance.
- 3) Quorum.
 - a) June 4, 2013 Regular Meeting. All of the Council members present indicated that they expected to attend.
 - b) June 11, 2013 Study Session. All of the Council members present, with the exception of Trustee McCrary indicated that they expected to attend.
 - c) June 18, 2013 Regular Meeting. All of the Council members present, with the exception of Trustees McCrary and Braun, indicated that they expected to attend.
- 4) Approval of the Agenda. Trustee Braun, seconded by Trustee McCrary, moved to approve the Agenda. By roll call vote the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan, Kates and McCrary. Nays: None. Absent: None.
- 5) Consent Agenda
 - a) Village Council Minutes.
 - i) May 7, 2013 Regular Meeting.
 - b) Warrant Lists Nos. 1797 and 1798. Approving Warrant List No. 1797 in the amount of \$1,856,234.23, and Warrant List No. 1798 in the amount of \$284,085.48.
 - c) Bid #013-006: 2013 Street Rehabilitation Program. Awarding a contract to A Lamp Concrete Contractors for the 2013 Street Rehabilitation Program, in the amount \$1,058,413.35.
 - d) Additional Fee – Stormwater Utility Feasibility Study. Authorizing the Village Manager to amend Municipal & Financial Services Group’s (MFSG) September, 2012 Fee Proposal for the Stormwater Utility Feasibility Study to reflect an additional \$5,450 fee for MFSG’s fifth presentation to the Village Council.

- e) Oak Street Water Main, Bid #013-003. Authorizing the Village Manager to award Bid #013-003 to A Lamp Concrete Contractors in the amount of \$117,495, for replacement of a water main on Oak Street.

Trustee Braun, seconded by Trustee Buck, moved to approve the foregoing items on the Consent Agenda by omnibus vote. By roll call vote, the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan, Kates and McCrary. Nays: None. Absent: None.

6) Stormwater Update.

- a) Stormwater Monthly Report. Public Works Director Steve Saunders explained that the main items in this month's Stormwater Report deal with engineering for the Northwest and Northeast Winnetka projects, and the development of a Request for Qualifications for the proposed Willow Road Tunnel engineering. He noted that the Illinois Department of Transportation is planning to address drainage problems on Sheridan Road at the Ravines in 2014 – the Village will not have to contribute funds to the project. The budgeted project for the Ash Street pump station is necessary to improve reliability of the pump, but not to increase water volume capacity at this time.

There were no questions or comments from the Council or the audience.

- b) Evaluation of Winnetka Avenue Underpass Study Area Improvements. Mr. Saunders described the Underpass Study Area as a watershed bounded by North Shore Country Day School, Lake Michigan, Ash Street and south of Willow Road. Pursuant to Council discussion, Christopher B. Burke Engineering, Ltd. (CBBEL) was asked to evaluate alternatives for the Council's consideration, in an effort to reduce the estimated cost of proposed improvements in the Underpass Study Area.

Mr. Saunders said since flooding is occurring in the surrounding neighborhoods in addition to the Winnetka Avenue underpass, the goal was to preserve some of the benefits of the proposed Underpass project. Three options for the Council's direction were identified: (i) construct the Underpass Study Area as designed, including the Winnetka Avenue storm sewer to the underpass, for an estimated \$4.4 million; (ii) eliminate the Winnetka Avenue portion of the proposed new storm sewer, which would not alleviate flooding at the underpass, but would preserve benefits to the surrounding neighborhoods at a cost of \$3.1 million; (iii) construct none of the designed Underpass Study Area improvements.

Responding to questions, Mr. Saunders affirmed that of the 12 households east of the train tracks that returned the Village's 2011 flooding questionnaire, most of the flooding was attributed to sanitary sewer backups. Some of the homes could take steps to protect against overland flooding, and others would need relief from streets that become overrun with storm water. New Trier High School has aging infrastructure and could make improvements, but some of their flooding is due to the Village's storm sewer backing up.

Trustee Kates expressed reservation about spending such a large sum on a project to protect relatively few homes in the Underpass Study Area. He noted that the Library and Park District have undertaken projects to protect against flooding, and suggested that New Trier High School do the same.

Trustee Corrigan arrived at 7:28 p.m.

Replying to a question about how emergency vehicles access the neighborhood when the underpass is flooded, Police Chief Patrick Kreis reported that the Police Department works out alternate routes once the underpass becomes impassible.

Trustee McCrary said he noticed that emergency access at Sunset Road and Green Bay Road was restricted during the severe storm last April.

President Greable noted that New Trier High School has been impacted by flooding at the Winnetka Avenue underpass several times in the last ten years, and opened up the floor for public comment.

Linda Yonke, Superintendent of New Trier High School District 203: Ms. Yonke stated that the District strongly supports funding the proposed Underpass project, since Winnetka Avenue at Green Bay Road is the main artery to the school. Although the District is contemplating a floodwater detention project, it is essential to alleviate the underpass flooding, as the District has no control over that area. Not only is District 203 the largest employer in the Village, with 500 employees, but 3,200 students travel to and from the school each day.

Responding to questions, Ms. Yonke stated that underpass flooding was responsible for two school day cancellations and several late starts in the past seven years. Only about 10% of students commute via bus; most are dropped off by parents, and most of the staff commutes to the school by car.

After a thorough discussion, there was consensus of a majority of the Council to keep the Underpass project in the overall Stormwater Improvement Plan as designed, not only for safety reasons but also to alleviate flooding in the surrounding area and maintain accessibility for New Trier High School.

Trustee Braun, seconded by Trustee McCrary, moved that the Underpass Study Area be included in the overall Stormwater Improvement Program, as indicated at a budget of \$4.4 million. By roll call vote, the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan and McCrary. Nays: Trustee Kates. Absent: None.

- c) Winnetka Stormwater Program and Financing. Mr. Saunders presented the Council with a big picture view of the proposed Stormwater Improvement Program and financing recommendations. He described each of the Village's watersheds, along with proposals to alleviate flooding in each area, and reviewed the components of the Stormwater Improvement Program, with total estimated project costs of \$41.1 million. Staff is looking for the Council to ratify the Program and the policy direction on financing that was given at the May 14, 2013, Study Session.

In response to questions, Mr. Saunders briefly explained the Request for Qualifications (RFQ) process for engineering the Willow Road Tunnel and confirmed that roughly 80% of the Village will receive direct benefit from implementation of the proposed Stormwater Improvement Program. He explained that most stormwater utilities in existence are using stormwater utility fees to fund operations and maintenance or water quality compliance, whereas the Village is also contemplating a significant capital component, driving Winnetka's projected stormwater utility fees above the average.

Mr. Peter Gelderman, 896 Tower Road: Mr. Gelderman agreed with the need for stormwater relief in the Village and urged more discussion on the impact of a stormwater utility fee on residents.

After a brief Council discussion, Trustee McCrary, seconded by Trustee Adams, moved to proceed with Option 1, as described on page 57 of the Agenda Packet, for a total Stormwater Improvement Program cost of \$41,120,931. By roll call vote, the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan, Kates and McCrary. Nays: None. Absent: None.

Trustee Braun, seconded by Trustee Buck, moved to formally affirm the policy direction given by the Village Council at its May 14, 2013 Study Session, as set forth in the Policy Considerations Scorecard at pages 54-56 in the Agenda Packet. By roll call vote, the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan, Kates and McCrary. Nays: None. Absent: None.

7) Ordinances and Resolutions.

- a) Ordinance M-6-2013: Disposition of Surplus Vehicles and Equipment – Introduction / Adoption. Attorney Janega identified a technical amendment to the proposed Ordinance, reviewed the Village’s established practice for disposing of surplus equipment and explained some recent changes to the process.

There being no questions or comments, Trustee Kates, seconded by Trustee Adams, moved to waive introduction of Ordinance M-6-2013. By roll call vote, the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan, Kates and McCrary. Nays: None. Absent: None.

Trustee Braun, seconded by Trustee Corrigan, moved to adopt Ordinance M-6-2013, authorizing the disposition of surplus vehicles and equipment. By roll call vote, the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan, Kates and McCrary. Nays: None. Absent: None.

8) Public Comment and Questions.

President Greable read a statement in response to a petition received by a community group called Winnetkans Acting Together for Equitable Relief (WATER). He described all of the work that has gone into the Stormwater Program for the past two years and called on Mr. Saunders to review the timeframe and scope of the projects in the Stormwater Master Plan.

Ken Behles, 426 Maple Street: Mr. Behles said he does not think community consensus on a stormwater utility has been reached, and the petition group is asking that a plan, a funding strategy and public outreach be completed before any projects are started.

King Poor, 735 Walden Road: Mr. Poor took issue with the Village President providing a speech criticizing the views of the community prior to hearing the comments. The problem is complex and expensive, and debate should be encouraged.

Jim Gordon, 281 White Oak Lane: Mr. Gordon encouraged the Council to go forward with the Northwest and Northeast Winnetka projects.

Leslie Farmer, 388 Berkeley Avenue: Ms. Farmer commended the Council for making a commitment to a Village-wide plan. The WATER group is concerned with the theoretical completion of certain projects while the Tunnel Project is stalled because of strong negative reaction from the community. The firm commitment from the Council that the Tunnel Project will go forward is a first step towards helping to alleviate their concerns.

Unknown resident: Expressed support for WATER petition and asked if construction would begin on any project before community consensus is reached.

Trustee Buck said the entire Stormwater Improvement Program will be approved, but that some projects are going to be staged sooner than others.

Trustee Adams noted that the Council has just passed a motion formalizing their support for the Stormwater Program and the means to finance the projects.

Trustee McCrary urged the audience to support the Stormwater Program in its entirety, and he added that he had not been approached by any residents who were against the plan because it did not directly benefit them.

Trustees Braun and Kates assured the audience that the Council is deeply committed to the Stormwater Program.

Trustee Corrigan explained that the community meetings will educate residents so they will be in favor of the plan.

9) Old Business. None.

10) New Business.

- a) Hubbard Woods Planter Program. Mr. Saunders said following Council direction from the May 7th Council meeting, Village Staff and Trustees Kates and Corrigan met with representatives from the Hubbard Woods Design District and devised a floral plan for the Hubbard Woods business district.

Trustee Kates commented that the planter is relatively inexpensive and easily maintained, and that the Hubbard Woods Design District helped to create a solution that benefits the community.

There being no further comments, Trustee Braun, seconded by Trustee Kates, moved to authorize the Village Manager to purchase the recommended planters as presented in the agenda materials. By roll call vote, the motion carried. Ayes: Trustees Adams, Braun, Buck, Corrigan, Kates and McCrary. Nays: None. Absent: None.

- b) 429 Sheridan Road, Zoning Variation. Community Development Director Mike D'Onofrio reviewed this request for a zoning variation from the height restrictions of the Zoning Ordinance, to allow the construction of entry columns at a height of 11' – 6," which is 5 feet taller than the Ordinance permits. He explained that the matter is before the Council for policy direction, as the Zoning Board of Appeals (ZBA) did not garner enough affirmative votes to provide a positive recommendation to the Council.

Mr. Hal Francke, attorney for the petitioners, said the owners have invested substantial sums to renovate both 419 and 429 Sheridan Road, and propose to construct entry pillars at 429 Sheridan Road which match the legal nonconforming pillars at 419 Sheridan Road.

He maintained that granting the variation would further the goal of the Village to encourage preservation and maintain the character of the neighborhood.

Responding to questions about why the ZBA could not approve the variation, Attorney Janega explained that the Board is required to find evidence of a practical difficulty and a particular hardship, but that the Council has more latitude to approve a variation request. If the benefit to the community outweighs the benefits of strictly applying the Zoning Ordinance, the Council can find that there is a practical difficulty and grant the variation.

Louise Holland, 545 Oak Street and Chair of the Landmark Preservation Commission, spoke in favor of granting the request.

After a brief discussion, the Council agreed that the preservation of the area's character and encouraging renovation of the Village's housing stock are important benefits to the Village, and directed the Village Attorney to prepare an Ordinance approving the variations, including provisions to waive introduction.

11) Appointments. None.

12) Reports.

a) Village President. No report.

b) Trustees.

i) Trustee Braun reported on the last Chamber of commerce meeting, which included planning for several summer events.

c) Attorney. No report.

d) Manager. No report.

13) Executive Session. None.

14) Adjournment. Trustee Braun, seconded by Trustee Buck, moved to adjourn the meeting. By voice vote, the motion carried. The meeting adjourned at 9:39 p.m.

Recording Secretary



Agenda Item Executive Summary

Title: Warrant Lists Nos. 1799 and 1800

Presenter: Robert M. Bahan, Village Manager

Agenda Date: 06/04/2013

Consent: YES NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input type="checkbox"/>	Bid Authorization/Award
<input type="checkbox"/>	Policy Direction
<input checked="" type="checkbox"/>	Informational Only

Item History:

None.

Executive Summary:

Warrant Lists Nos. 1799 and 1800 were emailed to each Village Council member.

Recommendation / Suggested Action:

Consider approving Warrant Lists Nos. 1799 and 1800

Attachments:

None.



Agenda Item Executive Summary

Title: Tapping Machine, Bid #013-015

Presenter: Brian Keys, Director of Water & Electric

Agenda Date: 06/04/2013

Consent: YES NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input checked="" type="checkbox"/>	Bid Authorization/Award
<input type="checkbox"/>	Policy Direction
<input type="checkbox"/>	Informational Only

Item History:

The Water & Electric Department utilizes a tapping machine to make larger sized service connections to water mains under pressure. The existing piece of equipment has reached the end of its useful life (estimated 28+ years). As part of the FYE 2014 budget, it was proposed that the unit be replaced.

Executive Summary:

The Water & Electric Department requested bids (Bid #013-015) for the purchase of a Mueller CL-12 water main tapping machine and associated equipment. Staff is recommending acceptance of the lowest qualified bid submitted by HD Supply. The Water Fund budget contains \$42,000 for the purchase of a new tapping machine in Operations-Commodities, account 52-63-540-201.

Recommendation / Suggested Action:

Consider authorizing the Village Manager to issue a purchase order to HD Supply in the amount of \$38,967 for the purchase of a Mueller CL-12 tapping machine and associated equipment in accordance with the terms and conditions of Bid #013-015.

Attachments:

- 1) Agenda Report
- 2) Exhibit A - Bids

AGENDA REPORT

SUBJECT: Tapping Machine, Bid #013-015

PREPARED BY: Brian Keys, Director Water & Electric

REF: February 13, 2013 Budget Review Meeting

DATE: May 29, 2013

The Water & Electric Department utilizes a tapping machine to make larger sized service connections to water mains under pressure. The existing piece of equipment has reached the end of its useful life (estimated 28+ years). As part of the FYE 2014 budget, it was proposed that the unit be replaced.

The Water & Electric Department requested bids (Bid #013-015) for the purchase of a Mueller CL-12 water main tapping machine and associated equipment. Bidders were asked to provide quotes for the replacement tapping machine, hydraulic operator, pilot drills and shell cutters. The successful bidder will also provide on-site training. The bid notice was published in the Pioneer Press and bid notices were sent to the original equipment manufacturer and six distributors. The following companies submitted bids:

Company Name	Lump Sum Bid
HD Supply	\$38,967.00
Ziebell Water Service	\$42,278.39

Both companies submitted bids in accordance with the bid document and the Village has previously purchased material and equipment from both. Staff is recommending acceptance of the lowest qualified bid submitted by HD Supply. The Water Fund budget contains \$42,000 for the purchase of a new tapping machine in account 52-63-540-201, *Operations-Commodities*.

Recommendation:

Consider authorizing the Village Manager to issue a purchase order to HD Supply in the amount of \$38,967 for the purchase of a Mueller CL-12 tapping machine and associated equipment in accordance with the terms and conditions of Bid #013-015.

SECTION 1.3: PROPOSAL FORM

Deadline: 11:00 a.m. (local time), Tuesday, May 28, 2013

Bidders **MUST** include a signed and notarized copy of the enclosed compliance affidavit with the returned bid form. The undersigned bidder hereby proposes to furnish and deliver per the terms, conditions and specifications of the attached document, the water main tapping machine, associated equipment and training described herein at the unit price listed below.

Item	Description	Part No.	Quantity	Unit Price	Extended Price
1	Mueller CL-12 Tapping Machine (See note 1)	39295	1	20,093.00	20,093.00
2	Hydraulic Operator	H-607	1	3,330.00	3,330.00
<i>8" Valve or Fitting Equipment</i>					
3	Shell Cutter	83135	2	2,205.00	4,410.00
4	Cutter Hub	83676	1	774.00	774.00
5	Pilot Drill	83975	2	287.00	574.00
<i>6" Valve or Fitting Equipment</i>					
6	Shell Cutter	83134	2	1,727.00	3,454.00
7	Cutter Hub	83673	1	620.00	620.00
8	Pilot Drill	83639	2	278.00	556.00
<i>4" Valve or Fitting Equipment</i>					
9	Shell Cutter	83203	2	1,149.00	2,298.00
10	Cutter Hub	83671	1	446.00	446.00
11	Pilot Drill	83634	2	293.00	586.00
<i>2" Valve or Fitting Equipment</i>					
12	Drill	33541	2	322.00	644.00
13	Boring Bar Adapter	83666	1	487.00	487.00
<i>Adapters - Mechanical Joint</i>					
14	2" Adapter complete	83668	1	675.00	675.00
15	Adapter bolts (bolt and nut)	36445	2	20.00	40.00
16	Training Session		1	---	---
17	Delivery (Tapping Machine and Equipment)		1	---	---

LUMP SUM PRICE: 38967.00

Note (1)

CL-12 Machine to include:

- Wooden Storage Chest
- Instruction manual
- Ratchet handle
- Screwdriver
- Double open end wrenches
- Allen wrenches
- Machine to adapter bolts and nuts
- Machine to adapter D-type washers
- Cutting grease (#88366)

Delivery (A.R.O): 57 days

PROPOSAL FORM (Continued)

Return RFQ to:

Attention: Purchasing
Winnetka Village Hall
510 Green Bay Road
Winnetka, IL 60093

COMPANY NAME: HD Supply

COMPANY ADDRESS: 29950 Skokie Hwy
Lake Bluff, IL 60044

NAME (PRINT): Brian Switzer PHONE: 847-473-1900

TITLE: Branch Manager DATE: 5/28/13

AUTHORIZED SIGNATURE: 

SECTION 1.3: PROPOSAL FORM

Deadline: 11:00 a.m. (local time), Tuesday, May 28, 2013

Bidders **MUST** include a signed and notarized copy of the enclosed compliance affidavit with the returned bid form. The undersigned bidder hereby proposes to furnish and deliver per the terms, conditions and specifications of the attached document, the water main tapping machine, associated equipment and training described herein at the unit price listed below.

Item	Description	Part No.	Quantity	Unit Price	Extended Price
1	Mueller CL-12 Tapping Machine (See note 1)	39295	1	21,801.30	21,801.30
2	Hydraulic Operator	H-607	1	3,613.80	3,613.80
<i>8" Valve or Fitting Equipment</i>					
3	Shell Cutter	83135	2	2,392.45	4,784.90
4	Cutter Hub	83676	1	840.05	840.05
5	Pilot Drill	83975	2	311.31	622.62
<i>6" Valve or Fitting Equipment</i>					
6	Shell Cutter	83134	2	1,873.82	3,747.64
7	Cutter Hub	83673	1	673.67	673.67
8	Pilot Drill	83639	2	301.54	603.08
<i>4" Valve or Fitting Equipment</i>					
9	Shell Cutter	83203	2	1,246.93	2,493.86
10	Cutter Hub	83671	1	484.00	484.00
11	Pilot Drill	83634	2	317.45	634.90
<i>2" Valve or Fitting Equipment</i>					
12	Drill	33541	2	348.74	697.48
13	Boring Bar Adapter	83666	1	528.67	528.67
<i>Adapters - Mechanical Joint</i>					
14	2" Adapter complete	83668	1	732.42	732.42
15	Adapter bolts (bolt and nut)	36445	2	10.00	20.00
16	Training Session		1		—
17	Delivery (Tapping Machine and Equipment)		1		—

LUMP SUM PRICE: 42,278.39

Note (1)

CL-12 Machine to include:

- Wooden Storage Chest
- Instruction manual
- Ratchet handle
- Screwdriver
- Double open end wrenches
- Allen wrenches
- Machine to adapter bolts and nuts
- Machine to adapter D-type washers
- Cutting grease (#88366)

Delivery (A.R.O): days

PROPOSAL FORM (Continued)

Return RFQ to:

Attention: Purchasing
Winnetka Village Hall
510 Green Bay Road
Winnetka, IL 60093

COMPANY NAME: ZIEBELL WATER SERVICE

COMPANY ADDRESS: 2001 PRAIRIE BLVD

ELK GROVE IL 60007

NAME (PRINT): TERRY HALIKIAS PHONE: 847-364-0670

TITLE: Pres. DATE: 5/14/13

AUTHORIZED SIGNATURE: 



Agenda Item Executive Summary

Title: Chamber of Commerce 2013 Sidewalk Sale & Let Loose on Lincoln

Presenter: Katherine S. Janega, Village Attorney

Agenda Date: 06/04/2013

Consent: YES NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input type="checkbox"/>	Bid Authorization/Award
<input checked="" type="checkbox"/>	Policy Direction
<input type="checkbox"/>	Informational Only

Item History:

Every year, the Winnetka-Northfield Chamber of Commerce holds a sidewalk sale in Winnetka during the month of July. The event takes place in the Hubbard Woods and the East and West Elm shopping districts. Although the event is specifically exempt from the Village's Special Events ordinance, the use of the sidewalks for this purpose requires Village Council approval.

Executive Summary:

The Winnetka-Northfield Chamber of Commerce has requested permission to hold its annual Sidewalk Sale on Friday and Saturday, July 19th and July 20th. The sale would take place on the sidewalks in the Hubbard Woods and East and West Elm Business Districts on Friday and Saturday, from 8:00 a.m. to 5:30 p.m.

In addition, the Chamber is requesting permission to close Lincoln Avenue in the East Elm Business District, from Elm Street south to 511 Lincoln Avenue, on Friday, July 19th, from 8:00 a.m. to 5:30 p.m. and on Saturday, July 20th, from 8:00 a.m. to 11:00 p.m. for "Let Loose on Lincoln," which will be sponsored by the Winnetka Park District and The Grand Food Center, and will feature music, from 1:00 p.m. to 10:00 p.m. Food and soft drinks will be sold by The Grand Food Center, and wine and beer will be served from 4:00 p.m. to 10:00 p.m. This is the second year for the "Let Loose on Lincoln" event, and the Chamber has again been working with the Winnetka Police Department to assure compliance with the Village's liquor licensing regulations. In addition, at the request of Chief Kreis, the Chamber has agreed to provide four licensed security personnel as well as one off-duty police officer from 4:00 p.m. to 11:00 p.m. Additional insurance will also be provided for this portion of the events.

Approval of the requested banner is not necessary, as the Village Council in 2012 gave standing approval to hang a banner across Green Bay Road each year to advertise the sale.

Recommendation / Suggested Action:

1. Consider approving the Chamber of Commerce's use of Village streets and sidewalks in Hubbard Woods and the East and West Elm business districts for its 2013 Sidewalk Sale on July 19 and 20, 2013, including the closure of Lincoln Avenue south of Elm Street, for "Let Loose on Lincoln," as specified in the Chamber's written request, subject to final review and approval of the layout, parking and traffic plans by the Village Engineer and Chief of Police, and subject to the Chamber providing proof of insurance in amounts satisfactory to the Village, with the Village named as an additional insured.
2. Consider approving the Chamber of Commerce's request to serve beer and wine in the streetscape beverage garden, subject to final review of layout and security by the Chief of Police, and subject further to the Chamber providing proof of State licensing and dram shop insurance as required by Village Code.

Attachments:

May 20, 2013, letter from Chamber of Commerce Executive Director Terry Dason



business and community growing together

Chamber of Commerce

841 Spruce Street Winnetka, Illinois 60093 Phone: 847.446.4451 Fax: 847.446.4452 winnetkanorthfieldchamber.com

May 20, 2013

Robert Bahan
Village of Winnetka
510 Green Bay Road
Winnetka, Illinois 60093

Dear Rob,

Attached is a copy of the Certificate of Liability Insurance from the Winnetka-Northfield Chamber of Commerce. The umbrella policy of \$5,000,000 indemnifies the Village against loss during the annual Chamber Sidewalk Sale event.

The Winnetka-Northfield Chamber is requesting permission from the Village of Winnetka for use of the sidewalks in three business districts: Hubbard Woods, East and West Elm Streets on Friday, July 19 and Saturday, July 20, 2013 during the hours of 8:00 a.m. to 5:30 p.m. for the Sidewalk Sale.

The Chamber would like to close one area to traffic: in the East Elm Business District, Lincoln Avenue from Elm Street south to 511 Lincoln Avenue, Friday, July 19, from 8:00 a.m. – 5:30 p.m. and Saturday, July 20, from 8:00 a.m. – 11:00 p.m. for “Let Loose on Lincoln” A BLOCK PARTY. We will feature music, sponsored by The Winnetka Park District and The Grand Food Center. There will be live music from 1:00 p.m. – 10:00 p.m. Food and soft drinks will be sold by The Grand Food Center. Adult beverages (wine and beer) will be served from 4:00 p.m. – 10:00 p.m. The chamber has been working with the Winnetka Police Department. At the request of Chief Kreis, the chamber has agreed to provide four licensed security personnel as well as one off duty police officer from 4:00 p.m. – 11:00 p.m. Additional insurance will be provided for this portion of the weekend festivities. The policy will be sent when available. All other streets in the Village would be open for traffic as usual.

The Chamber would again, like to hang the Sidewalk Sale dates banner over Green Bay Road in Hubbard Woods as part of the pre-event advertising, to be displayed for two weeks prior to the event.

If additional information or documentation is required, please advise. Thank you for your consideration of this year’s request on behalf of the members of the Chamber in Winnetka and of those businesses and organizations outside of the Chamber who depend on this annual event for their financial success.

Sincerely,

Terry Dason
Executive Director
CC: Patrick L. Kreis, Interim Chief of Police



Agenda Item Executive Summary

Title: Ordinance M-7-2013: 925-931 Green Bay Road, Special Use & Variation

Presenter: Michael D'Onofrio, Director of Community Development

Agenda Date: 06/04/2013

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input checked="" type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

No previous action.

Executive Summary:

Ordinance M-7-2013 grants approval of a Special Use Permit in accordance with Section 17.56, of the Winnetka Zoning Ordinance, and a variation by ordinance from Section 17.46.060.A, to Packard Associates L.P. to eliminate the required continuous streetwall required to be observed by buildings at the front yard, in order to construct a surface parking lot at 929-931 Green Bay Road. This site is currently improved with a retail building occupied by two retail businesses - Bedside Manor and Body and Sole - and a surface parking lot at the rear of the building.

Packard Associates, which also owns 925 Green Bay Road (aka Packard building), has contracted to purchase the adjoining property - 929-931 Green Bay Road - for purposes of constructing a forty (40) car surface parking lot, which would serve tenants of the 925 Green Bay Road building. The Packard building was until recently the home of the GAP clothing store. The proposed parking lot is intended to improve the owner's ability to attract an anchor tenant to the 925 Green Bay Road building.

Recommendation / Suggested Action:

Consider introduction of Ordinance M-7-2013 in order to grant a Special Use Permit and variation to allow for a surface parking lot at 929-931 Green Bay Road.

Attachments:

- 1) Agenda Report
- 2) Ordinance M-7-2013
- 3) Attachment A: Special Use Application
- 4) Attachment B: Variation Application
- 5) Attachment C: Plat of Survey & Existing Site Conditions
- 6) Attachment D: Proposed Site Plan
- 7) Attachment E: Traffic and Parking Study
- 8) Attachment F: Memo from Village Engineer
- 9) Attachment G: Plan Commission Minutes
- 10) Attachment H: ZBA Minutes
- 11) Attachment I: DRB Minutes - 3/21/13
- 12) Attachment J: DRB Minutes - 4/18/13

AGENDA REPORT

TO: Village Council

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

SUBJECT: 925 - 931 Green Bay Road, Ordinance M-7-2013
(1) Special Use Permit
(2) Variation - Continuous Streetwall

DATE: May 30, 2013

Ordinance M-7-2013 grants a Special Use Permit in accordance with Section 17.56, of the Winnetka Zoning Ordinance and a variation by ordinance from Section 17.46.060.A to eliminate the required continuous streetwall required to be observed by buildings at the front yard. It should be noted that the original application also included a variation to allow for a lot coverage of 97.53%, whereas a maximum of 90% is permitted. However, following a request by the Zoning Board of Appeals, the plans were revised resulting in the lot coverage to be lowered to 90% and eliminating the need for the variation.

Summary of Request

Packard Associates L.P. which owns 925 Green Bay Road (aka Packard building), has contracted to purchase the adjoining property at 929-931 Green Bay Road for purposes of constructing a forty (40) car surface parking lot, which would serve tenants of the 925 Green Bay Road building. The Packard building was until recently the home of the GAP clothing store, and the proposed parking lot is intended to improve the owner's ability to attract an anchor tenant to the 925 building.

The parcel at 929-931 Green Bay, which is adjacent (north) to the Packard building measures 50' x 200', and is currently improved with a one-story commercial building measuring 3,350 square feet (see Attachment C, Plat of Survey & Existing Site Conditions). The building currently houses two retail stores: *Bedside Manor* and *Body and Sole*. The property is also improved with a 12-space parking lot, accessible from a Green Bay Road driveway and from the adjoining public alley (Tower Court) to the east. (See Figure 1)

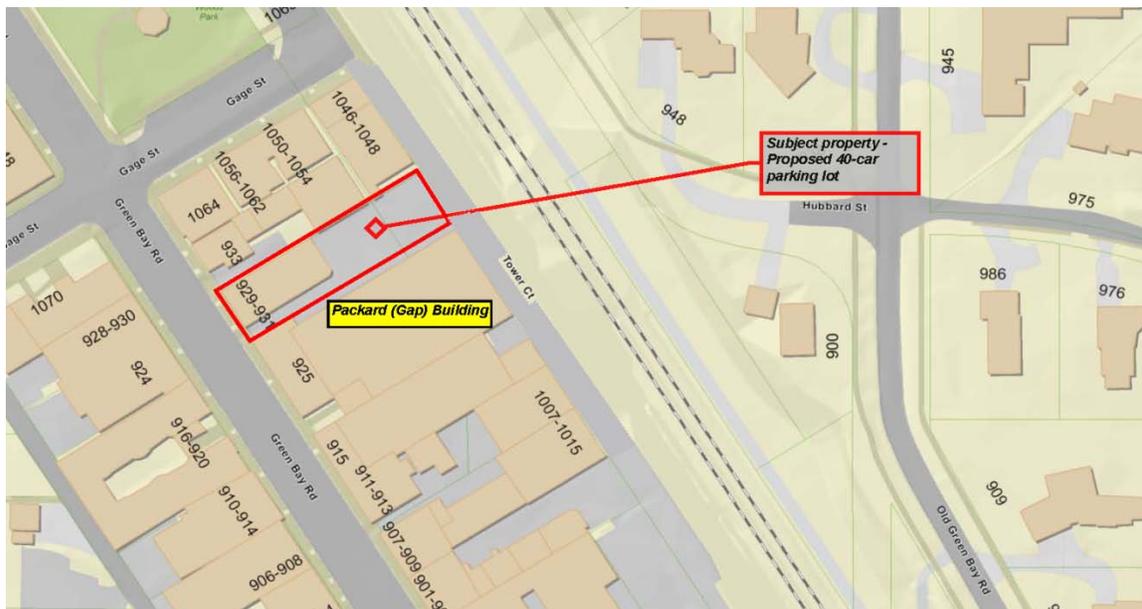


Figure 1

The Packard building at 925 Green Bay Road includes 12,500 square feet of ground floor commercial space, as well as twenty (20) residential apartment units on the second floor. Seventeen enclosed parking spaces are located at the rear of the Packard building accessed from Tower Court.

The proposed 40-car parking lot would be accessed off Green Bay Rd, with the existing 12' driveway widened to 16 feet. The lot would have a one way traffic pattern with vehicles entering from the west off Green Bay Road, and exiting on the east to Tower Court, then north (Tower Court is one-way south to north) towards Gage Street (See Figure 2 below), ultimately exiting on Merrill Street. For details of the parking lot and associated improvements, see Attachment D, Proposed Site Plan.



Figure 2

The proposed parking lot would cover the entire 929-931 Green Bay Road parcel, as well as incorporate a 9.9' wide strip of the 925 Green Bay Road parcel. Of the 40 parking spaces, 35 would measure 18' x 8.5', four would be compact car spaces (8' x 18') and one handicapped stall; all the stalls would be accessed from a 24' wide aisle. The parking stalls would be at a 90 degree angle.

In addition to the parking areas, the parking lot will also have landscaping improvements, including a plaza area adjacent to the Green Bay Road sidewalk which incorporates brick pavers, a low brick seat wall, a decorative archway feature and a landscape bed approximately 80 square feet in area.

The removal of the 929-931 Green Bay Road building will result in there not being a continuous street wall along this portion of Green Bay Road. Section 17.46.060.A of the Zoning Ordinance requires the following:

“...the front yard setback shall be established so that the front building line of the subject property aligns with the front building lines of the adjoining buildings, so as to create a continuous streetwall”.

Although the design plan calls for improvements along the front property line – seat wall and decorative arch – the of the Section 17.46.060.A is that the streetwall be comprised of buildings. Furthermore, in the C-2 Commercial zoning district, setback requirements are reversed, establishing a maximum setback from the front property line (aligning with adjacent buildings, but no greater than 3 feet from the property line) in order to maintain a continuous frontage of building facades and retail storefronts, in order to preserve the retail and pedestrian character of the business districts. As such, based on the proposed plan, a variation to this section of the Zoning Ordinance is necessary along with the Special Use.

Traffic Study

As part of the Special Use application, a traffic and parking study is required. Such a study was completed by KLOA (see Attachment E, Traffic and Parking Study). According to KLOA, the purpose of the study was to include the following:

- Determine the existing traffic and pedestrian conditions in the area to establish a base condition;
- Evaluate the existing parking conditions in the vicinity of the site;
- Assess the impact that the proposed parking lot will have on traffic conditions in the area; and,
- Evaluate the adequacy of the proposed access drives.

The KLOA study made a number of conclusions, which range from the traffic volume generated by the parking lot and re-occupancy of the vacant space at 925 Green Bay will be low, to the proposed entrance and exit to the lot will be adequate, to turning movements into the parking lot will have minimal impact on the through traffic on Green Bay Road. For additional details concerning KLOA’s conclusions, see Attachment E, p.19.

The KLOA Traffic and Parking Study was reviewed by Village Engineer Steve Saunders (see Attachment F). He concurred with the study that the parking lot will not have a significant impact on traffic flow or congestion on the adjacent street system, and that the parking lot will provide additional parking for those that might otherwise park on the street. Mr. Saunders did recommend that the parking lot be signed appropriately to allow patrons to easily access and exit the lot.

The site is located in the C-2 General Commercial Retail Overlay District. With the exception of continuous street wall requirement, and the need for a Special Use, the proposed parking lot complies with all other zoning regulations.

Recommendations by other Boards:

On April 24, 2013, the Plan Commission considered the request for the Special Use Permit and on a vote of seven in favor and two against, found that the request for a the Special Use Permit for a surface parking lot is consistent with the Comprehensive Plan and is therefore recommending that it be granted. For additional details on Plan Commission discussion and decision, see Attachment G, Plan Commission Minutes.

On April 8, 2013, the Zoning Board of Appeals voted five in favor and zero against to recommend approval of the Special Use Permit to expand the existing surface parking lot. By the same five to zero vote, it also recommended that the elimination of the existing building which forms a conforming “street wall” at the Green Bay Road sidewalk variation be granted. For additional details on ZBA discussion and decision, see Attachment H, ZBA Minutes

On March 18, 2013, the Design Review Board began its evaluation of the parking lot plan's conformance with the Village Design Guidelines. At the applicant's request, a continuance was granted in order to address the DRB's comments. At its April 18 meeting, the DRB again took up the matter. At the conclusion of its review the DRB took two votes. The first vote was to recommend approval of the parking lot as proposed. This vote was two in favor and two against of the plan being in conformance with the Village Design Guidelines.

The second DRB vote was four to zero to recommend that in the event the project moves forward, a number of modifications be made to the plan. The recommended modifications are identified below in the **Conditions** section, Item #10 a-f.

For additional details on DRB discussions see Attachments I and J

Conditions

Based on comments by the various boards/commissions and staff review, it is recommended that the following conditions be considered as part of the approval of the Special Use Permit for the parking lot.

1. The Parking Lot shall include the 9-3/4-foot paved strip along the north edge of the 925 Green Bay parcel, as depicted in the drawings dated April 18, 2013.
2. The Parking Lot shall meet all accessibility standards of the Americans with Disabilities Act.
3. All spaces in the Parking Lot shall comply with the Traffic Engineering Handbook published by the Institute of Transportation Engineers, as required by Section 17.46.110 (G) of the Winnetka Village Code; provided that parking spaces shall be striped for a minimum width of 9 feet.
4. The Village of Winnetka shall not be responsible for enforcing parking restrictions in the Parking Lot, except as may be provided in a written agreement with the Owner that has been approved by the Village Council in the manner provided by law.
5. The Owner shall be responsible for posting and enforcing any parking restrictions in the Parking Lot; provided, that, except as authorized by Village Code, no parking enforcement shall include the impoundment of any parked vehicles in place through the use of a Denver Boot or similar immobilizing device.
6. Employee parking shall be prohibited in the Parking Lot, and all employees of any businesses located in the Packard Building shall use the upper level of the Scott Avenue Parking Deck.
7. The Parking Lot shall have a single lane of one-way traffic, with all vehicles entering the Parking Lot from Green Bay Road and exiting at the rear of the property onto northbound Tower Court.
8. The Owners shall install a fence no higher than 6-1/2 feet high along the north property line, to screen the view of the property to the north.
9. The vertical clearance of the arch shall be sufficient to allow unimpeded access by all Fire Department vehicles, as determined by the Winnetka Fire Chief.
10. The Parking Lot shall be landscaped as provided in the drawings dated April 18, 2013. The Parking lot shall include the following elements, as recommended by the Design Review Board:
 - a. There shall be two interior landscaped islands, with one being located at the rear of the Subject Property adjacent to Tower Court, so as to allow for the possible placement of signage; and the other being located near the center of the north property line.

- b. There shall be a two-foot overhang with a full height curb along the north property line to allow for an area of planting vines.
- c. Evergreens or coniferous plantings shall be used in the landscaped area along the Green Bay Road frontage of the Subject Property.
- d. The fountain depicted in the landscape plan shall be eliminated to provide for a continuous seat wall.
- e. The width of the driveway entrance shall be reduced from 16 feet to 14 feet, on the same center line now depicted in the site plan.
- f. Final details of landscape plans, signage, lighting, material samples for the area along the north wall of the Packard building shall be submitted with the construction permit application for the Parking Lot, and shall be subject to review and comment by the Design Review Board as provided in Chapter 15.40 of the Winnetka Village Code.

Introduction of the ordinance requires the concurrence of a majority of the Council.

Recommendation

Consider introduction of Ordinance M-7-2013, Special Use Permit for a parking lot at 929-931 Green Bay Road and a variation to eliminate the required continuous streetwall required to be observed by buildings at the front yard for the properties at 925 – 931 Green Bay Road.

Attachments:

Ordinance M-7-2013

Attachment A: Special Use Application

Attachment B: Variation Application

Attachment C: Plat of Survey & Existing Site Conditions

Attachment D: Proposed Site Plan

Attachment E: Traffic and Parking Study

Attachment F: Memo from Village Engineer

Attachment G: Plan Commission Minutes

Attachment H: ZBA Minutes

Attachment I: DRB Minutes – 3/21/13

Attachment J: DRB Minutes – 4/18/13

**AN ORDINANCE
GRANTING A SPECIAL USE PERMIT
AND A VARIATION IN THE APPLICATION OF THE
ZONING ORDINANCE OF THE VILLAGE OF WINNETKA,
COOK COUNTY, ILLINOIS (925-931 Green Bay Road)**

WHEREAS, the Village of Winnetka (“Village”) is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970 and, pursuant thereto, has the authority, except as limited by said Section 6 of Article VII, to exercise any power and perform any function pertaining to the government and affairs of the Village, including the power to regulate for the protection of the public health, safety and welfare; and

WHEREAS, the Village Council find that establishing standards for the use and development of lands and buildings within the Village and establishing and applying criteria for variations from those standards are matters pertaining to the affairs of the Village; and

WHEREAS, of the following described real estate (the “Subject Property”), which is commonly known as 925-931 Green Bay Road:

Lot 3 in Block 5 in Jared Gage’s Subdivision in Section 17 and 8, Township 42 North, Range 13 East of the Third Principal Meridian, in Cook County, Illinois;

And also

The southerly 50 feet of that part of the east half of the Northwest Quarter of said Fractional Section 17, described as follows: Commencing at the Northeast corner of Lot 1 in Block 5 in Jared Gage’s Subdivision aforesaid and running thence Southeasterly along the Easterly line of Lots 1,2 and 3 in said Block 5, a distance of 150 feet; thence running Easterly on a line of parallel with the southerly line of Gage Street extended, a distance of 50 feet; thence Northwesterly on a line parallel with the Easterly line of Lots 1,2 and 3 aforesaid, a distance of 150 feet to a point on the South line of Gage Street extended, and thence Southwesterly to the point of beginning, in Cook County, Illinois;

And also

Lots 4 and 5 in Block 5 in Jared Gage’s Subdivision of part of Northwest Quarter of Fractional Section 17 and part of the East half of the Southwest Quarter of Fractional Section 8, all in Township 42 North, Range 13 East of the Third Principal Meridian;

And also

The Southerly 18 feet of strip of land 50 feet wide and 168 feet long lying Easterly of adjoining Lots 1, 2 and 3 and Northerly 18 feet of Lot 4 in Block 5 in Jared Gage’s Subdivision aforesaid, all in Cook County, Illinois; and

WHEREAS, the Subject Property is located in the Hubbard Woods business district, on the east side of Green Bay Road between Tower Road and Gage Street, in the C-2 Retail Overlay District of the C-2 (General Retail) Commercial Zoning District provided for in Chapter 17.44 of the Winnetka Zoning Ordinance, Title 17 of the Winnetka Village Code; and

WHEREAS, the Subject Property consists of two parcels: (a) a 10,000 square-foot rectangular parcel, commonly known as 929-931 Green Bay Road (“Parcel 1”), which is improved with a one-story, 3,350 square-foot commercial building in the northwest corner and a 12-foot wide driveway that leads to a 12-space parking area in the rear; and (b) a 20,000 square foot rectangular parcel that lies immediately to the south of Parcel 1, is commonly known as 925 Green Bay Road (“Parcel 2”), and is improved with a building commonly known as the “Packard Building;” and

WHEREAS, the building on Parcel 1 has two retail spaces that house *Body and Sole*, and *Bedside Manor*, two established retail sales businesses; and

WHEREAS, Packard Associates, L.P. (“Owner”), is the sole beneficiary of a trust that owns the Packard Building and that recently purchased the Subject Property; and

WHEREAS, the Owner proposes to demolish the building located on Parcel 1 and to construct a 40-car street-level parking lot to serve tenants of the Packard Building on Parcel 2; and

WHEREAS, pursuant to Section 17.44.030 of Chapter 17.44 and Section 17.46.110 of Chapter 17.46 of the Winnetka Zoning Ordinance, street level parking lots are permitted only as a special use in the C-2 (General Retail) Commercial Zoning District; and

WHEREAS, on March 6, 2013, the Owner filed an application for a special use permit to allow the construction of the proposed street level parking lot on the Subject Property; and

WHEREAS, on March 14, 2013, the Owner also filed an application seeking the following variations from the development standards in Chapter 17.46 of the Winnetka Zoning Ordinance: (a) a variation from the requirements of the intensity of use of lot limitations of Section 17.46.040 to allow a combined impermeable lot coverage for the entire Subject Property of 29,258 square feet, whereas a maximum of 27,000 square feet is permitted, resulting in a variation of 2,258 square feet (8.37%); and (b) a variation from the front yard setback provisions of Section 17.46.040 (A) that require the creation of a continuous streetwall by aligning the front building lines of adjoining buildings; and

WHEREAS, the special use permit and zoning variations are being requested to allow the existing building, driveway and rear parking area on Parcel 1 to be removed and to be replaced by a 40-space street level parking lot that will include the north 9.75 feet of Parcel 2 and will have a street frontage that consists of a widened driveway entrance, a narrow plaza area adjacent to the north building line of the Packard Building, a low brick seat wall with a fountain detail, a decorative column and archway feature and a landscape bed with an area of approximately 80 square feet; and

WHEREAS, the Owner’s special use request is subject to the conditions and requirements set out in Sections 17.44.020 (B) and 17.46.110 of the Zoning Ordinance, as well as the conditions and requirements pertaining to special uses set forth in Chapter 17.56 of the Winnetka Zoning Ordinance; and

WHEREAS, on April 8, 2013, on due notice thereof, the Zoning Board of Appeals conducted a public hearing on the proposed special use and requested variations; and

WHEREAS, by the unanimous vote of the five members of the Zoning Board of Appeals present on April 8, 2013, the Zoning Board of Appeals has recommended to the Village Council that the requested special use permit for the street level parking be granted; and

WHEREAS, by the unanimous vote of the five members of the Zoning Board of Appeals present on April 8, 2013, the Zoning Board of Appeals has recommended to the Village Council that both of the requested variations be granted, although it also recommended that the Owner reduce the impermeable surface so as to bring the impermeable surface within the applicable limits and thereby eliminate the need for the variation from the intensity of use of lot limitations; and

WHEREAS, following the meeting of the Zoning Board of Appeals, the Owner modified the proposed parking lot plan to provide for increased usage of pavers rather than impermeable pavement, as a result of which the impermeable surface in the amended plan now complies with Section 17.46.040 of the Zoning Ordinance, and the Owner has accordingly withdrawn its request for a variation from that requirement; and

WHEREAS, on March 21, 2013, pursuant to Chapter 15.40 of the Village Code, the Design Review Board met to consider the Owner's proposed plan and provide comment on its consistency with the Village of Winnetka Design Guidelines; and

WHEREAS, at the request of the Owner, the meeting of the Design Review Board was continued to April 18, 2013, to enable the Owner to address the Design Review Board's comments; and

WHEREAS, at the Design Review Board's meeting on April 18, 2013, the Owner presented its revised plan with the conforming impermeable surface and, upon completing their discussion of Owner's revised proposal, the four members of the Design Review Board then present issued generally favorable comment on the modified plans, subject to the following recommendations: (a) adding two islands to the parking lot, one at the very rear and one on the north side, with signage to help soften the appearance; (b) adding a second landscape island on the north side, which could be used as a base for growing vines to soften the appearance of the wooden fence; (c) using evergreens or coniferous trees at the front planting area; (d) eliminating the fountain to provide an uninterrupted seat wall; (e) reducing the width of the entrance from 16 feet to 14 feet; and (f) conforming to the 9-foot parking stall width, depending on engineering review; and

WHEREAS, on April 24, 2013, on due notice thereof, the Plan Commission considered the Owner's request for a special use and by the favorable vote of seven of the nine voting members of the Plan Commission then present, has found the proposed special use to be consistent with the Comprehensive Plan and has recommended that the special use permit for the street level parking be approved; and

WHEREAS, the evidence submitted by the Owner included a Traffic and Parking Study prepared by Kenig, Lindgren, O'Hara and Aboona, Inc. ("KLOA Study"), which evaluated existing roadway system characteristics, measured existing traffic volumes, conducted a parking survey and observed pedestrian volumes; and

WHEREAS, the KLOA Study concluded: (a) that the proposed parking lot will not change or negatively impact the pedestrian experience on Green Bay Road; (b) that left turns from Green Bay Road to the Subject Property will have a minimal impact on southbound traffic; (c) that the proposed special use will generate minimal additional traffic; and (d) the proposed parking lot will ensure that there is adequate parking for future retail use at the Packard Building without exacerbating parking conditions on Green Bay Road; and

WHEREAS, the separate proceedings before the Zoning Board of Appeals and the Plan Commission both included questioning of the Owner by members of the Zoning Board of Appeals and the Plan Commission; and

WHEREAS, two owners of properties located within 250 feet of the Subject Property appeared at the hearings of the Zoning Board of Appeals and the Plan Commission, with one speaking in favor of the Owner's proposal, and the other speaking against it; and

WHEREAS, neither the two owners who appeared, nor any other owners of properties located within 250 feet of the Subject Property submitted any other evidence or requested an opportunity to cross-examine witnesses at either the Zoning Board of Appeals hearing or the Plan Commission meeting; and

WHEREAS, the record also includes testimony from neighboring third parties who operate businesses in the vicinity and who inquired about specifics of the Owner's plan, with some speaking in favor and some speaking in opposition; and

WHEREAS, no one who sought to comment on the Owner's proposal at the Zoning Board of Appeals, the Plan Commission or the Design Review Board was denied the opportunity to do so; and

WHEREAS, the proceedings of the Zoning Board of Appeals and Plan Commission conformed with all requirements of their procedural rules, the Winnetka Village Code and applicable statutes of the State of Illinois; and

WHEREAS, the Village Council has not received any written protests opposing the proposed special use, as provided in Section 17.56.050 of the Zoning Ordinance; and

WHEREAS, the Village Engineer has reviewed the KLOA Study and has reported (a) that the study methodology is in keeping with sound traffic engineering principles and practice; and (b) that he concurs with the KLOA Study's conclusions (i) that the proposed parking lot will not have a significant impact on traffic flow or congestion on the adjacent street system and (ii) that, with the full occupancy of the retail space in the Packard Building, additional convenient parking is necessary to avoid negatively impacting parking availability in the immediate vicinity; and

WHEREAS, the Village Engineer has recommended that the Owner provide a detailed signage plan as part of the permit application to assure that ingress, egress and the network of one-way roads are properly communicated; and

WHEREAS, the Village Engineer has also commented on the width of the proposed parking spaces, and has observed that, while the 9.0-foot width recommended by the Design Review Board is preferable, the proposed 8.5-foot width for the new parking spaces is within the acceptable range; and

WHEREAS, subject to the terms and conditions of this Ordinance, the proposed special use will neither endanger nor be detrimental to the public health, safety, comfort, morals or general welfare, in that the proposed parking lot: (a) will provide a substantial number of off-street parking spaces to support the commercial use of the first floor of the Packard Building; (b) will add to the inventory of accessible parking spaces by placing such spaces in close proximity to the Packard Building; and (c) will add a pedestrian friendly plaza and seat wall on the east side of Green Bay Road; and

WHEREAS, subject to the terms and conditions of this Ordinance, the proposed special use will not substantially diminish or impair property values in the immediate vicinity, and will not be substantially injurious to the use and enjoyment of land in the immediate vicinity, in that: (a) the new surface parking area will enhance the viability of the commercial space on the first floor of the Packard Building; (b) the streetscape improvements at the entry to the parking lot will improve the appearance of the east side of Green Bay Road north of the Packard Building and may draw additional pedestrian traffic to the vicinity; and (c) the new parking area will relieve parking demand on the street, freeing on-street parking for other uses in the vicinity; and

WHEREAS, subject to the terms and conditions of this Ordinance, adequate measures have been taken to provide ingress and egress in a manner that minimizes pedestrian and vehicular traffic congestion in the public ways, in that: (a) the driveway entrance to the proposed parking lot will be in the same area as an existing curb cut, and (b) the proposed parking lot will have one-way, eastbound traffic, with ingress from Green Bay Road and egress through the rear of the Subject Property to northbound Tower Court, thereby directing traffic away from pedestrian areas; and

WHEREAS, the proposed special use enhances off-street parking, reduces demand for on-street parking and all utilities, access roads, drainage and other facilities necessary for the operation of the special use already exist; and

WHEREAS, because the proposed special use will increase off-street parking and because the design and materials used in the streetscape component of the proposed special use will be consistent with or complementary to the existing Packard Building, which is an established feature in the immediate vicinity, the proposed special use is consistent with the *Winnetka 2020* objective to ensure that commercial development is appropriate to the character of and minimizes the adverse impact on its surrounding neighborhood; and

WHEREAS, because of the pre-existing infrastructure, the proposed special use is consistent with the goals and objectives of *Winnetka 2020*, in particular its objectives: (a) to limit development so as to prevent the need for significant increases in infrastructure; (b) to ensure that development proposals minimize the potential adverse impact on pedestrian character, on-site parking, traffic patterns, congestion, open space, storm water management and Village infrastructure; (c) to ensure that new development does not decrease the public parking supply, particularly on-street parking that supports retail use; and (d) to ensure that new development does not decrease the public parking supply; and

WHEREAS, the proposed special use is also consistent with the goals and objectives of *Winnetka 2020* to maintain the essential quality, viability and attractiveness of the Village's business districts while encouraging new economic development consistent with the character of the Village and the individual business districts; and

WHEREAS, there are practical difficulties associated with carrying out the strict application of the Zoning Ordinance with respect to the Subject Property in that (a) the proposed parking lot will alleviate on-street parking and improve the economic viability of the Packard Building; (b), the proposed parking lot cannot be constructed without a curb cut, which necessarily makes a continuous streetwall impossible; and (c) the landscaping and streetscape improvements along the Green Bay Road property line of Parcel 1 will visually mask the flat parking surface behind it; and

WHEREAS, subject to the terms and conditions of this Ordinance, the requested variation will not alter the essential character of the neighborhood, in that: (a) the proposed parking lot will not alter the Packard Building, which will remain the most visible aspect of the Subject Property; (b) the streetscape components of the parking lot on Parcel 1 are proposed to be constructed with materials that are similar or complementary to the Packard Building on Parcel 2; and (c) the entrance to the proposed parking lot will be in the same general area as the driveway to the parking area behind the building currently on Parcel 1; and

WHEREAS, the requested variation will not impair an adequate supply of light and air because the proposed parking lot will be an open area located at street level; and

WHEREAS, the requested variations will not increase the hazard from fire and other dangers to the Subject Property because the entire parking lot will not have any building enclosures and will conform with applicable construction and safety codes; and

WHEREAS, there is no evidence that the requested variation will diminish the taxable value of land and buildings throughout the Village; and

[Drafter's Note: The record does not address the property tax impact of the removal of the occupied building at 929-931 Green Bay Road and its replacement with an open, street level parking area. According to County records, the land is assessed at \$37,500, and the building is assessed at \$178,030, for a total assessed valuation of \$215,530. The property is currently in Class 5-17, because it has a one-story building. It is assessed at 25% of market value. It is not possible to determine the tax impact, but since the parking lot site is separate from the Packard Building, it is likely to be reclassified, and its new market value will be based on the sales price.]

WHEREAS, the requested variation will not contribute to congestion on the public streets, as the variation is necessitated by the proposed off-street parking and pertains only to the impact of the proposed Parking Lot on the streetwall aspect of the Subject Property; and

WHEREAS, there is no evidence that the requested variations will otherwise impair the public health, safety, comfort, morals, and welfare of the inhabitants of the Village.

WHEREAS, the requested variation is in harmony with the general purpose and intent of the Winnetka Zoning Ordinance, in that it: (a) maintains the scale and character of the existing commercial neighborhood; (b) protects and respects the justifiable reliance of existing residents, business people and taxpayers on the continuation of existing, established land use patterns; and (c) otherwise promotes the public health, safety, comfort, morals and welfare by supporting the economic viability of the Packard Building, which is a significant commercial property in Hubbard Woods, by alleviating on-street parking demand, and by providing a new streetscape amenity in the Hubbard Woods business district; and

WHEREAS, this Ordinance has been placed on the Village Council’s agenda and made available for public inspection at Village Hall and on the Village’s web site, in accordance with Sections 2.04.040 and 2.16.040 of the Winnetka Village Code and applicable law.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Winnetka as follows:

SECTION 1: The foregoing recitals are hereby incorporated as the findings of the Council of the Village of Winnetka, as if fully set forth herein.

SECTION 2: That, subject to the terms and conditions hereinafter set forth, and pursuant to Section 17.44.030 of Chapter 17.44 and Section 17.46.110 of Chapter 17.46 of the Winnetka Zoning Ordinance, Title 17 of the Winnetka Village Code, a special use permit is hereby granted with respect to the Subject Property, commonly known as 925 - 931 Green Bay Road and located in the C-2 Retail Overlay Zoning District, to allow the construction of the proposed street-level parking lot on that portion of the Subject Property known as 929 - 931 Green Bay Road (“Parcel 1”), with streetscape amenities (collectively, the “Parking Lot”), as depicted in Owner’s Exhibit E, “Revised Site Plan,” and Exhibit F, “Revised Arched Gateway Feature Concept,” both prepared by The Lakota Group and dated April 18, 2013.

SECTION 3: That, subject to the terms and conditions hereinafter set forth, the Subject Property, commonly known as 925 - 931 Green Bay Road and located in the C-2 Retail Overlay Zoning District, is hereby granted a variation from the front yard setback provisions of Section 17.46.040 (A) Chapter 17.46 of the Winnetka Zoning Ordinance, Title 17 of the Winnetka Village Code, that require the creation of a continuous streetwall by aligning the front building lines of adjoining buildings, to allow the construction of the proposed street-level parking lot on that portion of the Subject Property known as 929 - 931 Green Bay Road (“Parcel 1”), with streetscape amenities (collectively, the “Parking Lot”), as depicted in Owner’s Exhibit E, “Revised Site Plan,” and Exhibit F, “Revised Arched Gateway Feature Concept,” both prepared by The Lakota Group and dated April 18, 2013 .

SECTION 4: The variations and special use permit hereby granted shall be subject to the following terms and conditions, which shall be incorporated into final plans and documentation for the proposed Parking Lot:

A. The construction of the Parking Lot shall commence within 12 months after the effective date of this Ordinance.

B. The special use permit and variation shall expire if construction of the Parking Lot is not commenced within 12 months after the effective date of this Ordinance.

C. Nothing in this Ordinance shall be deemed as granting a certificate of appropriateness of design approval for the proposed Parking Lot, which shall remain subject to final approval by the Design Review Board, as provided in Chapter 15.40 of the Winnetka Building Code, Title 15 of the Winnetka Village Code.

D. The construction of the Parking Lot shall be in accordance with the plans and elevations identified as Exhibit E, “Revised Site Plan,” and Exhibit F, “Revised Arched Gateway Feature Concept,” dated April 18, 2013, as prepared by The Lakota Group and presented in the Village Council’s agenda materials (“Proposed Plans”).

E. The Parking Lot shall include the 9.75-foot paved strip along the north edge of Parcel 1, as depicted in the Proposed Plans.

F. The Parking Lot shall meet all accessibility standards of the Americans with Disabilities Act.

G. All spaces in the Parking Lot shall comply with the Traffic Engineering Handbook published by the Institute of Transportation Engineers, as required by Section 17.46.110 (G) of the Winnetka Village Code; provided that parking spaces shall be striped for a minimum width of 9 feet.

H. The Village of Winnetka shall not be responsible for enforcing parking restrictions in the Parking Lot, except as may be provided in a written agreement with the Owner that has been approved by the Village Council in the manner provided by law.

I. The Owner shall be responsible for posting and enforcing any parking restrictions in the Parking Lot; provided that, except as authorized by Village Code, no parking enforcement shall include the impoundment of any parked vehicles in place through the use of a Denver Boot or similar immobilizing device.

J. Employee parking shall be prohibited in the Parking Lot, and all employees of any businesses located in the Packard Building shall use the upper level of the Scott Avenue Parking Deck.

K. The Parking Lot shall have a single lane of one-way traffic, with all vehicles entering the Parking Lot from Green Bay Road and exiting at the rear of the property onto northbound Tower Court.

L. The Owner shall install a fence no higher than 6.5 feet high along the north property line of Parcel 1, to screen the view of the property to the north.

M. There shall be two interior landscaped islands: (i) one island shall be located at the rear of the Subject Property adjacent to Tower Court, to allow for the possible placement of signage; and (ii) one island shall be located near the center of the north property line.

N. There shall be a two-foot overhang with a full height curb along the north property line of Parcel 1 to allow for an area of planting vines.

O. Evergreens or coniferous plantings shall be used in the landscaped area along the Green Bay Road frontage of the Parking Lot.

P. The fountain depicted in the landscape plan shall be eliminated to provide for a continuous seat wall at the street frontage of Parcel 1 north of the Parking Lot entrance.

Q. The width of the Parking Lot entrance driveway shall be reduced from 16 feet to 14 feet, on the same center line now depicted in the site plan.

R. The vertical clearance of the arch shall be sufficient to allow unimpeded access by all Fire Department vehicles, as determined by the Winnetka Fire Chief.

S. Final details of landscape plans, signage, lighting, material samples for the area along the north wall of the Packard Building shall be submitted with the construction

permit application for the Parking Lot, and shall be subject to review and comment by the Design Review Board as provided in Chapter 15.40 of the Winnetka Village Code.

T. The types and placement of traffic signage, whether on or off site, shall comply with all applicable standards, as determined by the Village Engineer. Owner shall be responsible for the cost of all such signage, regardless of its type or location.

SECTION 5: The stipulations, conditions and restrictions set forth in the foregoing Section 3 of this Ordinance may be modified or revised from time to time by the Village Council following public notice and hearing, following the procedures specified in Section 17.56 of the Winnetka Village Code for processing special use applications.

SECTION 6: This Ordinance is passed by the Council of the Village of Winnetka in the exercise of its home rule powers pursuant to Section 6 of Article VII of the Illinois Constitution of 1970.

SECTION 7: This Ordinance shall take effect immediately upon its passage, approval and posting as provided by law.

PASSED this ___ day of _____, 2013, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED this ___ day of _____, 2013.

Signed:

Village President

Countersigned:

Village Clerk

Published by authority of the President and Board of Trustees of the Village of Winnetka, Illinois, this ___ day of _____, 2013.

Introduced: June 4, 2013

Passed and Approved:

ATTACHMENT A – SPECIAL USE APPLICATION

CASE NO. 13-05-SU

**925 AND 931 GREEN BAY ROAD
WINNETKA, ILLINOIS**

**APPLICATION FOR SPECIAL USE
Village of Winnetka**

Name of Applicant: Packard Associates L.P., an Illinois Limited Partnership

Property Address: 925 and 931 Green Bay Road, Winnetka, IL 60093

Telephone Number: 847-579-9745

Fax and Email: F: 847-631-0768 E: lwhillman@gmail.com

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

Harold W. Francke
DLA Piper LLP (US)
203 North LaSalle, Suite 1900
Chicago, Illinois 60601
T: 312-368-4047 E: Harold.Francke@dlapiper.com

Date Property Acquired by Owner:

Applicant is contract purchaser of the 931 Green Bay Road property.

Chicago Title Land Trust Company, successor to LaSalle Bank National Association, successor to NBD Trust Company of Illinois, as trustee under trust agreement dated September 1, 1992 and known as trust number 4778 HP acquired title to the 925 Green Bay Road property in September 1992. Applicant is the sole beneficiary of that Land Trust.

Nature of Any Restrictions on Property:

General Retail Commercial Overlay District (C-2)

Explanation of Special Use Requested:

Parking Lot

OFFICE USE ONLY

Planned Development Requested Under Ordinance Section(s) _____

Staff Contact: _____ **Date:** _____

931 GREEN BAY ROAD
SPECIAL USE APPLICATION – PROJECT NARRATIVE

Twenty years ago, Packard Associates converted the abandoned Lane Pontiac building into luxury lofts and a Gap retail store that anchored the Hubbard Woods Business District. Since then, the apartments have been extraordinarily successful and The Gap generated just under \$75 million in retail sales and resulting sales tax revenues. The Gap recently closed, largely due to the lack of adequate customer parking – a continuing concern that has undermined the last 18 months of re-leasing efforts.

To satisfy the demand for additional parking, Packard Associates contracted to purchase the property adjoining to the north to construct additional parking. Unfortunately, by then, The Gap was no longer willing to wait and redevelopment became necessary.

A local and eminently capable team is working together to address the reuse and improvement of this important Hubbard Woods property. The team includes:

Scott Freres
The Lakota Group
Urban & Landscape Planning

H. Gary Frank
H. Gary Frank Architecture

Harold Francke
DLA Piper
Legal

Luay Aboona
Kenig, Lindgren, O'Hara, Aboona, Inc.
Parking and Traffic Engineering

Lawrence Hillman
Packard Associates LP
Real Estate Development

Donald Skip Martin
Highview Partners
Leasing and Business District Redevelopment

This application is the final step of that redevelopment process. The proposed plan will enhance the landmark building with a new corner façade and mini-plaza that is attractive to all – including pedestrians, motorists, retailers, and the community at large. A difficult alley and disorganized parking configuration will be replaced with landscaped areas and an archway sculpture that maintains the existing blockwall, creates visual interest, and leads to properly organized customer parking. Unattractive buildings and unadorned facades will be replaced with attractive new storefronts and façade designs more in keeping with the Hubbard Woods aesthetic. At once, the plan will *reduce* parking and traffic loads while creating a far more viable, attractive, and revitalized streetfront.

To accomplish these improvements and re-anchor Hubbard Woods, the Applicant is seeking a special use for parking in the overlay district and a modest technical departure from parking space dimension guidelines set forth in the Village of Winnetka Design Guidelines. Winnetka ordinances require approval of this request by the Zoning Board of Appeals, Plan Commission, Design Review Board and Village Board and our development team looks forward to presenting the merits of this redevelopment and addressing your questions.

**SPECIAL USE PERMIT REQUESTS FOR CERTAIN NON-RETAIL
OCCUPANCIES**

Any application to establish a Special Use listed in Section 17.44.010.B of the C-2 zoning district designated by an asterisk, to be located on the ground floor in the C-2 Overlay District must establish in detail how the proposed occupancy and its operation will be in compliance with the following standards:

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

Response: The property has historically included, and currently includes, surface parking. The existing building will be demolished to expand the existing surface parking area in order to serve the adjacent retail use. The use of the property for this purpose will satisfy a demand for additional customers parking, thereby enhancing the public health, safety, comfort, morals and general welfare. The parking area will include landscaped areas, a paved entry and plaza with seating, and an arched gateway feature. Overall, the proposed use has been designed so that it will not be detrimental to or endanger public health, safety, comfort, morals, or general welfare.

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

Response: The proposed Special Use would be beneficial to other property in the immediate vicinity as it would provide parking for the adjacent property and an attractive paved plaza with seating. The proposed redevelopment would attract pedestrians to this focal point of the Hubbard Woods Business District, reenergize the area, and improve the availability of street parking for customers of other retailers and commercial tenants in the immediate area.

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

Response: The proposed Special Use is intended to provide parking for future retail users in the immediate vicinity. Accordingly, it will not impede the normal and orderly development or improvement of other property in the immediate vicinity for permitted uses, but will improve the availability of street parking for use by other properties in the immediate vicinity.

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

Response: The property currently largely consists of parking and includes an alley leading to a parking lot behind a one-story building. The proposed Special Use would remove the alley entrance and relocate the entrance to Green Bay Road, which will be more visible to retail customers. Relocating the entrance to Green Bay Road would avoid congestion that might result

from concentrating vehicular access to an alley entrance. The proposed Site Plan also includes a landscaped area at the entrance of the parking lot to direct the flow of one-way traffic through the lot, further eliminating vehicular traffic congestion.

5. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the Special Use exist or are to be provided;

Response: The proposed Special Use is intended to provide additional parking for a retail use in the immediate area. Adequate facilities to operate the parking lot will be provided.

6. That the Special Use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes.

Response: At-grade parking may be allowed as a Special Use in the C-2 Zoning District under § 17.46.110 of the Code. Parking lots located at or above street level are subject to the provisions of § 17.44.030 of the Code, which are not applicable here as the Applicant does not plan to offer anything for sale on the lot nor build a public parking garage.

7. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses of a comparison shopping nature.

Response: The proposed Special Use will enhance the continuity, concentration and pedestrian nature of the area by concentrating parking for the adjacent retail user to an off-street location. This will improve the availability of street parking for other retail users in the area while eliminating a parking shortage that has prevented re-leasing of a central focal building in the district.

8. Proposed street frontages providing access to or visibility for one or more special uses shall provide for a minimum interruption in the existing and potential continuity and concentration of retail uses of a comparison shopping nature.

Response: The proposed Special Use does not include buildings; however, the lot has been designed to minimize traffic congestion and pedestrian-vehicular interactions while being visually appealing and accommodating existing design elements.

9. The proposed special use at the proposed location will provide for display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses of a comparison shopping nature.

Response: The proposed Special Use is for a surface parking lot and, therefore, does not include buildings with display windows, facades, signage, or lighting.

10. If a project or building has, proposes or contemplates a mix of retail, office and service-type uses, and the retail portions of the project or building shall be located adjacent to the sidewalk. The minimum frontage for each retail use adjacent to the sidewalk shall be twenty (20) feet with a minimum gross floor area of four hundred (400) square feet. In addition, such

retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation.

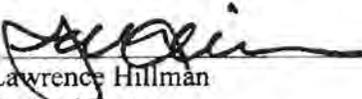
Response: Not applicable. The proposed Special Use does not have, propose, or contemplate a mix of retail, office, and service-type uses.

11. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses of a comparison shopping nature.

Response: The proposed Special Use will improve the availability of parking for district clientele by providing additional off-street parking, making other parking in the district available to clientele of other businesses.

[SIGNATURE PAGE FOLLOWS]

Respectfully Submitted,



Lawrence Hillman
General Partner
Packard Associates, L.P.

3.6.2013
Date

1945 Sunnyside Ave., Highland Park, IL 60035
Address

ATTACHMENT B – VARIATION APPLICATION

CASE NO. 13-05-50

APPLICATION FOR VARIATION
WINNETKA ZONING BOARD OF APPEALS

Applicant Information:

Name: Packard Associates L.P., an Illinois Limited Partnership
Property Address: 931 Green Bay Road
Home and Work Telephone Number: Office: 847-579-9745
Fax and E-Mail: Fax: 847-631-0786 E-mail: lwhillman@gmail.com

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

Architect:
H. Gary Frank Architects, 525 Chestnut St., Winnetka, IL 60093
Phone: 847-501-4212; Fax: 866-543-5783; E-mail: gary@hgaryfrankarchitects.com

Landscape Architect:
The Lakota Group, 212 W. Kinzie St., Floor 3, Chicago, IL 60654
Phone: 312-467-5445; Fax: 312-467-5484 E-mail: SFreres@thelakotagroup.com

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

Harold W. Francke, Meltzer, Purtill & Stelle LLC,
1515 E. Woodfield Road, 2nd Floor, Schaumburg, IL 60173 Phone: 847-330-6068
E-mail: hfrancke@mpslaw.com

Date Property Acquired by Owner: Applicant is contract purchaser of the subject property. The subject property is owned by Mari Anne Lucente, Richard E. Santi, as Trustee, and Mary Eileen Belmonti and Steven H. Santi, as Co-Trustees

Nature of Any Restrictions on Property: General Retail Commercial Overlay District (C-2)

Explanation of Variation Requested: Applicant is requesting (1) a variation from Section 17.46.040 of the Zoning Ordinance to permit a total impermeable area of 29,258 square feet (97.53% of the lot area) where a total of 27,000 square feet (90% of lot area) is otherwise permitted, a variation of 2,258 square feet (or 8.36%); and (2) a variation from Section 17.46.060.A of the Zoning Ordinance [Front Yard Setback] to eliminate the required continuous streetwall required to be observed by buildings at the front yard for the Green Bay Road frontage of the subject property.

OFFICE USE ONLY

Variation Requested Under Ordinance Section(s): _____
Staff Contact: _____ Date: _____

**Application for Variations
931 Green Bay Road
Applicant: Packard Associates L.P.**

Compliance with Standards for Granting of Zoning Variations

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

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

The commercial use and occupancy of the adjacent retail building situated at 925 Green Bay Road will materially benefit from the provision of additional off-street parking. Granting the requested variations will make it possible to provide that parking.

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

The property in question is uniquely situated in the heart of the Hubbard Woods Business District. It is adjacent to a commercial building which is already owned by the Applicant. The subject property currently has an impermeable surface coverage ratio of 99%. The proposed plan of improvement will result in an overall reduction in the amount impermeable surface on the site.

Additionally, a continuous streetwall does not currently exist in this location due to the existence of access drives along the northern and southern boundaries of the 925 Green Bay Road property. The proposed construction of an architectural gateway element along the subject property's Green Bay Road frontage will help to reinforce the streetwall concept.

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

The proposed improvement plan will not alter the essential retail and commercial character of the area. In fact, the plan will enhance and benefit that character and the Village's tax base.

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

Demolition of the existing building at 931 Green Bay Road will increase the overall amount of open space provided on site, improving access to light and air for the adjacent properties.

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

The proposed improvement plan will not increase the hazard from fire or other damages.

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

Granting the requested variations so that construction can be undertaken pursuant to the proposed improvement plan will enhance the Village's tax base, not cause a diminution of the taxable value of the land and buildings in the Village.

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

An addition to the supply of off-street parking in the area will help reduce the demand for on-street parking in the Hubbard Woods business district. Existing vehicular access to and from the subject property will be maintained through the use of the existing one-way ingress off Green Bay Road, and egress onto Tower Court at the rear of the property.

As stated in the traffic report Applicant has submitted the proposed improvement of the subject property will not cause undue congestion in the public streets, vehicular turning movements will operate safely and efficiently and intersections in the vicinity of the subject property will continue to operate at acceptable levels of service.

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

The proposed improvement plan will not impair the public health, comfort, morals, or welfare of the inhabitants of the Village. In fact, the proposed improvements will enhance the comfort and welfare of Village residents.

STANDARDS FOR GRANTING OF ZONING VARIATIONS

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

1. The property in question can not yield a reasonable return if permitted to be used only under the conditions allowed by regulations in that zone.
2. The plight of the owner is due to unique circumstance. Such circumstances must be associated with the characteristics of the property in question, rather than being related to the occupants.
3. The variation, if granted, will not alter the essential character of the locality.
4. An adequate supply of light and air to the adjacent property will not be impaired.
5. The hazard from fire and other damages to the property will not be increased.
6. The taxable value of the land and buildings throughout the Village will not diminish.
7. The congestion in the public street will not increase.
8. The public health, safety, comfort, morals, and welfare of the inhabitants of the Village will not otherwise be impaired.

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

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

PACKARD ASSOCIATES L.P.

Property Owner's Signature: By:  Date: March 14, 2013
Harold W. Francke, Its Attorney

(Proof of Ownership is required)

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

ATTACHMENT C – EXISTING SITE CONDITIONS



VILLAGE OF WINNETKA, ILLINOIS
PACKARD DEVELOPMENT SITE - HUBBARD WOODS (925/931 GREEN BAY ROAD)
EXHIBIT A. SITE CONTEXT MAP


NORTH
MARCH, 2013

LAKOTA

ATTACHMENT C – EXISTING SITE CONDITIONS



VILLAGE OF WINNETKA, ILLINOIS
 PACKARD DEVELOPMENT SITE - HUBBARD WOODS (925/931 GREEN BAY ROAD)
 EXHIBIT B. SITE CONTEXT - GREEN BAY ROAD FRONTAGE

MARCH, 2013

LAKOTA

ATTACHMENT C – EXISTING SITE CONDITIONS



A LOT 3 - Access Drive
Looking towards Tower Court



B LOT 3 - Parking Area
Looking towards Tower Court



C LOT 3 - Parking Area
Looking at north facade of Former GAP Building



D LOT 3 - Parking Area
Looking north



E TOWER COURT
Looking northwest towards Gage Street



F TOWER COURT
Looking southeast along back of Lots 4/5

VILLAGE OF WINNETKA, ILLINOIS

PACKARD DEVELOPMENT SITE - HUBBARD WOODS (925/931 GREEN BAY ROAD)

EXHIBIT C. SITE CONTEXT IMAGES

MARCH, 2013

LAKOTA

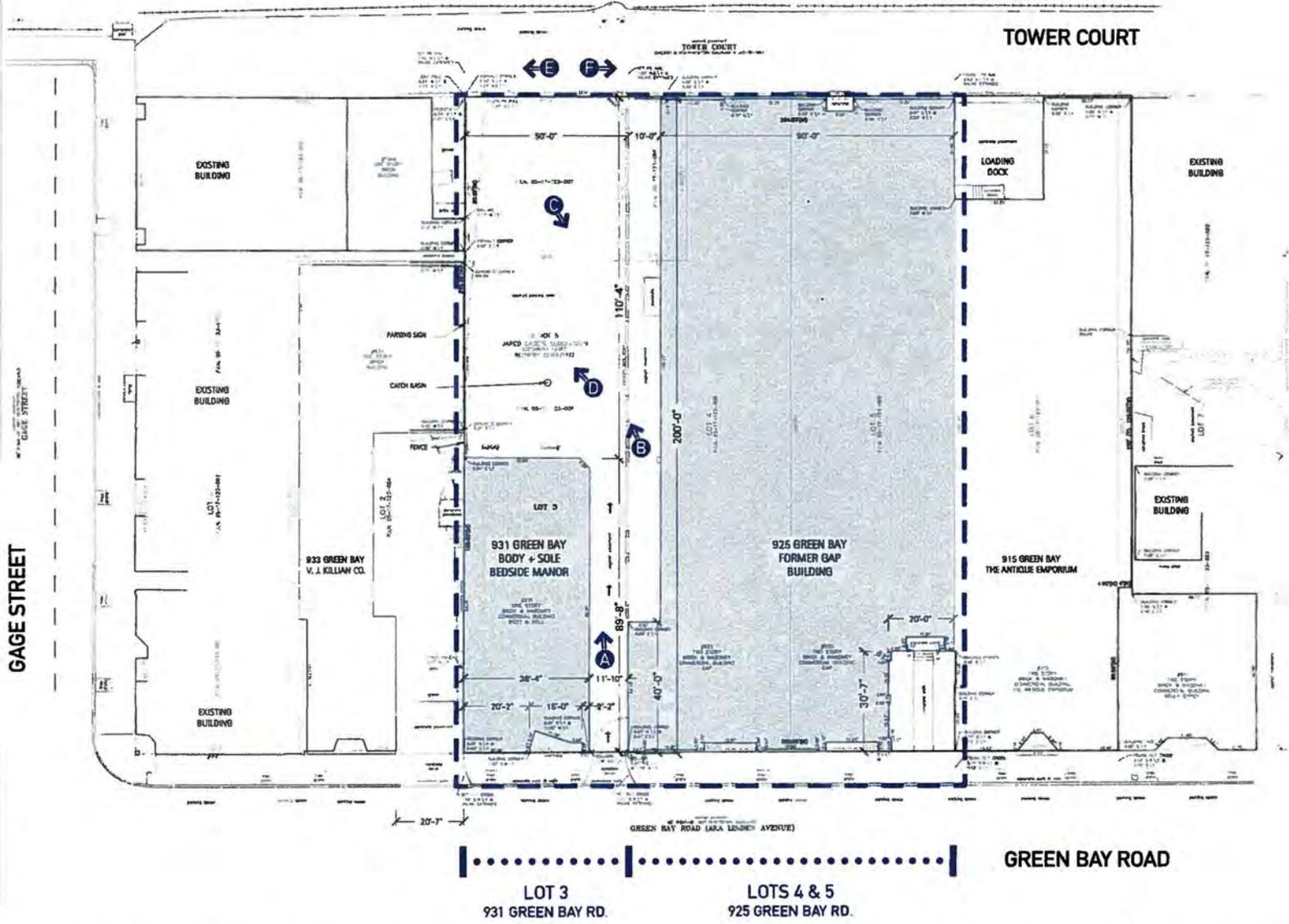
ATTACHMENT C – EXISTING SITE CONDITIONS

SITE DATA
925 / 931 GREEN BAY ROAD
ZONING DISTRICT
C2 - General Retail Commercial

TOTAL DEVELOPMENT SITE
 Total Size: 30,000 square feet
 - Building Coverage: 20,750 sq. ft. (69% coverage)
 - Open - Impervious: 8,850 sq. ft. (30% coverage)
 - Open - Pervious: 400 sq. ft. (1% coverage)

LOT 3 - 931 Green Bay Road
 TOTAL SIZE: 10,000 sq. ft.
 - Building: 3,350 sq. ft.
 - Paved Parking: 6,650 sq. ft.

LOTS 4 & 5 - 925 Green Bay Road
 TOTAL SIZE: 20,000 sq. ft.
 - Building: 17,400 sq. ft.
 - Parking/Courtyard: 2,200 sq. ft.
 - Open - Pervious: 400 sq. ft.



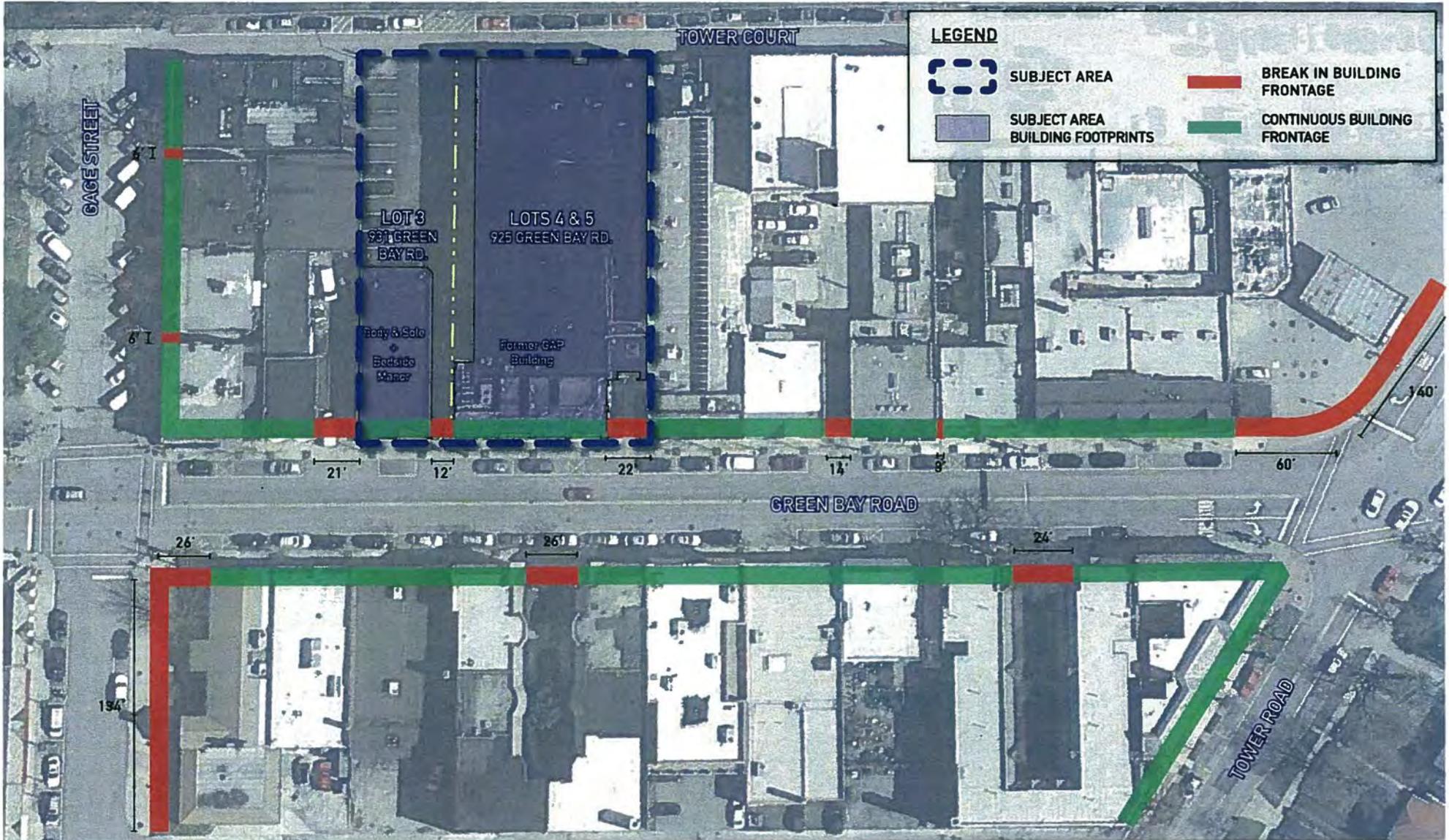
[---] SUBJECT AREA
[Shaded] SUBJECT BUILDINGS
[Arrow with Letter] SITE CONTEXT IMAGE LOCATION

VILLAGE OF WINNETKA, ILLINOIS
PACKARD DEVELOPMENT SITE - HUBBARD WOODS (925/931 GREEN BAY ROAD)
EXHIBIT D. EXISTING CONDITIONS

0 15 30
 NORTH
 APRIL 18, 2013

LAKOTA

ATTACHMENT C – EXISTING SITE CONDITONS



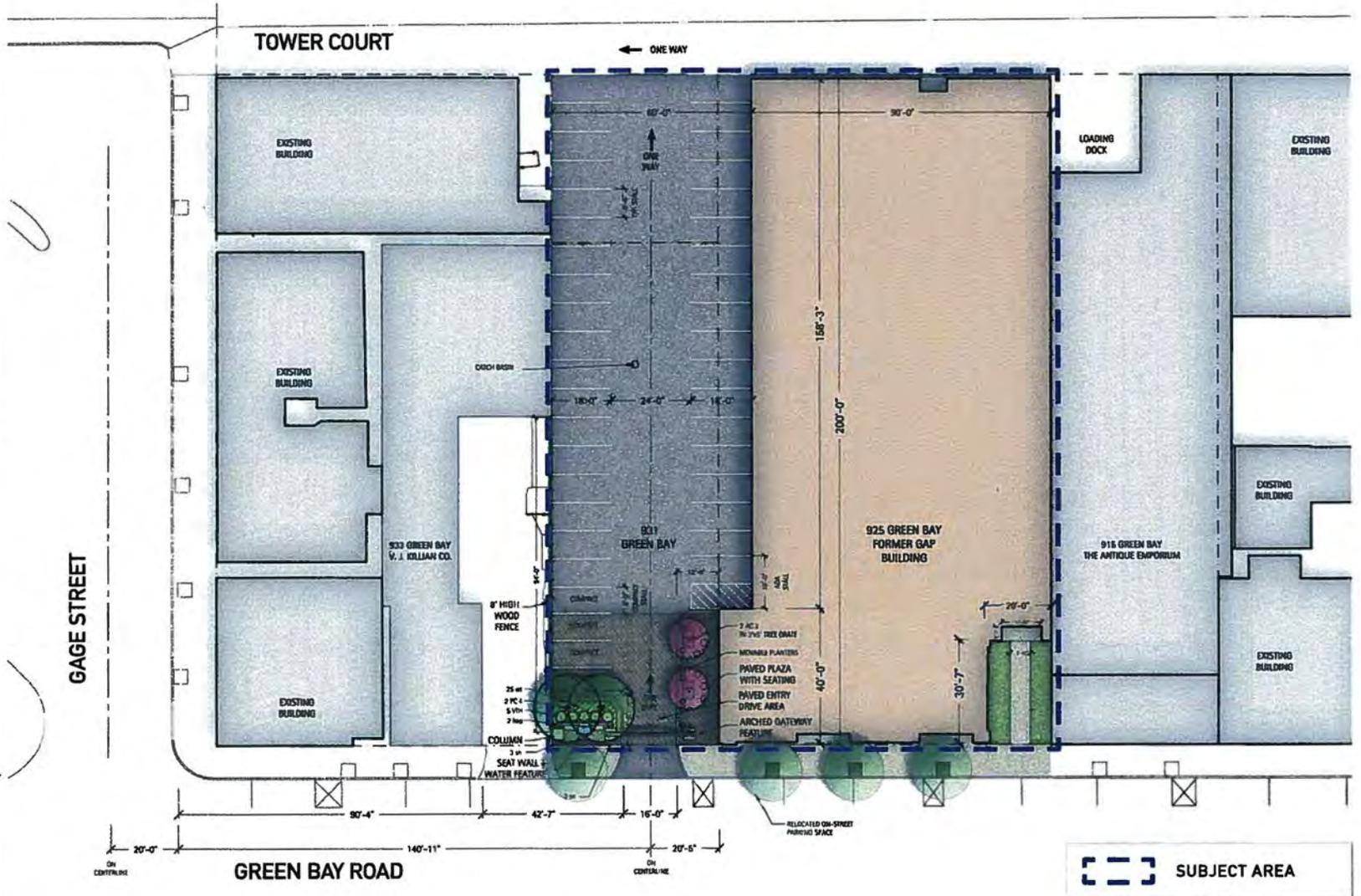
VILLAGE OF WINNETKA, ILLINOIS
 PACKARD DEVELOPMENT SITE - HUBBARD WOODS (931 GREEN BAY ROAD)
 STREETWALL COVERAGE ANALYSIS MAP

NORTH
 APRIL 8, 2013

LAKOTA

ATTACHMENT D – PROPOSED SITE PLAN

- SITE DATA**
 925 / 931 GREEN BAY ROAD
- TOTAL DEVELOPMENT SITE**
 Total Size: 30,000 square feet
- Building Coverage: 17,450 sq. ft. (58% coverage)
 - Paved Surface - Impervious: 10,345 sq. ft. (34.5% coverage)
 - Paved Surface - Pavers: 1,650 sq. ft. (5.5% coverage)
 - Open - Pervious/Green: 568 sq. ft. (2% coverage)
- 931 Green Bay Road (10,000 sq. ft. total) has 1,489.5 sq. ft. of permeable / semi-permeable surfaces (roughly 15% of parcel).
- Internal Parking Lot Information**
 - Number of Spaces Provided: 40
- Internal Parking Lot Landscaping**
- Total Area Size: 11,600 sq. ft.
 - Landscaping Required: 580 sq. ft. (5%)
 - Landscaping Provided: 805 sq. ft. (7%)
 - Number of Trees Required: 2
 - Number of Trees Provided: 4
- PLANT LIST**
- DECIDUOUS SHADE TREES**
- 2 - Chanticleer Pear (PC 4)
Pyrus calleryana 'Chanticleer'
 4" caliper; B&B
- ORNAMENTAL TREES**
- 2 - Shadblow Serviceberry (AC 2)
Amerlanchier canadensis
 2.5" caliper; Tree-form; B&B
- DECIDUOUS SHRUBS**
- 5 - Hahs American Cranberrybush (VTH)
Viburnum trilobum 'Hahs'
 36" height; B&B
- GROUNDCOVERS & VINES**
- 25 - Barren Strawberry (w1)
Waldsteinia ternata
 quart size; 16" o.c. spacing
 - 6 - East Friesland Sage (sn)
Salvia nemorosa 'East Friesland'
 1 gal. size; CG. 18" o.c.
 - 2 - Climbing Hydrangea (hap)
Hydrangea anomala petiolaris
 1 gal. size; 3' o.c. staked

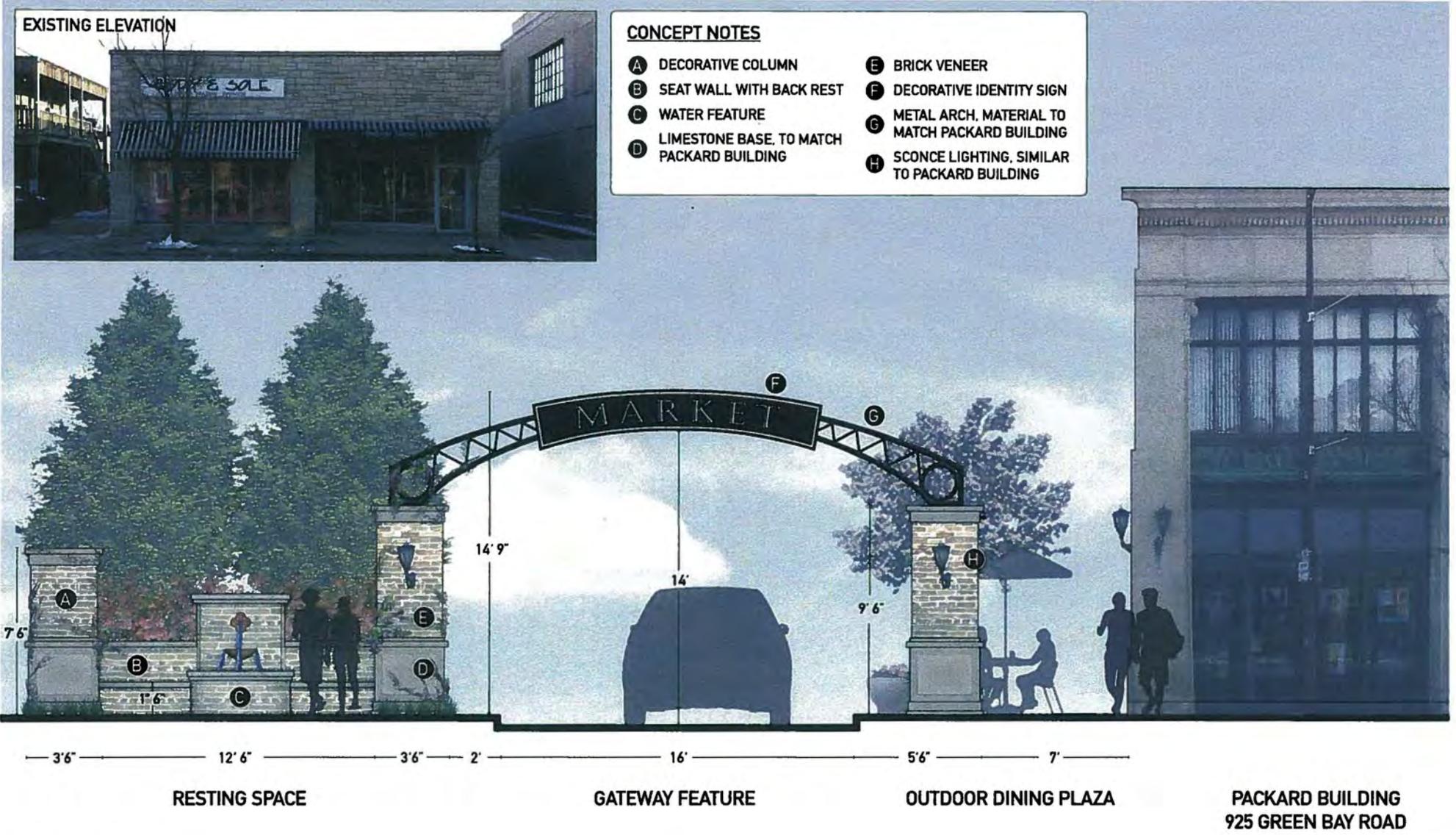


VILLAGE OF WINNETKA, ILLINOIS
 PACKARD DEVELOPMENT SITE - HUBBARD WOODS (925/931 GREEN BAY ROAD)
 EXHIBIT E. PROPOSED SITE PLAN - REVISED

0 15 30
 NORTH
 APRIL 18, 2013

LAKOTA

ATTACHMENT D – PROPOSED SITE PLAN



VILLAGE OF WINNETKA, ILLINOIS
 PACKARD DEVELOPMENT SITE - HUBBARD WOODS (925/931 GREEN BAY ROAD)
 EXHIBIT F. ARCHED GATEWAY FEATURE CONCEPT - REVISED

APRIL 18, 2013

LAKOTA

ATTACHMENT D – PROPOSED SITE PLAN



VILLAGE OF WINNETKA, ILLINOIS
PACKARD DEVELOPMENT SITE - HUBBARD WOODS (931 GREEN BAY ROAD)
CONCEPT RENDERING

APRIL 8, 2013

MEMORANDUM TO: Lawrence Hillman
Packard Associates

FROM: Michael K. Scavo
Consultant

Luay R. Aboona, PE
Principal

DATE: March 13, 2013

SUBJECT: Traffic and Parking Study
Proposed Parking Lot
Winnetka, Illinois

This memorandum presents the findings and recommendations of a traffic and parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed parking lot to serve the retail building located at 925 Green Bay Road in Winnetka, Illinois.

The site, which currently contains a commercial building and parking lot, is located at 931 Green Bay Road approximately 150 feet south of the intersection of Green Bay Road and Gage Street. The plan calls for a 40-space surface parking lot. Access to the site is proposed to be provided via an inbound access drive on Green Bay Road and an outbound access drive on Tower Court.

The purpose of this study includes the following.

- Determine the existing traffic and pedestrian conditions in the area to establish a base condition.
- Evaluate the existing parking conditions in the vicinity of the site.
- Assess the impact that the proposed parking lot will have on traffic conditions in the area.
- Evaluate the adequacy of the proposed access drives.

Existing Conditions

In order to project future traffic conditions in the site area, three general components of existing conditions were considered: (1) the geographical location of the site, (2) the characteristics of the roadways in the site vicinity and (3) traffic and pedestrian volumes on these roads.

Site Location

The site, which currently contains a 3,350 square-foot retail building and a parking lot with approximately 23 spaces, is located at 931 Green Bay Road approximately 150 feet south of the intersection of Green Bay Road and Gage Street. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the site are described below.

Green Bay Road is a north-south minor arterial roadway with one through lane provided in each direction and parallel parking provided on both sides of the road. At its signalized intersection with Gage Avenue, both approaches provide a single left-turn/through/right-turn lane. Green Bay Road is also signalized at its intersection with Tower Road to the south. Within vicinity of the site, Green Bay Road has a posted speed limit of 20 mph with an average daily traffic (ADT) volume of 9,500 vehicles.

Gage Street is an east-west local road that is restricted to one way eastbound traffic east of Green Bay Road where the road terminates at Tower Court. Angled parking is provided on both sides of the road. West of its signalized intersection with Green Bay Road, Gage Street has one lane in each direction with on-street parking near the intersection.

Merrill Street is an east-west local road that is restricted to one way westbound traffic east of Green Bay Road. Angled parking is provided on the south side of the roadway. West of its stop-sign controlled intersection with Green Bay Road, Merrill Street has one lane in each direction with parallel on-street parking on the north side of the road, and angled parking on the south side of the road.

Tower Court is a north-south local road that extends from Tower Road to its northern terminus at Merrill Street. Tower Court provides access to the commercial properties and is one way northbound with parallel parking provided on the east side behind the buildings fronting Green Bay Road. North of its stop sign controlled intersection with Gage Street, Tower Court widens, provides drop off/pick up for Hubbard Woods Metra station and is provided with angled parking on the east side and parallel parking on the west side of the road.

Existing Traffic Volumes

In order to determine current traffic conditions on the existing roads, KLOA, Inc. conducted peak period traffic and pedestrian counts at the following intersections.

- Green Bay Road with Gage Street
- Green Bay Road with the existing Alley
- Green Bay Road with Merrill Street



Site Location

Figure 1



Aerial View of the Site

Figure 2

The traffic counts were conducted on Thursday, February 14, 2013 and Thursday February 28, 2013 during the weekday evening (4:00 P.M. to 7:00 P.M.) peak period and on Saturday, February 16, 2013 and Saturday March 2, 2013 during the midday (11:30 A.M. to 2:30 P.M.) peak period. The results of the traffic counts showed that the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M. and the Saturday midday peak hour of traffic occurs from 11:45 A.M. to 12:45 P.M. **Figure 3** illustrates the existing peak hour traffic and pedestrian volumes.

It should be noted that at the time the counts were conducted the Gap store was closed.

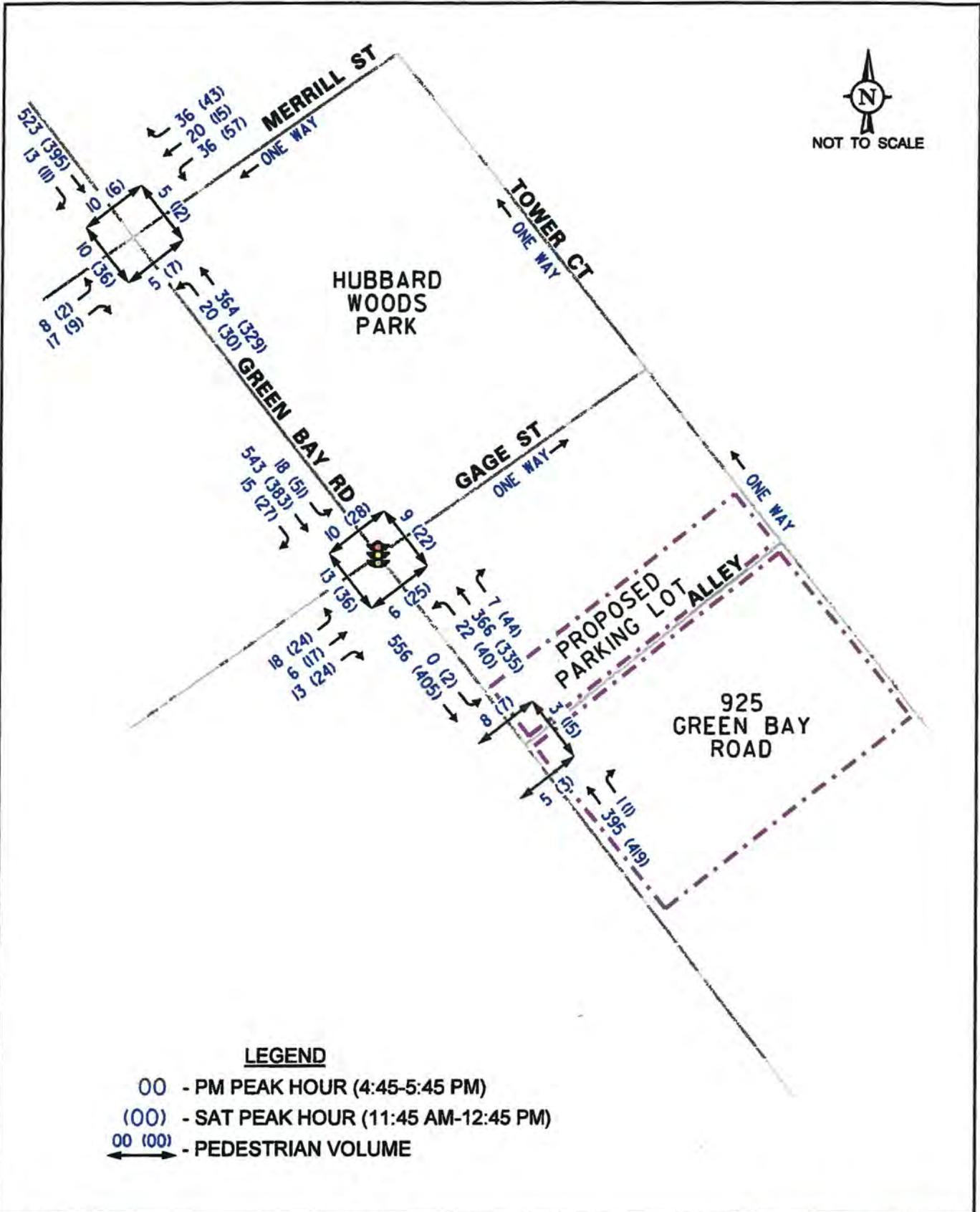
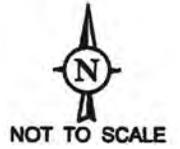
Traffic Observations

In addition to traffic counts, observations of traffic conditions along Green Bay Road, particularly at its intersection with Gage Street, were also made. The following is a summary of these observations.

- It was observed that the northbound queue at the intersection of Green Bay Road and Gage Street extended past the site a total of seven times during the evening count (4:00 P.M. to 7:00 P.M.) and seven times during the Saturday count (11:30 A.M. to 2:30 P.M.). All vehicles in the northbound queue cleared the intersection on the next cycle. This indicates that northbound traffic queues will not have a significant impact on the operation of the proposed parking lot.
- It was observed that southbound left-turn movements into the alley serving the site had minimal impact on southbound through traffic and acceptable gaps in traffic were present for southbound left-turn movements.
- Pedestrians were also observed using the sidewalk in front of the alley; however pedestrian volumes were minimal and did not cause a major conflict for traffic using the alley.

On-Street Parking Observations

KLOA, Inc. conducted parking inventory and occupancy counts on Thursday, February 28, 2013 from 11:00 A.M. to 6:00 P.M. and on Saturday, March 2, 2013 from 10:00 A.M. to 6:00 P.M. The occupancy counts were conducted every 30 minutes.



LEGEND
 00 - PM PEAK HOUR (4:45-5:45 PM)
 (00) - SAT PEAK HOUR (11:45 AM-12:45 PM)
 00 (00) - PEDESTRIAN VOLUME

PROJECT: 925-931 Green Bay Road Winnetka, Illinois	TITLE: Existing Traffic Volumes	 Job No: 13-032 Figure: 3
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The parking surveys divided the study area into four zones.

- Zone 1 includes parking along Gage Street east of Green Bay Road and along Tower Court north of Gage Street. A total of 62 spaces are provided which are free with a 90-minute limit between 8:00 A.M. and 6:00 P.M.
- Zone 2 includes parking on Green Bay Road between Merrill Street and Gage Street and parking on Gage Street west of Green Bay Road. A total of 39 spaces are provided that are free with a 90-minute limit between 8:00 A.M. and 6:00 P.M.
- Zone 3 includes parking on Green Bay Road between Gage Street and Tower Road. A total of 40 spaces are provided with 90-minute free parking from 8:00 A.M. to 6:00 P.M.
- Zone 4 included 54 permit parking spaces along Tower Court.

The results of the parking surveys are summarized in **Table 1**. **Table 2** summarizes the results of the occupancy surveys of free parking in Zones 1 through 3.

Table 1
PARKING OCCUPANCY SUMMARY

Zone	1		2		3		4	
Type	Angled and Parallel		Parallel		Parallel		Perpendicular and Parallel	
	Free 90-Minute Limit from 8:00 A.M. to 6:00 P.M.		Free 90-Minute Limit from 8:00 A.M. to 6:00 P.M.		Free 90-Minute Limit from 8:00 A.M. to 6:00 P.M.		Permit Parking	
Time	Thursday	Saturday	Thursday	Saturday	Thursday	Saturday	Thursday	Saturday
10:00 A.M.	--	27	--	19	--	11		19
10:30 A.M.	--	29	--	16	--	18		20
11:00 A.M.	42	29	25	20	24	26	31	23
11:30 A.M.	43	37	29	26	25	29	32	23
12:00 P.M.	48	43	30	34	31	37	32	23
12:30 P.M.	46	42	28	32	33	33	34	23
1:00 P.M.	44	43	31	30	32	37	36	23
1:30 P.M.	44	43	32	28	30	34	36	21
2:00 P.M.	42	34	28	19	37	32	38	21
2:30 P.M.	37	31	26	21	32	33	36	19
3:00 P.M.	36	23	25	18	32	31	35	18
3:30 P.M.	37	23	23	16	30	30	31	16
4:00 P.M.	31	21	18	15	29	33	31	15
4:30 P.M.	29	19	14	13	27	26	26	10
5:00 P.M.	25	15	9	11	25	18	21	8
5:30 P.M.	24	14	9	10	20	9	18	7
6:00 P.M.	24	16	4	9	8	8	19	7

Zone 1 = 62 spaces
 Zone 2 = 39 spaces
 Zone 3 = 40 spaces
 Zone 4 = 54 spaces

Table 2
 FREE PARKING OCCUPANCY SURVEY RESULTS (ZONES 1-3)

Time	Thursday		Saturday	
	Occupied Spaces	Surplus	Occupied Spaces	Surplus
10:00 A.M.	--	--	57	84
10:30 A.M.	--	--	63	78
11:00 A.M.	91	50	75	66
11:30 A.M.	97	44	92	49
12:00 P.M.	109	32	114	27
12:30 P.M.	107	34	107	34
1:00 P.M.	107	34	110	31
1:30 P.M.	106	35	105	36
2:00 P.M.	107	34	85	56
2:30 P.M.	95	46	85	56
3:00 P.M.	93	48	72	69
3:30 P.M.	90	51	69	72
4:00 P.M.	79	62	69	72
4:30 P.M.	70	71	58	83
5:00 P.M.	59	82	44	97
5:30 P.M.	53	88	33	108
6:00 P.M.	36	105	33	108

A review of the two tables indicate the following.

- Zone 3 offers the most convenient parking for the retail space at 925 Green Bay Road.
- Parking occupancy in Zone 3 exceeds 80 percent from 12:00 P.M. to 3:00 P.M. on both Thursday and Saturday. This high occupancy is occurring with the retail space at 925 Green Bay Road vacant.
- Peak parking occupancy of 37 spaces was observed on Thursday at 2:00 P.M. and Saturday at 1:00 P.M. This translates into an occupancy of 93 percent.
- The parking in Zone 3 will not be sufficient to accommodate the parking demands of the retail space at 925 Green Bay Road without the proposed parking lot.
- The peak occupancy of free parking in the three zones was in the range of 75 to 80 percent during the midday time period.

Proposed Development Plan

As proposed, the plans call for developing the site at 931 Green Bay Road that is currently occupied by a retail building and approximately 12 parking spaces with a 40-space surface parking lot that will serve the existing 12,500 square-foot retail property located at 925 Green Bay Road (formerly occupied by Gap). The parking lot will allow one-way circulation, with cars entering the lot via Green Bay Road and exiting the lot at Tower Court.

Site Access

The site is proposing access via two access drives.

Green Bay Road Inbound Access Drive

This one-way ingress access drive will be located approximately 15 feet north of the existing alley serving the retail building and parking lot and will provide a single inbound lane.

Tower Court Outbound Access Drive

This one-way egress access drive will allow traffic to utilize Tower Court to access Green Bay Road via Merrill Street. Outbound movements will be under stop sign control. "Do Not Enter" signs will also be posted to indicate the one way restriction.

Directional Distribution of Site Traffic

The directional distribution of future site-generated trips on the roadway system is a function of several variables including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system without encountering congestion. The directions from which customers of the retail development will approach and depart the site were estimated based on the existing travel patterns, as determined from the traffic counts. **Figure 4** illustrates the directional distribution of traffic.

Estimated Site Traffic Generation

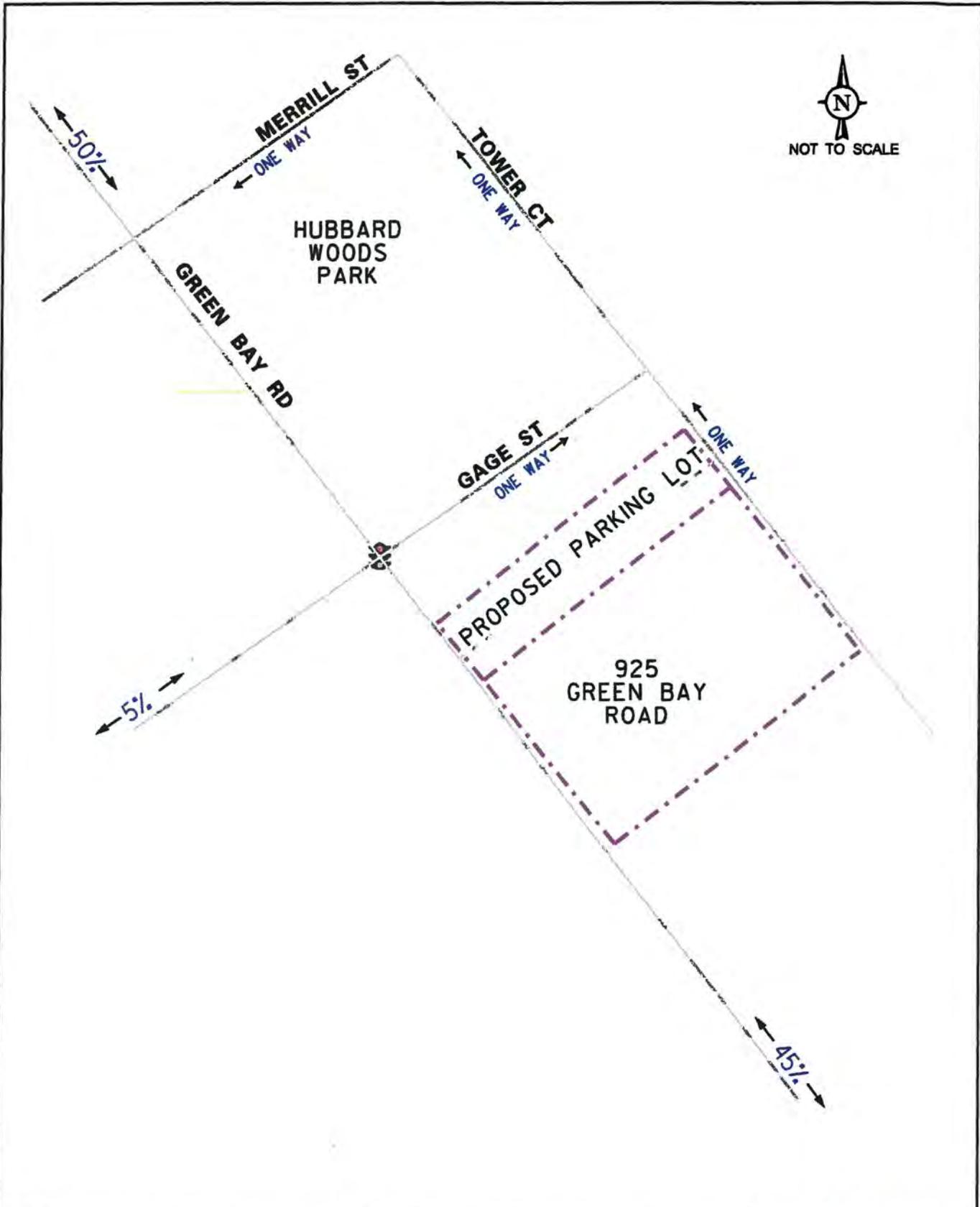
The volume of traffic generated by a development is based on the type of land use and the size of the development. The number of new peak hour vehicle trips estimated to be generated by the proposed retail development was based on vehicle trip generation rates contained in *Trip Generation*, 9th Edition, published by the Institute of Transportation Engineers (ITE). The “Specialty Retail Center” (Land-Use Code 826) was used to determine the amount of traffic that will be using the lot to be generated by the occupancy of the 12,500 square-foot building by a retail use. **Table 3** shows the estimated number of peak hour trips to be generated by the retail development.

Table 3
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land- Use Code	Land Use	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total
826	Specialty Retail (12,500 s.f.)	15	19	34	25	25	50

Projected Traffic Volumes

The estimated weekday evening and Saturday midday peak hour traffic volumes that will be generated by the retail development were assigned to the roadway system (**Figure 5**) in accordance with the previously described directional distribution. In addition to the traffic generated by the development, the study also included growth in background traffic assumed at one percent annually applied over a five year period as well as the traffic currently generated by the existing use at 931 Green Bay Road. **Figure 6** illustrates the projected total traffic volumes including the traffic for the proposed retail development.

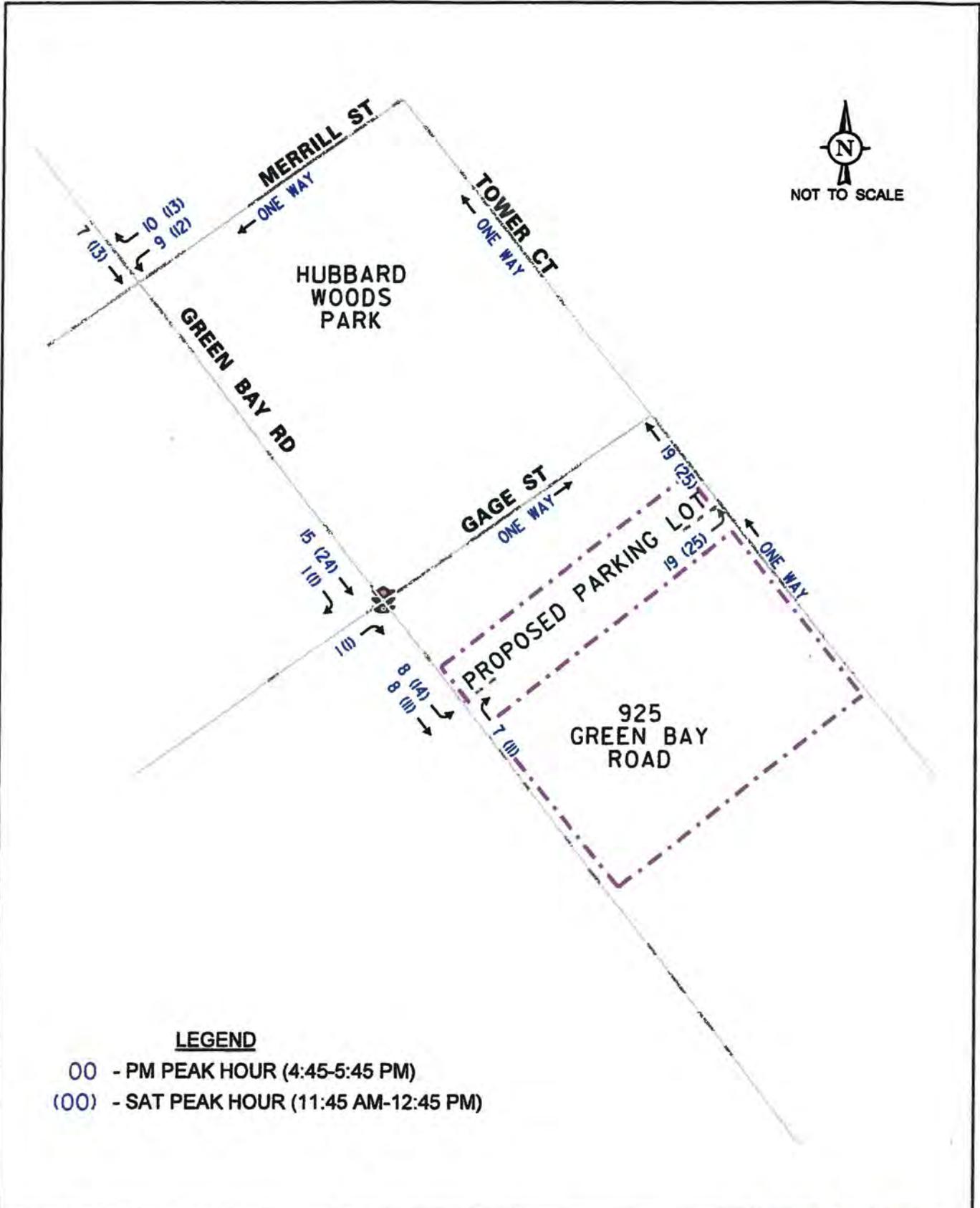


PROJECT:
 925-931 Green Bay Road
 Winnetka, Illinois

TITLE:
 Estimated Directional Distribution

KLOA
 Job No: 13-032

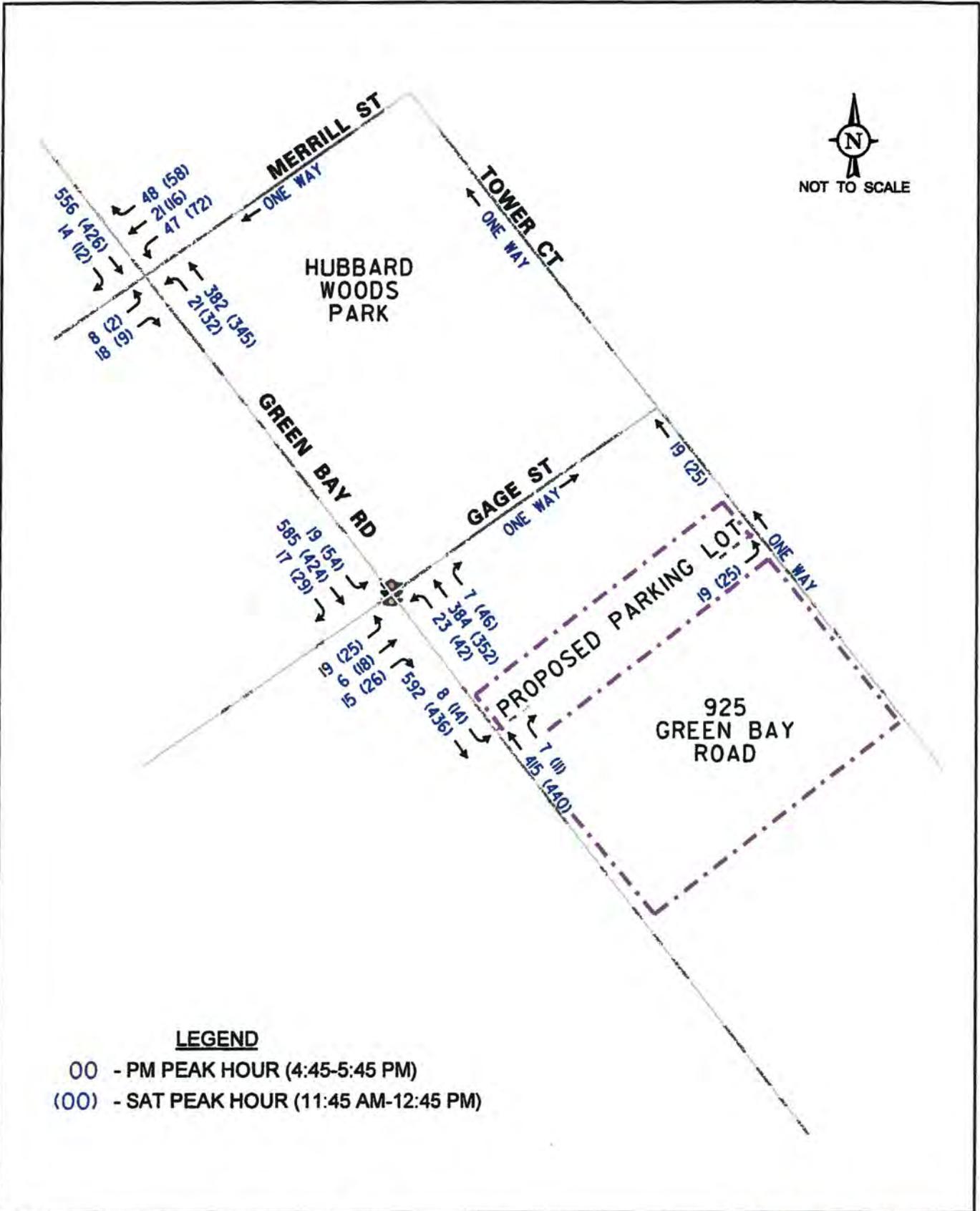
Figure: 4



PROJECT:
925-931 Green Bay Road
 Winnetka, Illinois

TITLE:
Estimated Site-Generated
Traffic Volumes

KLOA
 Job No: 13-032
Figure: 5



PROJECT:
 925-931 Green Bay Road
 Winnetka, Illinois

TITLE:
 Total Projected Traffic Volumes

KLOA
 Job No: 13-032
 Figure: 6

Traffic Analysis

Traffic analyses were performed for the intersections within the study area to determine the operation of the existing roadway system, evaluate the impact of the re-occupancy of the 925 Green Bay Road building for retail use and the construction of the proposed parking lot and determine the ability of the existing roadway system to accommodate projected traffic demands. Analyses were performed for both the existing and the projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays).

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

The results of the capacity analysis for existing conditions are summarized in **Table 5**.

The results of the capacity analysis for future conditions are summarized in **Table 6**.

Table 4
LEVEL OF SERVICE CRITERIA

Unsignalized Intersections		
Level of Service		Average Control Delay (seconds per vehicle)
A		0 - 10
B		> 10 - 15
C		> 15 - 25
D		> 25 - 35
E		> 35 - 50
F		> 50

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Very short delay, with extremely favorable progression. Most vehicles arrive during the green phase and do not stop at all.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A causing higher levels of average delay.	> 10 - 20
C	Light congestion, with individual cycle failures beginning to appear. Number of vehicles stopping is significant at this level.	> 20 - 35
D	Congestion is more noticeable, with longer delays resulting from combinations of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines.	> 35 - 55
E	High delays result from poor progression, high cycle lengths, and high V/C ratios.	> 55 - 80
F	Unacceptable delays occurring, with oversaturation.	> 80

Source: *Highway Capacity Manual, 2010.*

Table 5

CAPACITY ANALYSIS RESULTS—EXISTING TRAFFIC CONDITIONS

Intersection	Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Gage Street ¹	A	8.9	A	8.5
Green Bay Road with Merrill Street ²	D	28.5	C	23.2
Green Bay Road with Alley ²	A	0.0	A	0.1

LOS - Level of Service
 Delay is measured in seconds.
¹Signalized Intersection
²Unsignalized Intersection

Table 6

CAPACITY ANALYSIS RESULTS—PROJECTED TRAFFIC CONDITIONS

Intersection	Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Gage Street ¹	A	9.4	A	8.9
Green Bay Road with Merrill Street ²	D	32.2	D	27.8
Green Bay Road with Proposed Access ²	A	0.2	A	0.4
• Southbound Left Turn	A	0.1	A	0.2

LOS - Level of Service
 Delay is measured in seconds.
¹Signalized Intersection
²Unsignalized Intersection

Traffic Evaluation

The results of the capacity analyses indicate that the intersections of Green Bay Road with Gage Street, Merrill Street and the proposed access drive will operate at acceptable levels of service with a minimal increase in average delays as a result of the additional traffic assumed in the analysis. This indicates that traffic from the proposed re-occupancy of the 925 Green Bay Road building for retail use and the construction of the proposed parking lot will not have a significant impact on the traffic operations along Green Bay Road as a result of the following.

- Increase in average delays will be minimal.
- Left turns inbound from Green Bay Road will operate at Level of Service A with minimal queuing. This will not impede the flow of through traffic on Green Bay Road.
- Observations of northbound queuing on Green Bay Road at Gage Street confirmed with the results of the analyses indicate that backups extending to the location of the proposed access drive are occasional and that these queues clear every cycle.
- Pedestrian movements along the sidewalk in front of the site are low and will not be negatively impacted.
- The proposed access drive is replacing an existing curb cut and should therefore not change the pedestrian experience along Green Bay Road.
- The proposed access drive will be restricted to inbound traffic only and will therefore reduce the traffic load on Green Bay Road.
- The proposed parking lot is replacing an existing retail use that provided its own parking. As such, not all trips generated will be new.

Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made.

- The volume of traffic to be generated by the re-occupancy of the 925 Green Bay Road building for retail use and the construction of the proposed parking lot will be low and will not all be new to the roadway system.
- The results of the analyses indicate that the additional traffic estimated to be generated can be accommodated by the roadway system.
- The two proposed access drives with inbound access off Green Bay Road and outbound access on Tower Court will be adequate to serve site traffic.
- The inbound access on Green Bay Road will replace an existing alley and will therefore not alter the pedestrian experience along the road.
- Left-turning movements into the site will operate with a very good level of service with minimal impact on the through traffic on Green Bay Road.
- Northbound queuing on Green Bay Road at Gage Street will not impede the ability of site traffic to access the site.
- On-site signage will ensure that the parking lot will have one way circulation.
- The results of the parking surveys showed that on-street parking along Green Bay Road in close proximity to the site is well utilized with peak occupancy of over 90 percent.
- The proposed parking lot will ensure that adequate parking will be provided for the future retail use in the 925 Green Bay building without exacerbating the parking conditions along Green Bay Road.

Appendix



Memorandum

To: Winnetka Plan Commission
Winnetka Zoning Board of Appeals

CC: Brian Norkus, Assistant Director of Community Development

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

Date: March 21, 2013

Re: Special Use Permit: 925 – 931 Green Bay Road

An application has been filed with the Village for a Special Use Permit to construct a surface parking lot at 931 Green Bay Road, to serve the retail building located at 925 Green Bay Road. 931 Green Bay Road is currently occupied by a retail building and parking lot, while 925 Green Bay Road is occupied by a mixed-use building with first floor retail space (currently vacant). The proposed plan contemplates demolishing the existing building at 931 Green Bay, and constructing a 40-space parking lot on the site. The proposed parking lot will be accessed via an inbound drive off Green Bay Road, and an outbound egress via Tower Court to Gage Street.

The applicant has filed a Traffic and Parking Study, prepared by KLOA, Inc., to:

- Determine existing traffic and pedestrian conditions in the area;
- Evaluate existing parking conditions;
- Assess the impact of the proposed parking lot on existing traffic, and;
- Evaluate the adequacy of the proposed access.

KLOA determined existing traffic and parking conditions by obtaining traffic and parking counts during two Thursday evening periods and two Saturday morning periods between February 14 and March 2, 2013. It should be noted that the Gap store was closed at the time these counts were obtained. KLOA then determined proposed site traffic based on trip generation rates contained in *Trip Generation, 9th Edition*, published by the Institute of Transportation Engineers. The proposed traffic was added to the observed traffic to determine the impact on traffic conditions.

March 21, 2013

KLOA has concluded that the additional traffic associated with retail re-occupancy of the 925 Green Bay Road building and the associated parking lot will not have a significant impact on traffic operations along Green Bay Road.

KLOA also evaluated existing parking in the vicinity of the proposed project, and determined that while there are currently observed parking vacancies, they will not be sufficient to accommodate the retail re-occupancy of the 925 Green Bay Road building without the proposed parking lot.

I have reviewed KLOA's submittal and their study methodology is in keeping with sound traffic engineering principles and practice. I concur with their conclusions that the proposed parking lot will not have a significant impact on traffic flow or congestion on the adjacent street system. I also concur with their conclusion that with full occupancy of the retail space at 925 Green Bay Road, additional convenient parking is necessary to avoid negatively impacting parking availability in the vicinity of the site.

One item that needs further development is a proposed signage plan to assure that motorists egress from the parking lot to the east, and that the network of one-way roads by which egress will occur is properly communicated. The applicant should provide a detailed signage plan as part of the permit application for the project, if the Special Use is approved.

ATTACHMENT G

WINNETKA PLAN COMMISSION MEETING MINUTES (Excerpted Minutes) APRIL 24, 2013

Members Present:

Chuck Dowding, Acting Chairman
Jan Bawden
Jack Coladarci
Paul Dunn
John Golan
Louise Holland
Keta McCarthy
Jeanne Morette
John Thomas

Non-voting Members Present:

Scott Myers
Patrick Corrigan

Members Absent:

Matt Hulsizer

Village Staff:

Brian Norkus, Assistant Director of Community
Development

Call to Order:

The meeting was called to order by Chairman Dowding at 7:30 p.m.

**Consideration of Requested Special Use Permit Request by Packard Associates LP,
for Proposed Forty (40) Space Surface Parking Lot at 929-931 Green Bay Road for
Consistency with Village 2020 Comprehensive Plan**

Gary Frank introduced himself to the Commission as the architect, along with Scott Freres of The Lakota group and the attorney, Hal Francke of Meltzer, Purtill & Stell.

Mr. Francke stated that they represent the petitioner, Packard Associates, which is the contract purchaser and also the owner of the building which previously housed The Gap. He stated that the request is for a special use for a parking lot which has an existing building on the property which is now Body and Sole and Bedside Manner. Mr. Francke also stated that there is a parking lot behind that building. He noted that there is an existing curb cut on Green Bay Road with two way traffic.

Mr. Francke stated that everyone should be familiar with the property and appreciate the value

which The Gap brought to the Hubbard Woods business district over the last 20 years. He informed the Commission that The Gap generated \$75 million in tax revenue and created an incredible anchor to the business district. Mr. Francke stated that the lack of adequate parking was discussed recently at the Zoning Board of Appeals and the perception in Hubbard Woods in connection with parking. He then stated that a parking analysis was done by KLOA and that they believe that providing a parking lot for The Gap building would take vehicles off of the street and help with regard to the reality of the lack of parking. Mr. Francke stated that they would walk the Commission through the plan and get input and then answer any questions.

Scott Freres informed the Commission that the discussion focused on the 931 Green Bay Road property. He then identified the building and the parking lot behind it. Mr. Freres stated that the illustration represented a bigger picture of what the parking facility will support. He added that The Gap building is empty and that it was built in 1926 while the building which housed Body and Sole was built in the 1950's.

Mr. Dunn asked if the request is passed, would it be a public parking lot.

Mr. Freres responded that it would not. He stated that in an ideal scenario, there would be multiple walking trips generated out of the open parking experience.

Mr. Thomas asked if they are suggesting that the parking lot not be policed the same way as Walgreen.

Mr. Freres stated that it would not and that issue was brought up at the Zoning Board of Appeals meeting. He informed the Commission that there was a lot of dialog with regard to turning movements and signage. Mr. Freres noted that the proposal is for the lot on 931 Green Bay Road and that in order to make that happen, he identified a sliver of land on part of the 925 Green Bay Road area. He informed the Commission that the lot measured 10,000 square feet and that the lot measured 3,500 square feet with Bedside Manner and Body and Sole. Mr. Freres stated that the request would result in the loss of the building and retail space. He then stated that with regard to the anchor facility, the property owner is working with relocating those two tenants in Hubbard Woods. Mr. Freres added that he has been at meetings and has been vocal with regard to working with them.

Mr. Frank informed the Commission that the property owner, Larry Hillman, has an agreement with Bedside Manner to stay in Hubbard Woods in another building. He also stated that he has talked to Body and Sole which is reluctant to commit to staying in Hubbard Woods.

Mr. Freres then stated that the proposal is for a 40 space parking lot which would be hidden and screened with screening and an urban component which is consistent with the design guidelines and the standards that the Commission is to evaluate. He noted that there is one curb cut and that there would be a 16 foot single access driveway off of Green Bay Road with one way out on Tower Court. Mr. Freres stated that the 40 parking spaces would house 35 full size vehicles, four compact vehicles and one handicap space.

Mr. Freres described the entrance feature as an important component. He informed the

Commission that the plan to provide the parking resulted in a lot of discussion and referred to Mr. Hillman's desire for the anchor to be a special building and that the second floor contained 20 apartments with 17 parking spaces in the back. Mr. Freres stated that the access for the residential areas would be the same in the rear. He stated that the remainder of the front of the building would keep the beautiful architectural character and that they would be developing a lot and creating a new facade wall. Mr. Freres stated that they planned to activate the wall and have commercial frontage and a public plaza space.

Mr. Freres then referred to the landscaping which he called the landmarked streetscape space. He noted that there is not a lot of streetscape and that the street is located on an IDOT right-of-way. Mr. Freres informed the Commission that they pulled the feature of the arch back and extended the columns of the building across an area which would continue the facade and scale of the buildings and that the Killian access would still be there. He stated that the screen is to hide the view back to Killian. Mr. Freres then stated that there would be a masonry wall and decorative pocket to support the use. He also stated that there would be permeable pavers similar to that in a private courtyard and that it would be fashioned after the Moffat Mall. Mr. Freres stated that with regard to access with signage, they talked to the Design Review Board and would come back to them with signage relative to the arch feature. He commented that the feature would act as a great transition for the continuation of the commercial street front.

Mr. Freres identified two renderings for the Commission, the first of which he described as a head-on version. He then identified The Gap building, the continuation of the lines across and the column elements, the opening into the parking lot with a special plaza, the lane which would feature an open, decorative arch, the signage component which they are not presenting as final yet, the idea of a seating pocket, a fountain and large mature trees to hide the parking lot. Mr. Freres then referred the Commission to an illustration of a 3D view which showed the character of the continuation of the space.

Ms. McCarthy asked if the access for Killian Plumbing's trucks is shown on the drawings. .

Mr. Freres identified another curb cut for the Killian alley. He added that nothing would change with regard to street parking and that there would be no loss of public street parking. Mr. Freres indicated that they would only be adding 40 parking spaces on the property.

Ms. McCarthy stated that the rendering of the street view does not appear to accurately show what the view will be of the Killian property.

Chairman Dowding asked for clarification of the number of proposed parking spaces, compared to the number of spaces which are currently striped behind the existing building.

Mr. Freres responded that all of that would come out and that it would be reoriented. Mr. Freres informed the Commission that there are currently 20 parking spaces, including 12 parking spaces behind Bedside Manor. He mentioned that there is no organized array of parking now and referred the Commission to the illustration of the existing condition with the bumper and parking spaces. Mr. Freres noted that they planned to shift one parking space over to access the area and reiterated that there would be no loss of on-street parking. He added that the goal is not to take

away from the amount of public parking to have private parking.

Ms. Holland stated when the Packard building was developed, her recollection was that there were parking requirements for the residential units in addition to indoor parking at the rear of the building. She asked if any of the parking spaces are to support the residential units.

Mr. Freres responded that those spaces are not required.

Ms. Holland stated that two parking spaces are required per unit for residential.

Mr. Francke noted that the Village approved a lesser count for parking. He stated that the 1992 ordinance granted a variance which approved parking in the building as required parking.

Mr. Freres informed the Commission that the parking spaces shown are not tied to the residential requirement.

Mr. Corrigan asked for clarification of how much of the building is potential retail area and how much is dedicated to parking.

Mr. Francke confirmed that the building measured 12,500 square feet and that the building coverage is 17,500 square feet with 5,000 square feet for indoor parking.

Mr. Corrigan stated that he has heard there are a lot of different potential uses, one which would require a lot of delivery and a lot of trash. He asked where the trash and delivery areas would be located.

Mr. Frank stated that in connection with delivery, that is one of the reasons why they are seeking to attract a single user for the back loading dock. He indicated that he did not know about the trash.

Mr. Corrigan stated that if it is a food use, there will be issues with smell of the trash.

Mr. Freres informed the Commission that the current dumpster is located next to the access for indoor parking. He reiterated that there is no dedicated user yet and that he assumed that the trash would be located off of the alley. Mr. Freres stated that would be discussed at the time that there is a final user and that it would be addressed then.

Mr. Corrigan stated that he would be in favor of bringing more businesses and more parking to Hubbard Woods, the parking stalls are too small and he suggested that they be made wider. He stated that one reason for the suggestion is that there are large vehicles and that there is no way they would be able to make the turns. Mr. Corrigan stated that angling the parking spaces would result in a loss of parking spaces, but that it would be made more user-friendly.

Mr. Freres informed the Commission that the parking count is being driven by the demand from prospective retailers of what they would need to make it work. He agreed that Mr. Corrigan's suggestion made sense.

Mr. Dunn questioned how many spaces would be lost if they were to switch to angle parking.

Mr. Freres stated that the layout is driven by the economics of the prospective tenant, and explained they would lose 10 parking spaces if the parking spaces were angled.

Mr. Freres referenced the discussion at the Design Review Board and Zoning Board of Appeals meetings, both of which had resulted in recommendations to putting in trees within the parking lot, and that all of these factors are working against their goal of getting as close as possible to 40 parking spaces. He also stated that Mr. Corrigan is correct with regard to the assumption that there are large vehicles.

Mr. Corrigan stated that he took a photograph at The Glen which had nine foot parking stalls which he commented are still tight. He also stated that Costco has 10 foot wide stalls. Mr. Corrigan stated that he would rather have a better plan with larger spaces, and possibly find some spaces for employees in a Village owned lot.

Mr. Myers stated that the employees would already park offsite and that the 40 parking spaces would be for the customers of the store.

Ms. Holland asked if the tenant is making parking demands.

Mr. Freres responded that it is the tenant marketplace.

Ms. Holland stated that Green Bay Road is a pedestrian-friendly street with two lanes of traffic. She stated that people walk up and down the sidewalk from Gage Street to Tower Road. Ms. Holland then stated that to cut out 38 feet of retail, making a break in the retail curtain wall would make it less inviting as a shopping destination. She described the plaza design as inviting, but it is not retail. Ms. Holland stated that the recent report from ULI states that Hubbard Woods' future lies with retail. She stated that they would be putting in a 16 foot curb cut and taking away a retail building which would diminish the property tax base of the Village and the sales tax revenue by reducing the retail footprint.

Ms. Holland also stated that the demolition of the commercial building and replacement with a surface parking lot will erode the pedestrian shopping environment, and stated that the request is a terrible mistake to impose on a pedestrian-friendly street and that the parking would only be to the benefit of the Packard Building tenants. She stated that the opposite approach should be taken, to minimize curb cuts on Green Bay Road and to have parking accessed from the rear alley as it is now.

Ms. Holland added that others will park there and that the parking spaces would not work with the size of vehicles.

Ms. Holland also stated that for a vehicle approaching the driveway from the north, traffic would stop since there is one lane of traffic and that there would be a backup into the Gage intersection. She then stated that the KLOA report was done in February which is not a big retail month. Ms.

Holland indicated that the parking study should have been done on a Saturday in the summer. She commented that this would make it worse.

Ms. Holland then stated that for any tenant needing 40 parking spaces, the lot would serve them well. She stated that her main concern would be the breaking up the curtain wall of retail and that she would much rather see the property owner demolish the building and continue a retail building all the way. Ms. Holland stated that there is plenty of parking in Hubbard Woods and referred to the parking deck located one block north, and the Village parking lots to the south. She stated that you cannot always park adjacent to your destination and that the retail continuity is critical to the charm of Hubbard Woods. Ms. Holland reiterated that it would be a big mistake to break up the retail curtain wall.

Mr. Frank reminded the Commission that the Packard Building in 1926 had a car dealership and at time the property in question was a parking lot. He then stated that in 1950 a building was put there and the design guidelines were written making a parking lot nonconforming. Mr. Frank stated that the request would make the property go back to what it always was. He reiterated that to encourage a major tenant in a building that size, they need parking. Mr. Frank then stated that the Zoning Board of Appeals a question was asked “why not divide the building into several small tenant spaces in order to eliminate the need for parking?” He stated that the building is not designed for multiple, small tenants and that they need a major tenant. Mr. Frank added that with regard to the building streetscape, it was always a big building with a parking lot next to it.

Ms. McCarthy asked if there have been other instances where a building was demolished or a parking lot added in the Village for a tenant.

Mr. Myers stated that nothing like that had been before the Zoning Board of Appeals in five years.

Ms. McCarthy referred to parking at Private Bank at the north end of Hubbard Woods, which has parking in front.

Ms. Holland stated that the building was originally a gas station, and it later turned into a garden center and later a bank.

Ms. McCarthy pointed out that Private Bank has a small number of parking spaces in front, with the majority of parking provided along Scott Avenue to the north.

Mr. Myers questioned whether McDonalds was a comparable situation.

Ms. Holland stated that McDonalds site was previously a Jewel store with its own parking.

Mr. Freres described it as a unique case and building and that there is a lot of history in the building. He then stated that an important economic development question is what is the right decision for the business district if they want an anchor, although they recognize that the commercial design guidelines and standards of the continuation of streetscape did deserve merit. Mr. Freres described the request as an opportunity to do something different here and which met

the objectives of ULI. He added that they need to be more open and address the changing dynamic of the commercial business districts.

Ms. Morette asked if once a tenant is secured, would the applicant come back to the Commission.

Mr. Norkus responded that most tenant users of the space would not require further review or approval, and that there would only be further consideration of a use which itself is a Special Use, such as a non-retail use. He indicated that there would at some point likely be a review of building alterations or signage which would be reviewed by the Design Review Board.

Mr. Thomas stated that the focus of the application is the parking lot. He then stated that although he understood Ms. Holland's comments, the plan sounded unique and that a good, big store would generate traffic. Mr. Thomas then questioned the condition of the alley and whether it would need to be rebuilt.

Mr. Freres stated that it is still being used today the way it is now.

Mr. Myers informed the Commission that with regard to the Zoning Board of Appeals' conversation, one issue they discussed was the size of the parking spaces. He stated that they are not here to design the project and that if they thought there should be 40 parking spaces, the market would figure it out. Mr. Myers also stated that there is a sense of breaking up the street and noted that there are other examples of streetscape breaks on the street. He then stated that although it is a new break in the street face, it is designed in such a way that it would give the feel for continuity. Mr. Myers then stated that there is a general sense that there is a shortage of parking on Green Bay Road and that they need to figure out whether they want to enhance the financial stability of Hubbard Woods by having an anchor tenant which would be advantageous and that if it required having 40 parking spaces, he felt that the price is justified.

Mr. Francke apologized to the Commission that Mr. Hillman is not present. He informed the Commission that Mr. Hillman would say exactly what Mr. Myers stated with regard to the fact that they need to have the parking spaces for the tenant. Mr. Francke then stated that the lack of parking is the major reason why The Gap left. He referred to the history of the value of an anchor in Hubbard Woods. Mr. Francke also stated that he appreciated the concern expressed by Ms. Holland.

Mr. Francke informed the Commission that they have heard at the Design Review Board and Zoning Board of Appeals meetings and have talked about the street frontage of buildings in the design guidelines. He stated that the big picture question here is to maintain the vibrancy and health of a major commercial district in the Village and that the proposed improvements would help the facility maintain its pedestrian-orientation as being important to this area. Mr. Francke then informed the Commission at the Zoning Board of Appeals meeting, people spoke and those with businesses there are eager to see the project happen. He indicated that the only business which was against the request was Marla Riesman of Body and Sole which is being displaced. Mr. Francke stated that in connection with the testimony with regard to parking, the business owners told stories of customers who would not fight to find a place to park.

Ms. Holland stated that The Gap did not leave because of parking and that the Gap closing was part of a closure of 200 stores nationwide.

Mr. Francke agreed that while that is correct, there was a time that the owner Mr. Hillman was confident that if he had been able to guarantee The Gap parking, they would have stayed.

Ms. Holland that the demolition results in the loss of a building which contributes to the property tax base.

Mr. Frank stated that the 12,000 square feet building is not generating taxes. He then stated that according to the matrix, four parking spaces are required per 1,000 square feet which amounted to 50 parking spaces and that they would only be able to provide 40.

Ms. Holland stated that if there was a tenant with a letter of intent, it would be easier for the community to understand the impacts of the request.

Mr. Myers stated that there would be no tenant without the guarantee of parking.

Ms. McCarthy referred to Mr. Saunders' comment on page 41 with regard to the access lot and egress. She then stated Mr. Saunders' review notes that there could be a slight backlog at Merrill and Green Bay with vehicles exiting the parking lot via Tower Court and proceeding north. Ms. McCarthy commented that it would be tricky for one or two vehicles turning left off Green Bay Road at Merrill, particularly with the additional traffic brought by a 40 car parking lot.

Mr. Francke stated that when they first met, the Village had not been studied that intersection. He informed the Commission that Mr. Saunders specifically raised that issue and that they wanted KLOA to do a study on that intersection. Mr. Francke introduced Luay Aboona of KLOA as the traffic consultant.

Mr. Corrigan stated that there is a lot of traffic when the trains arrive at the station. He indicated that while there would not be much of a traffic problem, it will be intermittent. Mr. Corrigan stated that the Village might need to get rid of some of the parking spaces along Tower Court to allow for better sight lines and a better turning radius out heading to Gage.

Mr. Freres noted that it is wider than it looked. He also stated that there are stores back there.

Mr. Corrigan asked if IDOT would allow a left turn into the lot off of Green Bay Road.

Mr. Aboona informed the Commission that the curb cut is existing and allow turns in from both directions and that it would be consistent with maintaining the existing curb cut. He indicated that they would have to get a permit because of the shifting of 20 feet. Mr. Aboona noted that the design and function would not change and that there would not be an issue with IDOT.

Mr. Corrigan stated that with regard to the entrance to the parking area, there is a nice water feature, but that they are typically difficult to maintain and suggested removing it in favor of a

and suggested that they have an area which is more bike friendly instead.

Mr. Freres informed the Commission that they thought about putting in bike parking.

Mr. Corrigan suggested that instead of brick above on the pillar, they use stone.

Mr. Frank stated that they considered different things and that the brick on the existing building has a whitish finish.

Mr. Freres stated that one aspect of the project that is overlooked is that the project will open up the north wall of the Packard building which will activate the north façade. He explained that Green Bay Road is an IDOT road, there is no space for tables and chairs along Green Bay Road. He stated that with the plaza area adjacent to the north elevation, there will be room for activities and features like a café which can activate the street.

Mr. Golan stated that another positive aspect of the project is that it will include a private enterprise which would be paying for streetscape, given that the Village has been unable to pay for it. He commented that the building coming down is not beautiful, or significant.

Ms. Holland commented that commercial vacancies in the Village are only 4 percent.

Mr. Freres stated that the project is a positive indicator regarding economics in the area, and represents a major investment.

Mr. Golan also stated that there is a lot of vacant space in Hubbard Woods and described the proposal as a win-win. He then stated that while the request would change the character of the area, it is not particularly attractive now.

Ms. McCarthy stated that with regard to parking, it would be private for the tenant and asked what about off hours and would the applicant tow cars. She also asked what would happen when the tenant is closed, and how the lot would be managed during the off hours to limit parking.

Mr. Frank informed the Commission that property owner Mr. Hillman would leave the responsibility to the tenant to police parking.

Ms. McCarthy stated that it is possible that they could tow cars then.

Mr. Frank stated that the tenant will probably want to be a good neighbor, and rather than start towing people out, they would want to have a conversation with people and say that it is a private parking lot. He stated that there was an acknowledgement that people parked in the lot to shop might follow their shopping trip [at the Packard building] with a trip to the children's store across the street, or at Skandal to the south, whereas today people might just drive past if there are no parking spots. Mr. Frank stated that there is probably going to be a lot of give and take.

Mr. Coladarci questioned whether that was the reason for needing 40 spaces, since even the Gap when it was very active did not have 40 parking spaces.

Mr. Frank informed the Commission that Mr. Hillman said that major retailers are requiring 40 parking spaces.

Mr. Coladarci questioned whether they would accept 38 in order to increase the size of the spaces a little bit.

Mr. Frank stated that a similar comment was made by the Design Review Board and Zoning Board of Appeals with regard to the stall size and that the Village Council would also comment.

Mr. Thomas questioned whether they contemplate a single tenant or multiple tenants.

Mr. Frank stated that they are looking at a single tenant.

Mr. Coladarci stated that if the parking spaces are too small, there might be a tendency on the part of the Village to say that it's "not our problem". He stated that he felt it ultimately would be the Commission's problem. He then stated that people would complain and may result in the tenant removing some of the landscape features in order to ease the overcrowding.

Mr. Frank indicated that they cannot take out features and that the ordinance with regard to impervious surface, the requirement is 90% and that they added 10% of permeable surface.

Ms. Bawden described the project as a gorgeous design and that she is sad to see how beautiful it is because she had a lot of problems with it. She stated that the applicant is making assumptions about retail which is inconsistent with current trends. Ms. Bawden stated that retail space needs are decreasing with narrower and shorter tenant spaces for smaller retailers. She stated that they are designing a parking lot based on a retail tenant which has not been identified, and for which parking needs are not known. She stated that this is a big problem for her. Ms. Bawden indicated that there may be an empty building and an empty parking lot.

Ms. Bawden stated that next, she is not seeing a problem with parking on the street now, part of which she acknowledged is empty due to the empty Gap building. She indicated that there is so much empty parking today, she would like to see what it would look like on a Saturday. Ms. Bawden agreed that The Gap did not leave because of parking and that in October 2011, The Gap pulled 21% of its stores in an effort to gear up in China. She stated that they also reconfigured stores to deal with internet sales, with retail stores serving as more of a "showroom" and display which complements their online presence, which is happening more often. She stated that this plan doesn't reflect those trends, and that she is not comfortable making assumptions about what type of tenant may use the parking. She stated that the location of the parking lot within the district results in the creation of a "dead zone", and stated that providing additional visibility to the Killian property is not desirable.

Ms. Bawden then stated that visually, there is a lot going on in this area with the Packard Building, a parking lot, Killian's, retail space and then the openness of the park. She stated that she cannot make peace with this being an interruption to the continuity of storefronts, stating that the impact is that it will decrease the tendency which is now present to move from store to store.

Ms. Bawden then stated that in connection with turning into the parking lot from Green Bay Road, there will hopefully still be pedestrians on the sidewalk, and that this plan would set a bad precedent. She described the plan as tenant driven and that if the Commission made decisions based on tenant driven demands, there would be parking lots on every other property. Ms. Bawden concluded that they cannot do that and that they have to look long range here.

Mr. Frank reiterated that it was always a parking lot.

Mr. Freres indicated that basic retail has changed dramatically and asked if they would rather have a 50 foot store here.

Ms. Bawden suggested two or more smaller stores would make a better use of the space. She then referred to the developer trying to develop the back end and coming back to the Commission. Ms. Bawden stated that they are building one issue on top of another and that it is not very consistent with the Village's long range planning for this area.

Mr. Freres asked what the Village's plan is.

Ms. Bawden stated that it is about the continuity of buildings along the street, it is the retail overlay district, it's the zoning ordinance requiring a building at the street, it's the 2020 Plan. She stated it is about the shoppers experience of being able to shop from storefront to storefront.

Mr. Freres stated that there is no plan. He stated that there is a lot of discussion in the Comprehensive Plan. He stated that Mr. Hillman is putting his money on the line.

Ms. Bawden stated that what he's telling us is that a player to be named later is demanding 40 spaces. She stated that it has been her experience having written three Caucus surveys that the Village has never been able to support big box stores within the confines of its existing pedestrian shopping districts. She stated that if this were at the end of the street, it might not be a problem.

Chairman Dowding asked if there were any other comments.

Mr. Myers stated that the applicants are attempting to retain the Packard Building versus perhaps putting them in a situation where it will be torn down. He then stated that if they were to divide the space in half, they would need the same amount of parking for those retailers. Mr. Myers noted that the other retailers are in favor of the request and that they need more parking for a big tenant, adding that a 12,000 square foot retailer is not that big. He stated that if they do not do it and they only want small tenants, the building would have to be reconfigured or torn down.

Mr. Dunn indicated that he appreciated Ms. Bawden's comments. He stated that there are not large blocks of space in the community and that this was one of the best large blocks of space that exists, with a history of national tenants there in the Gap. Mr. Dunn then stated that if the owner planned to spend a lot of money to do this in order to draw a potential large anchor tenant, that would be a good thing commercially and for the merchants in Hubbard Woods as well as a

sign that the economy is coming back. He stated that they cannot get complacent and that things are looking better even though they have a long way to go. Mr. Dunn stated that they should be grateful and that with regard to tearing down the building and beautifying the streetscape. He stated that would bring hope that a good tenant would occupy the big chunk of empty space.

Ms. Bawden stated that it would set a precedent.

Mr. Myers stated that it would not serve as a precedent given that this is an unusually large building with 12,500 square feet of retail floor space.

Mr. Francke stated that if the request was to be approved by the Village Council, he referred to the legal standpoint because a special use required different sets of facts which are applicable to every property. He then stated that the Village attorney can craft an ordinance to withstand the concern over setting a precedent. Mr. Francke stated that this owner has invested in the property for decades and that there are a lot of facts which would preclude it from becoming a precedent.

Mr. Golan agreed that there are not many others like this and that others are basically two story and are side by side.

Mr. Thomas indicated that he did not see the request as setting a precedent since it is a special use. He commented that he is also amazed that the property owner wanted to spend the time and money to beautify the area and that it is what the merchants want. Mr. Thomas then stated that if they did not do something, they would end up with the dump they have now. He also referred to the Fell development and commented that East Elm looked like a dump. Mr. Thomas described the request as a chance to make it look better.

Mr. Dunn stated that it is important to note that there is a perception that Winnetka is not pro-development or merchant friendly and that the request provided an opportunity to show that is not correct. He then stated that when the applicant found a good tenant, the sales tax revenue would resume and that there would be a spill over benefit.

Ms. Bawden stated that she would want to know what that tenant is.

Ms. Holland stated that it would be easier to make a decision when there is some indication of interest.

Mr. Frank described the request as an opportunity of a lifetime. He also stated that the community needs to think proactively about business. Mr. Frank added that the spillover for the other retailers will be huge.

James Sayegh introduced himself to the Commission and stated that he owned the building at 910 Green Bay Road. He stated that with regard to public comment, he would like to provide an opportunity to change their minds and give a different perspective. Mr. Sayegh then stated that for those who are against the request, he informed the Commission that his father in 1922 owned the Walter Smith furniture store. He described it as the most beautiful stretch of property on the north shore.

Mr. Sayegh stated that with regard to 907 Green Bay Road, it was developed as a labor of love. He stated that the idea was to take the small spaces and convert them into a big space which allowed Waterworks to move in which he described as a great project. Mr. Sayegh then stated that by the time the third project was undertaken, the world had changed. He stated that it is time to react to the fact that people do not want more 50 to 60 feet deep spaces. Mr. Sayegh informed the Commission that he built during the teeth of the recession and that the building is now fully occupied.

Mr. Sayegh stated that although Waterworks and Ann Sachs tiles were tenants, the world changed. He indicated that Hubbard Woods is heavily invested in furniture sales. Mr. Sayegh described the footprint as market friendly and referred to Potbelly. He stated that everyone wanted a place to congregate besides at home and at work and that in Hubbard Woods, it is very difficult to provide that use to the public.

Mr. Sayegh then stated that in first talking to retailers, the problem was that they did not have daytime traffic to support what they want. He also stated that another problem is IDOT and that those retailers who would come cannot have outdoor seating. Mr. Sayegh described the site plan as uncommon and referred to the property owner of this uncommon building and which is an anchor of the business district. He stated that the applicant would be doubling down on this building's potential. Mr. Sayegh also stated that not every building deserved an auxiliary parking lot and that the building can bring in a tenant that they would want.

Mr. Sayegh stated that no one hates it in Hubbard Woods and that it will do good for the block. He indicated that the applicant is taking an entrepreneurial risk. Mr. Sayegh stated that they know why people will not come here and that they should trust that Mr. Hillman knows what he is doing. He described the request as a great plan by a local team which is sensitive to what the community wants. Mr. Sayegh then stated that the curtain wall is not illustrated and that the request will delivery exactly what the business district wanted. He indicated that the tenant may be a very creative dining experience or a high end market.

Mr. Sayegh then stated that the two businesses are not part of the special use and that the community still wanted them here. He indicated that the property owner would find a home for Bedside Manner and that Marla Riesman may not want to stay. Mr. Sayegh also stated that these two businesses did not generate the same amount of sales tax as a new tenant would. He concluded by stating that this building answered the sales tax equation.

Mr. Coladarci asked Mr. Sayegh if it his impression that the market would not have trouble filling the space.

Mr. Sayegh first referred to the quality of the proposed plan and that the building is top notch. He stated that second, he referred to the quality of the property owner which is how he got The Gap there in the first place. Mr. Sayegh then stated that he had no doubt that they would have a successful tenant.

Chairman Dowding stated that the Commission would now discuss the findings.

Potential
Findings of the Winnetka Plan Commission
Regarding consistency of the
929-931 Green Bay Road Special Use Permit
With the Village of Winnetka Comprehensive Plan

After considering the application, the Commission makes its findings as follows,

Chapter 11 - Vision, Goals and Objectives

- (1) The proposed special use **is** consistent with the Objective to "Ensure that commercial, institutional, and residential development is appropriate to the character of and minimizes the adverse impact on its surrounding neighborhood." [Village Character and Appearance: Objective #1 page 2-2];
- (2) The proposed special use **is** consistent with the Objective to "Recognize the critical role of the Village's historic architecture in defining Winnetka's unique character in public, institutional, commercial and residential areas, and encourage its preservation." [Village Character and Appearance: Objective #3 page 2-2];
- (3) The proposed special use **is** consistent with the Objective to "require the screening and buffering of off street parking lots while considering the safety of pedestrians and motorists." [Village Character and Appearance: Objective #4 page 2- 2];
- (4) The proposed special use **is** consistent with the Objective 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 infrastructure (streets, parking, utilities, sewers) and other community resources (schools, parks, recreational facilities)". [Growth Management: Goal; page 2-7];
- (5) The proposed special use **is** consistent with the objective 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." [Growth Management: Objective #1; page 2-7];
- (6) The proposed special use **is** consistent with the Goal to "Provide for a wide range of office/service and retail commercial land uses and development within the existing business districts in the Corridor." [Green Bay Road Corridor: Commercial Development and Multiple Family Land Use Goals Objectives and Policies; page 54];
- (7) The proposed special use **is** consistent with the Goal to "Promote a strong community identity and opportunities to interact while building a healthy commercial tax base.

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 nonresidents will come to the Village for specialty goods and services;" [Business Districts: Goals and Objectives and Recommendations; page 5-8];

- (8) The proposed special use **is** consistent with the objective 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"; [Business Districts - Objectives and Recommendations: Economic Vitality; page 5-8];
- (9) The proposed special use **is** consistent with the Objective to "Provide adequate and convenient public parking, assure that longer-term parking needs be met by off-street and underground or deck facilities and that parking is paid for primarily by those who benefit from it." [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-9];
- (10) The proposed special use **is not** consistent with the Objective to "Retain the policy that requires developers to provide parking for uses above and below the first floor, but not for first floor commercial use (to avoid strip-mall development)." [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-9];
- (11) The proposed special use **is not** consistent with the Objective to "Encourage pedestrian and bicycle accessibility, safe crossings at major intersections, and convenience safety and amenity in all business districts. " [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-9];

Chairman Dowding stated that for the following finding, the Commission would take two votes on each portion of the sentence.

- (12a) The proposed special use **is not** consistent with the Objective to "Encourage the provision of on-site parking at the rear of buildings." [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-9];
- (12b) The proposed special use **is** consistent with that portion of the objective to provide parking.. "With access via alleys or private driveways, to reduce demand for on-street parking." [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-9];
- (13) The proposed special use **is** consistent with the Objective to "Review Winnetka Zoning regulations to protect the quality of business districts. Promote the compatibility and continuity of retail activities on ground floors. Control and limit drive through businesses, and continue to require retail issues on the ground floor in both the Hubbard Woods and Elm Street business districts. Evaluate special use permit standards for effectiveness." [Business Districts: Goals and Objectives and Recommendations: Transportation and

Parking; page 5-10];

- (14) The proposed special use **is not** consistent with the Objective to "Minimize the number of curb cuts to help retain block face continuity in the business districts;" [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-10];
- (15) The proposed special use **is** consistent with the Objective to "Ensure that new development does not decrease public parking supply, particularly on street parking that supports retail use." [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-10];
- (16) The proposed special use **is** consistent with the Objective to "Maintain and enhance existing alleys which absorb some parking demand, provide off-street loading and unloading and accommodate refuse storage and pickup. Garage entry should be access from alleys whenever possible. Recognize that alleys area significant business district resource." [Business Districts: Goals and Objectives and Recommendations: Transportation and Parking; page 5-10].

Chairman Dowding referred to the resolution to state that the request is consistent with the Comprehensive Plan.

Mr. Thomas moved to state that the request is consistent with the Comprehensive Plan. The motion was seconded. A vote was taken and the motion was unanimously passed.

AYES: Coladarci, Dowding, Dunn, Golan, McCarthy, Morette, Thomas (7)
NAYS: Holland, Bawden (2)
NON-VOTING: Myers, Corrigan

RESOLUTION

NOW THEREFORE BE IT RESOLVED that the Winnetka Plan Commission finds that the proposed Special Use Permit application for the property at 929 -931 Green Bay Road is consistent with the Village of Winnetka Comprehensive Plan.

ATTACHMENT H

WINNETKA ZONING BOARD OF APPEALS EXCERPT OF MINUTES APRIL 8, 2013

- Zoning Board Members Present:** Joni Johnson, Chairperson
Mary Hickey
Bill Krucks
Carl Lane
Scott Myers
- Zoning Board Members Absent:** Jim McCoy
Christopher Blum
- Village Staff:** Michael D’Onofrio, Director of Community
Development
- Agenda Items:**
- Case No. 13-05-SU** 925 Green Bay Rd.
Special Use Permit
1. To permit construction of a parking lot
Variation by Ordinance
1. Intensity of Use of Lot
2. Setback

Minutes of the Zoning Board of Appeals April 8, 2013

Call to Order:

Chairperson Johnson called the meeting to order at 7:30 p.m.

Approval of Minutes:

Chairperson Johnson asked if there were any corrections to be made to the February 11, 2013 meeting minutes. She noted that she forwarded her corrections to Mr. D’Onofrio. No additional corrections were made at this time. She then asked for a motion.

Mr. Krucks made a motion to approve the minutes and findings from the February 11, 2013 meeting, as amended. Mr. Myers seconded the motion. A vote was taken and the motion was

unanimously passed.

Chairperson Johnson then thanked Joe Adams who was the Board's former chairman for his service as chairman of the Board and wished him luck on the Village Council. She also stated that she is humbled that Jessica Tucker trusted her to serve as chairperson of the Board.

925 Green Bay Rd., Case No. 13-05-SU, Special Use Permit - to Permit Construction of a Parking Lot and Variation by Ordinance - (1) Intensity of Use of Lot and (2) Setback

Mr. D'Onofrio read the public notice. The purpose of this hearing is to hear testimony and receive public comment regarding a request by Packard Associates L.P., for the property located at 925-931 Green Bay Rd., concerning a Special Use Permit in accordance with Section 17.56, a zoning variation by ordinance from Section 17.46.040 [Intensity of Use of Lot] of the Winnetka Zoning Ordinance, to permit installation of a parking lot that will result in a lot coverage of 29,258 square feet (97.53%), whereas a maximum lot coverage of 27,000 square feet (90%) is permitted, a variation of 2,258 square feet (8.36%), and a variation by ordinance from section 17.46.060.A to eliminate the required continuous street wall required to be observed by buildings at the front yard.

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

Hal Francke of Meltzer, Purill & Stelle stated that he would present the request to the Board on behalf of the petitioner, Packard Associates, which is the contract purchaser of the property. He stated that they are here for both a special use for the parking lot and a couple of variations. Mr. Francke noted that there are two separate sets of standards for the Board to consider.

Mr. Francke described the application as interesting in that the couple of properties which he is sure the Board is familiar with are the site of the former GAP and the parcel at 931 Green Bay Road which is the building which has the tenants, Body & Sole and Bedside Manner. He informed the Board that while there are lot of images in the presentation to show the Packard building where The GAP was, all that was before the Board is the application for 929-931 Green Bay Road for the special use for the parking lot. Mr. Francke noted that there is an existing parking lot on a significant portion of the property, but that it is behind the existing structure. He then described the design team as a Grade A team of consultants.

Mr. Francke then stated that there is a provision in the Comprehensive Plan which dated back to 1999 and referred to the section which talked about the commercial areas. He stated that there is one very interesting paragraph which talked about the Hubbard Woods business district and which stated: that Hubbard Woods has become a thriving business area for the past several years due in part to increased parking availability provided by the Village and a comprehensive effort by the Chamber of Commerce to upgrade the business district. Contributing features included building a gazebo and upgrading the playground in Hubbard Woods Park and recruiting an anchor tenant for the first floor of the Packard building at 925 Green Bay Road. He then stated that he would like to introduce Larry Hillman who is a principal at Packard Associates who would discuss their intentions with regard to the property under contract.

Larry Hillman introduced himself to the Board as a general partner of Packard Associates and that for 22 years, the same room they are dealing with in the building had been vacant for seven years. He informed the Board that they were happy when they got approval to put the GAP in and redevelop the building. Mr. Hillman described the building as an architecturally significant structure and as one of the more prominent buildings in Hubbard Woods.

Mr. Hillman then stated that in connection with their intentions and plans, the building was built between 1923 and 1935 as the Packard automobile showroom. He then stated that the adjacent lot to the north was a parking lot associate with the automobile dealership which remained until 1958 to 1959 when the new building was built. Mr. Hillman informed the Board that they are attempting to do two things, the first of which is to change it back to the historic configuration to a building with a great presence and a supporting parking lot. He stated that the second reason is to replace the GAP with an anchor of the Hubbard Woods shopping district. Mr. Hillman noted that GAP was there for 20 years and commented that they did a good job.

Mr. Hillman stated that with regard to tenure, they saw the resurgence of the Hubbard Woods district. He referred to the unique, individual small retailers which add distinction to the community. Mr. Hillman stated that those types of retailers were in his blood and that his family has been in retailing for 100 years. He then stated that those types of stores require a magnet and that they are not designation stores. Mr. Hillman stated that the GAP provided that and helped feed the doors of the retailing district.

Mr. Hillman stated that they would like to find a new, strong anchor tenant to replace the GAP. He informed the Board that the building is configured at 250 feet deep and measured 13,000 square feet which made it very difficult to divide it into individual retail stores which would all be narrow and deep. Mr. Hillman stated that second, the building has a historic prominence which was made to have a tenant which is significant to reflect the building's structure. He indicated that it is important to note that they were very happy with the GAP there. Mr. Hillman also stated that they are not proposing change, but are reacting to change which has already occurred with the GAP's departure. He stated that they would like to move forward quickly with a new tenant. Mr. Hillman informed the Board that they have been marketing the building for 14 months with a fair amount of interest being contingent on adequate parking and that they have not found a tenant to occupy the space without parking. He then asked the Board if they had any questions.

Mr. Myers asked Mr. Hillman when they talk to potential tenants, what do they deem is adequate for parking.

Mr. Hillman responded that it depended on the use. He stated that they figured that the lot adjacent to the building would have 40 parking spaces. Mr. Hillman then stated that of the tenants who were interested, it would be a struggle for them to accept 40 parking spaces and that 60 to 70 parking spaces would be needed for a building with that amount of square footage.

Mr. Myers asked if 40 more parking spaces would be the minimum number of parking spaces which have to be added.

Mr. Hillman stated that they have shown the configuration with 38 parking spaces and that potential tenants could not do it at that amount and told them that they would need additional parking available. He added that they made it clear that the employees and contractors would have to park at the parking deck a block away and that the customers would be allowed to park next to the space.

Chairperson Johnson asked when GAP was there, did the employees park in the existing parking spaces.

Mr. Hillman stated that they did not and that the reason is that he owned the Packard building and that the building to the north was owned by a different owner who did not allow that. He informed the Board that GAP employees paid to park in the commuter parking lot (at the north end of the Hubbard Woods district).

Chairperson Johnson stated that the parking spaces to the north wall are parallel and now have wheel stops. She asked who they were used by.

Mr. Hillman responded that those parking spaces were for the second floor residential tenants.

Chairperson Johnson asked if the condominiums tenants parked indoors.

Mr. Hillman stated that there are 17 indoor parking spaces for 20 residential units which would not change in this plan. He noted that they are not condos, but are rentals which would continue to park in the garage in the back.

Chairperson Johnson asked Mr. Hillman if he owned other properties in Hubbard Woods.

Mr. Hillman confirmed that is correct and that a property is under contract in part of an effort to keep Body & Sole and Bedside Manner and that he agreed with Bedside Manner to relocate them in town and that they are working with Body & Sole to do the same thing.

Scott Freres of the Lakota Group introduced himself and others on the design team. He then stated that Mr. Hillman and Mr. Francke mentioned while taking about the GAP building and the focus for the discussion, from a peripheral standpoint, the petition for 929-931 Green Bay Road is for a Special Use Permit for the parking lot. Mr. Freres referred the Board to the overall context map and distributed additional exhibits which they are using as follow-up from the Design Review Board and comments from the Village staff. He stated that with regard to the focus of the Special Use, he identified a sliver of the property which is 50 feet and stated that there is approximately 3,000 square feet with the remainder being parking in the back. Mr. Freres noted that the parking is accessed on Green Bay Road and the egress is on to Tower Ct. He also noted that the sliver of land is included in the parking plan and represented the area which is 9 feet wide and is depicted with a yellow line. Mr. Freres informed the Board that the area encompassing the Special Use is only 50 feet and that the idea of coverage focused on the overall two sites of 925 Green Bay Road and the 929-931 Green Bay Road site.

Mr. Freres then identified street parking, Panera Bread, the sushi restaurant (Kyoto), Hubbard

Woods Park, BMO Harris and the stores across the street for the Board. He then referred to the vacant antique emporium to the south. Mr. Freres also identified the frontage of the GAP building and the gap in that frontage with the residential entry to leading to the apartments above the stores. Mr. Freres stated that parking for those rentals units is located in the back enclosed portion of the building and that the area is serviced off of Tower Court in the interior garage.

Mr. Freres referred the Board to an illustration of the surrounding context. He stated that to the north is the Killian building, a curb cut and Body & Sole which is a one story retail building constructed after 1950. Mr. Freres identified the Packard building as a two story masonry building. He then stated that the wall adjacent to Body & Sole facing the ingress is a blank wall. Mr. Freres described it as important to the standard of activating and accessing the street front. He then stated that behind the building, you can see the existing parking area and alley. Mr. Freres also identified the wheel stops for the Board, as well as the apartments above. He referred to the parking area facing the building fronting on Gage and the Tower Court egress from the site. Mr. Freres then identified the public parking area along the back of the Tower Court area.

Mr. Freres then identified an illustration of the existing conditions. He identified the 3,500 square foot building frontage and the portion of 925 Green Bay Road extending into the site. Mr. Freres reiterated that the focus of the site is only the parking area. He stated that they recognize that in asking for a Special Use for parking, there is a caveat. Mr. Freres informed the Board that they had a discussion with the Design Review Board relating to the continuity of the street wall. He stated that they recognize that in light of commercial development ideas and the redevelopment standards to revitalize the economic development in commercial districts to establish an anchor, parking is an important component. Mr. Freres stated that the plan showed 40 parking spaces and that of that amount, 35 parking spaces would measure 18 feet x 8 feet and that there would be four compact parking spaces measuring 16 feet x 8 feet with one handicap parking space. He then stated that activating the wall is important to the plan, as well as visually from the street. Mr. Freres stated that the plan would activate the streetscape and provide masonry elements, a gateway, landscaping and a seating wall. He stated that the proposal would enliven and change the character. Mr. Freres added that in moving over the street parking to the south, there would be no loss of any street parking.

Mr. Freres informed the Board that they presented the elevation to the Design Review Board in the packet of materials and distributed the information to the Board for their review. He stated that the concept behind the continuity of the street wall is to create a gateway element. Mr. Freres noted that they spent a lot of time with the view and referred to the 3-D drawing of the space. He stated that they identified the character of continuing along the space to activate the space adjacent to the building with outdoor seating and that it could be a restaurant or retailer which would bring life to the area. Mr. Freres then stated that unlike Elm Street, Hubbard Woods is part of the IDOT right-of-way and that there is no room to do significant improvements along the public right of way. He stated that they need to create a pocket of opportunities along the street.

Mr. Freres then stated that the plan extended the columns of the building to an arch structure and seat wall pulled off of the street; screening and landscaping looking into the parking lot and Killian. He informed the Board that in their last submittal, they had a 20 foot wide curb cut and

that the Design Review Board wanted to narrow the curb cut to 16 feet which left some carriage walk space there. Mr. Freres indicated that they are investigating the idea of columns on the side and which are more substantial to exemplify the character. He stated that the new plan in the packet of materials represented the same plan and parking layout, but what differed is how the open space is presented and that they would landscape the whole area with permeable areas, an arch and a seating pocket with a decorative fountain similar to that at the Moffat Mall. Mr. Freres noted that it would have the same parameters, dimensions and proportions.

Mr. Freres stated that they bolstered the scale of the columns and elements which the Design Review Board wanted to be more substantial. He stated that the continuation of the facade carried across. Mr. Freres noted that the arch would have to be 14 feet in height for emergency vehicles. He then identified the metal and brackets of the arch and that they would carry the band and lights across along with the idea of a sitting pocket with a fountain. Mr. Freres stated that the plan was last shown in a 3-D flavor and then referred the Board to an illustration which showed the street view. He stated that they would be adding more pavers and seating in the private area and not on the street. Mr. Freres also stated that the columns would be pulled forward and would be more massive with regard to the scale of the building and that you would be able to see the activated streetscape and frontage of Green Bay Road and that it would activate the entire north side of the building. He stated that the idea is to turn the corner into the parking lot and to activate the front door area (of the former GAP space). He described the project as good urban design and good streetscape and that they want to improve the vitality of Hubbard Woods and the pedestrian experience.

Mr. Freres informed the Board that the next illustration which was shown to the Design Review Board represented scenes of relative scale and an illustration of both sides of the street. He stated that it also showed where there are gaps in the street wall area. Mr. Freres then identified the continuous frontage of the building and the breaks which are identified in red. He stated that they are suggesting putting 38 feet of a decorative element back in after the loss of the building. Mr. Freres informed the Board that to continue that character represented the biggest component of the variation request.

Mr. Freres stated that from an area perspective, there is 130 feet of gap along the north side. He suggested that they take into consideration of the gap including the break in all of the courtyard buildings. Mr. Freres stated that a lot of the retail spaces depended on The Gap to get visibility. He stated that it was shown as a reference in response to the Design Review Board's comments.

Ms. Hickey referred to the illustration and the gap at Killian.

Mr. Freres identified the area for the Board. He also stated that they would be able to hide trucks and the area with landscaping and masonry.

Chairperson Johnson asked if the Design Review Board recommended changes that increased the amount of impermeable surface.

Mr. Freres confirmed that it is the same and that the ratio of open space to the parking lot is 3% to the open lot.

Chairperson Johnson asked Mr. Freres to address why they cannot conform to the 90% permeability requirement.

Mr. Freres stated that in going back to the calculations, the way it was presented and calculated was based on the two sites together. He then stated that if you were to look at only parcel 3, it is not that far off from a permeability standpoint and that with both sites, they are at 97%.

Mr. D'Onofrio informed the Board that the 50 foot wide lot is close to being completely covered and that the green space would come in as identified. He stated that the proposed parking lot would be hardscape there. Mr. D'Onofrio added that he did not have the calculations in front of him.

Mr. Freres stated that there would be 600 square feet of permeable space along the frontage and 180 square feet of open space for planting. He stated that they recognize that they are over the limit and referred to looking at the existing site which is completely covered. Mr. Freres then stated that from a permeability standpoint, he referred to open space and landscape. He also referred to the interior parking lot requirement to meet certain thresholds of interior lot landscaping and trees and that they would be close to that amount.

Chairperson Johnson asked if the area with concrete can be made with pavers to increase the amount of permeable surface.

Mr. Freres confirmed that is correct. He informed the Board that they considered the loss of two parking spaces to open the space and found out from a marketing perspective that would not be helpful.

Chairperson Johnson then asked if they could not change the number of parking spaces to bring it down to 90%.

Mr. Freres confirmed that is correct. He indicated that they are hearing different things from different boards. Mr. Freres then stated that to get to 90%, they would only get partial credit for using pavers. He then questioned what pavers used for half of the area and asphalt for the other would look like. Mr. Freres stated that they would want to do it so that it looked good and if they were to do that, it would be best to take the front end with pavers with the market space and that they would need to have 1,000 square feet of permeable surface. He indicated that they can make it work in 800 square feet and that they are not that far off.

Mr. Lane asked in connection with the seating area, he referred to safety issues right at the driveway entrance.

Mr. Freres stated that it would be for ingress only.

Mr. Lane then asked if there would be a fence.

Mr. Freres stated that there would be a stone wall which was identified along with benches. He

referred to whether some sort of bollards can be put there. Mr. Freres stated that the idea is to keep it looking [different] with decorative pavers so that it would not look like a driveway. He added that while there is a curb there, there is no barrier.

Chairperson Johnson asked if they could use other things.

Mr. Freres stated that they could use pots or urns.

Mr. D'Onofrio stated that it would be no different than other outdoor seating at restaurants.

Mr. Freres agreed that there are decorative solutions.

Mr. Lane asked if there were any limitations for the parking spots.

Mr. Freres confirmed that there are.

Mr. Hillman informed the Board that they would not be enforcing parking on the lot and that it is their hope that the new tenant would do the same. He stated that it may be available for other retailers.

Chairperson Johnson stated that on the one hand, they are saying that they need parking for the new tenant and referred to signs saying that parking would be limited to the tenants.

Mr. Hillman confirmed that it would not be a public parking lot and that it would be dedicated for the tenant.

Chairperson Johnson asked if there would be signage as part of the plan for parking intended for the tenant. Stating that the parking was intended only for customers of the tenant.

Mr. Hillman reiterated that it would not be a public parking lot and that he cannot assure that the tenant taking the space would allow others to use the lot.

Chairperson Johnson asked if there were any other questions.

Mr. Myers questioned the traffic flow out to Gage.

Michael Werthman of KLOA (traffic and parking consultants) was introduced as the traffic consultant.

Mr. Werthman stated that the number of vehicles on Tower Court is stable throughout the day and that they would be adding 40 vehicles which would go from Tower Ct. to Gage St. with more frequency. He indicated that they have plans for signage at the Tower and Gage intersection.

Mr. Werthman informed the Board that you would come across the sidewalk on Gage St. and that there would be one way traffic going east on Tower (Merrill St.) to the north. He also stated

that there would be angled parking on both streets which would indicate the flow of traffic. Mr. Werthman then stated that Mr. Saunders (Village Engineer) reviewed the traffic report and agreed with its conclusions. He added that they planned to work with him to see if there is a need for additional signage required for traffic to make the left turn out the short distance along Tower. Mr. Werthman noted that the reason for one-way traffic is to minimize the impact on Green Bay Road. He also stated that there is a stop sign there. Mr. Werthman then stated that with regard to parking, they did the parking counts in the winter with the store empty. He informed the Board that along Green Bay Road, the parking spaces were used most of the time on Saturday at 80% and 90%. He then stated that the parking spaces along Green Bay Road were occupied during the day and that is with the 13,000 square foot space vacant. Mr. Werthman stated that there is a need for additional parking in the area.

Mr. Myers asked Mr. Werthman what did 13,000 square feet translate to in terms of customers per hour.

Mr. Werthman responded that they are projecting 25 trips in and 25 trips out on a peak Saturday per hour. He then stated that in connection with the demand for parking for retail, 4 to 5 parking spaces are needed for 1,000 square feet which amounted to over 50 parking spaces.

Mr. Lane asked what is the peak parking need.

Mr. Werthman stated that for 13,000 square feet, 3 to 4 parking spaces were the amount for the peak need.

Mr. Krucks asked with regard to the amount of trips in and out per hour on the basis of retail, what is included in retail. He indicated that it seemed different depending what kind of establishment it would be. Mr. Krucks then referred to the GAP versus a restaurant.

Mr. Werthman stated that a restaurant would generate a higher peak volume than retail. He also stated that later in the evening, there would be a peak for that type of use as opposed to midday during the day for retail. Mr. Werthman identified 25 trips per hour for commercial retail.

Chairperson Johnson asked if the prospective tenants were restaurants.

Mr. Hillman responded that they are open to all possible tenants. He informed the Board that there is no restaurant on the list in connection with those potential tenants they are talking to now.

Chairperson Johnson referred the Board to page nos. 25-37 of the agenda report (KLOA traffic study) and the vehicles going south on Green Bay Road which would turn into the parking lot and whether they would not pose an issue in connection with holding up south bound traffic. She asked how they would determine that since the vehicles do not do that now.

Mr. Werthman stated that they looked at a capacity analysis and that it showed that there are adequate gaps for vehicles to get in. He informed the Board that they observed the cue from the Gage St. intersection to see how often traffic backed up. Mr. Werthman noted that there were

peaks two to three times during peak hours and that it cleared every cycle. He confirmed that there would not be a cue up of traffic along Green Bay Road.

Mr. Lane stated that they are proposing 40 parking spaces. He then stated that at peak time, what is the most of those parking spaces which would be used.

Mr. Werthman responded 40.

Mr. Lane then asked if GAP was still there, would there be the same situation.

Gary Frank of H. Gary Frank Architecture stated that they calculated the parking need as more than 50. He reiterated that 50 parking spaces is the maximum and that if not all of the spaces were used, it would get down to 40.

Mr. Lane referred to Table 2 with the GAP space empty and stated that there is a time when the surplus low is 27. He stated that when GAP was there, there was never a free parking space during peak time periods. Mr. Lane indicated that it seemed that they hear about during the day, that there is no parking available in Hubbard Woods.

Mr. Werthman stated that it is not only Hubbard Woods and that the table showed different sections of the street. He informed the Board that Section 3 represented that area along Green Bay Road. Mr. Werthman indicated that there may have been parking issues when GAP opened. He also stated that there may have been different uses three years ago as far as the type of stores. Mr. Werthman then stated that when GAP closed, it showed a peak of 37 parking spaces on several occasions when there are only 40 parking spaces along that stretch of Green Bay Road.

Mr. Hillman informed the Board that is the reason that GAP is no longer there is because there is not enough parking.

Chairperson Johnson asked if they had documentation to that effect.

Mr. Hillman responded that they did not and stated that they have been attempting for three years to get more parking for them. He informed the Board that they approached the Village in connection with making this parking lot a public parking lot at that time.

Chairperson Johnson asked if there were any other questions. She stated that she had questions with regard to angle parking and that if it was switched from the proposed 90 degree angle how many parking spaces would be lost.

Mr. Freres stated that they looked at that alternative and that in every scenario, they lost 8 to 10 parking spaces. He noted that in front of the Village Hall, the angle [of the parking spaces] is between 45 and 60%. Mr. Freres then stated that the driveway out is 24 feet and that there would be no visual benefit gained from the loss of the parking spaces.

Chairperson Johnson asked if the parking stalls are large enough for the vehicles they typically see.

Mr. Freres responded that they are usually 9 feet universally and that you see 8 feet in shopping districts. He indicated that there is a tradeoff to maximize the number of parking spaces.

Chairperson Johnson informed the Board that there is a reference in the application with regard to the technical noncompliance with the parking regulation which is not mentioned in the agenda report.

Mr. Freres stated that only related to the design guidelines which suggest a minimum parking stall width of 9 feet.

Mr. Francke agreed that the design guidelines have a suggested size for a parking stall of 9 feet x 18 feet. He stated that they are attempting to share what would be extremely beneficial to the district, tenants and the Village as a whole to recreate an anchor tenant and parking. Mr. Francke noted that the ordinance did not require parking for retail uses in this district and that by providing parking off of the street, it would free up parking on the street which would be a significant benefit to the other retailers. He stated that it would also stimulate and encourage pedestrian traffic which would benefit the neighborhood and the Village.

Chairperson Johnson asked if there were any comments from the audience.

James Sayegh of 910-914 Green Bay Road introduced himself to the Board. He stated that in the early 1990's, his father bought Walter Smith furniture store (Green Bay and Scott). Mr. Sayegh described the area as the nicest stretch of real estate on the North Shore then. He informed the Board that in 1999, he moved to take the property at 907-909 Green Bay Road and did a major redevelopment of the site. Mr. Sayegh stated that at that time, there were no big spaces available and that they took three spaces and combined them into one big space and got Waterworks as a tenant. He described the project as a labor of love.

Mr. Sayegh stated that the dynamics changed again and referred to office space on the second floor of a building with the first floor conformed to what the market wanted now which is 60 feet deep space and a rear parking lot. He noted that he was granted a variation from the impermeable surface requirement.

Mr. Sayegh then stated that in marketing the property, they built in the recession and described it as a difficult to market Hubbard Woods. He stated that Waterworks and Ann Sachs tile were large tenants. Mr. Sayegh stated that the world changed and the market changed and that he knew that having to sell that property to numerous prospects those who would or would not come to the district. He stated that with regard to the difficulty to lease property in Hubbard Woods, one is the parking perception problem. Mr. Sayegh stated that any Chamber of Commerce member or merchant [agreed that there] is the perception that you cannot get a parking space there. He stated that whether the parking lot is a public lot or quasi-public lot like that at Grand Foods, it will move the dial. Mr. Sayegh stated that it would be a legitimate change and would push parking in the right direction. He stated that if it would be bad for the district, he would like to vehemently state the case and that he felt that it would be a good idea. Mr. Sayegh suggested that they look at the building as a unique asset and anchor for the district and that the

parking lot would be creating the end cap for that. Mr. Sayegh then stated that no other building in the district warranted having an auxiliary lot and that it would establish the building as what it is.

Mr. Sayegh also stated that with regard to development with front loaded capital, the applicant would be doubling down. He stated that in this application, it represented what was done 20 years ago and that it worked. Mr. Sayegh then stated that with regard to the investment, he commented that it is tough to imagine a tenant taking the space without parking. He stated that in connection with ULI, he referred to when you have uncommon property owners or investors when a building is vacant and you plaster the windows with advertising for other tenants and that the applicant would be finding homes for the displaced tenants. Mr. Sayegh commented that they should embrace someone like that. He concluded by stating that he is strongly in favor of the request and that they should make it easy on the applicant to get it done with minimal conditions.

Chairperson Johnson asked if there were any other comments.

Katie Cory introduced herself to the Board as the owner of Skandal at 907 Green Bay Road which she stated opened in August 2012 in the old Waterworks space. She described it as a beautiful space and informed the Board that a lot of time and research went into the effort which was two years in the making. Mrs. Cory stated that they looked all over the North Shore for nine months and that they settled in Hubbard Woods. She informed the Board that after months of negotiations, they came up with an amenable lease with the landlord and the management firm. Mrs. Cory stated that she would recommend the parking lot in the space to support the Packard building.

Mrs. Cory informed the Board that she met with Mr. Hillman and that she completely and unsolicited spoke to the Design Review Board in favor of the request. She stated that she would like to share with the Board that between three and four times a week, a woman who came into their store who informed her that she had been meaning to stop by and that she finally found a convenient parking space. Mrs. Cory stated that she keeps hearing the same message over and over. She then referred to O'Neil's which spent a considerable amount of money on the new restaurant which was refurbished and considered an anchor to the north in Hubbard Woods. Mrs. Cory noted that they had been there for 20 years and commented that another anchor tenant is critical at this point even if customers come in who are supposed to park in the new lot for the designated space where they would be shopping, dining and eating. She indicated that chances are that they would stay there and visit other merchants. Mrs. Cory also stated that Once Upon a Bagel filled every parking space on Gage St to the east and west during peak hours. She concluded by stating that without relying on science and research, this is what is happening.

Chairperson Johnson asked Mr. Francke if they were planning to put time limits on the parking spaces or whether that would be up to the tenant.

Mr. Francke indicated that it would depend on the desires and negotiations with the tenant.

Chairperson Johnson asked if there were any other comments.

Terry Dason introduced herself to the Board as the Executive Director of the Winnetka Chamber of Commerce and a resident of Hubbard Woods. She stated that she would like to reiterate the fact mentioned by Mr. Sayegh and Mrs. Cory with regard to parking which they hear all the time from businesses in Hubbard Woods. Mrs. Dason indicated that there is no problem at the moment since two major retailers have closed and that parking is more available now than in the past. She then stated that he wanted the Board to consider that if they get anchor tenants in Hubbard Woods, parking would be more of an issue. She informed the Board that the bagel store and Panera pull a lot of traffic. Mrs. Dason also stated that they are doing things with the park district with events with Hubbard Woods in the park which will fill parking spaces.

Chairperson Johnson asked if there were any other comments.

Marla Riesman informed the Board that they are the owners of Body & Sole and that they have been there for 40 years. She stated that there has always been parking and there always will be and that they hope that a new tenant would come. Ms. Riesman described their store as a destination location whether they are in Hubbard Woods or in a different location and that their business continued to be as strong as ever. She informed the Board that last year, they had 2,000 people come in the store.

Ms. Reisman indicated that sometimes, it is harder to park and stated that if it is harder get in, people would want it more. She also stated that she talked to Mr. Hillman and that while he is trying to be helpful, she did not see where else they can go on the block and that they do not want to leave. Ms. Reisman stated that if there is a place to go, they would stay and if not, there goes 2,000 pedestrians on the street. She added that Bedside Manner also brought people. Ms. Reisman commented that locations are becoming ghost towns because a lot of buildings and antique stores are obsolete and that a lot of them do not want to rent space and referred to the rule that if a property is empty, you would need pay 25% of the property tax versus if it was occupied. She then stated that the tax issue should be changed. Ms. Reisman concluded by stating that she is not against progress and that personally, she could live with it. She added that it is always hard to move.

Chairperson Johnson noted for the record that the Village did not control occupancy tax rates. She asked if there were any other comments from the audience. No additional comments were made by the audience at this time. Chairperson Johnson then asked if there were any other comments from the Board. No additional comments were made by the Board at this time. She called the matter in for discussion and stated that the Board would start with the special use.

Mr. Krucks stated that with regard to the special use, he referred to the fact that there is no engagement in retail activities. He also stated that in going over each of the requests, the request is reasonable and in line with what they have heard over the last 36 years as to what has been perceived a stigma with regard to parking in Hubbard Woods, whether it is convenient or inconvenient parking. Mr. Krucks then stated that to him, any private individual who is willing to take the bull by the horns and create parking which would benefit the marketing of the end space and also the business of the surrounding community is a good one. He described the request as thinking outside of the box and in the direction toward the future. Mr. Krucks then

stated that the submission answered the standards in a way so that the Board could approve the special use.

Mr. Myers stated that the request is sorely needed and that they need an anchor tenant. He stated that this project will help to make that happen and would keep the whole district vital.

Mr. Lane stated that he is in favor of the request and described his concerns relating to how many parking spots were necessary as his only issue. He stated that he agreed with the comments Mr. Krucks made with regard to perception. Mr. Lane described the application as well done and that he would voice the Board's appreciation for it. He also described the Special Use as straightforward and well documented. Mr. Lane then stated that in these applications for a zoning variation, although harder for a commercial use property, the points made here are reasonable. He stated that the applicant is attempting to combine the property and make one economic entity unlike the previous application. Mr. Lane also stated that reasonable return related to parking to get the property occupied. He reiterated that he is in favor of the application, the variation and special use.

Ms. Hickey stated that she is also in favor of the request and that she would like to add that the applicant has been sensitive to the existing clients of Bedside Manner and Body & Sole in terms of relocating them. She stated that the Packard building would hopefully attract a substantial business as an anchor. Ms. Hickey then stated that the design elements of making it a public place would be very beneficial to them.

Mr. Lane stated that he would like to add that while one of the requirements with regard to the continuance of the street wall was not met, it is already unique a situation where there is already an alleyway and building and that the decorative sitting area and gate would improve the streetscape. He stated that while they may not have a continuous wall, the unique circumstances relate to the gaps which do exist to some extent and that it would be improved by putting something in place to accentuate the streetscape in place.

Chairperson Johnson stated that she agreed with all of the comments made. She stated that her concerns relate to the safety issues and that there are only two other businesses to the north and that pedestrian traffic at this site on Green Bay Road is not as great as it would be further south. Chairperson Johnson then stated that Killian Plumbing did not generate much pedestrian traffic. She noted that her concern related to people pulling in from Green Bay Road and seeing a sign [that parking] is for customers only and backing out which would represent a huge safety issue that the traffic study and Mr. Saunders have not addressed. Chairperson Johnson suggested that the applicant give thought as to how that would be addressed with a potential tenant with signage.

Chairperson Johnson also stated that she would like to point out that the Body & Sole and Bedside Manner building is not a significant building like the Packard building and that it had little value in terms of streetscape. She added that the parking lot with the enhancements would be a significant improvement. Chairperson Johnson then asked for a motion.

Mr. Myers moved to recommend approval of the Special Use Permit to the Village Council. He

stated that he would like to justify the submission on page nos. 6, 7 and 8 of the report (ZBA Agenda Packet).

Chairperson Johnson noted that the concerns will be on the record for the Village Council to address. She then referred to the Walgreen parking debacle and described how the owners of the shopping center north of Scott St along Green Bay Rd. began a practice of booting vehicles parked in its parking lot whose owners were not patronizing the businesses in the center. Chairperson Johnson reiterated that the signage should be made clear that it is not a public parking.

Mr. Krucks indicated that there are a substantial number of residents who do not know Tower Court existed.

Mr. Freres stated that Mr. Saunders would work with them on the signage.

Mr. Lane seconded the motion. A vote was taken and the motion was unanimously passed, 5 to 0.

AYES: Hickey, Johnson, Krucks, Lane, Myers

NAYS: None

Standards for Granting Special Uses

The standards for granting special uses are set both by statute and by Village Code. Section 11-13-1.1 requires that special uses be permitted only upon evidence that these meet standards established by the applicable classification in the zoning ordinances. Conditions reasonably necessary to meet such standards are specifically authorized. The Zoning Board of Appeals reviewed the standards and found the following:

- The proposed Special Use will not either endanger or be detrimental to the public health, safety, comfort, morals or general welfare in that the property has historically included, and currently includes, surface parking. The existing building will be demolished to expand the existing surface parking area in order to serve the adjacent retail use. The use of the property for this purpose will satisfy a demand for additional customer parking, thereby enhancing the public health, safety, comfort, morals and general welfare. The parking area will include landscaped areas, a paved entry and plaza with seating, and an arched gateway feature. Overall, the proposed use has been designed so that it will not be detrimental to or endanger public health, safety, comfort, morals, or general welfare;
- The Special Use will not either substantially diminish or impair property values in the immediate vicinity, or be substantially injurious to the use and enjoyment of land in the immediate vicinity for uses permitted by right in that zoning district, in that the Special Use would be beneficial to other property in the immediate

vicinity as it would provide parking for the adjacent property and an attractive paved plaza with seating. The proposed redevelopment would attract pedestrians to this focal point of the Hubbard Woods Business District, re-energize the area, and improve the availability of street parking for customers of other retailers and commercial tenants in the immediate area;

- The Special Use 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, in that the proposed Special Use is intended to provide parking for future retail users in the immediate vicinity. Accordingly, it will not impede the normal orderly development of other property in the immediate vicinity for permitted uses, but will improve the availability of street parking for use by other properties in the immediate vicinity;
- Adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways in that the property currently largely consists of parking and includes an alley leading to a parking lot behind a one-story building. The proposed Special Use would remove the alley entrance and relocate the entrance to Green Bay Rd, which will be more visible to retail customers. Relocating the entrance to Green Bay Rd. would avoid congestion that might result from concentrating vehicular access to an alley entrance. The proposed site plan also includes a landscaped area at the entrance of the parking lot to direct the flow of one-way traffic through the lot, further eliminating vehicular traffic congestion.;
- Adequate parking, utilities, access roads, drainage and other facilities necessary for the operation of the special use either exist or will be provided in that the proposed Special Use is intended to provide additional parking for a retail use in the immediate area; and,
- The Special Use in all other respects conforms to the applicable zoning regulations and other applicable Village ordinances and codes, in that at grade parking may be allowed as a Special Use in the C-2 Zoning District.

Chairperson Johnson stated that the Board would now discuss the variation.

Mr. Myers stated that Mr. Lane's comments earlier were appropriate. He referred to the lot coverage at 600 square feet and that the standard is 800 square feet. Mr. Myers suggested that the applicant come up with another 200 feet of permeable surface rather than invest money in trees and plants. He commented that the applicant made a great effort in the design and that it would be a reasonable effort.

Ms. Hickey commented that she liked the idea of extending the pavers back and incorporating them into the patio feeling. She stated that her suggestion would be to come close to the 90% requirement.

Mr. Lane stated that the fact that it is already 100% covered now, the request would be an improvement to what they are doing and that he would also like to see closer to 90% coverage if they can do it without losing any parking spaces. He also stated that he would like to see at the end of the day a design which made sense and which they are comfortable with.

Mr. Krucks indicated that the applicant has told the Board that they are willing to work with them and the other boards to increase the permeable space in the front and seating area to make it blend in with everything else. He commented that to him, that it is a good thing and is satisfactory.

Chairperson Johnson agreed that if the amount can be brought closer to 90%, they should do so. She referred to the testimony by the applicant that it can be done by extending the pavers a certain amount and to not take away any parking spaces. Chairperson Johnson stated that there is no evidence if they do that, they will make negative tradeoffs with other design elements. She indicated that she would like a motion without that as a condition. She noted that the request would also be going to the Plan Commission, the Design Review Board and the Village Council.

Mr. Frank stated that the architect can accommodate that and referred the Board to the site plan. He stated that 200 square feet is only a 10 foot x 20 foot space and that they can take an area which he identified and turn it into pervious pavers over 90%. Mr. Frank asked if they can allow that as a condition for approval.

Mr. Myers asked if it should not be in the motion.

Mr. Francke stated that they would address that before the Plan Commission and the Village Council.

Chairperson Johnson then asked for a motion.

Mr. Lane moved to recommend approval of the variations encompassing the standards and stated that with regard to reasonable return, the situation they are talking about related to retail property which is adjacent to a parking lot which is needed whether technically or as an expectation of a [future] tenant and that without doing that, the applicant cannot obtain reasonable return. He stated that in connection with the plight of the applicant, they are talking about being at a 90% permeable situation which they are concerned with here and is a benefit. Mr. Lane also stated that the plight of the applicant is that it is a unique property which is already 99% covered and that there is an alleyway. He stated that ultimately, the design would be creating a visual impact similar to a street wall.

Mr. Lane stated that the request would not alter the character of the locality and that by incorporating the design, it would improve the character of the locality and that the design elements would be consistent with the adjacent property. He added that it would make it more consistent. Mr. Lane then stated that with regard to the light and air of adjoining properties, the request would be taking away a building and that this standard is not applicable. He stated that there would be no hazard from fire and that the taxable value of the land would be improved by creating additional parking to be used primarily by the tenant. Mr. Lane stated that the request

would free up parking for the other retail locations and create additional traffic and increase the taxable value of the land. He then stated that with regard to congestion, the report by KLOA described the parking study which demonstrated that while there would be a slight impact, it would not be substantial. Mr. Lane concluded by stating that the standard relating to the public health, safety, comfort, morals and welfare of the inhabitants of the Village being impaired is not applicable.

Mr. Myers stated that he would like to amend the motion to state that the design of the parking lot is to be modified to have 90% impermeable surface through the addition of permeable pavers.

Several Board members seconded the motion. A vote was taken and the motion was unanimously passed, 5 to 0.

AYES: Hickey, Johnson, Krucks, Lane, Myers
NAYS: None

Mr. D'Onofrio asked for clarification for the staff, if the Board is recommending that the applicant do 90%. He suggested that the Board do an approval of the variations with the condition that the applicant works to try to get to 90%.

Mr. Freres informed the Board that they are confident that the design team will accomplish that request.

Chairperson Johnson stated that the Board has heard that it can easily be done and to not continue the request.

Mr. Francke indicated that he appreciated Mr. D'Onofrio's confidence in obviating the need for the variation. He stated that there is a way to do an amendment to the motion that the applicant would do its best get rid of the need for the variation and that he assured the Board that the applicant will make that happen. Mr. Francke noted that they have met the standards and would prefer to get a positive recommendation from the Board. He also stated that at the Village Council meeting, they can say that they can withdraw the variation or that the variation is not needed. Mr. Francke stated that if the Board was to make a motion to approve the request with the amendment to obviate the need for a variation, that would be fine with the applicant.

Mr. D'Onofrio agreed that would be fine.

A vote was again taken and the motion was unanimously passed, 5 to 0.

AYES: Hickey, Johnson, Krucks, Lane, Myers
NAYS: None

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

1. The property cannot yield a reasonable return if permitted to be used only under the conditions allowed by the zoning regulations in that without an adjacent surface parking

lot it might be difficult to attract a tenant for 925 Green Bay Rd.

2. The plight of the applicant is due to unique circumstances which are related to the property and not the applicant, in that the site is currently covered entirely by impermeable surface.
3. The variation, if granted, will not alter the essential character of the locality in that the proposed parking lot would improve the neighborhood and be consistent with improvements in the area.
4. An adequate supply of light and air to adjacent property will not be impaired by the proposed variations, as there are no proximate structures to the proposed addition and a parking lot would have little or no impact on light and air.
5. The hazard from fire or other damages to the property will not be increased as the proposed improvements shall comply with building code standards, including fire and life safety requirements.
6. The taxable value of land and buildings throughout the Village will not diminish. The proposed construction is generally an improvement to the property.
7. Congestion in the public streets will not increase.
8. The public health, safety, comfort, morals and welfare of the inhabitants of the Village will not be otherwise impaired.

ATTACHMENT I

Winnetka Design Review Board/Sign Board of Appeals Excerpted Minutes March 21, 2013

Members Present:

John Swierk, Chairman
Kirk Albinson
Bob Dearborn
Brooke Kelly
Peggy Stanley

Members Absent:

Michael Klaskin
Paul Konstant

Village Staff:

Brian Norkus, Assistant Director of Community
Development

Call to Order:

Chairman Swierk called the meeting to order at 7:30 p.m.

Chairman Swierk asked if there were any comments or corrections to be made to the February 21, 2013 meeting minutes or a motion to approve the minutes.

A motion was made and seconded to approve the February 21, 2013 meeting minutes. On a voice vote, the motion was unanimously passed.

Consideration of Certificate of Appropriateness for Replacement Signs at Winnetka Public Library, 786 Oak Street

Chairman Swierk informed the Board that the applicant asked to be removed from the agenda and that they would reschedule.

Comment to Village Council Regarding Special Use Application Request by Packard Associates L.P. for Construction of Proposed Forty (40) Space Surface Parking Lot at 925-931 Green Bay Road

Hal Francke of Meltzer, Purtill & Stelle introduced himself to the Board as the attorney for the owner, Packard Associates L.P. He informed the Board that entity is the same contract purchaser for the adjacent lot which is being presented to the Board at this meeting. Mr. Francke noted that the lot would be coming before the Zoning Board of Appeals at the April meeting for

consideration of a special use permit for the parking lot which is being proposed for the 931 Green Bay Road property.

Mr. Francke began by stating that the 925 Green Bay Road building had been occupied by The Gap as indicated in the materials and staff report. He described The Gap as a major anchor to the Hubbard Woods business district for years and which generated millions of dollars in sales tax revenue for the Village. Mr. Francke stated that The Gap vacated the building and the applicant had been seeking to release the property for some time. He stated that what is driving the application is the special use which is driving the acquisition of the adjacent property which has been improved in the front with a building and in the back with an existing parking lot. Mr. Francke stated that it is the need to satisfy the former tenants and potential future tenants' need for additional parking in the area.

Mr. Francke then stated that there is an existing curb cut on the 931 Green Bay Road property and that it is not an alley as the survey indicated. He stated that currently, it is a two-way point of access and that it is being proposed to become a one way ingress access only from Green Bay Road. Mr. Francke also stated that the curb cut would be relocated slightly to the north while taking advantage of the fact that there is an existing curb cut.

Mr. Francke informed the Board that the applicant understood some of the issues which have been raised by the Village's design guidelines and referred to the general character of the neighborhood as a whole and the encouragement of pedestrian friendly shopping, etc. He stated that the applicant retained the Lakota Group to specifically address the design guidelines to address the standards and appearance.

Scott Freres of the Lakota Group introduced himself to the Board. He referred to the two illustrations and stated that their approach is based more on the welfare initiative and tying in the character. Mr. Freres noted that they are aware of and were integral as a firm in crafting the design guidelines 12 years ago which he described as an important tool in maintaining the quality and character of the business district and that the design team wanted to see a successful business occupy the property.

Mr. Freres noted that at the time the design guidelines were written, much has changed in the retail and commercial environment with regard to how people shop and do business. He referred to shopping online which has changed the dynamic of how people shop. Mr. Freres stated that they as a community want to see businesses thrive and described their approach in connection with how to address this particular site as an interesting one. He stated that it had some merits with regard to changing the flavor of the design guidelines and approaching them from a different standpoint.

Mr. Freres then identified the two plans before the Board, the first of which is the existing condition and the building at 931 Green Bay Road. He informed the Board that there are two lots in question and stated that the lot for the special use is the north lot which currently housed Bedside Manner and Body and Sole which he identified for the Board. Mr. Freres stated that there is a curb cut on the property immediately adjacent to the north and that the site contained a one story retail building which measured approximately 3,100 square feet and that there are also

12 parking spaces in the back which are accessed off of Green Bay Road. He stated that it is also serviced off of Tower Road in the back.

Mr. Freres commented that what is interesting about the site is that while it looks like part of The Gap site, there is 10 feet of extra space on the extra parcel on the 925 Green Bay Road which he identified for the Board. He stated that as you think about the dynamics, metrics and numbers, they would be addressing the parking lot and tying those things together. Mr. Freres stated that while there would still be a paved surface, they have to recognize that the curb cut would change the dynamic of on-street parking. He indicated that there would be the same number of parking spaces but that it would shift in terms of access to the site. Mr. Freres noted that the distance between the two buildings is 12 to 13 feet and that the street frontage is at 38 feet for the building frontage.

Mr. Freres then identified the proposed plan for the Board. He informed the Board that it is part of an approach which addressed The Gap building. Mr. Freres stated that the plan is to provide parking for those users of the building. He indicated that they recognize that it is a special use and referred to the continuation of the street wall. Mr. Freres stated that is addressed with an urban design element. He stated that it would provide access to the site which is no different than what is there today, but that it would be wider to accommodate a left turn and right turn northbound. Mr. Freres stated that for the street frontage, they would provide a heavily landscaped area along the border and that the columns would mimic and be a continuation of the elements of the building.

Mr. Freres informed the Board that they would be taking the street frontage and mimicking the vertical limestone piers on the Packard building, as well as bringing the brick element continuous with the north side of the Packard building. He commented that along the Killian side, it is not attractive. Mr. Freres stated that they know that for the front corner landscape pocket, they need to screen an area which he identified for the Board with fencing, plant material and a shade tree. He informed the Board that the entire area would contain permeable pavers and that the plaza area would have a new front door facility for The Gap building. Mr. Freres then referred to a door off of the corner which he identified in an illustration for the Board. He then stated that the special use for the parking lot is illustrated in the context of the use for the building and that the idea is to activate the corner and street front and to create a pocket plaza and a low seating element along the streetscape.

Mr. Freres then stated that with regard to the decorative metal arch element, it is important to have a concept to bridge the space as a landmark feature and referred to the lit column, seat wall and decorative elements. He stated that since there is parking parallel to the site, there is no need for a wall buffer but that it would apply to the back area. Mr. Freres stated that they are attempting to activate the street frontage.

Mr. Freres stated that there was a long dialog with regard to streetscape and how to get streetscape character into Hubbard Woods. He stated that the approach was more addressed with street light character which he commented is the most with regard to their argument. Mr. Freres noted that the design guidelines focus on building continuation and that their approach is to activate the vital street front with great streetscape detail, landmark features and activating

areas with tables, chairs, etc. He indicated that would solve the problem of continuity and character. Mr. Freres stated that it would also set an example of the little details which continue in other odd places along the corridor.

Mr. Freres then referred to an example of a streetscape approach for the Village parking lot at Tower Road and Green Bay Road. He stated that area now has more character and has been enlivened. Mr. Freres stated that is the same idea here to provide something which mimicked the idea of continuity. He informed the Board that they would be providing 40 parking spaces which extend beyond the seating area and that they planned to bring the parking area to where the building jogged in a certain area. Mr. Freres stated that the design guidelines suggest 9 feet x 19 feet as appropriate measurements for a parking stall and that they do have that from a layout perspective. He noted that they planned to provide handicap parking and that they are also asking for compact car parking spaces. Mr. Freres also stated that the parking count addressed the rationale against the size of the building.

Mr. Freres informed the Board that one of their thoughts was to activate the back wall. He noted that there are 17 apartments back on the second floor. Mr. Freres described the building as a mixed use, active facility. He then referred to the blank common brick wall and stated that they considered integrating a mural element to activate the space in the back. Mr. Freres informed the Board that there is an area for parking for the apartments. He also stated that there were concerns with regard to opening and exposing the side of Killian and commented that it is not a great view into the space. Mr. Freres then referred to landscaping and fencing in that area.

Ms. Stanley referred to the 9 foot parking stalls and stated that the proposal identified them as 8 feet.

Mr. Francke informed the Board that the size of the parking stall was proposed generally at 8 feet x 18 feet and that the compact spaces would measure 8 feet x 18 feet. He stated that in the report, the Village standard is still 9 feet x 18 feet and that the design guidelines indicate a preference for 9 feet x 19 feet. Mr. Francke stated that their goal is to get as many parking spaces as possible.

Mr. Dearborn questioned the math on that and how they got to 8 feet.

Mr. Freres informed the Board that the requirement for the use is 37 parking spaces versus 40 parking spaces. He indicated that amounted to three or four parking spaces.

Mr. Dearborn asked if the parking would be for that building only.

Mr. Francke confirmed that is correct.

Chairman Swierk asked if the counts are based on the use and that there is no parking requirement for the district.

Mr. Francke responded that it is from a use standpoint and that they are assuming a general retail use.

Chairman Swierk asked Mr. Norkus if the Board is to make a recommendation to the Village Council. He stated that in general terms, the applicant would be coming back before the Board with more detail on awnings, signage, etc.

Mr. Norkus stated that the Board in the past has had options available depending on the scope of the project and that depending on the number and type of resulting questions they may have, the Board can issue a favorable or unfavorable comment to the Village Council without any conditions or if they feel like allowing the applicant to move on with the major elements of the plan, the plan is conceptual in nature and that the Board would want to have the ability to see and review the final selection of light fixtures, plant material, etc. and can issue a favorable comment and give the Village Council a heads up that they would like to review other things.

Mr. Dearborn asked if the facade and any part of the building is part of the Board's review or not.

Mr. Norkus responded that no details have been presented which depict changes to the existing 925 Green Bay Road building, with any changes shown in conceptual form only on renderings.

Mr. Francke noted that the application is only for 931 Green Bay Road and that it represented a unique opportunity for the same owner for both properties. He informed the Board that architect Gary Frank is here to answer any questions.

Chairman Swierk asked if there were any other questions.

Mr. Dearborn asked what is the Board's role in terms of reviewing traffic, ingress and egress.

Mr. Norkus stated that the Design Review Board is one of three committees which would be looking at the request. He stated that all three committees (the Design Review Board, the Plan Commission and the Zoning Board of Appeals) would be making a recommendation to the Village Council which makes the final determination of approval. Mr. Norkus informed the audience that the Board served as the Village Council's expertise in reviewing architectural and design-related issues. He noted that, while the Design Review Board is not here to review the parking and traffic, per se, the Design Review Board's standards overlap somewhat with those elements, with Design Guidelines making specific recommendations regarding the minimizing of curb cuts and other means to preserve a pedestrian friendly environment.

Chairman Swierk asked if there were any other questions.

Mr. Albinson stated that the process is to approve the project from an aesthetic standpoint. He asked if the Board should also review signage and lighting as part of the process.

Chairman Swierk stated that those are items that the applicant can come back with and that the Board is to give the applicant an idea as to how they feel on the entire project. He then stated that they are to pass the first hurdle as to whether the Board liked the concept and then to move forward with other approvals.

Mr. Freres stated that they would also like the Board's comments with regard to signage so that they have an idea what they want.

Mr. Dearborn stated that with the 4 foot wall, are they stating that would not be necessary because of streetscape design there and the desire to shield the viewing of vehicles and whether they are stating it is not necessary since you want to see the activity there and that he did not understand that.

Mr. Freres stated that they brought the wall to the sidewalk side. He then stated that instead of building a 4 foot wall, there would be 4 foot tall shrubs behind to act as screening. Mr. Freres stated that you would see a wall of arbor vitae. He then referred the Board to an illustration of the landscape plan. Mr. Freres then stated that the requirements for traffic movements were another discussion. He stated that Mr. Norkus noted that they would be reviewed by Building Engineering. Mr. Freres also informed the Board that they looked at diagonal parking and that they would have lost a lot of parking spaces. He noted that the natural flow for traffic will be defined.

Chairman Swierk asked if they considered a 10 degree angle to make people know they are going the right way.

Ms. Stanley stated that she has a couple of concerns. She stated that first, in looking at the design guidelines, she referred to pages 40 to 55 and read the following:

"New parking stalls behind, within or underneath structures and buildings and that off-street parking lots in front of new buildings and along streets is prohibited."

Ms. Stanley stated that the void streetscape for the building bothered her. She then stated that she appreciated what the applicant is doing and their design. Ms. Stanley stated that the lack of streetscape, regardless of how wide it is, that no longer defined this major artery in the Village.

Ms. Stanley stated that in connection with her second concern, she referred to access to the parking loading areas. She stated that essentially is what is there now and the narrow curb cut. Ms. Stanley described it basically as an alleyway. Ms. Stanley stated that it would change the whole nature of streetscape to have a void there. She stated that she has read that curb cuts should be minimized throughout the business district. Ms. Stanley stated that while she saw the reasons for doing it, she thinks that they are talking about Hubbard Woods as a linear business district built on both sides as a regional arterial roadway and that she thought that is what gives it beautiful character and ambiance of a nice, small jewel like buildings on both sides of the street. She stated that she thought that was a different format than having linear streetscape on both sides.

Ms. Kelly stated that her thinking was different and that the applicant planned to take the building and turn it sideways and open it up giving it a third side for the landscape area.

Mr. Freres referred to the area in an illustration and described it as a dead building facade and

that they planned to activate it.

Ms. Stanley commented that the beauty of Hubbard Woods is the defined edge of the street and that not having parking lots looked like it is of a different scale. She stated that her feeling is that the request would not add or benefit the overall streetscape and that it would not be succinct with the character of the district.

Mr. Francke stated that he appreciated the concern because that is the core issue here. He suggested that in relying on the materials presented, the Board consider the possibility that it enhances what is intended for the overall district which is to encourage a pedestrian friendly environment. Mr. Francke stated that they also appreciated the importance of the design guidelines. He indicated that it is important to note as Mr. Freres said that the design guidelines go back to 2001 and that there is a different world now and that the economy is different since there was no internet shopping then. Mr. Francke then referred to select pages from the ULI report which stated that they should loosen up the restrictions on businesses. He stated that they have to approach the whole issue differently.

Mr. Francke then stated that the language talked about streetscape and that they should look at it from a different vantage point. He indicated that there is a lot of language in the design guidelines that the applicant is being consistent with, such as maintaining high quality, being consistent with a pedestrian-oriented town, etc. Mr. Francke stated that one property owner would be combining the property to create something which would benefit the whole district. He also stated that it would lead to the re-occupancy of The Gap building and contribute to the goals of the community and create pedestrian enhancement. Mr. Francke stated that the design guidelines are suggestive only and do not supplement codes. He stated that the codes address the issue with the special use concept.

Ms. Stanley commented that she did not think that it is an appropriate variance and that she understood the applicant's comments. She stated that the request would be a detriment to the character of this stretch of Green Bay Road.

Chairman Swierk asked if there were any comments from the audience.

Marla Reisman informed the Board that she occupied the 931 Green Bay Road building with Body and Sole and that they have been there for 40 years. She noted that The Gap was there for 20 years and Bedside Manner was there for 14 years. Ms. Reisman noted that most people associate Body and Sole with Hubbard Woods and that they are a designation shop. She stated that with regard to parking, they are not a community center and that if they were to make the property into a parking lot, there would not be much left. Ms. Reisman stated that there is a lot of pedestrian traffic and that she did not understand why the building needed a parking lot and that there is plenty of parking on the street. She stated that if a parking lot went it, it would not be attractive and that they would lose Body and Sole. Ms. Reisman then stated that no landlords were willing to rent at a fair price which is why all of the buildings are empty. She commented that the matter is personal to her and that she and her mother ran the business. Ms. Reisman stated that for the right price, landlords would be willing to sell anything and that the sale has not been totally concluded and is based on this special use request. She stated that if the applicant

purchased the property, Body and Sole and Bedside Manner would be gone. Ms. Reisman concluded by stating that a parking lot would create a lot of traffic problems.

Julie Windsor informed the Board that she is the owner of the Beat Street at 930 Green Bay Road. She informed the Board that there are vehicles which back up into the intersection and that it is a busy corner. Ms. Windsor commented that traffic will be a mess, people would get hurt and that she is worried about safety and visibility for children which could get hit, as well as the fact that children loiter. She commented that it while it would look pretty for the future tenant of 925 Green Bay, it would not work for the remainder of the neighborhood. Ms. Windsor suggested that consideration be given to dividing the Packard Building into a series of smaller stores, as was done at the Laundry Mall. She stated that removing the existing building and replacing it with a parking lot would not be right for Hubbard Woods.

Paul Zurowski introduced himself as the owner of Sawbridge Studios, 898 Green Bay Road, and informed the Board that he is on the Board of the Hubbard Woods Design District which has been formed recently to increase awareness of the Hubbard Woods district and to highlight it's collection of design related businesses. He commented that while the rendering is beautiful, Hubbard Woods did not need another parking lot. Mr. Zurowski stated that what the district needs more than parking is for the building to remain and for retailers to occupy that space as they already do. He indicated that he would like to see the space leased and that smaller spaces are harder to rent. Mr. Zurowski commented that a big anchor tenant would be good there. He stated that he also agreed that stretch of block represented a giant open space and that then, there are stores and then the open park. He reiterated that he did not think that they needed another parking lot in Hubbard Woods unless there is a real need for business. Mr. Zurowski stated that there is no problem with parking now and that the request has caused a lot of controversy this week. He stated that the plan does succeed in that it solves a problem in terms of filling The Gap space, but that the need does not currently exist, and did not exist when the Gap was there. He concluded by stating that the district is only three blocks long and questioned what would happen if they were to lose two tenants.

Katie Cory introduced herself to the Board as the owner of the new boutique, Skändal at 907 Green Bay Road. She commented that she is excited about the project and that Hubbard Woods has taken serious hits over the last four years because of the economy with a lot of merchants closing their doors. Mrs. Cory also commented that the spaces there which are available are wonderful and stated that she had a strong feeling that any entity which is willing to come in and put on this size project and care with the energy and financial backing is phenomenal. She stated that what comes with new energy are businesses whether they are large or small entities and which would add a whole bank of windows which are viable to retail business. Mrs. Cory stated that retail merchants at the most only have one to two windows and that a whole bank of windows added down the corridor would add another dimension. She stated that they are on the cusp of re-gentrification of Hubbard Woods and referred to the remodeling of O'Neill's restaurant as a sign of a resurgence. Mrs. Cory then stated that while she did not know the details, such as the proposed plants, seat walls and number of parking spaces, she stated that in the seven months they have been open, they are having better days each month with more foot traffic. She concluded by stating that they have heard over and over the issue of the convenience of parking for customers.

James Sayegh informed the Board that he is the owner of 910-914 Green Bay Road and that he is strongly in favor of the request for a number of reasons. He commented that he is extremely patriotic about Hubbard Woods. Mr. Sayegh informed the Board that in 1999, he looked at 907-909 Green Bay Road which needed to be developed. He stated that capital was raised and described it as a labor of love. He informed the Board that it was a big project getting a building of that size and age to be functional again. Mr. Sayegh stated that he took the small spaces and turned them into a large enough space for Waterworks. He then stated that 2007, he referred to the Mig and Tig building which is a Spanish colonial building which he stated that he and his partner made into a two story building and maintained the facade. Mr. Sayegh noted that they marketed the building through the recession.

Mr. Sayegh then stated that in a pitch to get people to come there, The Gap became a big selling point. He commented that it was hard to tout the beauty of the district for a while and that they had to market it for tenants like The Gap. Mr. Sayegh stated that when national retailers and big brokerage outfits look at the district, they have seen that transition out more and more and that it is harder to make a sale. He also stated that parking from a marketing standpoint is a concern which he stated they have heard that time and again. Mr. Sayegh stated that they are taking the few prospects they can get.

Mr. Sayegh stated that this plan will change the perception of the district as not having enough parking. He commented that this building is so stately and important that it can withstand the having a break in the streetscape next door, which cannot be said of every building. Mr. Sayegh then stated that the merits of site and the talented design team will make the project work.

Mr. Sayegh then stated that he would like to comment that with regard to development and what it meant to the business district, it is a cruel business and that they have to front end load their capital investments and then market it to tenants which meant taking a risk. He stated that the ownership of a building can lower rent and get tenants which are not necessarily an additive to anchoring the district and not on the order of the magnitude like The Gap. Mr. Sayegh stated that the fact that the applicant is willing to buy the building on spec and make this kind of investment, it should be embraced and appreciated. He indicated that he is deeply appreciative of what the neighbor is attempting to do with the property and that he is thrilled at the prospect that it may be a venue with a parking lot which would solve the classic reasons why restaurant tenants do not come to the district. Mr. Sayegh noted that IDOT controlled Green Bay Road which meant that is the main reason the property is rejected for restaurant tenants.

Mr. Sayegh stated that there are a number of options here and that they have the ability to set back the secondary facade with limestone and have all season seating in the front. He indicated that he did not think anyone here would disagree that it would be phenomenal what a restaurant would do for the district in that location which would not happen without parking. Mr. Sayegh then stated that with regard to the vacancies, [there is availability] to put other the two businesses elsewhere which are Body and Sole and Bedside Manner. He stated that they have to find a way to make businesses know that they are wanted.

Mr. Dearborn stated that development on Lincoln has a community feel and for small business.

He referred to Ms. Stanley's comment and stated that he respected that. Mr. Dearborn stated that now there is mention that they might be looking at a restaurant and that for the business which did go in there, he asked Mr. Sayegh if he would say that it did not respect the Hubbard Woods community. He then referred to Best Buy as an example of a tenant. Mr. Dearborn also asked Mr. Sayegh if that made a difference in terms of what Hubbard Woods is about. He stated that the question is what is the game plan for when they first saw the application and that a lot of things could go there which would be disagreeable for that community.

Mr. Sayegh stated that that conversation would have a life of its own. He then stated that whether there is a parking lot there or not, which he commented would be an improvement to the district and which would cure the existing curb cut which he described as not safe, that is a separate conversation. Mr. Sayegh encouraged everyone to look at the ULI study on the Village's website. He stated that there is a spirit that they need to be "open for business". Mr. Sayegh also stated that Hubbard Woods did not have a business with 50 employees which he commented is a big problem in attracting restaurants, which rely on a large daytime population.

Mr. Dearborn then stated that with regard to Sawbridge, he asked if there could be justification for the community where the building would be serving certain type of merchants and that there are others where the whole character changes.

Chairman Swierk stated that there would never be a Best Buy in that location.

Mr. Sayegh stated that an honest answer is that could be done now and that The Gap used to be one of the places with mass amounts of parking.

Mr. Norkus informed the Board that the future use of the building may include any number of uses which are allowed under the zoning code, and that it can be a challenge to assess the impact of a parking lot without its intended tenant user known. He stated that the Board should expect any number of potential conforming uses as being likely or possible under the application.

Mr. Dearborn stated that the point is the issue of what the request did for the character of the commercial district which is in the Board's purview. He stated that the question is almost unanswerable and that the Board is to comment only on parking because the character may change dramatically based on how parking is used.

Chairman Swierk stated that with regard to the zoning district and the uses which are there today, the applicant is not asking for any difference in those uses.

Ms. Stanley stated that the Board is charged to look at streetscape and what the Board thought is the character, what the design guidelines say and whether they thought the request is aesthetically appealing. She stated that she would argue that a parking lot would not be aesthetically pleasing in terms of streetscape.

Chairman Swierk asked if there were any other comments.

Joel Cory introduced himself to the Board and asked that people keep an open mind. Mr. Cory

commented that the Hubbard Woods district was one time quite viable. He suggested that the Board come look at the store and that he would hope that they say they have good taste. Mr. Cory stated that he would be extremely upset if something went in which is not aesthetically pleasing. He then commented that he would love the idea of having a restaurant and that if the right one went it, it would revitalize the area, as well as a high end grocery store. Mr. Cory stated that a million wonderful shops could go there which would provide traffic and revitalize the area.

Mr. Cory stated that the attitude should be if they build it, they will come. He stated that the fact that somebody is willing to take a shot and that Hubbard Woods is down at the heels in some areas. Mr. Cory stated that Hubbard Woods has its own character and that he respected the fact that there is concern in connection with the parking lot. He suggested that they think of it as adjunct to an interesting business. Mr. Cory then stated that if it is a matter of aesthetics, they should make it beautiful. He concluded by stating that it should not be dismissed out of hand and that it is a worthy concept.

Mr. Zurowski asked if it would be a public or private parking lot.

Chairman Swierk confirmed that it would be a private parking lot.

Mr. Zurowski then stated that it would not help Mrs. Cory.

Ms. Reisman stated that she did not know of any parking lot which brought business to the area and that parking would not stop someone from buying. She then suggested that if there is a restaurant, to give jobs to valets to help the community. Ms. Reisman also stated that a parking lot would not generate any type of revenue and that The Gap has empty space which is not drawing income. She stated that it would seriously change the look of the district and that there are very few areas like this left.

Chairman Swierk asked if there were any other comments.

Tim Milios, of 1046 Gage stated that he owns the adjacent building and that he objects to the plan. He stated that the first reason related to the safety aspect of the proposal. Mr. Milios stated that he relies on the existing "thoroughfare" from Green Bay Road eastward to his building, and that it is needed for future generations for the Village. He informed the Board that his building adjoined the back portion of the property. Mr. Milios stated that you cannot handicap a property because the owner did not permit him to go in the back and that the Village's power of eminent domain should be utilized in order to provide parking for all building owners. He informed the Board that the property owner acted very inappropriately toward him and that cement blocks were put in for to restrict ingress and egress at the Gap. Mr. Milios stated that it is a matter of public safety and that you cannot block the thoroughfare for fire vehicles. He then stated that the proposal has to work for the well-being of everyone. Mr. Milios stated that he would recommend that the Village consider requiring this thoroughfare as it exists today to have the power of maintenance for the owners and everyone. He concluded by stating that there is nothing wrong with businesses in front on Green Bay Road.

Chairman Swierk asked if there were any other comments. No additional comments were made from the audience at this time.

Mr. Francke stated that he would like to respond to the comments made and that he appreciated the comments. He then stated that a lot of what is being discussed would be more appropriate for the Plan Commission and Zoning Board of Appeals for the special use in terms of need. Mr. Francke stated that the question is whether the Board would consider parking adequate, etc. and that it is important that the Board know the facts.

Mr. Francke stated that with regard to the facts, one main reason that The Gap left was because of inadequate parking. He stated that second, the applicant submitted a parking and traffic study which is being reviewed by Steve Saunders. Mr. Francke stated that it was concluded that the peak hours of the operation for The Gap was at 90% occupancy. He then referred to the proximate parking problem in this area. Mr. Francke then referred the Board to the selected pages he distributed and stated that the ULI report just came out. He stated that the design guidelines were done in 2001 and that it is a new world which is one of the conclusions from the ULI report.

Mr. Francke stated that it also described the North Shore as a competitive environment and that ULI stated that for the Village to become proactive, it has to be business friendly and let businesses and the market dictate what is going to happen. He informed the Board that the applicant is in negotiations now for a single user for the building and that it would be extremely beneficial to the local district with the conclusion drawn that it needs to be reached in short order.

Mr. Francke stated that they are eager to go before the Plan Commission and the Zoning Board of Appeals and reiterated that the market should dictate what happens. He then stated that the question tonight is whether what is proposed would be helpful for the business district as a whole, whether it is consistent with the design guidelines which say with regard to the nature of the neighborhood, it should encourage business. Mr. Francke stated that to the extent the Board members are asking themselves whether the concept is consistent with what they envision for Hubbard Woods, he suggested that they think about today and the future as to whether the proposal will lead to ongoing vibrancy and success in the district. Mr. Francke referred to the concept of encouraging an anchor tenant to be located here and whether that concept furthered the goal of the Hubbard Woods business district.

Chairman Swierk commented that the applicant made a great presentation and provided good material. He indicated that he would be in favor of something happening with the building whether there are multiple tenants or one tenant. Chairman Swierk stated that in taking Body and Sole, they would only be getting five parking spaces and that the parking lot is already there. He stated that it would be positive to take the building down and that as long as it is screened properly, etc. and suggested that there be more than two columns and more of a wall perhaps. Chairman Swierk stated that it would be positive thinking for the district. He asked if Tower Court is a public alley.

Mr. Norkus stated that it is a street name only and that it is an alley for all practical purposes.

Chairman Swierk questioned whether they would police the vehicles which that park there after hours and if there would be a gate.

Mr. Freres stated that they would come back with that. He added that a gate would be a negative visually.

Chairman Swierk suggested that for the columns with the brick in the top, it should be stone like the rest of the building. He also suggested that the archway be made more three dimensional with four columns and asked if they could connect the right column to the building.

Mr. Freres stated that you would want to see the door and for people to sit out there.

Chairman Swierk then suggested the use of a stone header instead of an arch.

Mr. Freres stated that there is 13. feet of clearance.

Chairman Swierk stated that the Board would need more information on signage at some point. He asked if there were any other comments.

Ms. Kelly commented that she was blown away with the comment that people thought there was enough parking in Hubbard Woods. She stated that she was also shocked to hear store owners say that there is plenty of parking. Ms. Kelly then stated that whatever goes in there, people would park there and [that the parking lot] would alleviate street parking for others. She stated that the [prior] owners left because there was no parking available.

Ms. Reisman stated that they had no financial stake in it and that she believed if she moved, people would come. She informed the Board that the community would suffer from her going rather than moving. Ms. Reisman also stated that they have parking in the back. She agreed with the fact that they do not know what would be going in there or how pretty the parking lot would be.

Ms. Kelly stated that other than that, they would hate to lose the stores and that parking is a major issue in Hubbard Woods. She commented that with regard to this idea, the first presentation is a beautiful idea and that she liked the plan.

Mr. Albinson reiterated that he is torn and that he liked the rendering. He also stated that he liked the fact that people would hang out on the plaza. Mr. Albinson stated that with regard to an establishment, he would hope that there would be a café or other destination tenant. He stated that he agreed with Ms. Stanley's comments and that the design guidelines were established to help reinforce the small town community feel. Mr. Albinson stated that he also agreed that there is parking behind the building.

Mr. Albinson then stated that in connection with the west side of Green Bay Road, he referred to the continuity and feel of the building. He stated that as much as he loved the design, they should think it through with regard to experiencing the space. Mr. Albinson indicated that he did

not doubt the intention and potential result that the property owner would get out of additional parking. He stated that aesthetically, the Board should stick to their mission. Mr. Albinson added that there has got to be something else to bridge the gap as mentioned in Ms. Stanley's comment and the intention and desire of the potential owner. He reiterated that he is not comfortable with the request yet.

Chairman Swierk stated that going further north on Green Bay Road, there was an old hot dog stand which was torn down leaving a vacant lot. He stated that the street wall has been broken by the absence of a building. Chairman Swierk then stated that property is closer to the parking garage and that for a development with outside eating, there would be parking. He stated that you do not know until someone brings a plan and money to the table. Chairman Swierk then stated that with regard to retail in general, people think they have parking in town, retailers would not look at a space which did not have parking for their needs if it is for more than a 1,200 square foot space.

Mr. Albinson informed the Board that he used to live in Naperville and that there was a similar situation where you had to walk two to three blocks to park in the parking garage. He stated that on Jefferson, there was the downtown destination which he described as captivating and that it was worth the walk. Mr. Albinson then stated that he agreed with Chairman Swierk's comments with regard to the need for parking being available for a retailer, but that from an aesthetic standpoint, something did not feel right to him relative to breaking up the continuity of this side of the street. He reiterated that he is not against the parking aspect of the request, but that something else could be done.

Mr. Dearborn asked Mr. Albinson if the same gap had something to do with what the whole project is.

Mr. Albinson stated that his comments did not relate to the use, but to the whole contextual aspect of the project. He then referred to walking down that side of the street with his children and the dangerous nature of the alley.

Ms. Kelly stated that the alley has always been there. She also referred to people making u-turns when they see a parking spot on the other side of the street which she described as a safety issue.

Chairman Swierk referred to the design guidelines' suggestion that buildings should be kept at the property line and that the piers are located at the property line. He then questioned what would happen if the applicant purchased the property, tore down the building and put grass where the building was, which would only result in the loss of five parking spaces. Chairman Swierk asked Ms. Stanley if that would be fine with her.

Ms. Stanley stated that she would want something which is more substantial than the arch gate. She then referred to the rendering of the arch of the market square which has the building going over the top. Ms. Stanley stated that there is clearly a parking lot behind it and that although it is a parking lot, it felt like a building. She stated that building held the street and that there is nothing about the proposal which held the street edge.

Mr. Dearborn stated that the description of Hubbard Woods in the design guidelines is pretty clear and that what they are saying here is that they are okay with changing the nature of that district.

Chairman Swierk asked Ms. Stanley if she would be fine if the applicant was to tear down the building except for the front wall.

Ms. Stanley stated that she had a problem with enlarging the curb cut.

Chairman Swierk stated that the applicant has stated that the curb cut can be made smaller.

Mr. Albinson stated that he is in favor of the parking suggestion and that a happy medium can be reached from a design perspective. He then stated that he would be in support of an alternative which would help maintain the character.

Mr. Francke informed the Board that he would like to offer that they continue the matter, go back to the drawing Board and come back with a plan which would have a shorter curb cut, as well as something would give the sense of something more contextual.

Mr. Albinson reiterated that he is in favor of the idea and referred to the overall fabric of the district and stated that he did not know what the solution was. He then stated that from a planning perspective, the same continuity should be maintained as that on the west side of the street.

Ms. Stanley stated that is exactly how she felt and referred to the context of holding the edge of the street.

Mr. Francke stated that there is a basic conceptual question and that if a majority of the Board is saying that there has to be a building there, the applicant should know that.

Chairman Swierk suggested that the Board take a poll unofficially to see how they feel.

Mr. Albinson stated that it would be more involved than deciding whether there should be a building there or not. He commented that the applicant did an excellent job of considering the design guidelines which represented the aesthetic and emotional feel of what they want for Hubbard Woods. Mr. Albinson stated that he did not think anyone doubted that there is a need for parking and that he agreed with the safety concerns. He reiterated that he did not know what the answer is and that the applicant should not be boxed into whether there had to be a building there or not. Mr. Albinson stated that he is not opposed to the application, but that they are not there yet.

Ms. Kelly commented that she thought the proposal could be improved a little and that she liked the proposal. She stated that she understood that parking would be needed in order to get a tenant and the business side of the request. Ms. Kelly commented that it is her hope that everyone can be made happy.

Chairman Swierk stated that they are close to three out of five Board members saying that something could happen there with the parking lot if it is done properly.

Ms. Stanley stated that is not it and that in her opinion, they are not there yet or are close to being there. She stated that there would be a void there and commented that a void would not be appropriate.

Chairman Swierk stated that the applicant wanted to know that the Board is not against the entire idea and that having some opening in there would be okay and that it would make sense for the opening to be wider since they would want pedestrians to walk through.

Mr. Albinson stated that the other challenge that the Board is having is that they are looking at a beautiful rendering and that the windows on the side of the plaza are the selling point which are not part of the Board's purview, but should be considered as being part of the presentation.

Ms. Kelly commented that the north face and opening that side up was the selling point.

Chairman Swierk stated that obviously, it is the biggest building on that street. He noted that the design guidelines are guidelines and that every project is to be considered with its own issues, etc.

Ms. Stanley stated that it would impact a lot of businesses and that it would impact the entire streetscape.

Chairman Swierk asked Mr. Frank if he had enough ideas from the Board to come back with a revised proposal.

Mr. Frank stated that he is attempting to get his hands around the notion of the Bedside Manner building being gone and there being a gap there. He then stated that when you look at the site plan, on the south side of the building, there is a large gap to the extent that it is set back as the building entrance. Mr. Frank then referred to the photograph on the bottom right and the fact that there is another gap there and that in some respects, there are gaps on both sides. He stated that you cannot say that all of that block is on the street. Mr. Frank then stated that from an aesthetic and architectural point of view when walking down the block, there are still two gaps and that there are more gaps further south. He indicated that there may be a way of anchoring it a little better on the front side.

Mr. Albinson stated that is the direction that he would like for them to look at. He then stated that with regard to the south side, that is replicated on the north side which is the intent of the rendering. Mr. Albinson commented that the plaza with the pedestrian friendly streetscape is a positive thing.

Mr. Frank stated that the only other point that he would like to bring up is that he was the chairman of the Board for many years and that during those years, a lot of the comments that they heard from tenants of buildings like this was that they cannot attract bigger anchor tenants to come to the community because they do not have the facility to park. He stated that in this

particular case, the property owner is saying if he is allowed to put in parking which everyone would like, he could attract a major tenant to this site. Mr. Frank stated that the applicant has the opportunity and the community has the opportunity to bring someone there that a lot of them would like to have. He then stated that you cannot necessarily say that this would just be a parking lot. Mr. Frank stated that they cannot be short sighted and that they have to have open minds and expand their vision.

Ms. Stanley stated that while she agreed with Mr. Frank's comments, what bothered her is the fact that the store would be gone and that it is a beautiful street. She stated that the act of walking down the street and having a more solid facade of buildings is better to her.

Chairman Swierk commented that the unfortunate part is that they have the Killian lot there before their building which is not in conformance with the design guidelines. He then stated that another part of the problem is that the subject building is such a big, prominent building and that when two piers are put in its place, there is not enough meat to it. Chairman Swierk stated that the Board can table the matter until next month's meeting.

Chairman Swierk stated that the applicant has requested to come back before the Board at the next meeting and for the Board to see their design at that point. He asked the Board if they were in favor of that recommendation.

The Board members agreed to grant a continuance until the April meeting.

Mr. Norkus then informed the audience that the matter would be continued to next month's meeting on April 18, 2013.

ATTACHMENT J

Winnetka Design Review Board/Sign Board of Appeals Excerpted Minutes April 18, 2013

Members Present:

Kirk Albinson, Acting Chairman
Bob Dearborn
Brooke Kelly
Peggy Stanley

Members Absent:

Paul Konstant
Michael Klaskin
John Swierk

Village Staff:

Brian Norkus, Assistant Director of Community
Development

Call to Order:

Chairman Albinson called the meeting to order at 7:30 p.m.

Comment to Village Council Regarding Special Use Application Request by Packard Associates L.P., for Construction of Proposed Forty (40) Space Surface Parking Lot at 925-931 Green Bay Road (Continued from Previous Meeting)

Chairman Albinson noted that this request was continued from the previous meeting.

Hal Francke of Meltzer, Purtill & Stell began by stating that as you can see in the agenda report, since their last meeting with this Board, they appeared before the Zoning Board of Appeals in connection with the request for the special use. He informed the Board that they would go before the Plan Commission next week. Mr. Francke then stated that as noted by Mr. Norkus in the agenda report, the Zoning Board of Appeals asked the applicant to see if they could increase the amount of impermeable surface which Gary Frank would speak to and which they have now done.

Mr. Francke then stated that at the last meeting, a number of Board members raised concerns, comments and suggestions to improve upon the plan and that they asked for the opportunity to go back to the drawing board. He stated that they have done that and that they would now walk through the revised plans and obtain the Board's comments in connection with those changes.

Mr. Frank stated that when they went before the Zoning Board of Appeals, he would first like to offer the Board some comments about the project in general and some of their thoughts which were somewhat different than their thoughts here. He informed the Board that they received

clear and obvious support of the project with a vote of 5 to 0 and that they thought that the project as shown was outside of the box for future development which is what they were attempting to convey from the beginning. Mr. Frank stated that the Zoning Board of Appeals suggested that the property clearly needed an anchor tenant as one economic entity. He noted that they discussed the option of breaking up the space into smaller pieces and that they felt that one entity for that type of property was good.

Mr. Frank informed the Board that the Zoning Board of Appeals also felt it needed to attract a substantial tenant because of the size of the building and that parking was an important attribute toward the overall development. He stated that they felt that this type of project was also something which was very reasonable for future generations of the building and that it would offer an ability to have street life and add vitality to the neighborhood.

Mr. Frank stated that the Zoning Board of Appeals felt that it would be a significant improvement over the building which is there and that they felt that it was an appropriate design for the neighborhood and what they are attempting to do.

Mr. Francke added that Larry Hillman let everyone know that historically, the building originally was a parking lot and that the building to which Mr. Frank is referring was built in the 1950's.

Mr. Frank then stated that the existing parking lot where Body and Sole was added in was always a parking lot and that the property would be turned back in certain respects to the way it was.

Mr. Francke stated that at their last meeting with this group, there was some debate with regard to the need for parking and the perception in connection with amount of parking available. He stated that as a landlord and a businessman, he can tell you that there is a perception that there is a lack of available parking in Hubbard Woods and that Terry Dason who is the Executive Director of the Chamber of Commerce spoke at the Zoning Board of Appeals meeting and stated that she is a Hubbard Woods resident as well and that she hears all the time that there is a problem with parking. Mr. Francke added that she spoke in favor of the request at the Zoning Board of Appeals meeting.

Mr. Frank then stated that there was commentary with regard to Body and Sole and Bedside Manner and that the owner of Body and Sole made it sound like they were being thrown out of their space. He noted that it is in the Zoning Board of Appeals minutes and that Mr. Hillman negotiated with Bedside Manner to move them into another location in Hubbard Woods and that he has made the same offer to Body and Sole.

Mr. Dearborn asked Mr. Frank which rendering did the Zoning Board of Appeals see.

Mr. Frank responded that the Zoning Board of Appeals saw the revised rendering. He then stated that in connection with impervious surface, they previously had 10% of impervious surface and identified the area for the Board. Mr. Frank noted that they increased that amount to 15% and that they moved the brick pavers back to align with the building. He also stated that they narrowed the driveway on that rendering.

Mr. Dearborn asked what was their thinking on why 16 feet would work and why another amount would not.

Mr. Frank stated that first, a fire truck would need 14 feet and that [a width] of 16 feet would provide more room to maneuver into the lot. He then informed the Board that the existing lot is 50 feet wide with a 12 foot curb cut and 38 feet of building frontage and that the proposal would result in 22 feet. Mr. Frank stated that the pillars are included in the calculation. He also identified the fountain area and informed the Board that the materials were changed a little whereas the previous rendering showed limestone and brick with the current rendering showing mostly limestone.

Mr. Norkus asked Mr. Frank to provide clarification in connection with the change in materials.

Mr. Frank referred the Board to an illustration which contained limestone in areas which he identified for the Board. He noted that the illustration in the packet contained the current materials. Mr. Frank stated that the rendering showed the color of the brick. He noted that it is the same design and that the materials were done by The Lakota Group.

Chairman Albinson asked Mr. Frank if they had a blown up illustration of the seating area.

Mr. Frank responded that he did not have a blown up view of the area. He informed the Board that the seating area was pushed back several feet which would provide a nice plaza area for people to sit and talk. Mr. Frank stated that since it would be tucked back in with the trees, it would provide a nice, quiet sitting area.

Chairman Albinson asked what is the width of each bench.

Mr. Frank estimated that perhaps four people could sit on each bench.

Chairman Albinson then asked if the request is the same as last month where there were no building improvements to be included as part of the project.

Mr. Frank confirmed that is correct and that the windows and awnings on the building are not part of the project. He then stated that if the Packard Building for the anchor tenant was not there, it would be an entirely different design. Mr. Frank noted that they would come back before the Board for the building's exterior improvements.

Chairman Albinson asked if there was an engineering review in connection with the requirement as to why [the width] is 16 feet for the entrance driveway versus the minimum 14 foot amount.

Mr. Frank stated that when you are heading south on Green Bay Road, you do not want to have to maneuver your vehicle so that it would fit exactly into the 14 foot opening and that giving yourself a little leeway to get into the intersection is more desirable.

Mr. Dearborn asked if a typical driveway measured 10 feet.

Mr. Norkus stated that for a residential driveway, it measured 10 or 11 feet.

Mr. Dearborn asked what the two foot sections were for. He stated that since the driveway is 16 feet with 2 feet on each side, visually, it would be 20 feet.

Mr. Dearborn asked Mr. Frank if they planned to provide a sample of the brick material.

Mr. Frank confirmed that is correct and that there are two aspects with regard to the request, the first of which is the Board's recommendation to the Village Council. He stated that they can come back before the Board with samples of the brick, limestone and light fixtures and that would be an appropriate condition.

Mr. Norkus stated that in a process such as this where the project is still conceptual in nature, there are a lot of the details that the Board would be looking at in making its decision.

Ms. Kelly asked if the wording for the sign had been decided.

Mr. Frank responded that it had not and that it may have some connotation with regard to what is going to go into the space.

Ms. Kelly then asked if it would be a tenant name or a sign with the tenant name.

Mr. Frank stated that he did not have that answer.

Ms. Stanley stated that in the design guidelines, it stated that parking should be denoted as parking.

Mr. Frank informed the Board that it was suggested that somewhere there be the word "parking" and that if they had to put the word "parking" there, it may be something which would hang down. He indicated that it is obvious that it is parking and that they may not have to say that it is parking. Mr. Frank confirmed that it would be a private parking lot.

Mr. Frank went on to state that they are excited about the project and what it would mean to the neighborhood and that the proposal would enhance the neighborhood and would be of value to the community.

Mr. Dearborn asked if the two large trees would be deciduous.

Mr. Frank responded that there are deciduous trees there and that in their discussions with Lakota, since Killian is right there, it might be better to have something which is year round.

Mr. Dearborn described the revised proposal as a big improvement. He stated that if you go into the project with the intention that you do not want to see the parking lot, he stated that clearly you would want to shield the parking lot in the winter as you would in the summer. Mr. Dearborn also stated that in connection with shielding the parking lot, the smaller the space could be, the better. He noted that the opening would be 20 feet and asked if they could get by with

less than that. He stated that him, if there is a parking lot or void, although conceptually the Board thought that the idea is a good one and asked if there is a way to make it not look like a parking lot. Mr. Dearborn added that the revised request is definitely a lot further along in that respect than the previous submission.

Ms. Stanley described the streetscape guide that the applicant provided as very interesting. She then stated that to her, there were two questions, the first of which is can the Board recommend that a parking lot be there. Ms. Stanley stated that the second question is that if the Board recommended that a parking lot be there, is this the parking lot that they think should be there. Ms. Stanley stated that she has come down on the side that a parking lot should not be there. She described the green and red colors identifying the streetscape as very interesting and referred to the break in building frontage at the corner, etc. Ms. Stanley then stated that the information on page 3 is inconsequential since it is not addressed in the design guidelines. She stated that on the other side of the street, there are no curb cuts and that the goal of the design guidelines is not to expand the nonconforming nature of the design. Ms. Stanley then stated that by putting in a parking lot, increasing the curb cut and increasing the void, they would be expanding the nonconformance and furthering the undesirable characteristics of what the design guidelines are trying to achieve which is to hold and continue the street edge.

Ms. Stanley then stated that the second question to her and commented that the drawing was very informative. She stated that if they decide to have a parking lot, there are things in the design guidelines which suggest that this is not the configuration and is nonconforming relative to the design guidelines. Ms. Stanley stated that would include 9 foot x 18 foot parking stalls where the proposal is for 8. foot x 18 foot parking stalls. She stated that the design guidelines also ask for perimeter and interior landscape, none of which is included in the proposal. Ms. Stanley stated that while the rendering is gorgeous, it did not represent what they would actually see, as well as that on the other side of Killian. She then stated that they do not have enough space to do what the design guidelines are asking them to do. Ms. Stanley suggested that there may be enough space if they were to do only a single row of parking or there may be other ways in which it could be accomplished.

Ms. Stanley stated that she understood what the applicant is requesting and why, but that the Board is charged with holding people to the standards which are articulated in the standards and that if they did not, they have no footing with this project or in connection with future projects. She then referred to a project downtown which was held to the standards and did not exacerbate the design standards.

Mr. Frank stated that he agreed with some parts of Ms. Stanley's comments and that he found some parts troubling, which include the fact that the makeup of the east and west sides of the street are completely different. He then referred to the notion that this discussion would not even have happened if someone had not come in and put Body and Sole there. Mr. Frank referred to his earlier comments at the Zoning Board of Appeals which included to think outside of the box for future development. He then stated that he did not believe that Ms. Stanley is thinking outside of the box as to what this building was and what was needed for a building of that size and what the requirements of that building are.

Mr. Frank stated that the design guidelines are only guidelines and that they are only going before the Zoning Board of Appeals since this request is somewhat of an abnormality. He stated that Ms. Stanley is holding a value to Body and Sole.

Ms. Stanley stated that she is not holding a value to Body and Sole and that she did not think that she is not thinking outside of the box. She then suggested that the entrance to the parking lot be off of Tower Court and that perhaps they can enliven that area. Ms. Stanley stated that the request truly is parking just for this tenant and suggested that the parking be accessed from the back. She stated that she is not willing to come down on the side of creating a parking lot because someone could not find a parking spot.

Mr. Francke stated that there are two questions and referred to what Mr. Norkus described as the possible outcomes here which are a recommendation for approval, a recommendation for approval with conditions, a request for more information or a recommendation for rejection. He stated that he agreed that it could be confined to two recommendations since what is being asked is what Ms. Stanley stated which is the overall appropriateness of the request with the design guidelines of what is being proposed and that the Board is being asked to provide their opinion on that question. Mr. Francke stated that the opinions of all three boards would go to the Village Council.

Mr. Francke then referred to their first meeting where some of the Board members felt that the request fit in with the design guidelines in connection with its proposed use, while others said they did not agree and some of whom were on the fence. He indicated that it would be helpful for the applicant if the Board was to thrash that out and come to a conclusion with regard to what they agreed with. Mr. Francke reiterated that the issue represented one of two questions that the Village Council would decide upon.

Mr. Francke stated that it is one of two questions, the first of which is whether the Board thought that within the design guidelines if the request would be an appropriate use and even if it is or is not, whether the Board thought what it is being proposed fit within the guidelines from a design standpoint.

Mr. Norkus stated that from his standpoint, he would frame the question a bit differently and that there is not a particular question as to whether the parking lot is an appropriate use and that the design guidelines have 14-15 pages of recommendations on how to provide parking and that it is not a question of whether parking is an appropriate use in the business district.

Ms. Stanley stated that the Board is to decide whether it is appropriate.

Mr. Francke stated that the second question became if a majority of the people here or the Village in general disagree and say that it is an appropriate use within reason, then the question would become has it been designed properly within the context of their guidelines. He stated that to him, they should look at the design guidelines from a big picture standpoint and stated that they could put in a hedge and a 4 foot fence to screen parking which is what the design guidelines call for. Mr. Francke then questioned which option would provide the better solution for Hubbard Woods.

Ms. Stanley reiterated that if what the applicant proposed would be a parking lot, it did not meet the design guidelines requirements. She then referred to the sides of the parking lot.

Mr. Francke stated that he agreed with that aspect of the question whether the sides needed to be addressed. He stated that they are discussing one aspect of the Village's goals and that each board had standards to consider and that the Village Council is to decide what is the most important. Mr. Francke then referred to Ms. Stanley's comment with regard to landscaping the internal portion of the parking lot as called for in the design guidelines. He stated that someone else would make the decision as to what is more important, whether it is to have 5 more parking spaces or to have internal landscaping. Mr. Francke noted that most of this property is a parking lot with no internal landscaping.

Ms. Stanley stated that she would have no problem with the request if they were to keep the existing parking lot as it is and that they would not be expanding on what they are attempting to achieve in the design guidelines.

Mr. Francke then questioned why internal landscaping would be meaningful in a private parking lot such as this.

Mr. Norkus noted that the design guidelines did place a value on that.

Ms. Stanley then stated that on the Killian side, instead of just having a fence, it would help, as well as on the applicant's side.

Chairman Albinson stated that the Board is being asked to make a recommendation on a very high level concept and that this could quickly drill down into a lot of details. He questioned whether this is the appropriate time to get into that level of detail and whether that is something which could be evaluated down the road if the request got that far at the time materials are considered.

Ms. Stanley stated that she believed now is the appropriate time in connection with the amount of land that is there, the two parking bays and the required width which is already short. She stated outside of the landscaping, they are already short.

Chairman Albinson questioned whether that is a Design Review Board or an engineering issue.

Mr. Norkus stated that he would suggest that the design guidelines are providing dimensions of parking stalls not from the standard of engineering and that he asked the Village engineer when the question first surfaced as to how he felt about the 8 foot and 8. foot wide spaces. He stated that the applicant is interested in parking a lot of vehicles and that they are coming at it from that perspective, the engineer's ultimate bottom line was that he did not find 8. feet specifically as troubling to him. Mr. Norkus stated that there may be an issue with regard to how many compact vehicles would use the 8 foot wide parking spaces.

Mr. Norkus then stated that with regard to specifics, the Village Council is interested in the

Board's recommendations on the broader, conceptual issues in terms of the parking and its placement against the sidewalk versus behind the building. He also stated that the Village Council would benefit from the Board's expertise in connection with the nitty gritty details and that it would help the Village Council ultimately if the Board had recommendations for items such as the 8 foot fence versus the 6 foot fence as required as the maximum height by the zoning ordinance.

Mr. Frank stated that with regard to the 8 foot fence, at the Grand Foods location on the west side, the applicant asked for a 6 foot fence and that the Board asked for an 8 foot fence to help screen that area. He stated that this request is sort of on that tract and that a board-on-board fence was done at that location. Mr. Frank added that Killian may not be there forever.

Mr. Norkus informed the Board that the Village Council did not need their final comments on signage over the arch for example and to not hold up the request in that regard. He indicated that the Board did not need to get into that level of detail at this point, but that if there is something that they felt is important and should be included on the record which may help mitigate a particular issue such as the softening of the fence with vines or any other detail such as stating a preference for one particular brick, that would be fine. Mr. Norkus then stated that just like in the previous application, he referred to the options listed in the agenda report, the Board has the option of approving the request, etc. He stated that what usually happens in connection with these types of conceptual level plans, the Board would commonly say that they approve of the concept and identify any concerns that the Board would like to review, such as lighting, signage, landscaping, etc.

Mr. Dearborn stated that if it is determined that they find the request to be an acceptable proposal approved by the Plan Commission, the Zoning Board of Appeals and the Board, there is a good chance that the Village Council will say it is fine and that being the case, they need to make it as nice a parking lot as they possibly can. He stated that some of them may feel that they did not agree that a parking lot should be there and that it is not consistent with Hubbard Woods, which is his feeling, but that if it is there, it should be as nice as possible. Mr. Dearborn then stated that to him, the opening could be smaller and that it could be hidden better or that additional landscaping be used. He stated that if he was on the Village Council, he would want to know that and that if the design is approved, it should encompass more than what they see here.

Ms. Kelly stated that she would like to make a comment in connection with the design specifically and that she has heard the discussion with regard to the continuation of the streetscape. She stated that with regard to the design, she is bothered by the 16 foot opening and that if they were to go with a 14 foot opening, since there is an additional 2 feet on either side, they could pick up one foot near the bench areas. Ms. Kelly then stated that the overall proportion to the fountain seat area would have a better relationship between the two. She commented that the archway seemed so big while the park area seemed small. Ms. Kelly stated that the 20 foot opening is too big and is not needed.

Mr. Frank stated that they would need to confirm with the Village to make sure that those numbers are possible. He noted that if the width was reduced to 14 feet, the center would have to stay the same.

Ms. Kelly reiterated that it would be nicer if the bench area was a little wider.

Mr. Dearborn stated that with regard to the parking spaces, he stated that they discussed at the last meeting the fact that they would be adding a lot of parking spaces.

Mr. Frank informed the Board that they also discussed it at the Zoning Board of Appeals meeting and that while he is not a parking expert, they asked that for a building of this size which measured 18,000 square feet, to calculate how many parking spaces would be required per 1,000 square feet. He stated that the result was that a building of this size would need more parking spaces than they are requesting. Mr. Frank noted that KLOA did the parking study. He then stated that the request is for less parking than what is required. Mr. Frank added that all of this information is contained in the Zoning Board of Appeals minutes and that Mr. Hillman had specifically stated that the major tenants for which he was courting, 38 parking spaces was determined to be the magic number.

Mr. Frank informed the Board that they also discussed whether the parking spaces could be angled which would provide the feeling of going in one direction and stated that option would result in the loss of parking spaces.

Mr. Dearborn asked how many would be lost.

Mr. Frank responded that there were different numbers for different angles and estimated that it would have resulted in a loss of 6 or 7 parking spaces. He stated that they also discussed 9 foot wide parking stalls and that 38 parking spaces was determined to be the critical number.

Mr. Dearborn then stated that vehicles are not getting smaller and that they have had these types of discussions on the Board before where when you go off of the guidelines, you are setting precedents. He stated that parking kept bubbling up in all of the districts in town. Mr. Dearborn also stated that he had a lot of sympathy with regard to Ms. Stanley's comment in connection with the size of the parking spaces. He then referred to Ms. Kelly's comment with regard to a smaller entrance, the more shielded it is and the bigger the parking spaces, the better it would be. Mr. Dearborn reiterated that if it is going to be a parking lot, it should be as good as it can be and as much within the code as possible. He added that if they were to go with 8. feet, there will be other requests for something similar.

Mr. Frank stated that part of the issue is that it is landlocked.

Chairman Albinson stated that he agreed with the comment in connection with the entrance being reduced to 14 feet and that he also agreed that the Board should recommend that the request conform as much as possible with the requirements for parking lots which include stall widths and landscaped islands. He stated that for landscaping, even though it is a private parking lot, the Board should do its job and recommend that the applicant follow the guidelines.

Ms. Stanley stated that the problem is that there is no room for an island.

Mr. Frank informed the Board that they attempted to put in as much landscaping as possible in the front. He indicated that he did not know the exact percentage with regard to how much landscaping would be required for a parking lot.

Mr. Norkus noted that it is a sliding scale and that smaller parking lots are not required to have as much percentage-wise. He also stated that it related to the number of interrupted parking stalls. Mr. Norkus informed the Board that 5% total of the landscaped area for parking lots that are over 3,000 square feet and under 30,000 square feet and that once the total square footage is over 30,000, it went to 7.%. He noted that no variation would be necessary and that these are guidelines and that the desire is to be as adherent to them as possible.

Mr. Norkus then stated that a different way of looking at the request is that because the lot is constrained and that its dimensions are not going to get any larger, because the percentage of landscaping is envisioning both the interior landscaping as well as the perimeter treatment and because the 50 foot width dimension is troubling, there is probably a priority on not providing landscaping so much on either the north or south lot line, there may be a recognition of the fact that there is not much alternative with regard to the north and south that the Board might consider those limitations as being potential justification for accepting less than the 5% requirement providing that there is landscaping in place strategically elsewhere in the lot whether at the alley or at the midpoint in the lot.

Mr. Francke referred the Board to page 28 of the agenda report which spoke to why internal landscaping is part of the design guidelines which stated that "Off-street Parking Internal Landscape Standards: In order to reduce the visual impact of surface parking on the streetscape...", he stated that is what they are proposing. He then stated that landscaping within the parking areas enhanced the district character by increasing the green space to pavement ratio and that the plan which was presented to the Board and to the Zoning Board of Appeals had impervious surface which the Zoning Board of Appeals asked be reduced and to get the permeable surface up to 10% and that the impervious surface went to 90% which is what the code required. Mr. Francke then stated that the revised plan reduced the amount of impervious surface to 85% with the addition of permeable pavers.

Mr. Francke then stated that first item was accomplished. He then referred to reducing storm water runoff and stated that whatever is added in this location would not significantly affect storm water runoff. Mr. Francke then referred to the third item of creating shade and reducing the "heat island" effect which would not be accomplished with the inclusion of a small, landscaped island. He stated that the next item related to softening the appearance for adjacent issues and noted that one adjacent use is Killian and that the other adjacent use is the applicant.

Ms. Stanley stated that it is for other people looking at the area. She commented that the applicant had a great rendering looking toward the building.

Mr. Francke responded that is a fence issue and that the Board is now talking about adding internal landscaping.

Ms. Stanley agreed that there is no room for internal landscaping and that to her, it is one more

reason that the project did not meet what she felt are part of the basic requirements.

Chairman Albinson stated that in his opinion, it is possible to put in some islands which would result in the loss of a parking stall for each island. He also stated that it is his personal opinion to soften the hardscape effect in that parking lot and that he would recommend the use of a couple of islands. Chairman Albinson then stated that from a practical standpoint, along the north stalls, in terms of softening that effect, he would suggest adding either evergreen or vine which would grow on that 8 foot tall fence and that the 8 foot tall fence is acceptable to shield Killian. Chairman Albinson stated that his suggestion would be to add two landscape islands on the north side or near where the 8 foot fence would end. He also suggested the addition of a tree at the other end to help define it as a private parking lot. Chairman Albinson stated that suggestion would result in 38 parking spaces where the applicant is proposing 40.

Mr. Norkus stated that Mr. Hillman would have an opportunity when this recommendation as part of the Board's recommendation, there will be time between now and when the Village Council hears the request for him to speak to his concerns with regard to this recommendation if he has any.

Ms. Kelly suggested that if a curb is not actually put in, there could be a couple of feet for planting or for vines growing up on the fence.

Mr. Norkus stated that there would be a two foot overhang.

Mr. Francke stated that anything which would be planted in that area would not survive as the result of vehicles driving over it and salt.

Mr. Frank provided several examples of why that alternative would not work.

Mr. Dearborn asked if there was any thought with regard to perimeter landscaping.

Mr. Frank responded that the only landscaping which was considered was at the front of the building to screen as much of the parking lot as possible.

Ms. Kelly stated that she suggested the use of an overhang which she commented would look nicer, as well as increase the amount of permeable surface.

Mr. Frank confirmed that they would ask whether or not it is feasible.

Mr. Dearborn asked if it would be more feasible if they were diagonal parking spaces.

Mr. Francke reiterated that the use of diagonal parking would result in the loss of too many parking spaces. He then stated that for the Packard Building which measured 12,000 square feet, 4 parking spaces per 1,000 is required which amounted to 50 and is more than what they are proposing and that it had an effect on tenant negotiations. Mr. Francke stated that if they were to ask Mr. Hillman, he would say that every parking space is valuable. He agreed that they should look into the use of overhang spaces.

Chairman Albinson stated that part of the goal is to do something with the fence. He also commented that when you are in the parking lot, it would be nice if there were a couple of islands on the north side, one of which could be used to have a planting bed for the vine to grow. Chairman Albinson reiterated that he would recommend that one or two islands be added to soften the parking lot. He then stated that the Board is not reviewing signage at this time and that he had concerns with regard to directional signage as well.

Mr. Frank informed the Board that signage was discussed so that someone going down Gage would not turn right [into the parking lot] and that Steve Saunders would make the alley suggestion with regard to that area.

Mr. Dearborn suggested that the four Board members first determine whether they thought the request was appropriate in terms of its design and that second, if it is determined that there will be a parking lot there, it is clear that the Board had a few thoughts in terms of the entrance size, etc. He then stated that once the request is approved, the applicant would have to come back before the Board with additional information on landscaping and other issues. Mr. Dearborn stated that they do not have enough information in this concept to do that.

Chairman Albinson stated that he agreed with Mr. Dearborn's suggestion. He then suggested that his comment is to recommend the use of evergreen trees.

Mr. Frank referred to the elevation versus the rendering which showed deciduous trees and that Mr. Freres' rendering showed evergreen trees. He stated that the idea would be to go with the evergreen trees.

Chairman Albinson then stated that another comment based on the conceptual nature of the request, he commented that he liked the improvement on the seat wall and the addition of the contextual feeling of continuity between the buildings. He questioned the appropriateness of the fountain and the long term viability of having a water feature which would only be operational for a certain part of the year. Chairman Albinson stated that the fountain should be maintained and referred to the cost of maintenance over time. He stated that he also liked Ms. Kelly's comment with regard to recessing the seats. Chairman Albinson referred to the amount of available seating and whether there would be more than two people gathering in the space, which lead to whether the fountain was necessary. Chairman Albinson stated that he questioned the viability of the fountain long term under private ownership and that the seats should be made bigger so that the area would be more of a public gathering space as opposed to an intimate, reflective gathering space.

Mr. Frank stated that before the request is presented to the Village Council, he would like to have specific information from the Board with regard to the vines and islands so that when they come back before the Board, the Village Council will have stated whether or not they want vines and/or islands. He indicated that he would like clarity on anything that the Board wanted. Mr. Frank suggested that the Board suggest that they prefer to have vines along the south face of the north fence.

Mr. Norkus referred to a planting area which ran the full length of the curb.

Ms. Stanley stated that she did not think that it would be a problem, but that with that being said, she commented that there are things which could make it better if the request is to go forward.

Ms. Kelly commented that she thought that the request is appropriate for the use of the space. She then recommended that the entry be narrowed down to 14 feet which would help with the balance of the arch and the bench area. Ms. Kelly also stated that if the fountain is taken away and there was a continuous bench and the entry narrowed down, it would look more proportional and that the bench looked small in comparison to the building and the archway. She then suggested that the applicant explore altering the curb and the two foot overhang space for the possibility of planting vines on the north fence. Ms. Kelly commented that she liked the idea of an 8 foot fence and that she liked and would highly recommend the idea of a planting island which would serve to separate the alleyway from the parking area. She also stated that it would represent an opportunity to have signage there as well.

Mr. Dearborn stated that he is resigned with regard to where this might be going and that he did not think that the request is consistent with the description for the Hubbard Woods business district and that he did not think that the use is appropriate. He stated that if a parking lot is to go in, he referred to all of the comments made and that the parking spaces should be consistent with what the guidelines state, not only from a congestion standpoint, but also for precedent. Mr. Dearborn stated that he would recommend 9 foot wide parking spaces and that the fence definitely needed vines. He also stated that they would need to see landscaping throughout the perimeter of the parking area and that they would also have to see it on Tower Court. Mr. Dearborn concluded by recommending the use of evergreens for sure.

Chairman Albinson stated that his general feelings are that he did not think that the request fell in with the historical guidelines as they relate to Hubbard Woods. He then stated that considering the size of this building and from the potential use of it from an economic viability standpoint, technically, it was already a parking lot next to the building. Chairman Albinson stated that he viewed the request as an expansion of the parking and that the challenge is as the parking comes close to the frontage which furthered his emotional response with regard to how that parking can be expanded and how it can retain the flavor of what the guidelines are attempting to do and try to maintain the intimate feel that Hubbard Woods offered with the continuity of the buildings and the more pedestrian friendly effect of that side of the street. He then stated that his general comment is that the Board approve the request with regard to appropriateness, but with the following comments: (1) adding two islands in the parking lot, one at the very rear and on the north side along with Ms. Kelly's comments with regard to signage to help soften the parking lot; (2) another landscape island where the 8 foot fence abutted into where the Killian's building met the property line and that it be used as a planting base to grow vines and that vines be grown on the wooden fence to help soften the hard surface in that area; (3) the use of evergreens or the use of some coniferous trees at the front. He then referred to Ms. Kelly's comment in connection with the use of one long seat for the area to be used as more of a social gathering spot; (4) reducing the width of the entrance from 16 feet to 14 feet and adding one foot on either side; and (5) conforming to the 9 foot parking stall width depending on engineering review.

Mr. Frank asked the Board if they had a choice and if they were to go to 9 feet for the parking stall width which would result in the loss of 5 or 6 parking spaces.

Chairman Albinson responded that he would pick the islands. He stated that while he would agree with the owner's intent to provide as much parking as possible, it is important that something that is aesthetically pleasing be provided.

Mr. Dearborn stated that although he would rather have less congestion, he would prefer both.

Ms. Kelly stated that she would agree with the comments made and stated that when you are attempting to make a 90 degree turn, it is very difficult to get within the lines and that if parking is angled, it would be easier. She then stated that because it is a 90 degree turn, it would be more important to have the 9 feet.

Mr. Dearborn stated that for the recommendation for the Village Council, the Board would prefer both.

Chairman Albinson then stated that for the record, he would comment that they would like the 9 foot wide parking stalls and that he would personally recommend adding two islands on the north side and vines on the fence.

Ms. Kelly questioned the brick color.

Mr. Frank responded that there are two colors for the brick.

Chairman Albinson asked if the Board is to provide comments with a motion.

Mr. Norkus indicated that it would be appropriate to wrap this up in the form of a motion with the comments stated.

Mr. Frank stated that for clarification, the Board wanted two islands, the specific locations of which would be identified on the site plan by Mr. Norkus. He also referred to the extension of the seat wall and the use of evergreens, as well as the reduction of the width of the driveway width from 16 feet to 14 feet. Mr. Frank also note the Board's preference for 9 foot wide parking stalls.

Mr. Norkus also referred to the recommendation of a two foot overhang with full curb and an area for vines. He also suggested that the Board identify the items that they would like to see upon approval for further details, such as a complete landscape plan.

Chairman Albinson added that the Board would like to see full architectural drawings, materials and lighting. He then suggested that the Board recommend to the Village Council that the request only be approved if there are subsequent improvements to the north side in order to avoid them being stuck with it in the event something fell through with the tenant.

Mr. Frank noted that there is no tenant yet.

Ms. Stanley stated that the Board is approving something based on something else happening and that the Killian building would end up being exposed.

Mr. Frank stated that the purpose of the application is to encourage an anchor tenant and that an anchor tenant would not commit without parking.

Ms. Stanley described the situation as a catch 22.

Mr. Norkus suggested that the Board express their concern with regard to the timely completion of associated building improvements to the Packard Building.

Mr. Frank stated that if the Board has concerns with regard to the development of that building, he referred to the Connie's development where the client had the best intentions to develop it and that when the market went south, the property was not developed. He stated that there is no guaranty that this property would get developed and that the project is an encouraging component to that.

Mr. Dearborn suggested that it be stated that the Board is expressing concern that if the property is not developed and that the parking lot happened before the development of the building, that the applicant has compromised the nature of the Hubbard Woods business district.

Mr. Norkus stated that having heard the Board's additional discussion, he stated that he is not sure that his suggested statement captured the spirit of the discussion, which he read as "the Board is expressing concern with regard to the timely completion of improvements to the Packard Building" and that he added "due to the greater exposure of 925 Green Bay Road's north wall" to that statement.

Mr. Dearborn stated that from a design standpoint as it related to that district, the Village Council should have the Board's view that if the project is not completed, it would be a problem.

Ms. Stanley stated that the problem is that the request is based on attempting to make the property better so that the owner might be able to attract a tenant.

Chairman Albinson recommended that the Board change its recommendation to include the exterior building improvements to the north side of the 925 Green Bay Road building be performed as a part of this parking lot project.

Mr. Dearborn then asked if the Board would be making two motions.

Chairman Albinson suggested that the Board complete its comprehensive list of comments.

Mr. Norkus stated that the Board's comments include: (1) the recommendation of the two interior landscaped islands, one to be located at the rear adjacent to Tower Court to allow for the possible placement of signage and one which would be indicated on a site plan which would be located roughly near the center of where the fence met the Killian building, (2) a two foot

overhang with a full height curb along the north property line to allow for an area of planting vines, (3) the recommendation of the use of evergreens or coniferous plantings at the front landscaped area, (4) elimination of the fountain and providing for a continuous seat in lieu of that fountain, (5) the reduction of the 16 foot driveway width to a 14 foot width on the same center line as is currently shown, (6) recommendation of the use of a conforming 9 foot stall width throughout the parking lot and (7) recommend the incorporation of improvements to the north wall of the Packard Building be in conjunction with the parking lot project.

Mr. Dearborn asked that the remaining items such as details with regard to landscape, lighting, signage, etc. are to come back before the Board. He also suggested that it be added to the comments that the Board is concerned that the improvement to the wall on the Packard Building be in conjunction with the parking lot to eliminate the risk of having the parking lot there without the building never being improved.

Mr. Norkus referred to having something which approximated the rendering of what it would look like.

Mr. Frank responded that they have argued the situation both ways in that you cannot have one without the other.

Mr. Norkus stated that there is an articulation with regard to the north wall of the Packard Building to have the two bays which are shown in the rendering which he would assume are based on that depth which he identified as being subject to that kind of treatment.

Mr. Frank stated that the Board is to provide comment on the parking lot.

Ms. Stanley stated that the Board is expressing concern that if they are to say that the parking lot is fine and that it exposed a wall which is unattractive.

Mr. Frank stated that the Board is now commenting on the Packard Building which is not part of the application.

Chairman Albinson stated that there is a deviation which is created from the guidelines when that opening is created which essentially affected the nearby [properties].

Mr. Dearborn indicated that there may be a split vote of the Board as to whether they liked the parking lot or not.

Mr. Frank reiterated that the Packard Building is not part of the application and that the application in its strictest sense related to just the one property. He indicated that he understood the Board's concerns.

Mr. Francke stated that in connection with item nos. 1 through 6 on the property which is the subject matter of the application, he stated that it would be like a neighbor coming in and stating that what they are asking for on their property related to something being done on the next door neighbor's property. He then stated that he did not personally have a problem with the Board

expressing that concern.

Mr. Norkus stated that this parking lot would serve the tenants of that building which would be under common ownership.

Mr. Francke stated that he understood the Board's comments and whether they wanted to create a condition which is tied to that building and that at the last meeting, the Board made it very clear that they did not want anything to do with the approval of what is on that building.

Mr. Dearborn stated that the Board should clearly state to the Village Council that they are concerned that the parking lot is built and the building is not improved.

Mr. Norkus noted that it needed to be clear for the record and particularly for the Village Council to understand that the rendering that they get will not be accomplished by the disruption of the parking lot which has been discussed. He then re-read the Board's expression of concern with regard to the completion of improvements to the Packard Building's north wall due to the greater exposure of that wall, that the Board recommend that they be completed in conjunction with the parking lot project.

Mr. Francke reiterated that it will either all happen or nothing would happen and that a tenant would not come if there was no approval for the parking lot.

Mr. Francke suggested that there be a motion to do the first one and that the second one should be a motion to recommend the approval of a Certificate of Appropriateness subject to all of the items identified.

Ms. Kelly then moved to determine whether or not the proposed application for special use by the Packard Associates is appropriate. Ms. Stanley seconded the motion. A vote was taken and the motion was split with two Board members in favor and two Board members against.

AYES: Albinson, Kelly
NAYS: Dearborn, Stanley

Mr. Dearborn then moved that if the project is deemed to be appropriate by the Village Council, that the Board would recommend that the parking lot be developed subject to the following: (1) the incorporation of the two interior landscaped islands, one to be located at the rear adjacent to Tower Court to allow for the possible placement of signage and one which would be indicated on a site plan which would be located roughly near the center of where the fence met the Killian building, (2) a two foot overhang with a full height curb along the north property line to allow for an area of planting vines, (3) the recommendation of the use of evergreens or coniferous plantings at the front landscaped area, (4) elimination of the fountain and providing for a continuous seat in lieu of that fountain, (5) the reduction of the 16 foot driveway width to a 14 foot width on the same center line as is currently shown, (6) recommendation of the use of a conforming 9 foot stall width throughout the parking lot and (7) subject to further, future detailed landscaped plans including signage, lighting, material samples, construction details and with the

expression of concern about the completion of the improvements to the north wall of the Packard Building due to the later exposure of that wall.

Ms. Kelly seconded the motion. A vote was taken and the motion was unanimously passed.

AYES: Albinson, Dearborn, Kelly, Stanley

NAYS: None



Agenda Item Executive Summary

Title: Ordinance M-8-2013: 429 Sheridan Road Zoning Variation

Presenter: Michael D'Onofrio, Director of Community Development

Agenda Date: 06/04/2013

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input checked="" type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

This request for zoning variation was before Village Council on May 21, 2013 for policy direction. At conclusion of discussion concerning this item, Council directed Staff to prepare an ordinance granting zoning variation.

Executive Summary:

Ordinance M-8-2013 grants a variation by Ordinance from Section 17.30.080 and 17.30.130 [Height of Buildings and Structures, Obstructions in Required Yards or Courts] of the Winnetka Zoning Ordinance to permit the construction of entry columns at a height of 11'-6", whereas the maximum height of a fence or wall allowed within any setback is 6'-6", a variation of 5 feet (76.9%).

Recommendation / Suggested Action:

Consider waiving introduction of Ordinance M-8-2013 and adopting in order to grant a variation to allow for the construction of two 11'-6" entry columns in the front yard of 429 Sheridan Road.

Attachments:

- 1) Agenda Report
- 2) Ordinance M-8-2013
- 2) Attachment A: GIS Site Location Map
- 3) Attachment B: Site Plans and Elevations
- 4) Attachment C: Photos of existing fence

AGENDA REPORT

TO: Village Council

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

SUBJECT: Ordinance M-8-2013 429 Sheridan Road
(1) Fence/Wall Height

DATE: May 29, 2013

REF: May 21, 2013 Council Meeting, pp. 70-99

Ordinance M-8-2013 grants a variation by Ordinance from Section 17.30.080 and 17.30.130 [Height of Buildings and Structures, Obstructions in Required Yards or Courts] of the Winnetka Zoning Ordinance to permit the construction of entry columns at a height of 11'- 6", whereas the maximum height of a fence or wall allowed within any setback is 6'-6", a variation of 5 feet (76.9%).

The petitioners Muneer Satter and Kristen Hertel are requesting the variation in order to construct two entry columns 11'- 6" in height that would be located within the 50 foot front yard setback. The columns will match the historical columns at 419 Sheridan Road, the adjacent property to the south, which is also owned by the petitioners. The two columns will be constructed on either side of the existing driveway and be setback 10 feet off the property line. According to the applicant, the new wall and columns along the frontage of 429 Sheridan Road will be erected in order to maintain character of the wall currently in front of 419 Sheridan Road. It should be noted that the existing columns at 419 Sheridan Road are considered to be legal nonconforming, in that they were erected prior to the adoption of regulations governing fence and wall height.

The property is located in the R-2 Single Family Residential District. The original date of construction of the home is unknown. The first building permit in Village records was issued in 1927 to construct an addition to the existing house, with another permit for an addition issued in 1941. The petitioners purchased the subject property in 2012.

There has been one previous zoning case for this property. Case No. 668 was filed to construct an addition to the coach house at the front of the property. However, no action was taken by the Board, because the applicant failed to appear at the public hearing. The addition was never built.

This matter was considered by the Zoning Board of Appeals at its April 8, 2013 meeting. The ZBA voted three in favor and two against to recommend in favor of granting the variation. Due to the fact that it takes four votes for a favorable recommendation, this variation request comes to the Village Council without a ZBA recommendation.

429 Sheridan Road

May 29, 2013

Page 2

Recommendation

Consider waiving introduction of Ordinance M-8-2013 and adopting in order to grant a variation to allow for the construction of two 11'-6" entry columns in the front yard of 429 Sheridan Road.

Attachments:

Ordinance M-8-2013

Attachment A: GIS Site Location Map

Attachment B: Site Plans and Elevations

Attachment C: Photos of existing fence

**AN ORDINANCE
GRANTING A VARIATION
IN THE APPLICATION OF THE ZONING ORDINANCE
OF THE VILLAGE OF WINNETKA,
COOK COUNTY, ILLINOIS (429 Sheridan)**

WHEREAS, the Village of Winnetka is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970, pursuant to which it has the authority, except as limited by said Section 6 of Article VII, to exercise any power and perform any function pertaining to the government and affairs of the Village; and

WHEREAS, the Council of the Village of Winnetka (“Village Council”) find that establishing standards for the use and development of lands and buildings within the Village and establishing and applying criteria for variation from those standards are matters pertaining to the affairs of the Village; and

WHEREAS, the property commonly known as 429 Sheridan Road, Winnetka, Illinois (the “Subject Property”), is legally described as follows:

Lot 2, together with riparian rights and accretions, in Burnett and Shaw’s Subdivision of part of the Northeast Fractional Quarter of Section 21, Township 42 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois; and

WHEREAS, the Subject Property is located in the R-2 Zoning District provided in Chapter 17.24 of the Winnetka Zoning Ordinance, Title 17 of the Winnetka Village Code; and

WHEREAS, on March 5, 2013, the owner of the Subject Property filed an application for a variation from the fence height limitations of Section 17.30.130 of the Lot, Space, Bulk and Yard Regulations for Single Family Residential Districts established by Chapter 17.30 of the Zoning Ordinance to permit a proposed garden wall to have two 11.5-foot tall entry columns at the driveway entrance, which exceeds the maximum permitted height of 6.6 feet for a fence or wall, resulting in a variation of 5.0 feet (76.9%); and

WHEREAS, the Subject Property and the adjacent property to the south, commonly known as 419 Sheridan Road, are under common ownership; and

WHEREAS, the property at 419 Sheridan Road is a designated Winnetka Landmark and is also listed on the National Register of Historic Places; and

WHEREAS, the landscaping at 419 Sheridan Road includes a brick garden wall along the Sheridan Road frontage, with legally nonconforming 11.5-foot tall entrance columns at the driveway; and

WHEREAS, the requested variation would allow the owners to construct a matching garden wall and columns along the Sheridan Road frontage of the Subject Property; and

WHEREAS, on April 8, 2013, on due notice thereof, the Zoning Board of Appeals conducted a public hearing on the requested variation and has reported to the Village Council that the requested variation has not received a positive recommendation from the Zoning Board of

Appeals, as a favorable vote of at least four members of the Zoning Board of Appeals is required for a positive recommendation, and only three of the five members then present voted in favor of the application; and

WHEREAS, the Village Council considered the application at its regular Council Meeting on May 21, 2013, and reached a consensus favoring granting the variation; and

WHEREAS, there are practical difficulties associated with carrying out the strict application of the Zoning Ordinance with respect to the Subject Property, in that: (a) the proposed garden wall and entry columns are intended to provide a uniform appearance to the street frontages of the two adjacent properties at 419 and 429 Sheridan Road, by matching the architectural detail of the landmarked property at 419 Sheridan Road; (b) the entry columns at 419 Sheridan Road have a legally nonconforming height of 11.5 feet; (c) the nonconforming column height at 419 Sheridan Road cannot be cured without removing and rebuilding the columns at a height of no more than 6.0 feet; (d) building shorter columns at 429 Sheridan Road would impose additional costs on the owners, as it would require obtaining a certificate of appropriateness and would increase the scope of construction to be done; and (e) building a garden wall with conforming columns at the Subject Property would disrupt the visual continuity of the street frontages of the two properties; and

WHEREAS, the requested variation will enhance rather than alter the essential character of the neighborhood, as it allows for the preservation and expansion of historic architectural elements; and

WHEREAS, the requested variation will not impair an adequate supply of light and air because the proposed columns will be along the Sheridan Road street frontage of both properties, will not be in close proximity to any other dwelling, and will comply with setback provisions; and

WHEREAS, the requested variation will not increase the hazard from fire and other dangers to the Subject Property, in that: (a) the proposed construction will comply with all applicable building and fire protection codes; (b) the columns will be positioned in conformance with sight line requirements; and (c) mirrors will be installed at the entrance to the Subject Property to improve visibility during ingress and egress; and

WHEREAS, there is no evidence that the requested variation will diminish the taxable value of land and buildings throughout the Village, and the taxable value of the Subject Property may be increased because of the proposed improvements; and

WHEREAS, the proposed construction will not contribute to congestion on the public streets, and there is no evidence that the requested variation will otherwise impair the public health, safety, comfort, morals, and welfare of the inhabitants of the Village; and

WHEREAS, the requested variation is in harmony with the general purpose and intent of the Winnetka Zoning Ordinance, in that it protects and enhances the scale and character of the existing neighborhood, and extends an architecturally significant detail found in the landmark property immediately to the south of the Subject Property; and

WHEREAS, this Ordinance has been placed on the Village Council's agenda and made available for public inspection at Village Hall and on the Village's web site, in accordance with Sections 2.04.040 and 2.16.040 of the Winnetka Village Code and applicable law.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Winnetka, as follows:

SECTION 1: The foregoing recitals are hereby incorporated as the findings of the Council of the Village of Winnetka, as if fully set forth herein.

SECTION 2: The Subject Property, commonly known as 429 Sheridan Road and located in the R-2 Single-Family Residential District provided in Chapter 17.24 of the Winnetka Zoning Ordinance, Title 17 of the Winnetka Village Code, is hereby granted a variation from the fence height limitations of Section 17.30.130 of the Lot, Space, Bulk and Yard Regulations for Single Family Residential Districts established by Chapter 17.30 of the Zoning Ordinance to permit a proposed garden wall to have two 11.5-foot tall entry columns at the driveway entrance, which exceeds the maximum permitted height of 6.6 feet for a fence or wall, resulting in a variation of 5.0 feet (76.9%), in accordance with the plans submitted with the application for variation.

SECTION 3: The variation granted herein is conditioned upon the commencement of the proposed construction within 12 months after the effective date of this Ordinance.

SECTION 4: This Ordinance is passed by the Council of the Village of Winnetka in the exercise of its home rule powers pursuant to Section 6 of Article VII of the Illinois Constitution of 1970.

SECTION 5: This Ordinance shall take effect immediately upon its passage, approval and posting as provided by law.

PASSED this 4th day of June, 2013, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED this 4th day of June, 2013.

Signed:

Village President

Countersigned:

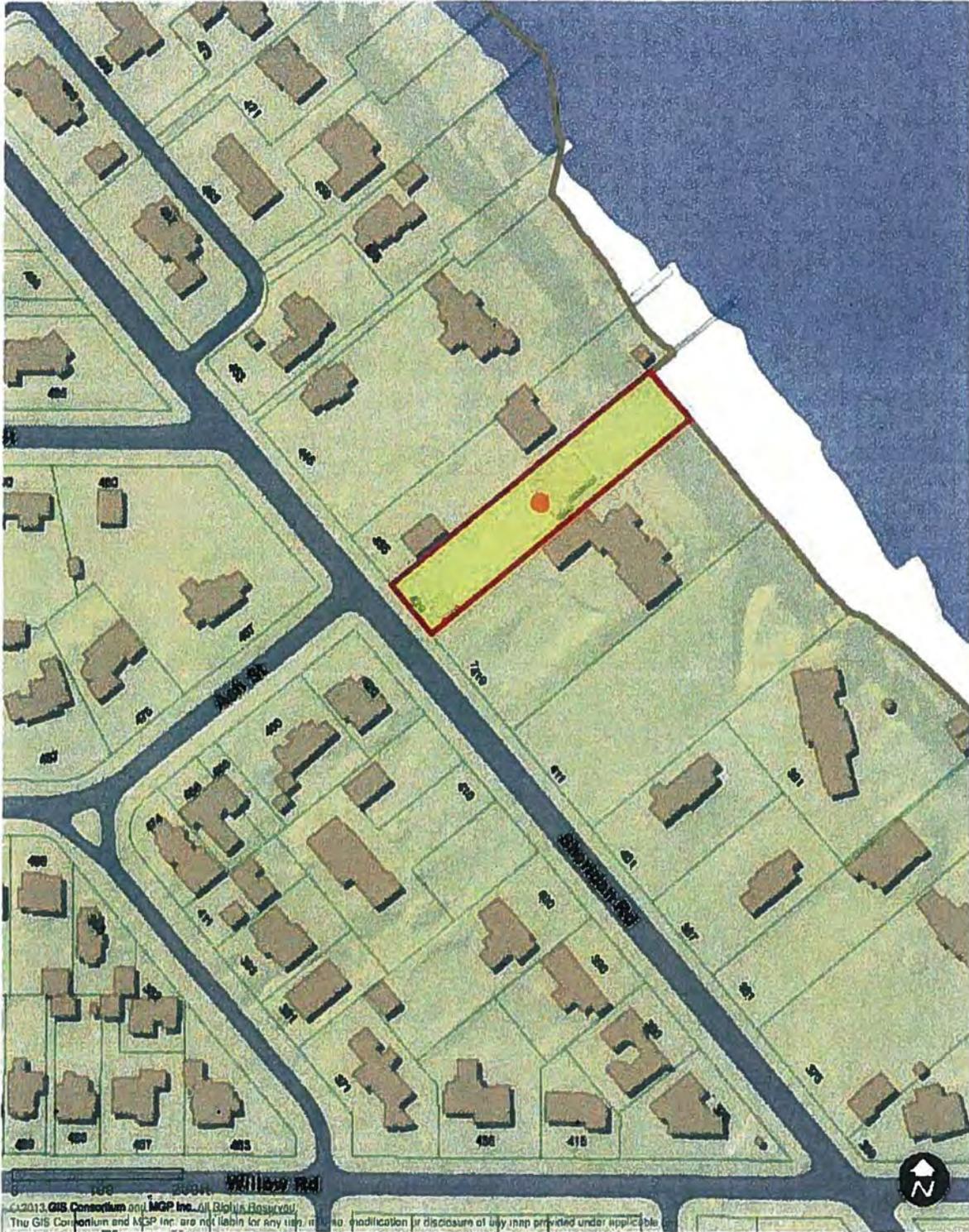
Village Clerk

Published by authority of the President and Board of Trustees of the Village of Winnetka, Illinois, this 4th day of June, 2013.

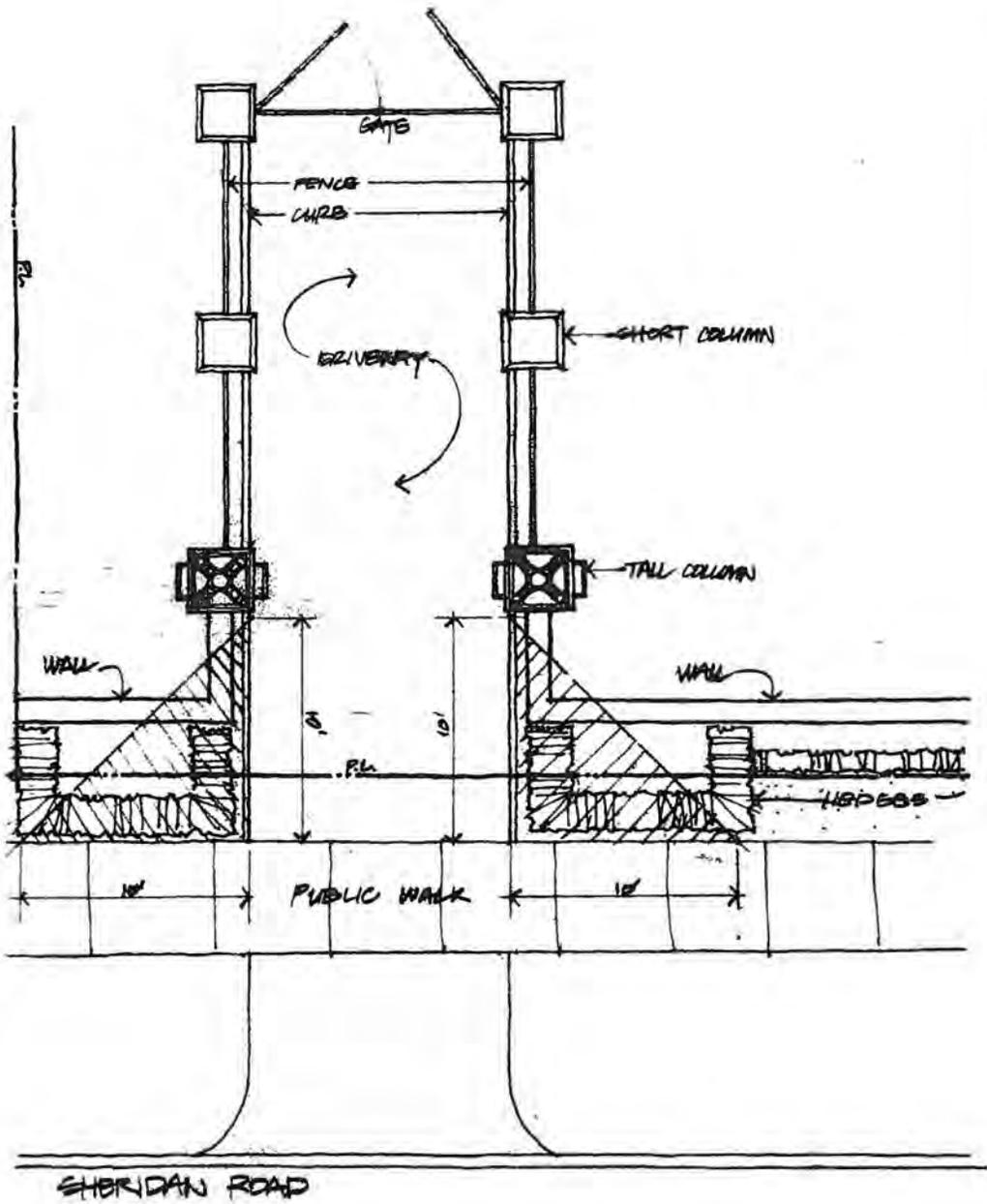
Introduced: Waived, June 4, 2013
Passed and Approved: June 4, 2013



MapOffice™ 429 Sheridan - Neighborhood



ATTACHMENT B

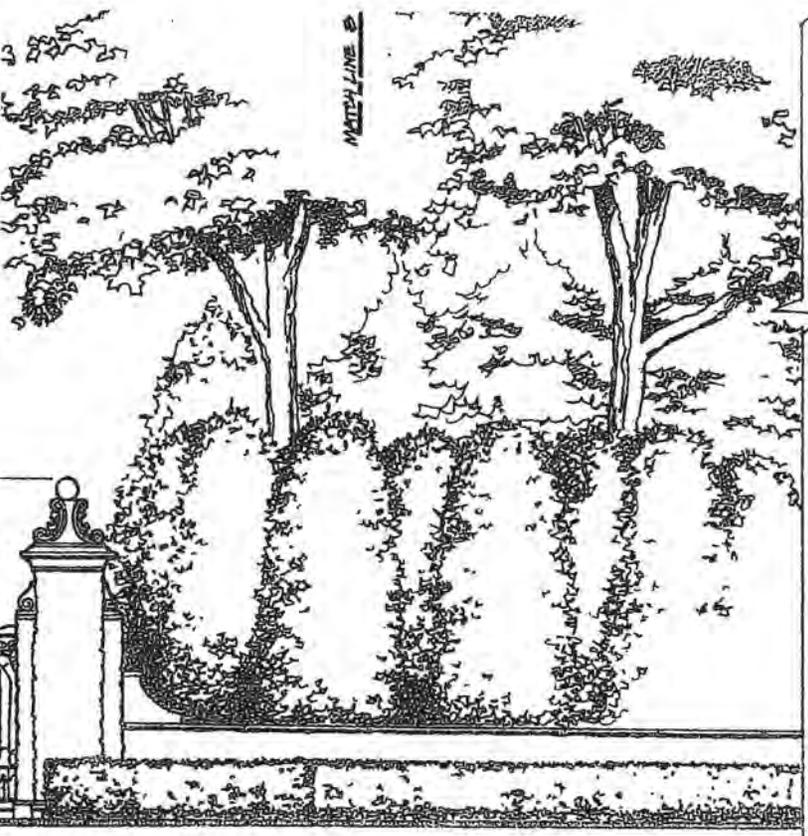


← NORTH

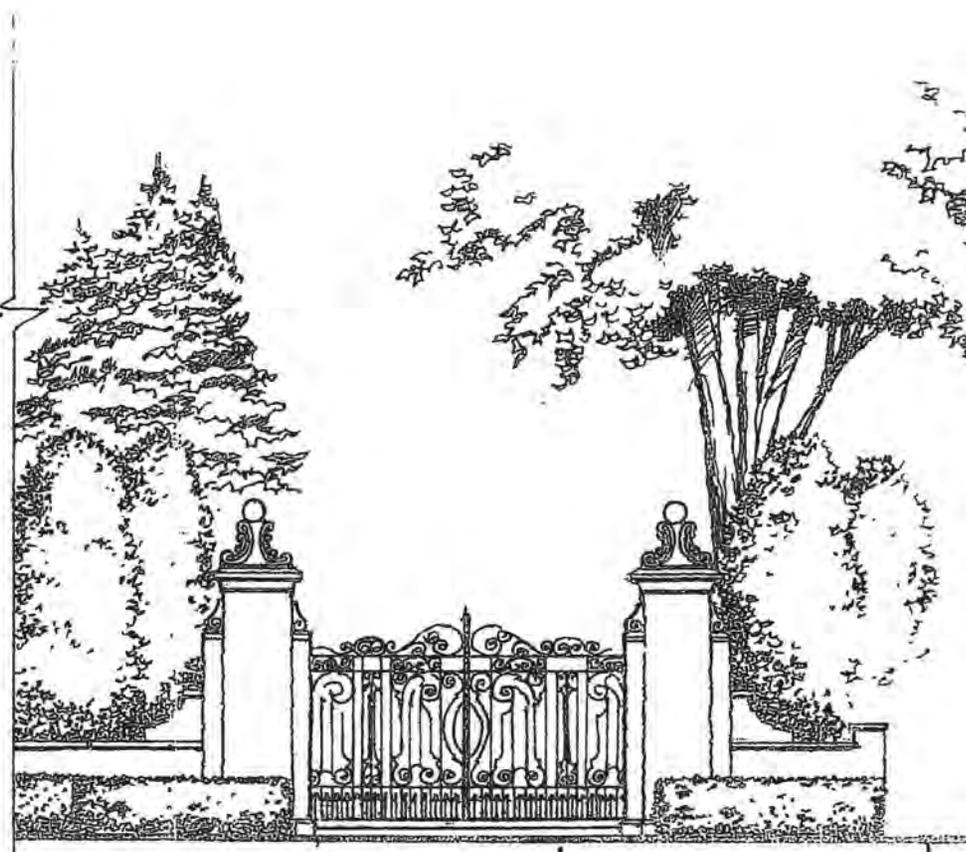
PLAN VIEW - PROPOSED DRIVEWAY ENTRANCE
 429 SHERIDAN RD., WINNETKA, IL.
 SCALE: 1/4" = 1'0"
 DATE: 08/02/13

MATCH LINE B

MATCH LINE B



EXISTING NORTH DRIVEWAY ENTRANCE



EXISTING SOUTH DRIVEWAY ENTRANCE

PROP. LINE

180' 0" 419 SHERIDAN ROAD



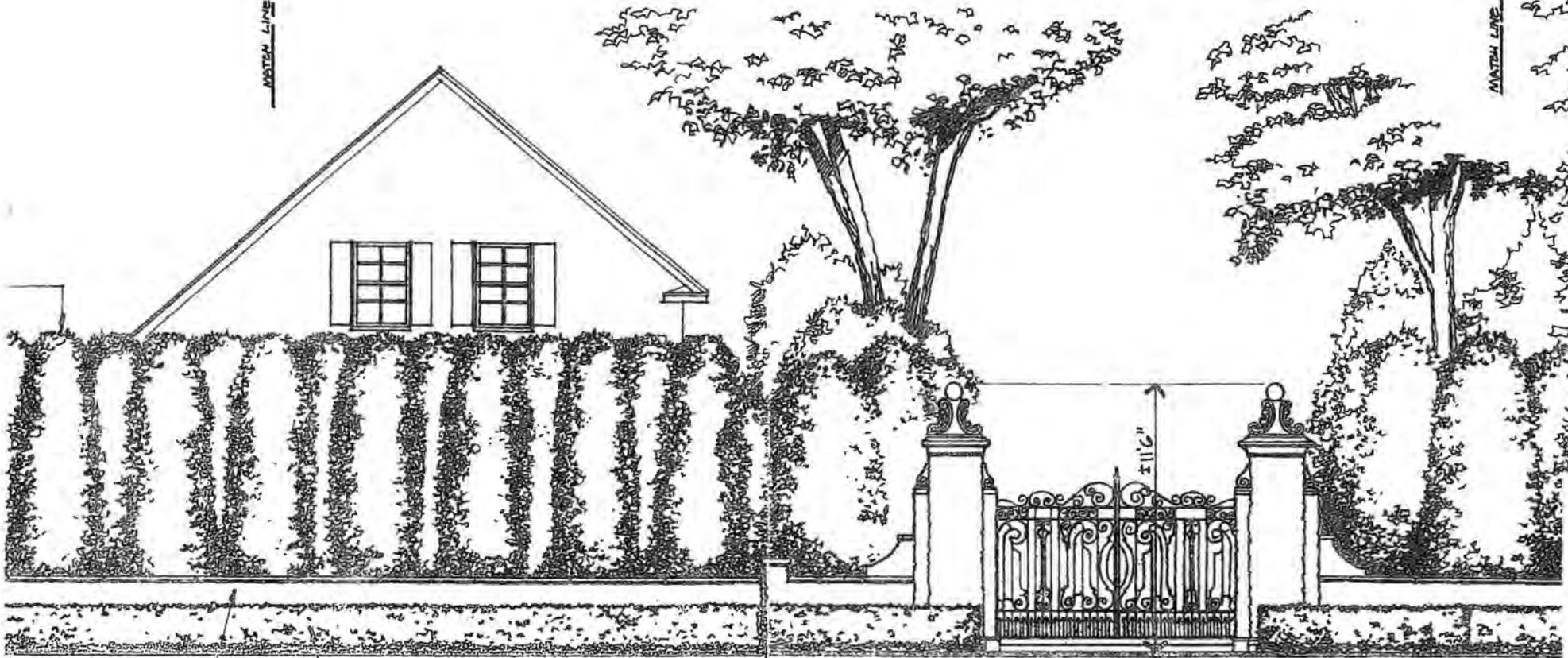
Proposed Wall and Columns

429 Sheridan Road, Winnetka, IL.

Date: 03/04/15

MATCH LINE A

MATCH LINE B



ATTACHMENT B

DAN

LOW EVERGREEN HEDGE
IN FRONT OF WALL
TO MATCH EXISTING

EXISTING NORTH DRIVEWAY ENTRANCE

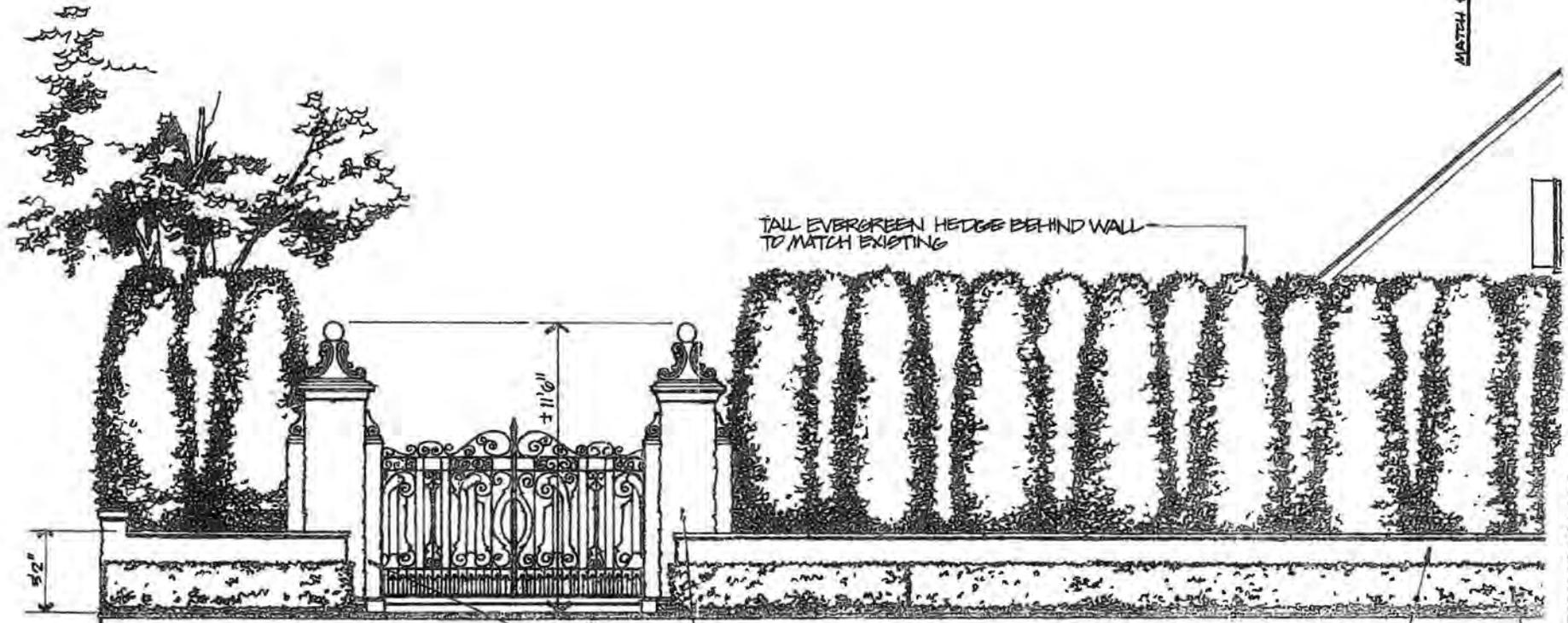
PROP. LINE

MATCH LINE A

MATCH LINE B

150' 0
419 SHERIDAN

MATCH LINE A



TALL EVERGREEN HEDGE BEHIND WALL TO MATCH EXISTING

ATTACHMENT B

PROPOSED DRIVEWAY ENTRANCE
MASONRY COLUMNS AND WALL
TO MATCH EXISTING AT 424 SHERIDAN

75'0"
424 SHERIDAN ROAD

PROP. LINE



ELEVATION AT STREET - EXISTING AND PROPOSED WALLS & COLUMNS
SCALE 1/8" = 1'-0"

MATCH LINE B

ATTACHMENT C

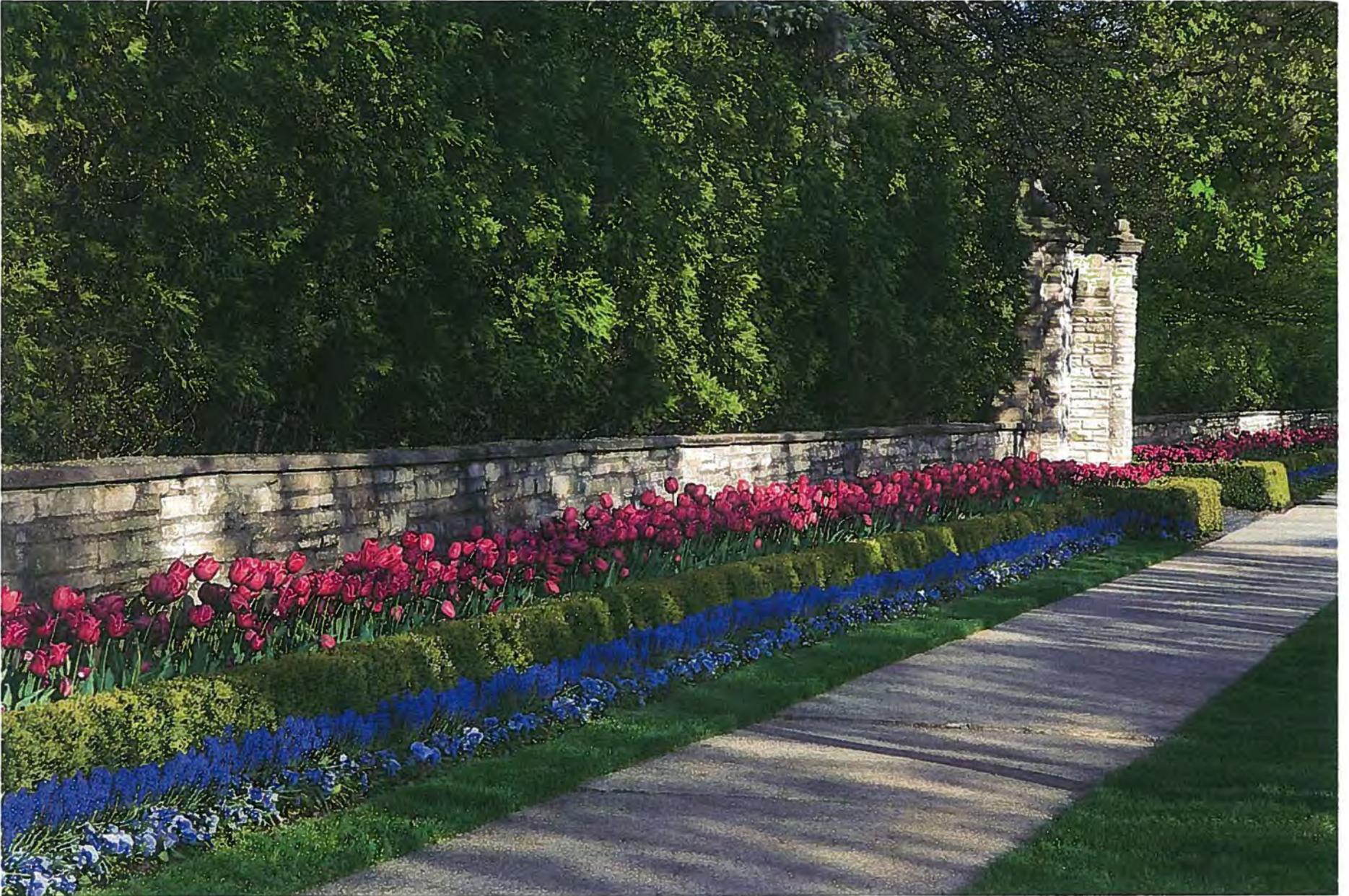


Existing Streetscape at 429 Sheridan Road



419 Sheridan Road, North Entry Columns

ATTACHMENT C



419 Sheridan Road, View Looking South

419 Sheridan Road
View Looking North





Agenda Item Executive Summary

Title: Chicago's North Shore Convention & Visitors Bureau Membership Renewal

Presenter: Michael D'Onofrio, Director of Community Development

Agenda Date: 06/04/2013

Consent: YES NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input type="checkbox"/>	Bid Authorization/Award
<input checked="" type="checkbox"/>	Policy Direction
<input type="checkbox"/>	Informational Only

Item History:

No previous action.

Executive Summary:

The Village has been a member of the Chicago's North Shore Convention & Visitors Bureau since 2010. The Bureau is the State of Illinois certified destination marketing organization that serves five north shore communities. The mission of the Bureau is to increase awareness of north shore businesses. The Bureau has an annual budget of \$1.2 million.

This item is coming before the Village Council from the Bureau along with its annual request for funding. The fee for being a member of the Bureau is \$6,500 for the period of July 1, 2013 to June 30, 2014.

There are currently 31 Winnetka businesses that are members of the Bureau, which is an increase over the previous year when there were only 14 local members. For any one of these businesses to be an individual member of the Bureau, the Village must first be a member.

Recommendation / Suggested Action:

Consider renewal of the Village's annual membership with the Chicago's North Shore Convention & Visitors Bureau.

Attachments:

- 1) Agenda Report
- 2) Attachment A: CNSCVB Overview

AGENDA REPORT

TO: Village Council

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

SUBJECT: Chicago's North Shore Convention & Visitors Bureau

DATE: May 30, 2013

Background

The Chicago's North Shore Convention & Visitors Bureau (Bureau) is the State of Illinois certified destination marketing organization servicing member communities of the north shore. The mission of the Bureau is to increase awareness of north shore businesses through the promotion of individual merchants.

In addition to Winnetka, north shore communities that are members of the Bureau include Evanston, Glenview, Skokie, and Northbrook. The Bureau has a budget of \$1.2 million, half of which is derived from local member communities and the other half from the State of Illinois Bureau of Tourism. The Bureau operates with a staff of five employees, all of who have experience in the hospitality industry.

The Village has been a member of the Bureau since 2010. The impetus for membership grew out of the desire from several business owners and the Chamber of Commerce to join the Bureau. Subsequently, the Business Community Development Commission, at the request of the Village Board President, examined the benefits of joining and recommended that the Village become a member.

The fee for renewing the Village's membership is \$6,500 and covers the period from July 1, 2013 to June 30, 2014.

Benefits of Membership

In terms of benefits to Winnetka and its business community, the Bureau operates on several levels. First, with the Village being a member of the Bureau it allows local businesses to also become individual members of the Bureau. The individual business also must pay a membership fee to the Bureau (separate from the Village's \$6,500 fee) which ranges from \$200 - \$300. During the past year, a total of 31 businesses were members of the Bureau (see Attachment A, p.2). This represents an increase of 17 businesses over the previous year, when there were 14 local members.

In addition to the significant increase in membership, only two member businesses from the previous year dropped their memberships this past year.

In addition to the benefit to local business being eligible to join the Bureau, the Village also benefits from being a member. With its annual fee, Winnetka information and activities are included in the Bureau's print and electronic publications. Print publications include the Official Visitor's Guide, Public Transportation Guide, and Seasonal Advertising Campaigns. As for electronic media, Winnetka - related businesses and activities are included in the Bureau's Monthly e-newsletter, Facebook Page, Twitter Feed, Website, and Monthly e-blast campaigns (see Attachment A, pp.3-7).

CNSCVB Activities in Winnetka

With respect to activities in the past year, the Bureau has hosted three events in Winnetka – Business After Hours (2 events), Merchant Mingle, (see Attachment A, p.2). A fourth function, a networking event, will be taking place on August 22 at the Community House.

In addition to the events hosted in Winnetka, the Bureau participated in a number of other activities in the Village including various networking events, a social media seminar, Sidewalk Sales, as well as Chamber of Commerce functions (see Attachment A, p.3).

Recommendation

Consider renewing the annual membership with Chicago's North Shore Convention & Visitors Bureau in the amount of \$6,500.

Attachments

Attachment A – Overview of CNSCVB

ATTACHMENT A



May 14, 2013

Mike D'Onofrio
Director, Community Development
Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093

Dear Mike,

On behalf of Chicago's North Shore Convention and Visitors Bureau (CNSCVB), I am writing you requesting that the Village of Winnetka's renew its membership with our organization. The annual fee for the Village of Winnetka's membership remains at \$6,500.

I believe that the work of the CNSCVB has benefitted the retail merchants, restaurants and attractions of the village and hope that we can continue our work in our upcoming fiscal year (July 1, 2013 – June 30, 2014) representing the Village of Winnetka.

I have forwarded our Year-In Review outlining our accomplishments in the past year. Please let me know if you need anything else to proceed forward with this request.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Gina Speckman".

Gina Speckman
Executive Director

ATTACHMENT A



The Village of Winnetka has been a municipal member of Chicago's North Shore Convention and Visitors Bureau (CNSCVB) for four years. This memo is an overview of our organization and an update of our activities in the past year.

OVERVIEW

Chicago's North Shore Convention and Visitors Bureau is the state certified destination marketing organization servicing the member communities of the North Shore. The mission of the Bureau is to strengthen the positive awareness of Chicago's North Shore's business districts through promotion of the individual merchants including activities produced on a local level. Through aggressive sales and marketing initiatives, the CNSCVB promotes the area as an outstanding destination for business and leisure pursuits in order to increase hotel, restaurant and sales tax revenues and stimulate economic development and growth for our member municipalities.

The source of half of the Bureau's annual budget is the State of Illinois' Bureau of Tourism. The other half is derived from our local member communities. The CNSCVB operates on a July 1 fiscal year. In the fiscal year that just completed, the Bureau had a budget of \$1.2 million. During the current fiscal year, the Bureau's budget increased by 26% affording the Village of Winnetka increased promotional and advertising outreach for its contribution which has remained at the same level since the Village joined the Bureau.

The CNSCVB operates with a staff of five Sales and Marketing professionals who have vast experience in the hospitality industry. The CNSCVB operates state-of-the-art sales and marketing programs which allow its member communities the ability to stretch their limited marketing and promotional dollars to assist their business and retail districts.

The CNSCVB works very closely with the Winnetka Chamber of Commerce and its Executive Director Terry Dason to extend and promote her important programming on behalf of the Village of Winnetka.

Last year, the Village Trustees asked that the Bureau make a concerted effort to increase the number of Winnetka members. Jennifer Engel has done a tremendous job in engaging the Winnetka merchants and businesses and had double the number of members in less than 9 months!

CNSCVB MEMBERS *(double the number of members in 2012)*

Mirani's Restaurant
Baird & Warner Winnetka
Winnetka Community House
Winnetka Park District
Winnetka Historical Society
Pagoda Red
Randoons
Sawbridge Studios
Restaurant Michael
Edward's Florist
Artistica Italian Gallery
Crème de la Crème
Flee Bags
Girlfriends
Marian Michael
Mattie M
Maze Home
Seagrass
skandal
Village Toy Shop
Winnetka Chamber of Commerce
Winnetka Wine Shop
Love's Yogurt
Avli Restaurant
North Shore Art League
Winnetka Library
J. McLaughlin
First Bank & Trust
BMO Harris Bank
Material Possessions
The Book Stall

CNSCVB HOSTED EVENTS IN WINNETKA *(within last year)*

August 29, 2012	Business After Hours: Hadley School for the Blind
November 8, 2012	Merchant Mingle-Winnetka Merchants exhibited
March 21, 2013	Business After Hours: Sawbridge Studios
August 22, 2013 *	Upcoming networking event at Winnetka Community House

CNSCVB PARTICIPATED IN THE FOLLOWING WINNETKA COMMUNITY EVENTS

July 20, 2012 Volunteered at Winnetka-Sidewalk Sale
 July 24, 2012 Winnetka Chamber's Let's Do Lunch Networking Event
 August 22, 2012 Winnetka Chamber's Let's Do Lunch Networking Event
 September 25, 2012 Winnetka Chamber's Let's Do Lunch Networking Event
 October 25, 2012 Hubbard Woods Merchant Meeting
 October 30, 2012 Indian Hill BCDC
 December 6, 2012 Winnetka Chamber's Business After Hours Networking Event
 December 13, 2013 Winnetka Chamber's State of the Village Luncheon
 January 22, 2013 Winnetka Chamber's Let's Do Lunch Networking Event
 February 26, 2013 Winnetka Chamber's Let's Do Lunch Networking Event
 March 7, 2013 Hubbard Woods Merchant Meeting
 April 10, 2013 Winnetka Chamber's Annual Award's Luncheon

DEDICATED ADS IN NORTH SHORE WEEKEND MAGAZINE FOR WINNETKA SPECIFIC MEMBER PROMOTIONS

Shop Winnetka for the Holidays

Holiday Sunday Sale - Sunday, December 2

<p>ARTISTICA ITALIAN GALLERY 990 Green Bay Rd. 847.446.2916 <i>15% off any purchase</i></p> <p>CREME DE LA CREME 901 Green Bay Rd. 847.446.2228 <i>15% off mostly merchandise; no special orders</i></p> <p>EDWARD'S FLORIST 917 Willow Rd. 847.446.8220 <i>15% off Dec. 1 & 2 only</i></p> <p>FLEE BAGS 516 a Lincoln Ave. 847.386.7488 <i>25% off one oil cloth item</i></p>	<p>GIRLFRIENDS 1041 Tower Rd. 847.441.9464 <i>Seasonal sale in progress</i></p> <p>MARIAN MICHAEL 566 Chestnut St. 847.446.1177 <i>15% off everything in store (restrictions apply)</i></p> <p>MATERIAL POSSESSIONS 954 Green Bay Rd. 847.446.8840 <i>15% off, excluding bridal registry</i></p>	<p>MATTIE M 990 Green Bay Rd. 847.784.8701 <i>Seasonal sale in progress</i></p> <p>MAZE HOME 735 Elm St. 847.441.1115 <i>15% off gifts, exclusions apply</i></p> <p>PAGODA RED 902 Green Bay Rd. 847.784.8881 <i>Open Sundays through Dec. 23, 12-5pm</i></p>	<p>RANDOONS 962 1/2 Green Bay Rd. 847.784.1890 <i>15% off Saturday only</i></p> <p>SAWBRIDGE STUDIOS 1015 Tower Ct. 847.441.2441 <i>Free gift wrap and shipping on gifts over \$50</i></p> <p>SEAGRASS 895 Green Bay Rd. 847.446.8444 <i>15% off in-store merchandise</i></p>	<p>SKANDAL 907 Green Bay Rd. 847.386.7900 <i>Early bird sale 7-8am 30% off, 8-9am 25% off, 9am-5:30pm 20% off entire purchase</i></p> <p>VILLAGE TOY SHOP 807 Elm St. 847.446.7990 <i>20% off Dec. 1 and Dec. 2, free gift wrapping</i></p> <p>WINNETKA WINE SHOP 726 Elm St. 847.446.2716 <i>10% discount with purchase of 6 or more bottles of wine.</i></p>
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In partnership with For more info, call 847.763.0011 x22

Shop Winnetka for Mother's Day

Don't miss the International Trunk Show, May 3 & 4

Artistica Italian Gallery
990 Green Bay Rd.
847.446.2916
15% off store wide on any purchase.

Creme de la Creme
901 Green Bay Rd.
847.446.2228
10% off \$75 purchase with this ad

Flee Bags
561 A Lincoln Ave.
847.386.7488
Spend \$88 by May 10th on all cloth merchandise, receive a 1 yr subscription to Flower Magazine.

Girlfriends
1041 Tower Rd.
847.441.9464
Seasonal sale in progress.

J. McLaughlin
567 A Lincoln Ave.
847.784.1730
Stop in to fill out wish list, be entered in grand raffle.

Marian Michael
566 Chestnut St.
847.446.1177
Seasonal sale in progress.

Material Possessions
954 Green Bay Rd.
847.446.8840
Trunk Show: Mary Spreicher 11am-4pm - a must see!

Mattie M
990 Green Bay Rd.
847.784.8701
Seasonal sale in progress.

Maze Home
735 Elm St.
847.441.1115
Gifts for mom...and grandma! 15% off in-store merchandise.

Pagoda Red
902 Green Bay Rd.
847.784.8881
One of a kind jewelry from Shanghai, perfect for mom.

Randoons
962 1/2 Green Bay Rd.
847.784.1890
May 3 & 4 Anniversary Sale, 15% off purchase.

Sawbridge Studios
1015 Tower Ct.
847.441.2441
Featuring new "Pure" line of free-form glass from Simon Pearce.

Seagrass
895 Green Bay Rd.
847.446.8444

skandal
907 Green Bay Rd.
847.386.7900
Seasonal sale in progress.

Village Toy Shoppe
807 Elm St.
847.446.7990
All kites 20% off.

Winnetka Wine Shop
726 Elm St.
847.446.2716
Special Mother's Day wine tasting, May 11.



chicago's
north shore
convention & visitors bureau

PRINT AND ELECTRONIC COLLATERAL WITH WINNETKA REPRESENTATION

Chicago's Official Visitors Guide





May 2013 e-newsletter

Celebrate Mom - North Shore Style!



Celebrate Mother's Day in Style!

From traditional Mother's Day brunches and a day at the spa to unique gifts and special events, the North Shore offers wonderful options for the important women in your life. All your amazing options are available here. Don't miss a Mother's Day favorite, the Evanston History Center's 38th annual Mother's Day House Walk. In celebration of the

150th anniversary of Evanston, this year's Mother's Day House Walk will take you through the stunning private homes of southeast Evanston, all of which will be open from 12:00 noon to 5:00 PM. Tickets are \$40 in advance and \$45 on Mother's Day. For more information, [click here](#).

[Back to top](#)

Advertisement



HWDD International Trunk Show

Hubbard Woods Design District
Friday and Saturday, May 3 and 4
Hubbard Woods, Winnetka

HWDD is hosting its first International Trunk Show with approximately 20 merchants participating in this two day event, which runs from 10 am to 5 pm each day. In addition to established vendors such as Material Possessions, Sawbridge Studios, and Skandal, each participating merchant will be presenting work of visiting artists and vendors, providing an added international dimension to the assortment of merchandise. From handmade jewelry by artist Dana D'Angelo of Teru Amaru, inspired by her many humanitarian trips to Zambia, to Egyptian cotton tunics by Planet Chic, based on Egyptian mysticism and traditional patterns, this trunk show is going to take you on an exotic adventure you'll never forget! To access a map of the location, [click here](#).

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Public Transportation Guide



Metra & Amtrak to C

Metra Trains From Ogilvie Station

Metra Train Line

Metra/Union Pacific North Line (312-836-7000)
Metra/Union Pacific North Line Suburban Train services the east North Shore. Trains leave from Chicago Ogilvie Station located at Madison and Canal Streets (see other side). The Metra Main Street and Davis Street stops in Evanston are located next to their corresponding CTA Purple Line stops (see other side). Train lines not drawn to scale.

Chicago Botanic Garden, Daley Plaza, Evanston

Station	Distance from Ogilvie Station	Travel Time
RAVINIA PARK	4.8 miles	48 MIN
BRAESIDE	4.6 miles	46 MIN
GLENCOE	4.3 miles	43 MIN
HUBBARD WOODS/WINNETKA	4.1 miles	41 MIN
WINNETKA	3.8 miles	38 MIN
INDIAN HILL/WINNETKA	3.5 miles	35 MIN
CENTRAL STREET/EVANSTON	2.8 miles	28 MIN
DAVIS STREET/EVANSTON	2.5 miles	25 MIN
MAIN STREET/EVANSTON	2.2 miles	22 MIN

Chicago North Shore Facebook page

Chicago North Shore shared a link. 4 hours ago

Did you see this? It's a Groupon for a 5-course tasting paired with wine at Restaurant Michael in Winnetka!



Groupon Deal
gr.pn

Restaurant Michael – Winnetka Five-Course French Tasting Menu with a Wine Flight Pairing for Two (\$148 Value)

Like · Comment · Share

Chicago North Shore Twitter Feed



ChicagoNorthShore @ChicagoNShore

Tonight! Winnetka's Summer Night Farmer's Market opens! Stock up on your favorite summer produce! [ow ly/bxBAB](#)

13 Jun

Expand

Chicago's North Shore Website

CHICAGO'S NORTH SHORE
CONVENTION AND VISITORS BUREAU

Bordering Chicago along Lake Michigan, the North Shore combines arts, attractions, top restaurants, shopping and lodging to create the perfect gateway.

HOME | VISITORS | OUR COMMUNITIES | MEETING PLANNERS | SERVICES AND SUPPLIERS | GROUP TOUR PLANNERS | WEDDING/EVENT PLANNING | RELOCATION SERVICES | PRESS ROOM | FREE VISITORS GUIDE | CONTACT US

Our Communities

Introduction | Evanston | Glenview | Northbrook | Skokie | Winnetka

Winnetka

Winnetka is an affluent village located approximately 20 miles north of downtown Chicago. Named "one of the best places to live" by CNN Money in 2009, its small-town spirit, charm and traditions make it one of the most delightful, congenial, and dynamic villages along Lake Michigan's North Shore.

With tree-lined streets, sandy beaches, renowned schools, outstanding parks, quality recreational facilities and four business districts, Winnetka is truly a "beautiful town" - as its name suggests. Its striking landscape is why it has been home to many feature films. The movie Home Alone and the beginning of Home Alone 2 are both filmed in Winnetka. Numerous other movies filmed in the village include Ocean's 12, Breakfast Club, National Lampoon's Vacation, Ferris Bueller's Day Off, Sudden Candies, Planes, Trains & Automobiles, She's Having a Baby and Uncle Buck.

There are four business districts in Winnetka each with its own character and charm. Within each district - East Elm, West Elm, Hubbard Woods, and Indian Hill - there is pride and commitment to providing quality, value, expertise and personalized customer service.

East Elm is comprised of both traditional and contemporary styles of architecture and features upscale fashion boutiques for men, women and children, jewelry stores, antique dealers, and an art gallery. It is also home to the Winnetka Community House. This village institution is on the national Registry of Historic Places and hosts each year to the Antiques + Modernism Show and has wonderful facilities for weddings and other special occasions.

West Elm is the hub of traditional banking and financial service businesses and also is the center of the civic activities including the public library, post office and 19-covered Village Hall. There is also a variety of af fresco dining restaurants, fashion apparel and accessory boutiques, specialty gift shops, toy store, and sporting goods shops. Don't miss The Book Stall, a renowned independent bookstore that brings in sought after authors for readings and signings and boasts an extremely knowledgeable staff.

Hubbard Woods, on the northern edge of the village is the where one finds quaint courtyards and charming tuckered buildings bringing a delightful "old world" atmosphere to the area - one of the reasons many of the shops carry fine European imports. The district is strong in home furnishings, accessories, antiques apparel

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Name:

Address:

City/State:

Respectfully submitted by:

Gina Speckman
Executive Director
Chicago's North Shore Convention and Visitors Bureau
847-763-0011 gspeckman@cncsvb.com