

**From:** [Michael D'Onofrio](#)  
**To:** [Ann Klaassen](#)  
**Subject:** FW: One Winnetka  
**Date:** Monday, January 11, 2016 4:41:43 PM

---

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Monday, January 11, 2016 4:18 PM  
**To:** Joni.g.johnson; Michael D'Onofrio  
**Subject:** One Winnetka

Hi Joni and Mike-

I know that you are voting tonight regarding the One Winnetka project and I wanted to voice my disapproval of the proposed building's size, as well as parking and traffic issues.

I have read through many of the zoning minutes, reports and comments by residents and feel that the proposal by the developer is not appropriate for the size and scale of the property location within the context of our village. What the developer is proposing is more in line in a city setting vs a pedestrian friendly suburban village that does not have large scale and massive structures.

The developers solution to parking is also more appropriate to a city vs a village as well.

Regarding on street vs underground parking, as a consumer who may be parking for a short term (20 minutes or less) the idea of having to park underground is extremely unappealing. I personally will not use it as it is a hassle and the perception (real or imagined) of safety issues in parking underground is something that the developer shifts to the village. From my experience, the top of the Hubbard Woods parking garage is used because its surface parking. Its interior always seems very empty.

On the east side of Elm, if someone is just running into the Elm Dry Cleaners, Conny's or Trueman, and could not park at street level, Carrying dry cleaning or a pan of food back to your car thats parked underground? This is unrealistic behavior for a short term stop-in shop. I believe the developer's wish to diminish existing on street surface parking will adversely affect those existing businesses.

As I understand the minutes, the developer also throws the burden of the cost the underground parking garage onto the Village and that the village is responsible for much of its financing. However, why would we want to spend money on it if most people are opposed to parking underground? From the minutes and comments, this doesn't seem like its the type of parking we want for our village. Surface parking is a positive thing. Parking garages especially underground, are negative.

Also, the entrances/exits to the garage are quite small within context to their locations. The developer states its wide enough and meet minimum requirements, however to enter and exit safely still is not addressed to anyone's satisfaction. Again, we live in a village not a city.

Finally, I am not in favor of the village selling Lincoln Avenue right-of-way to a developer-- ever. A developer will maximize their space to their advantage I do not see what advantage the village street, vehicles and pedestrians are receiving from the developer's gain.

Thanks-  
Mamie Case  
[REDACTED]

January 11, 2016

To the members of the Zoning Board of Appeals:

Given the potential closing of the public record on the One Winnetka ZBA case with a final vote at tonight's meeting, I would like to register a concern about the last set of renderings submitted by the developer.

Specifically, the streetscape views that done in response to questions about scale and proportion do not look correct to me. The scale of the people next to the cars seems wrong – in several of the groupings, the people are relatively bigger than the cars. And the sharply angled perspective from the 711 Oak building doesn't seem to appropriately represent the comparative height.

My concern is that these possibly incorrect drawings will be left in the public record as reference materials for the Council and residents to review. If in fact there is a problem with the relative scale, but not corrected, these drawings will be giving the community wrong information about the project. Is there any action the ZBA can take to ensure the accuracy of information that is to be transmitted to the Council?

Thank you again for your thoughtful discussion about this complex proposal and for considering my additional question.

Sincerely,  
Penny Lanphier

  
Winnetka, IL

**From:** [Michael D'Onofrio](#)  
**To:** [Ann Klaassen](#)  
**Subject:** FW: in favor of proposed development  
**Date:** Monday, January 11, 2016 10:51:40 AM

---

**From:** [REDACTED]  
**Sent:** Saturday, January 09, 2016 11:39 AM  
**To:** OneWinnetka  
**Subject:** in favor of proposed development

My wife and I are totally in favor of the ONE WINNETKA PROJECT  
THERE ARE FAR TOO MANY VACANT RETAIL AND COMMERCIAL SPACES, WHICH EFFECT  
REAL ESTATE VALUES FOR EVERY HOME, BUSINESS AND RENTAL PROPERTY.  
THIS LAND MARK WILL BRING NEW COMMERCIAL INTEREST AND HELP STABILIZE VALUES IN  
ALL SECTORS OF TOWN.

WE NEED MORE UPDATED INFO FROM THE VILLAGE FOR RESIDENTS TO GET BEHIND THIS  
VILLAGE SAVING PROJECT, WHICH IS BECOMING A GHOST TOWN!!!!  
MOST RESIDENTS ARE EATING AND SHOPPING IN WILMETTE, EVANSTON, GLENCOE AND  
NORTHFIELD.

Dennis Niles  
[REDACTED]  
Winnetka,il



12/15/2015

To the Zoning Board:

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

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

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

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

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

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

## ATTACHMENT C

- 3.) The height reduction of the East side to four stories is greatly appreciated, providing a more appropriate context for the grade change that begins at the edge of the property. However, the setback for the 4<sup>th</sup> floor is still important to retain, to minimize the visual impact from the Village Green and the properties to the east. (As an aside, the setback would likely be a marketing asset, as there is a strong demand for terraces in multi-family buildings.)
- 4.) Partnership in a below-grade public parking garage – particularly one that opens onto the railroad cut, providing light and air, is an intriguing opportunity. However, it is extremely difficult to assess the merits of such an undertaking without a more up-to-date parking study by the Village – the study used for this project is almost 10 years old. As a parking garage is a significant long-range investment, a study needs to include projections for future demand, considering planning goals for the Downtown Business districts.
- 5.) Further consideration needs to be given to the security features of the underground parking garage, which are more difficult to manage than surface-level lots. An additional concern is that although it is very advantageous for the parking garage to be able to open to the light and air of the railroad cut, this feature poses an additional security issue. The Village needs to understand how access will be controlled to an area that is deserted at night and inaccessible to police by patrol vehicles.
- 6.) Maintaining or increasing on-street parking availability is a Village goal for commercial district development. Street parking within a block is crucial to the continued success of individual businesses and the overall health of the business districts. To diminish the angle-parking inventory along the block of Lincoln between Oak and Elm may have a material impact on businesses north and east of the One Winnetka development, potentially having a negative effect on property values.
- 7.) Although the sidewalk width of 8 feet along Lincoln meets minimum standards, this is not sufficient to comfortably or safely handle the pedestrian traffic that the Commercial Districts would like to attract. In addition, a narrow sidewalk would not allow for sidewalk cafes or outdoor seating that would complement the restaurant uses or achieve the desired pedestrian-friendly streetscape goals.

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

Sincerely,  
Penfield S. Lanphier

**From:** [Michael D'Onofrio](#)  
**To:** [Ann Klaassen](#)  
**Subject:** FW: Adaptively Preserving the Fell Company Store Winnetka: To the ZBA  
**Date:** Monday, December 14, 2015 4:23:24 PM

---

**From:** [REDACTED]  
**Sent:** Monday, December 14, 2015 4:19 PM  
**To:** OneWinnetka  
**Cc:** boshea; editor; editor; editor; david; Brian Norkus; Michael D'Onofrio; megan  
**Subject:** Fwd: Adaptively Preserving the Fell Company Store Winnetka: To the ZBA

Walter H. Sobel, FAIA z'l  
Walter H. Sobel, FAIA & Associates

To the Winnetka ZBA, Chair and Members, Village Staff and Neighbors:

The letter below identifies several more reasons for the adaptive reuse of the award winning Fell Store as part of future development that fits within the current zoning provisions. Please consider the following:

- 1) First, it outlines in detail the architectural significance of preserving and adaptively reusing the award-winning and Iconic Fell Building, particularly as a stand alone retail development in the age of malls.
- 2) It discusses the historic significance of the Fell Family and the Fell Store for the wider community.
- 3) It identifies a 20% income tax credit available for adaptively reusing historic properties, as a substantial financial incentive.
- 3) Combining these, with the savings from not demolishing a rock solid building and having to rebuild 2 full floors including parking, could save hundreds of thousands of dollar of development costs, and prevent considerable neighborhood and environmental disruption.
- 4) Together these could bring major architectural, commercial, and financial benefits to the community and developer much sooner.
- 5) Our alternative plan, presented to the DRB in November, permits the adaptive reused of Fells by adding a similar number of residential units as in the One Winnetka plan, and can be accomplished within the height and other zoning limitations in Winneka

We therefore ask the ZBA, staff and neighbors to encourage the development to include the adaptive reuse of the historic Fell Building. Please respond in writing to this request. Thank you.  
Richard Sobel

Walter H. Sobel, FAIA z'l  
Walter H. Sobel, FAIA & Associates

-----Original Message-----

From: Rubano, Anthony <[Anthony.Rubano@Illinois.gov](mailto:Anthony.Rubano@Illinois.gov)>

Sent: Fri, Aug 21, 2015 11:07 am  
Subject: RE: Fell Company Store Winnetka

...

It was a pleasure to speak with you on Wednesday about your father's Fell Store.... I encourage you or someone to investigate whether this building is eligible for the National Register of Historic Places. .... There are no restrictions placed on the building if listed,

but listing makes the building eligible for the 20% income tax credit. There's more info on the NR on our website here:

<http://www.illinois.gov/hpa/Preserve/Pages/Places.aspx>.

... I can't write a letter that endorses the building's significance. But letters from this office that contain positive determinations of NR eligibility have often been used to assist advocacy efforts. I'm happy write out what you and I talked about regarding the building and its architecture.

The building has a tailored and elegant appearance. It is a sophisticated mixture of brick and concrete. The brick recalls the older commercial buildings in the downtown, while the concrete is a nod to the modern. The building expresses its structure, but that expression doesn't solely define its character. The massive brick panel that once held the Fell sign rests on a concrete beam. That brick panel is held away from the end columns by slit windows that relieve its monumentality. The first floor is pulled to the interior to create a sheltered, recessed colonnade. So that same brick panel is not only pulled from the structure at its ends, it also appears to hover over the transparent first floor. The ground plane under the colonnade is covered in the same brick as the panel above the entrance, and the structural grid is drawn in concrete onto the brick ground plane, which extends the building out towards the pedestrian. The building aligns with the orthogonal grid of the downtown and not to the angle of the railroad, which places the front and south side at an angle to Lincoln. When one travels north on Lincoln, the building presents itself as an object in space, a sculpture to be considered obliquely rather than head on. As it directly addresses the Classically derived Winnetka village hall across the tracks to the west, it's prefers to be understood as a complex 3-dimensional composition and not a flat, symmetrical façade. It is a restrained essay, activated by subtle moves that keep the monumentality in check without sacrificing sophistication. It never overwhelms. It invites.

The building is rooted in American Brutalism and the work of Paul Rudolph, John Johansen, John Carl Warnecke, Ulrich Franzen, and others. The plasticity of the façade and structure, the use of (apparent) roof terraces, the breaking down of the box with staggered silhouettes all place this building squarely among the work of the American Brutalists. But this is a distinctive work of architecture in its own right. So many other key works of American Brutalism are institutional (libraries, governmental, hospitals (like St. Mary of Nazareth Hospital by Perkins & Will of 1975)) or they were commissioned by large corporations (ATT Long Lines by Warnecke, etc.). Fell is a relatively small building commissioned by a small, family-run store for a relatively small downtown.

Yet it is packed with fantastic and expressive elements found in much larger, more monumental (or Monumentalist) buildings. The ends of the concrete piers that support the roof are prominently expressed, like the roof piers at Rudolph's Art and Architecture Building at Yale. The plasticity of the planes, the push and pull of surfaces relieved by slit openings and tall, attenuated columns also suggests the work of Rudolph in the mid-1960s. The Fell Store packs a lot of architecture into a relatively small volume but it holds its own, not only in its downtown location but also among larger, better known works of American Brutalism.

Abe Fell chose to locate it as a standalone building in a downtown rather than on the Edens expressway or as an anchor to a shopping mall. Edens Plaza by Graham Anderson Probst and White was built in 1956 along the Edens, and was a development by Caron's, just as Old Orchard in Skokie of the same year was developed by Marshall Field's. Randhurst by Victor Gruen was built in 1962 in Mt. Prospect. Though the enclosed shopping center and the department-store-as-developer models were well established by the time Fell decided to construct this building, Fell wanted his store to stand alone. According to a 2004 Tribune article ([http://articles.chicagotribune.com/2004-02-04/news/0402020273\\_1\\_clothing-store-fish-store-highland-park](http://articles.chicagotribune.com/2004-02-04/news/0402020273_1_clothing-store-fish-store-highland-park)), the Fell Company's de-facto mission was, in the words of Joe Fell, "to take care of people and be part of the community."

Abe Fell served as a village trustee, Rotary Club president and board member of the Winnetka Human Relations Commission, so he was committed to Winnetka as a community. The article explained that Abe bought the Lincoln property outright, "an example of the Fell belief in independence that also has kept the stores out of busy malls, such as Old Orchard shopping center in Skokie and Northbrook Court.... Joe Fell said, 'After all, you can't go to Marshall Field's and talk to Mr. Field, but you can go to Fell's and talk to Mr. Fell.'" So one might argue that Fell's decision to locate the building in a downtown and not on the strip or the Edens is part of the building's overall significance. What other stand-alone department stores are there in the area? The former Field's in Market Square in Lake Forest doesn't count. The building was built for a bank, and the development was itself a shopping mall.

I also mentioned that perhaps this store can be seen in the context of the free-standing postwar department store nationally. Department stores constructed large retail outlets for themselves since the late 19th century (think Marshall Fields, Sears, Schlesinger & Mayer (now Target) on State Street in Chicago). But they often looked like office buildings in their downtown environments. After the War, department stores began looking like something else. From Victor Gruen's Milliron's in Los Angeles of 1949 to Harris Armstrong's Vandervoort's in Clayton Mo of 1951, to the Lord and Taylors in the Northeast by Raymond Loewy (from Bala-Cynwyd, PA in 1954 to Stamford, CT in 1969), modern department stores became more sculptural and less reliant on regular banks of windows (due to the prevalence of fluorescent lighting) than office buildings. They embraced their sites with complicated massing, asymmetry, occasionally elaborate landscaping. Fells fits right into this typology as well. And I can't think of another free-standing department store (not a part of a mall) in the Chicago metro area.

...Let me know if there's anything else you need.

**Anthony Rubano**

Illinois Historic Preservation Agency  
One Old State Capitol Plaza  
Springfield, IL 62701

Phone: 217-782-7459

Email: [anthony.rubano@illinois.gov](mailto:anthony.rubano@illinois.gov)  
[www.illinois-history.gov](http://www.illinois-history.gov)

---

**From:** Rubano, Anthony

**Sent:** Wednesday, August 05, 2015 2:54 PM

...

**Subject:** RE: Fell Company Store Winnetka

It's a great building. Always looked a bit early Paul Rudolph to me. ... Like ...Sarasota High School...



**Anthony Rubano**  
Illinois Historic Preservation Agency  
One Old State Capitol Plaza  
Springfield, IL 62701  
Phone: 217-782-7459  
Email: [anthony.rubano@illinois.gov](mailto:anthony.rubano@illinois.gov)  
[www.illinois-history.gov](http://www.illinois-history.gov)

---



614 Lincoln Avenue  
 Winnetka, Illinois 60093-2331  
 P 847.501.5760  
 F 847.501.5722  
 open-communities.org



A project of Open Communities

**BOARD OF DIRECTORS**

Dr. Liliana N. Fargo, *President*  
 Debbie De Palma, *Vice President*  
 Nancy Goldberg, *Secretary*  
 Arif Choudhury, *Treasurer*  
 Tommy FitzGibbon  
 Bruce Hunter  
 Loretta Sortino

**EXECUTIVE DIRECTOR**

Gail Schechter

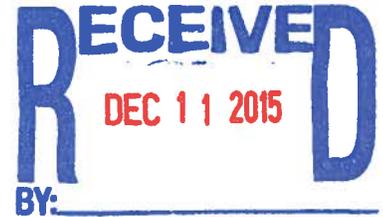
**MEMBERS**

Am Shalom, Glencoe  
 Baha'is of Evanston  
 Beth Emet The Free Synagogue, Evanston  
 Beth Hillel Congregation Bnai Emenah, Wilmette  
 Community Partners for Affordable Housing, Highland Park  
 Congregation Hakafa, Glencoe  
 Congregation Solel, Highland Park  
 Ethical Humanist Society of Chicago, Skokie  
 Faith Temple Church of God in Christ, Evanston  
 Fenix Family Health Center, Highwood  
 First Presbyterian Church of Wilmette  
 Holy Cross Church, Deerfield  
 Housing Options, Evanston  
 Jewish Reconstructionist Congregation, Evanston  
 Lake County Community Development, Libertyville  
 Lakeside Congregation for Reform Judaism, Highland Park  
 League of Women Voters of Evanston  
 League of Women Voters/Winnetka-Northfield-Kenilworth  
 Niles Community Relations Commission  
 North Shore Congregation Israel, Glencoe  
 North Shore Village, Evanston  
 North Suburban Synagogue Beth El, Highland Park  
 Our Lady of Perpetual Help, Glenview  
 Skokie Human Relations Commission  
 Society of the Divine Word, Techny  
 St. Augustine's Episcopal Church, Wilmette  
 St. Mary's Parish, Evanston  
 St. Peter Community Church, Northfield  
 St. Phillip the Apostle, Northfield  
 Sts. Faith, Hope & Charity Parish, Winnetka  
 Temple Beth El, Northbrook  
 Temple Beth Israel, Skokie  
 Temple Jeremiah, Northfield  
 Temple Judea Mizpah, Skokie  
 Trinity United Church of Christ, Deerfield  
 Winnetka Congregational Church

December 11, 2015

VIA EMAIL

Mike D'Onofrio  
 Village of Winnetka Zoning Board of Appeals  
 510 Green Bay Road  
 Winnetka, IL 60093



Dear Zoning Board of Appeals,

I am writing on behalf of Open Communities. Founded in 1972, Open Communities is dedicated to fostering economically and culturally diverse northern suburbs. The mission is to educate, advocate, and organize to promote just and inclusive communities in north suburban Chicago. Open Communities works collaboratively with both current and perspective residents, local groups and congregations, and municipalities.

We are asking you and fellow Zoning Board of Appeals members to require One Winnetka Place development to create a stated community benefit. The proposal is ambitious and it involves Village-owned land, several stores, and affects the Hadley School for the Blind. For a development with a community impact of this magnitude, Winnetka is within its rights – and in fact, would be an appropriate steward of the public good to demand of the developer a stated community benefit.

At the Winnetka Plan Commission meetings I have expressed concerns on two critical issues:

- 1) Include at least 15% of all the units be affordable under the definition of the Illinois Affordable Housing Planning and Appeal Act (see the [affordability chart](#)).
- 2) Ensure that in both the marketing and renting of units, Stonestreet Partners complies with the Fair Housing Act.

Affordable housing is not only economically feasible within a large development such as One Winnetka Place, but it also meets a major need of the community; a need that is recognized in its Affordable Housing Plan. Numerous studies show when a community's housing stock accommodates a broad level of incomes; it is economically and socially healthier. These residents work and shop locally, and are highly vested in the community. Moreover, municipalities generally require fewer parking spaces for the





affordable units.

By designating at least 15%, 11 units, as affordable this can meet the needs of many longtime residents and local workers who cannot afford market rates but who are none the less valuable to the community. Some incentives to develop the affordable units can be allowing more units to be built, lessening parking restrictions, or connecting the developer with nonprofit affordable housing developers.

We are also asking the Zoning Board of Appeals to require that the building have a variety of unit sizes that accommodate a variety of family types. As stated in *North Shore Weekend*, the May 16-17 edition, David Trundell, CEO Stonestreet Partners is quoted as saying "we are targeting the empty-nester market because many residents raise their families in Winnetka and want to simplify their lives and stay here... We also envision young professionals who want to try living in Winnetka before they choose to buy something."

This language can be taken as exclusive and in turn not affirmatively furthering fair housing. It may discourage families, people with disabilities, and many other groups who do not fit that narrow profile. Please require the developer to use inclusive language which provides roof for all.

Because of its location the One Winnetka Place development is considered transit oriented development. The essence of Transit Oriented Development is to provide a place to live, shop, eat, be entertained, and have access to transit. This development provides that, but it misses the goal of creating a town center of sorts. With all of the entrances being inward facing it makes people less likely to be part of the community. The Village of Winnetka is in the process of planning its commercial corridors of which One Winnetka Place would be part. Let the planning process happen and come up with ideas that can create a more public feel for the area. Residents want commercial corridors which are walkable and welcoming; this development does not create that feel.

In December 2014, Open Communities in conjunction with the Center for Neighborhood Technology released [Quality of Life. \(e\)Quality of Place](#). This guidebook helps communities set a process for planning equitable transit oriented development (ETOD). By creating room for all the community not only satisfy federal, state, and local requirements, it will create a long term sustainable center for the community and region. Winnetka can and should be an example of strong community planning and transit oriented development.



To conclude, we request that the Zoning Board of Appeals slow the process down and allow for the community planning process to happen. Make the development equitable and inclusive. Winnetka is a model community; make this development something to be emulated.

Sincerely,



Gail Schechter  
Executive Director



Brendan Saunders  
Director of Organizing and Advocacy

From: Barbara Hull  
[REDACTED] Street, Winnetka

December 9, 2015



Dear Members of the Zoning Board of Appeals:

One Winnetka Planned Development

I respectfully ask that you direct your attention to the question of whether or not:

“adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular congestion in public and private ways.”(Section 17.58110 B Zoning Board of Appeals (d)) as well as the question of the public’s safety implicit therein.

The recently painted outlining on Lincoln Avenue is only a partial rendering of the impact of the 39’ wide One Winnetka Building footprint on Lincoln Avenue. It should extend to the southern edge of the Fell building. No outlines were drawn to show the varying widths of Lincoln Avenue, the size and placement of the proposed Plaza, the convergence of driveways, and the location of the underground garage entrance and ramp.

The accompanying Developer’s maps and the background information on existing and proposed dimensions will serve to illustrate the reason for serious concerns regarding pedestrian/ vehicular congestion and public safety.

NOTE: Since formulating this letter, I saw the Developer’s submission of changes (for the ZBA December 14<sup>th</sup> meeting). Where relevant, I have incorporated them into this correspondence in RED. Some of my questions may have been answered, but there are some key dimensions still missing. I have commented in BLUE. I hope this composite is helpful in bringing the assortment of dimensions into perspective. Driving Lincoln Avenue is going to be very tight.

**LINCOLN AVENUE ROAD WIDTHS:**

Assuming the subtraction of 20’ for sidewalks, the **Approximate Existing Width of Lincoln Avenue** available for unobstructed Traffic use (parking and driving) is: (Plat of Survey attached and Summary of Proposed Private Development, Fig.2 attached)

- 73’ wide just south of the juncture with Elm Street,
- 59’ wide at Fell’s concrete retaining wall
- 53’ wide at the juncture with Oak Street.

**The Proposed Traffic Width of Lincoln Avenue as a two way street** going from Elm south to Oak is: (Site Geometry Plan and enlargements attached)

- 25’ wide at the widest point of the measured curve at Elm
- 23’ wide at the approximate midway point of Phototronics’ west facing wall

- 24' wide just north of the entry drive to One Winnetka
- 22' wide at the mid-point of the 19.5' wide entry corridor to One Winnetka's main entrance (Motor Court)
- 23' wide just south of 711 Oak Street rear parking lot entrance with abutting angled street parking. Dimension revised to 25'
- No dimension designation at the juncture of Lincoln and Oak

**The width of the proposed commuter parking garage ramp shows its:**

- entry/exist ramp dimension widths as going from 24' wide at approximately mid-point to 22' wide at the ingress/egress of the garage proper
- No dimension designation at the ramp intersection with Lincoln Avenue.  
Dimension added: 20' wide Note: Compare ramp convergence with on street parking. The garage ramp now appears almost opposite 711 Oak's rear entry.

Lincoln Avenue is significantly narrowed, particularly at the juncture with Elm and Oak.

- There will be considerable two way traffic, coming from multiple directions and angles, all competing for the same space. The main driveway ingress/egress to One Winnetka, the parking/delivery entrance to 711 Oak Street and the ingress/egress to the underground garage ramp enter Lincoln Avenue in very close proximity to one another, not to mention, the eleven angled parking spaces at the same convergence. Crossing Lincoln at Oak will be a perilous undertaking.
- Heavy snowfalls are currently handled by plowing the snow onto the existing surface parking spaces pending later removal. This will no longer be an option. Most of the surface parking area is to be eliminated. Efficient snow management and clearance will be impeded which in turn will impact traffic flow and safety on Lincoln
- Is there sufficient allowance for safe two-way bicycle traffic?

**ENTRY DRIVE TO ONE WINNETKA**

The Site Geometry Plan shows the width of the **two-way driveway for the main entrance to One Winnetka** from Lincoln as 19.5' wide. It is the main corridor for vehicular and pedestrian traffic from Lincoln Avenue. An APRON width of 28.4' added, but there is no driveway width dimension shown.

- There is no apparent allowance for a sidewalk with a protective curb along the south facing side of the west or east towers. Pedestrians would be required to walk in the roadway alongside the west and east towers, placing their safety at risk, when accessing the Lobby and the entrances as shown on the Site Geometry Plan.
- Sidewalks, without protective curbs, are identified as 8' wide in the Site Geometry Plan. The addition of a sidewalk without curbs, would add marginal safety for pedestrians. This however reduces the driveway width by 8', leaving an 11.5' wide ingress/egress dual vehicular/pedestrian corridor.
- Protective curbs would further constrict this driveway corridor.
- There is no space provision or allowance shown for privacy fencing to shield the residential property at 711 Oak from the ingress/egress headlight

- pollution from One Winnetka two-way driveway traffic. The driveway, with appropriate shielding, is now potentially, even narrower.
- Is the resulting final width sufficient for emergency vehicles and delivery trucks to pass one another on the two-way driveway?

## MOTOR COURT

The Site Geometry Plan shows the width of the two-way turn around for the **Motor Court** of One Winnetka as 19.5' wide on the east and west sides of the Motor Court and 28' wide on the north side.

Dimension changed to 22.0' wide on the east and west sides of the Motor Court. No dimension is shown for the north side of the Motor Court. Total width dimension (exclusive of sidewalk with no dimension shown) is 67' wide. This allows for a fountain diameter of 23'. Two way traffic around the fountain is changed to dual one way traffic.

Although an 8' wide sidewalk (with no curb allowance) is shown, (There is no dimension is shown in the revised plan) there is no allowance for the five requisite parallel parking spaces as shown in the Traffic Diagram (attached) – the Developer identifies a parallel parking space on the Geometry Plan as being 9.5' by 22' inclusive of the curb. This would mean that a parking spot could absorb as much as 9.5' of width leaving a space of 10' wide (13.5' wide with the new measurements) to accommodate two way traffic (now dual one-way traffic) around the east and west sides of the Motor Court. Dimensionally, this raises the question of practical logistics – What is the required width for a driveway to enable cars/emergency vehicles/Fed Ex trucks etc. to safely pass each other, going in either the same or opposite directions, with parked cars in the requisite spaces (Traffic Diagram)?

- Factoring in the changes outlined in RED, raises the question –What is the sidewalk width? Has it been reduced from 8' wide? Does it have a curb?

Mathematically, the dimensions of the Motor Court as shown on the Site Geometry Plan do not accommodate the Traffic Diagram layout of three parking spaces 9.5' by 22' on the west side without extending into the driveway corridor by possibly as much as 14' - this assumes an available parking length of 52'.

- Extrapolating from the Site Geometry Plan dimensions and the placement of the Fountain, the Total Length for parking along the west and east sidewalks of the Motor Court is a 28' north driveway width + 24'(23') Fountain diameter (Fountain radius 12' (as shown) x 2) = 52'(51'). No NORTH driveway width is shown in the revised plans.
- This would allow for two 22' parking spaces (44') before overlapping into the 19.5' wide vehicular/pedestrian corridor by possibly as much as 14'.
- The absence of accurate and complete dimensions makes extrapolation difficult, but the Traffic Diagram clearly shows the drawn vehicles extending into the two-way traffic corridor. Regardless of precise dimension, the architects are knowledgeable of their problem.

- The dimensions of the Motor Court, as drawn, are too small to accommodate the requisite five parking spaces. A necessitated change in the Motor Court dimensions could affect the building design.

## **PLAZA**

**The current area of Lincoln Avenue used as “Plaza Space,”** extends from Elm to the Fell’s concrete retaining wall. It averages approximately 86.5’ wide (inclusive of sidewalks) with the ability to extend unimpeded, the full length of Lincoln, from Elm to Oak. (Plat of Survey).

**The Proposed Plaza** is smaller. It is approximately 78’ in width (inclusive of the sidewalk) (Site Geometry Plan). The entrance to the underground parking garage constricts its ability to expand any further South toward Oak Street. All activities will be in a smaller, more confined space in the area north of the proposed pedestrian/vehicular entry drive to One Winnetka.

- The Proposed Plaza eliminates the existing surface parking area along the south end of Lincoln Avenue that accommodated classic car parking, booths for the Art Fairs and festival overflows. Consequently, fewer vendors and fewer needs will be able to be accommodated, making the Plaza less versatile.
- Currently Lincoln Avenue can be selectively closed off to traffic, helping with crowd control and insuring the public’s safety at planned events. The position of the proposed underground parking garage ramp ensures two-way flow of traffic at the juncture of Lincoln and Oak. The main driveway entrance to One Winnetka compounds the two-way traffic at the edge of the Proposed Plaza. The entrance to 711 Oak Street’s rear parking and delivery entrance adds additional traffic. Any shutdown of the underground parking garage during Plaza Events to insure public safety defeats the purpose of having the garage and yet its location and purpose make it a safety concern.

NOTE: The proposed Plaza and underground garage will build upon Parcel 9 (Plat of Survey). This is the 25’ wide “green space” that lies west of the chain link fence that runs the length of Lincoln from Elm to Oak and down to the Union Pacific Railroad right of way. It directly abuts the Green Bay Bike Trail. This tree lined natural area, that buffers the residential and commercial buildings on the east side of Lincoln from the impact of light pollution and the headlight glare from cars on Green Bay Road, will be lost to Winnetka when the area is filled in to become part of the impervious surface of the planned Public Plaza, the underground garage and the parking ramp.

## **SUMMARY**

The importance of minimizing congestion, implementing safety measures for the public and adhering to parking requirements impacts road width dimension which in turn impacts building dimensions. The narrowing of Lincoln Avenue directly impacts the ease and convenience of commuter access and thru traffic flow. The size configuration and adequacy of the Motor Court and driveway directly bear on pedestrian/ vehicular safety

and traffic congestion. The Motor Court and driveway dimensions determine the southern parameter of the building's dimension. It is key to the formatting of the building.

- Lincoln Avenue is significantly narrowed, particularly at the juncture with Elm and Oak. Ease of access, traffic flow and emergency vehicle move ability is compromised.
- The convenience of surface parking is virtually eliminated, impacting not only commuters and shoppers, but also snow removal.
- The Proposed Plaza is smaller and less versatile than what currently exists. It has constricted expansion potential making for a more confined and congested area.
- The underground parking garage ingress /egress pattern will contribute to confusion, congestion and safety concerns on Lincoln Avenue and Oak Street - Too many cars in too small a space going in too many directions. The juncture of Lincoln and Oak is the perfectly designed bottleneck.
- Safe, convenient, available, and fast surface parking is to be replaced by time consuming, underground parking with poor accessibility for rushed commuters parked in the garage and arriving or departing on the northbound tracks. Will the desire for the convenience of the former Lincoln Avenue surface parking change commuter parking habits by shifting their parking burden to the westside surface parking and thereby create a new level of unwanted and unanticipated westside parking congestion?
- There is significant public concern about the questionable safety historically associated with underground garages.
- Stop and go traffic patterns maximize pedestrian/vehicular congestion and frustration. Shoppers want safe, convenient parking and a time efficient, no hassle, shopping experience.
- An updated Site Geometry Pan with complete dimensions would be helpful.

You have a formidable responsibility in the vetting process of this extraordinarily complex and pivotal project. Thank you for your time, dedication and care. You truly hold the essence of Winnetka's future in the palm of your hand.

Sincerely,

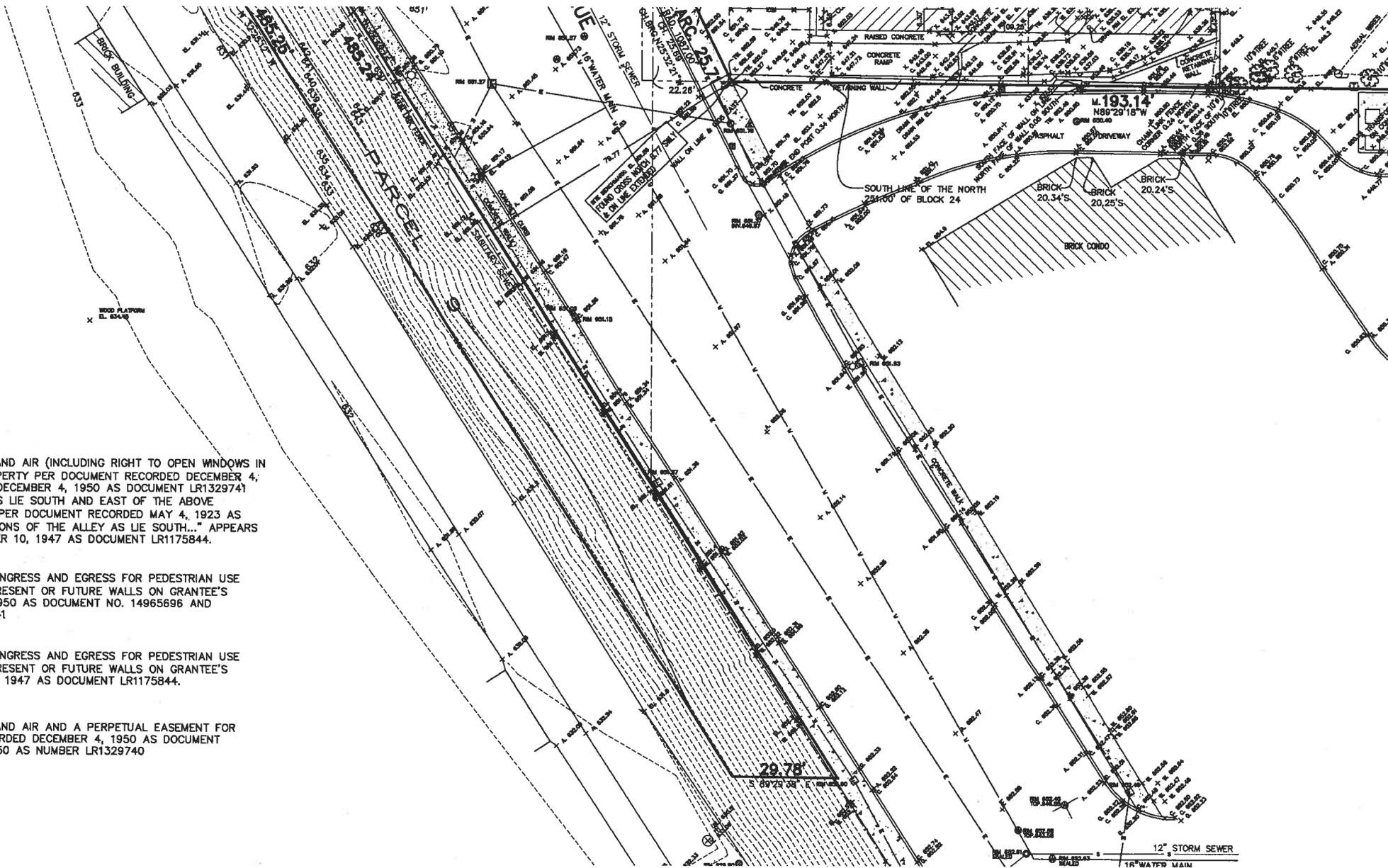
Barbara Hull

Attachments:

- Plat of Survey (Fig. 1A-1C)
- Summary of Proposed Private Development, Fig.2 (Fig. 2)
- Site Geometry Plan enlargements (Fig. 3A-3E)
- Traffic Diagram (Fig. 4)
- New submissions - Traffic Flow Plan, Drive Entry Dimensions (Fig.5.6)







FOR LIGHT AND AIR (INCLUDING RIGHT TO OPEN WINDOWS IN  
 GRANTOR'S PROPERTY PER DOCUMENT RECORDED DECEMBER 4,  
 1950 AS DOCUMENT LR1329741  
 AND FOR EGRESS FOR PEDESTRIAN USE  
 IN ANY PRESENT OR FUTURE WALLS ON GRANTEE'S  
 PROPERTY RECORDED DECEMBER 4, 1950 AS DOCUMENT NO. 14965696 AND  
 LR1329741  
 ALLEY AS LIE SOUTH AND EAST OF THE ABOVE  
 EGRESS PER DOCUMENT RECORDED MAY 4, 1923 AS  
 DOCUMENT NO. 14965696  
 "...PORTIONS OF THE ALLEY AS LIE SOUTH..." APPEARS  
 IN DOCUMENT RECORDED NOVEMBER 10, 1947 AS DOCUMENT LR1175844.

AND FOR INGRESS AND EGRESS FOR PEDESTRIAN USE  
 IN ANY PRESENT OR FUTURE WALLS ON GRANTEE'S  
 PROPERTY RECORDED DECEMBER 4, 1950 AS DOCUMENT NO. 14965696 AND  
 LR1329741

AND FOR INGRESS AND EGRESS FOR PEDESTRIAN USE  
 IN ANY PRESENT OR FUTURE WALLS ON GRANTEE'S  
 PROPERTY RECORDED DECEMBER 4, 1950 AS DOCUMENT NO. 14965696 AND  
 LR1329741

FOR LIGHT AND AIR AND A PERPETUAL EASEMENT FOR  
 EGRESS RECORDED DECEMBER 4, 1950 AS DOCUMENT  
 NO. 14965696  
 RECORDED DECEMBER 4, 1950 AS NUMBER LR1329740

approved simultaneously with the final approval of the Planned Development.

The one-block length of Lincoln Avenue between Elm and Oak Street varies in width, measuring 93' at the north end and 73' at the south end. In comparison, Lincoln Avenue north of Elm Street is 80' wide, and Elm Street is 80' wide (see **Figure 2** below).

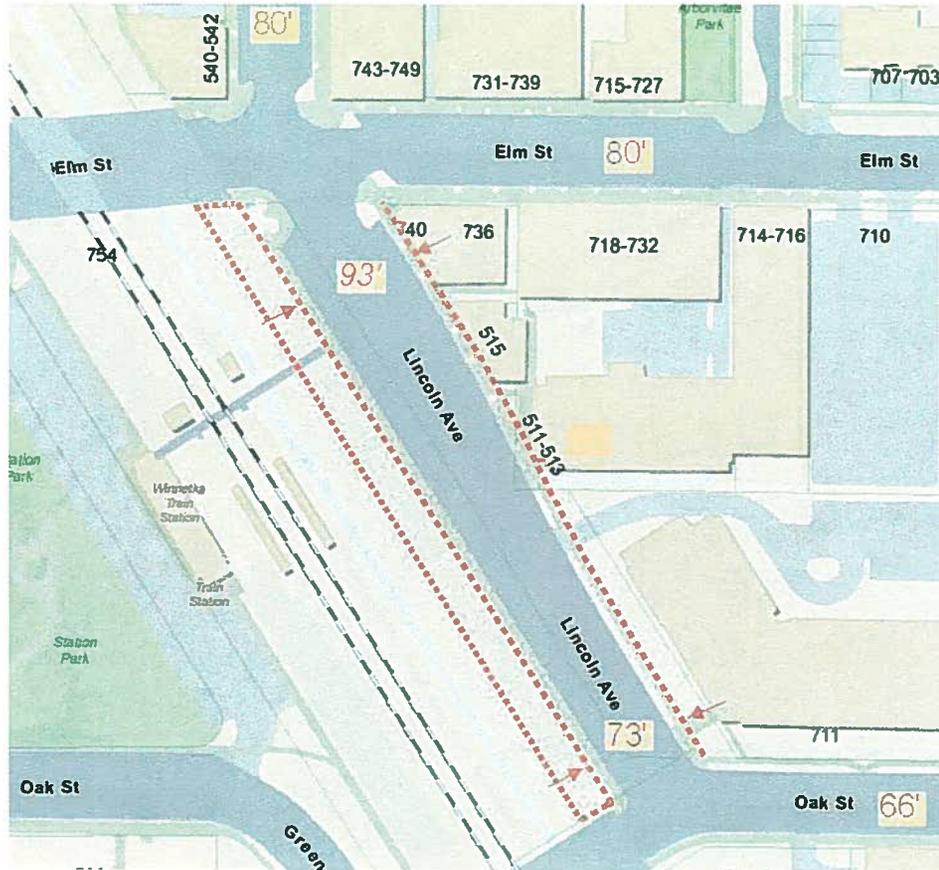
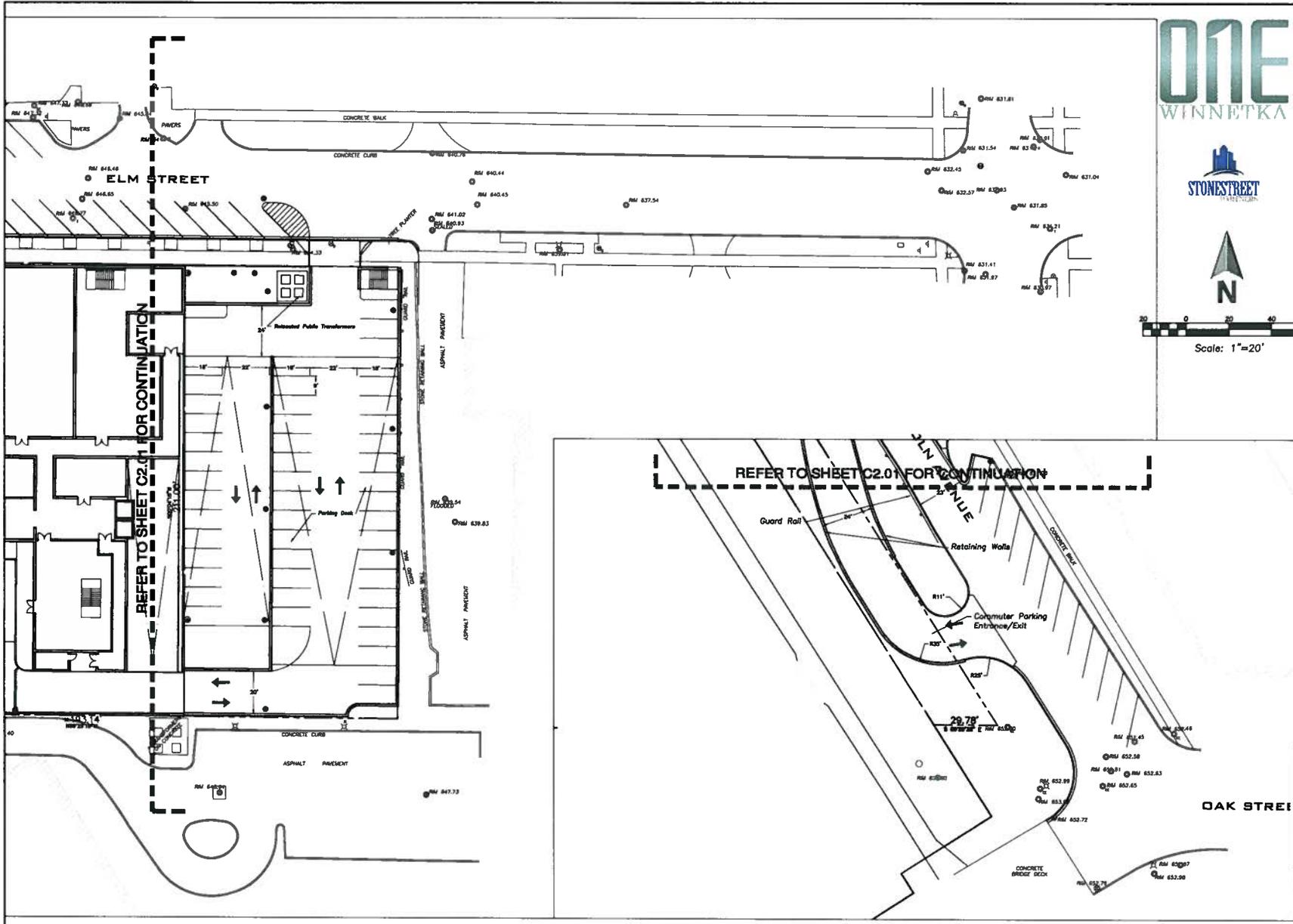


FIGURE 2

In order to develop a complete understanding of the circumstances surrounding Lincoln Avenue's width and shape, it is necessary to clarify the history of this area's development. Following





**ONE**  
WINNETKA



Scale: 1"=20'

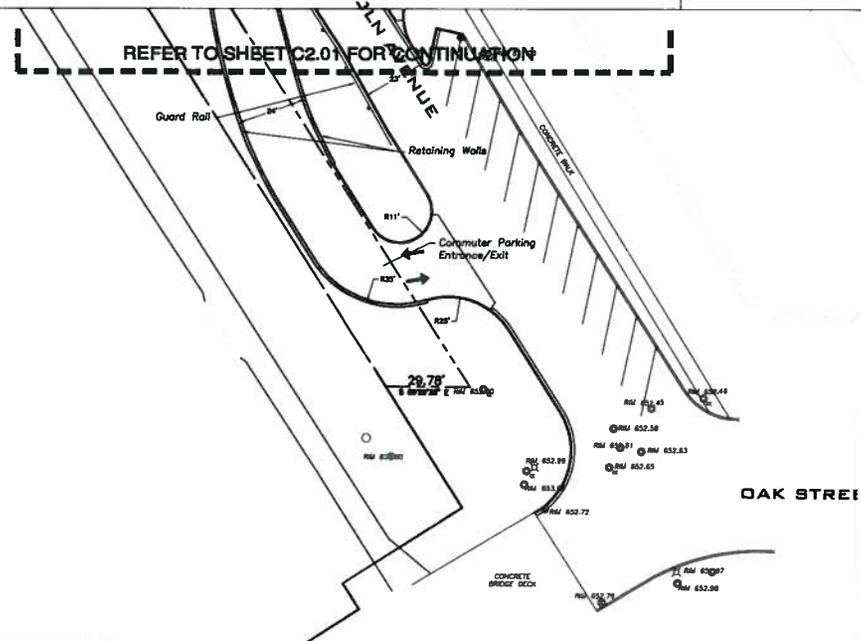


**ERIKSSON**  
ENGINEERING  
ASSOCIATES, LTD.

148 SOMMERDE DRIVE, SUITE A  
GRAYSLAKE, ILLINOIS 60020  
Phone: (847) 552-6854  
Fax: (847) 552-4864  
WWW.ERIKSSON-LLC.COM  
PROFESSIONAL DESIGN FIRM  
License No. 154-002880  
Expires: 04/30/2015

**ONE WINNETKA**

Lincoln Avenue And Elm Street  
Winnetka, Illinois



Reserved for Book:

Expiration Date:

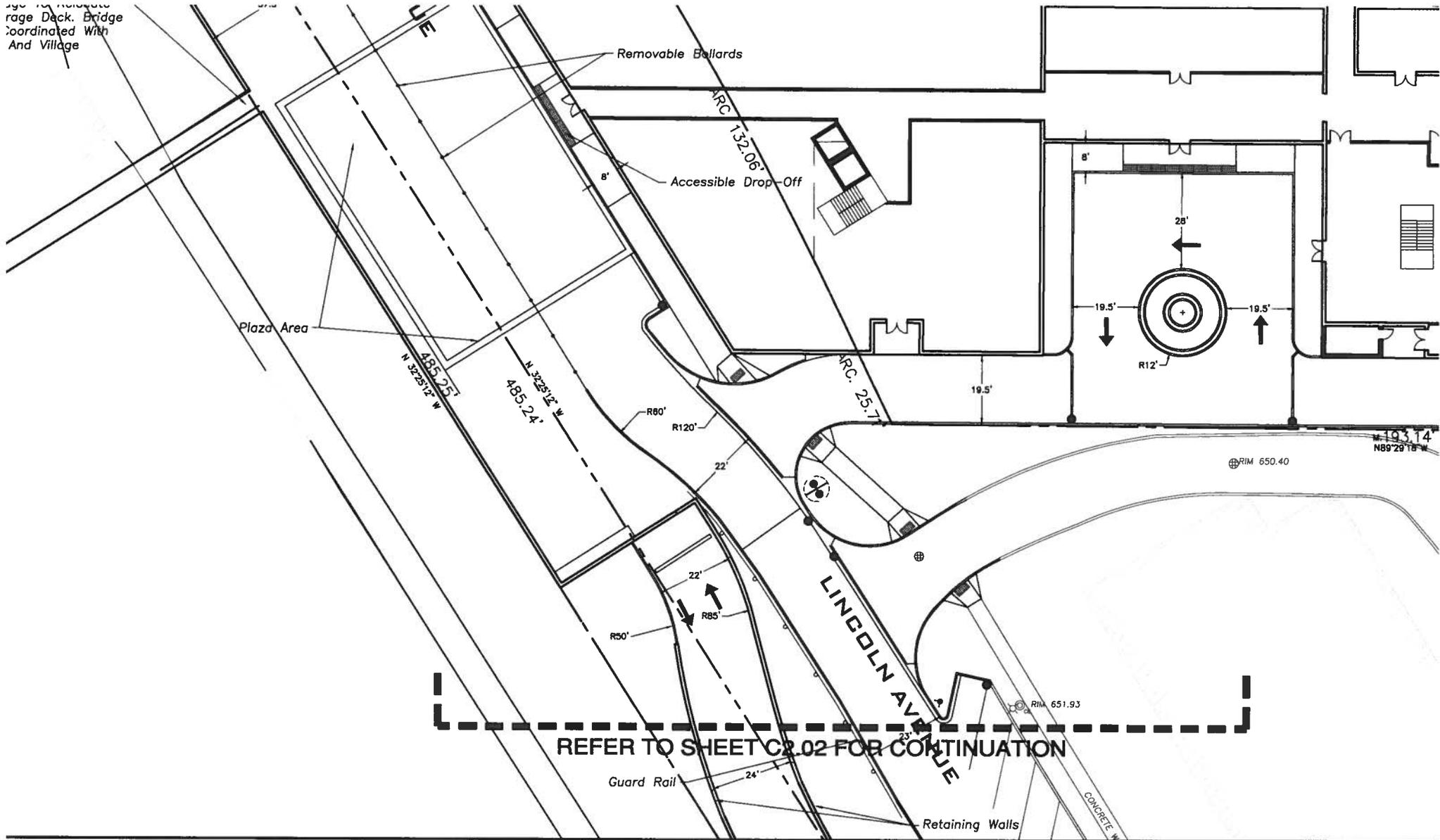
No.	Date	Description
204/02/10		Submitted For PUD

© Eriksson Engineering Associates, Ltd., 2014	
DESIGNED BY: [Signature]	
Design By: PD	Date: 2015-01-30
Approved By: TH	Project No.:

Sheet Title:  
**SITE GEOMETRY PLAN**

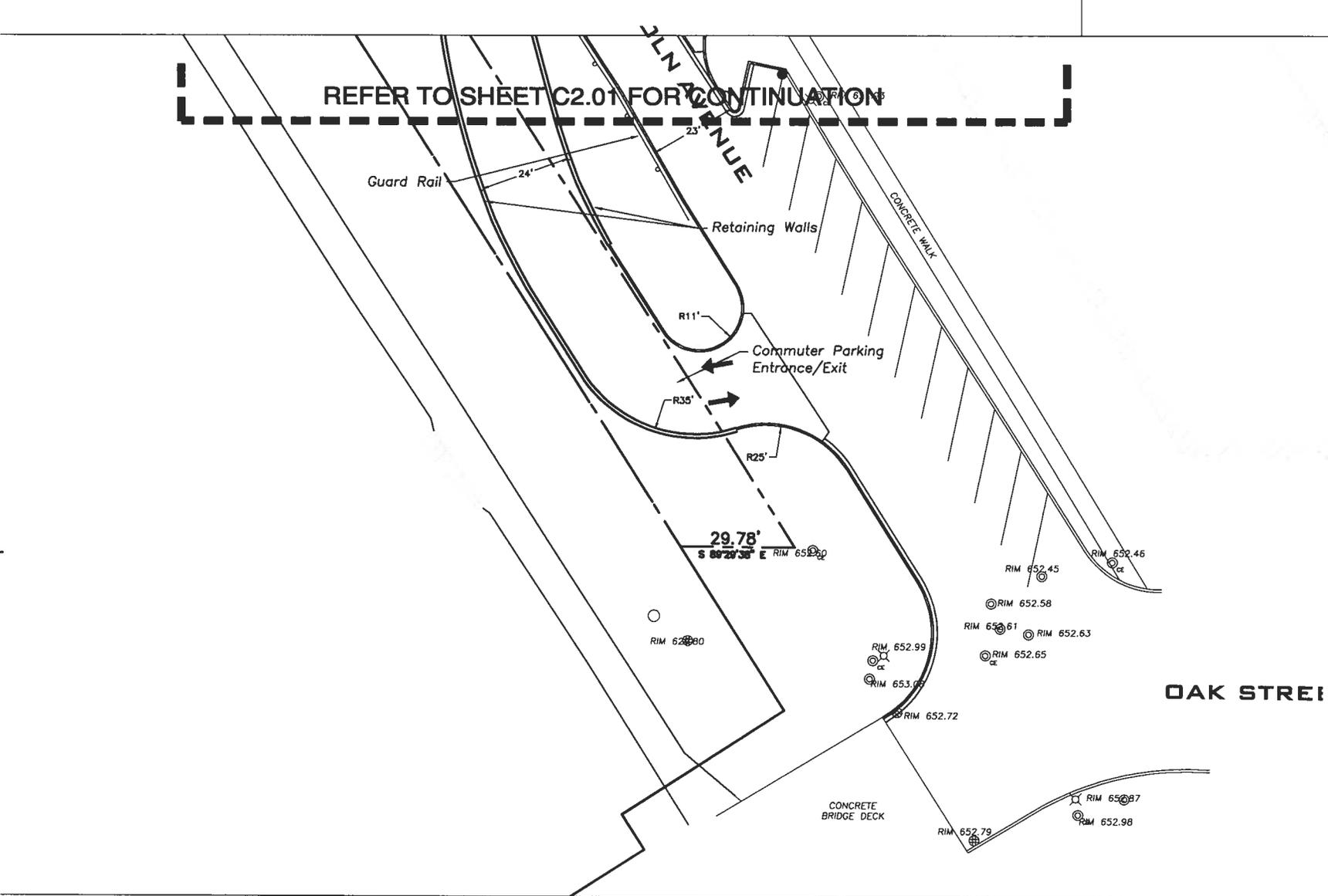


Age 14 Helicopters  
Bridge Deck. Bridge  
Coordinated With  
And Village



REFER TO SHEET C2.02 FOR CONTINUATION

CONCRETE



ONE W

Lincoln Avenue

Reserved for Seal:

Expiration Date: \_\_\_\_\_

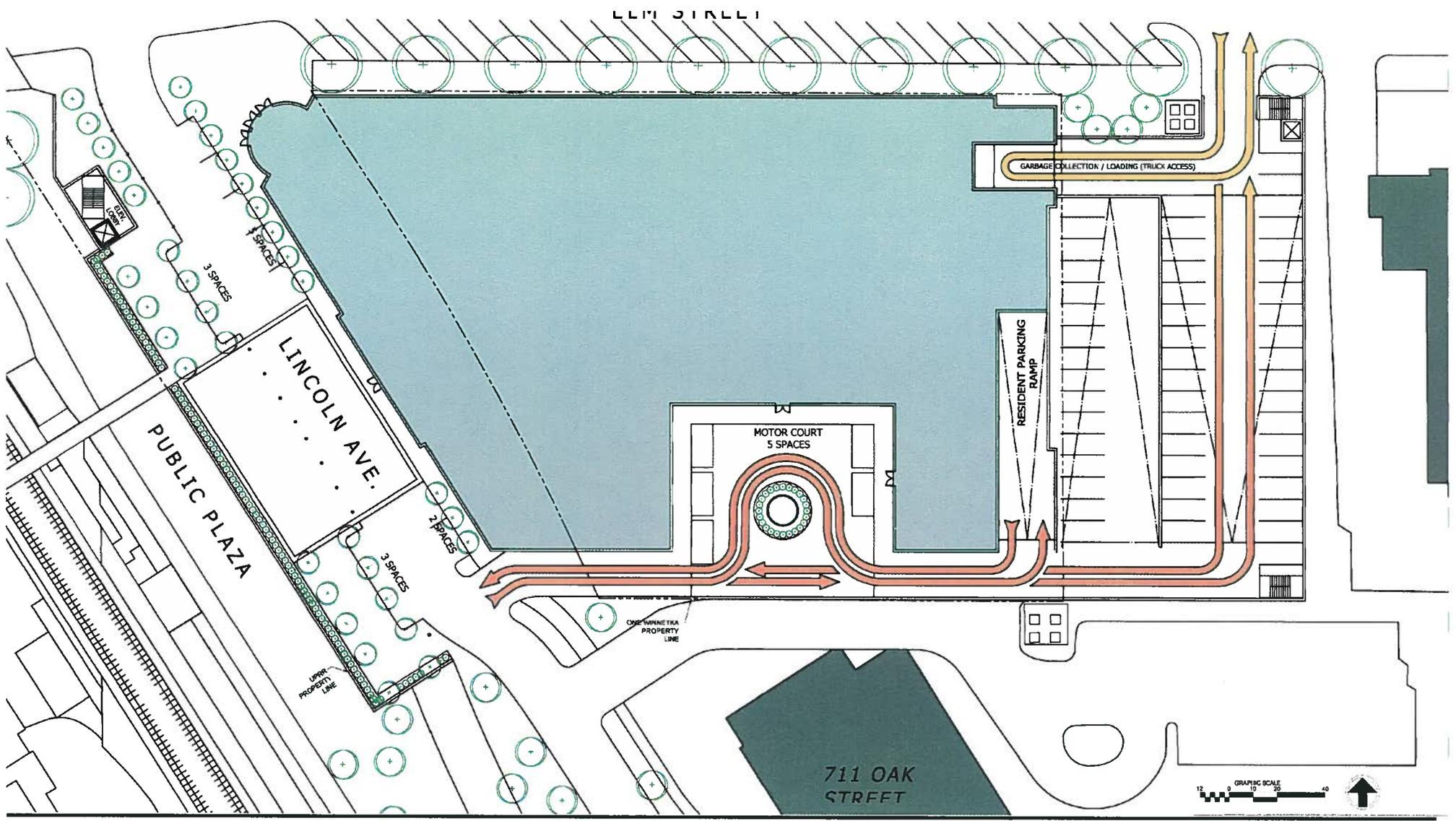
No.	Date	Description
	2015/02/19	Submitted For PUD

© EPIRBSON ENGINEERING ASSOCIATES, LTD.  
 THIS PLAN & DESIGN ARE THE PROPERTY OF EPIRBSON ENGINEERING ASSOCIATES, LTD.  
 NO REPRODUCTION OF ANY PART OF THESE PLANS IS PERMITTED WITHOUT THE CONSENT OF EPIRBSON ENGINEERING ASSOCIATES, LTD.

Design By:	PD	Date:	2015-
Approved By:	TH	Project No.:	

Sheet Title:

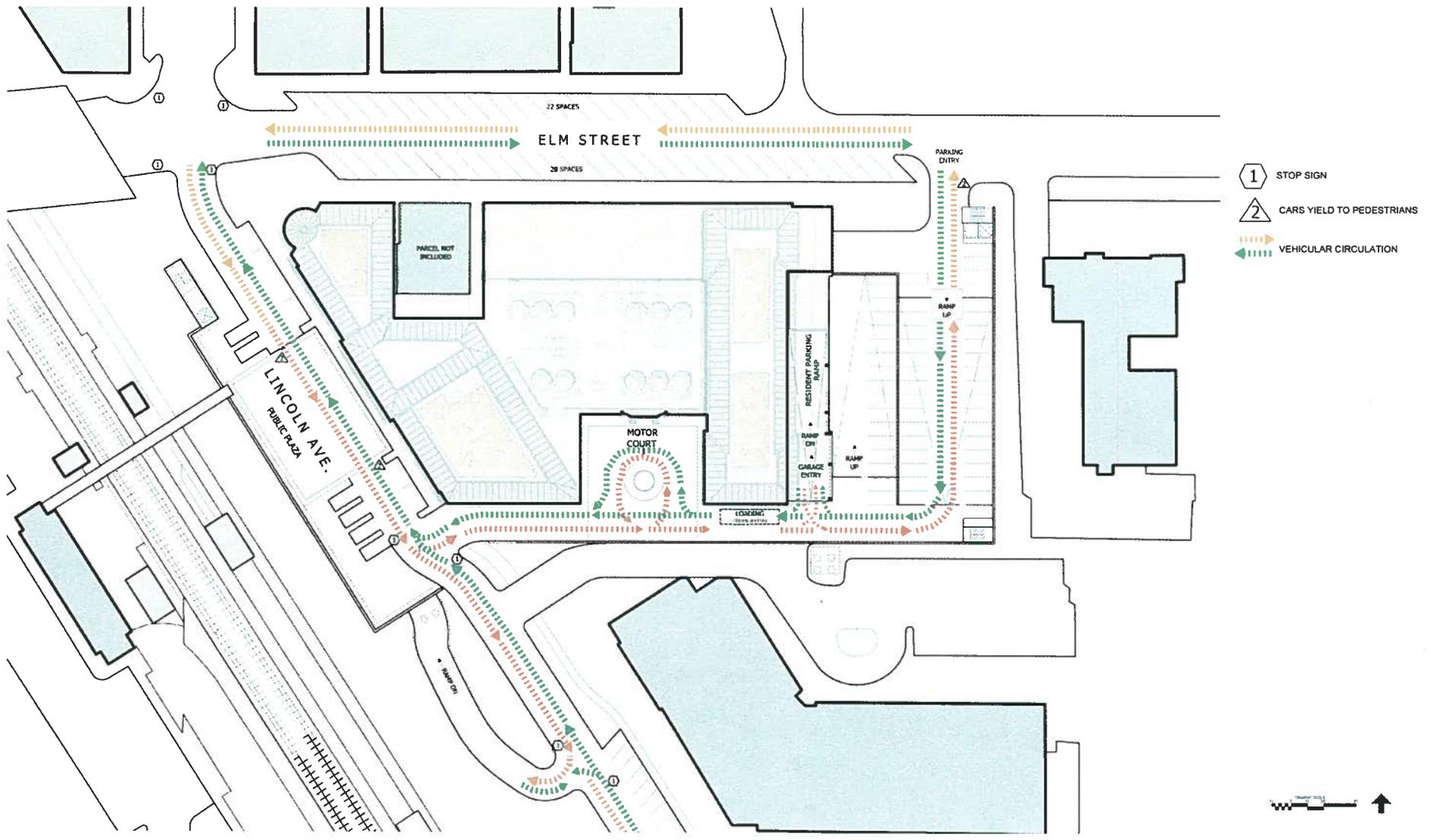
**SITE GEOMET PLAN**

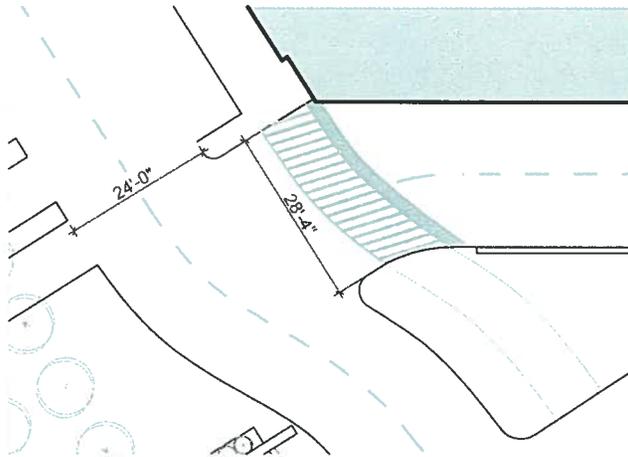


TRAFFIC DIAGRAM

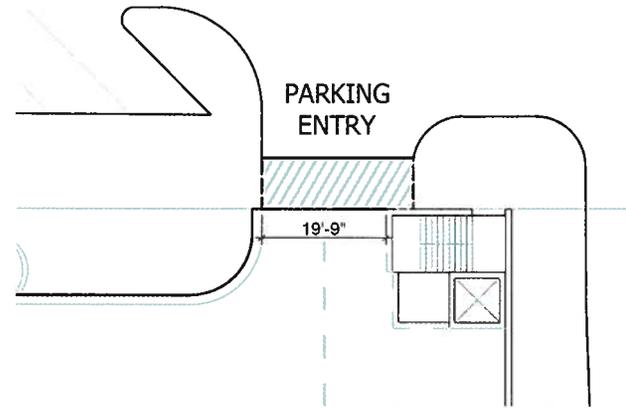
SCALE: 1:20

7/13/2015  
LUCIEN LAGRANGE STUDIO

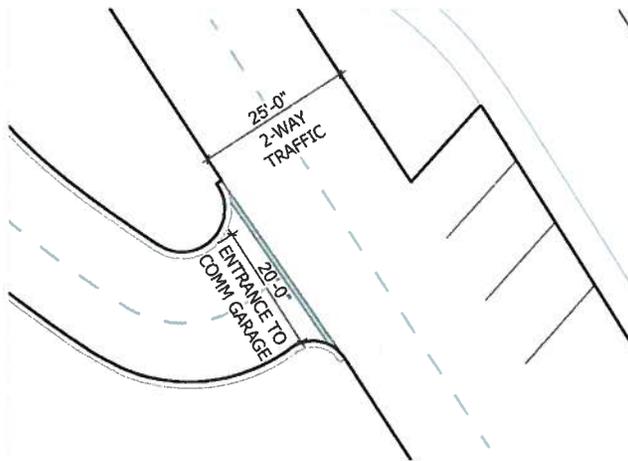




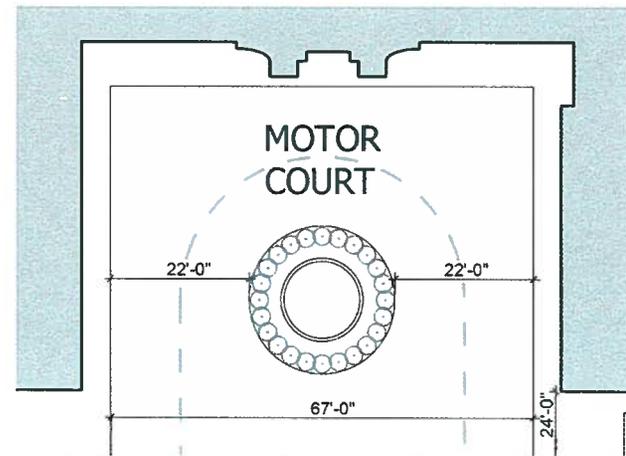
① PLAN VIGNETTE - ENTR TO BUILDING OFF LINCOLN AVE  
SCALE: 1/16" = 1'-0"



② PLAN VIGNETTE - ENTR TO E PARKING OFF ELM STREET  
SCALE: 1/16" = 1'-0"



③ PLAN VIGNETTE - ENTRANCE TO COMMUTER GARAGE  
SCALE: 1/16" = 1'-0"



④ PLAN VIGNETTE - AT THE MOTOR COURT  
SCALE: 1/16" = 1'-0"

Dear Winnetka Community, and Zoning Board of Appeals,

The businesses of the 700 block of Oak Street have serious parking problems that must be addressed as village officials calculate additional parking needs as part of the proposed Winnetka One development.

Our block sits a mere 75 feet away from that large-scale development and it is critical that the analysis of the project's parking needs be comprehensive enough to include a solution to Oak Street's parking problems for the betterment of the entire community.

Allow me to introduce a few of us doing business on Oak Street to readers who may not frequent the corridor.

Many young Winnetka moms and their small children know our street because they attend the Willow Wood "Castle" School.

The most trusted person in town just might be Dr. Walter Grobelny, the "Village Internist". (In fact, we routinely see dutiful daughters park by the Village Green and be forced to push their elderly parent in a wheelchair up the hill on Oak Street to see Dr. Grobelny.)

Most of the dogs and cats in Winnetka already know the "world's best vet" in Dr. Kurt Miller.

Oak Street also has a group of market wizards that allocate capital from a little-noticed "study in a garden" office.

Everyone on the block is eager for the imminent arrival of Dr. John Croghan, who is relocating his vigorous practice to Oak Street from its present location on Sheridan Road in Kenilworth.

And hasn't nearly everyone in Winnetka played at least some small part in the Christ Church rummage sale?

Our block on Oak Street, which runs between Lincoln Ave. and Maple St., has none of the economic malaise seen in Winnetka's other business districts.

Hundreds of clients come to the bustling Oak Street corridor every day. There simply is not enough parking available to meet the demand. Cars are routinely double-parked or left in front of driveways, posing danger to drivers and pedestrians alike.

Now is the time to make our parking needs more generally known:

- 1) We need twenty spaces at the south end of Lincoln Avenue reserved 24/7 for use by Oak Street doctors, business owners, and their associates.
- 2) Oak Street parking should be regulated for the purpose of enhancing its' hospitality to the clients of Oak Street businesses:
  - a) Parking on the south side of the street should be made especially suitable for medical and veterinary patients.
  - b) The north side of the street should have diagonal parking.

The reality is that the Oak Street corridor adds enormous value to the community. We strongly urge that our parking needs be seriously considered as part of the Winnetka One parking analysis.

David Lottich  
Oak Street resident and business owner



From: Roger  
Date: November 26, 2015 at 8:00:10 AM CST  
To: <smyers@winnetka.org>  
Subject: One Winnetka Proposal

Scott: I read the account of the ZBA meeting in the Winnetka Current and felt I needed to respond. I am writing to you because the members of the ZBA do not put their email contact information on the Village website. So please pass this along.

Chairwoman Joni Johnson is quoted as saying "I would never park in an underground garage..." While that may be her personal preference, that should not be the basis for any ZBA decision.

Mary Ann and I lived for fourteen years in Highland Park (during the development of Port Clinton Square) and owned a retail business that rented space in Port Clinton Square, above the underground parking garage. Customers parked in the garage and shopped. Even now, Mary Ann and I go to eat at the Walker Brothers and shop, conveniently parking in the garage. The garage is often full.

The plaza that was created above the parking garage serves the business community as well. Activities held in that plaza attract shoppers.

North of Central on Green Bay Road is a second development with an underground garage, Renaissance Place. We go to the movie there and park with hundreds of others in the underground garage.

Both examples of underground parking are welcome relief for shoppers during inclement weather. They are well lighted and clean.

The ZBA needs to tour those two developments in Highland Park and discuss the underground parking with Carolyn Hersch, the City of Highland Park's Business Development Coordinator (847-926-1027).

In the article the ZBA comes across as truly uninformed. Evanston is not the comparison for Winnetka - Highland Park has one of the best examples of redevelopment of the scale that appears to be acceptable to the people of Winnetka. We should learn from their experiences.

Downtown Winnetka needs development that provides integrated residential housing - those residents will likely walk and shop in Winnetka. Hopefully Winnetka will be blessed with another developer who puts together the same concept for the Post Office block. These developments serve to expand the property tax base, something we homeowners desperately need.

I would have liked to attend the next ZBA meeting to deliver these observations in person on Dec 14 but we leave on Saturday for China and Japan on business and I will be still in Tokyo on Dec 14.

Happy Thanksgiving,

Roger

Roger J. Grabowski

Winnetka, IL 60093

Tel:

Email:

-----Original Message-----

From: Jan Pavlovic [mailto: ]  
Sent: Tuesday, November 17,   
To: ContactCouncil  
Subject: "One Winnetka"

I understand that the overwhelmingly negative feedback to the proposed "Winnetka One" project has been largely ignored.

Regardless, I would like to add my voice to the effort to save our village from this stylistically inappropriate, illegally oversized and neighbor-unfriendly structure. Such an ill thought out building will be an eyesore in our otherwise contiguous village for decades to come.

It is questionable to many residents why such an unpopular project has been so insistently promoted by only a few people - in the face of public sentiment and historic president.

Whatever the reason, I hope that the spirit of community will ultimately prevail, and an entirely different - Winnetka appropriate -plan will be developed instead.

Jan Pavlovic  
Plum Tree Lane

Sent from my iPhone









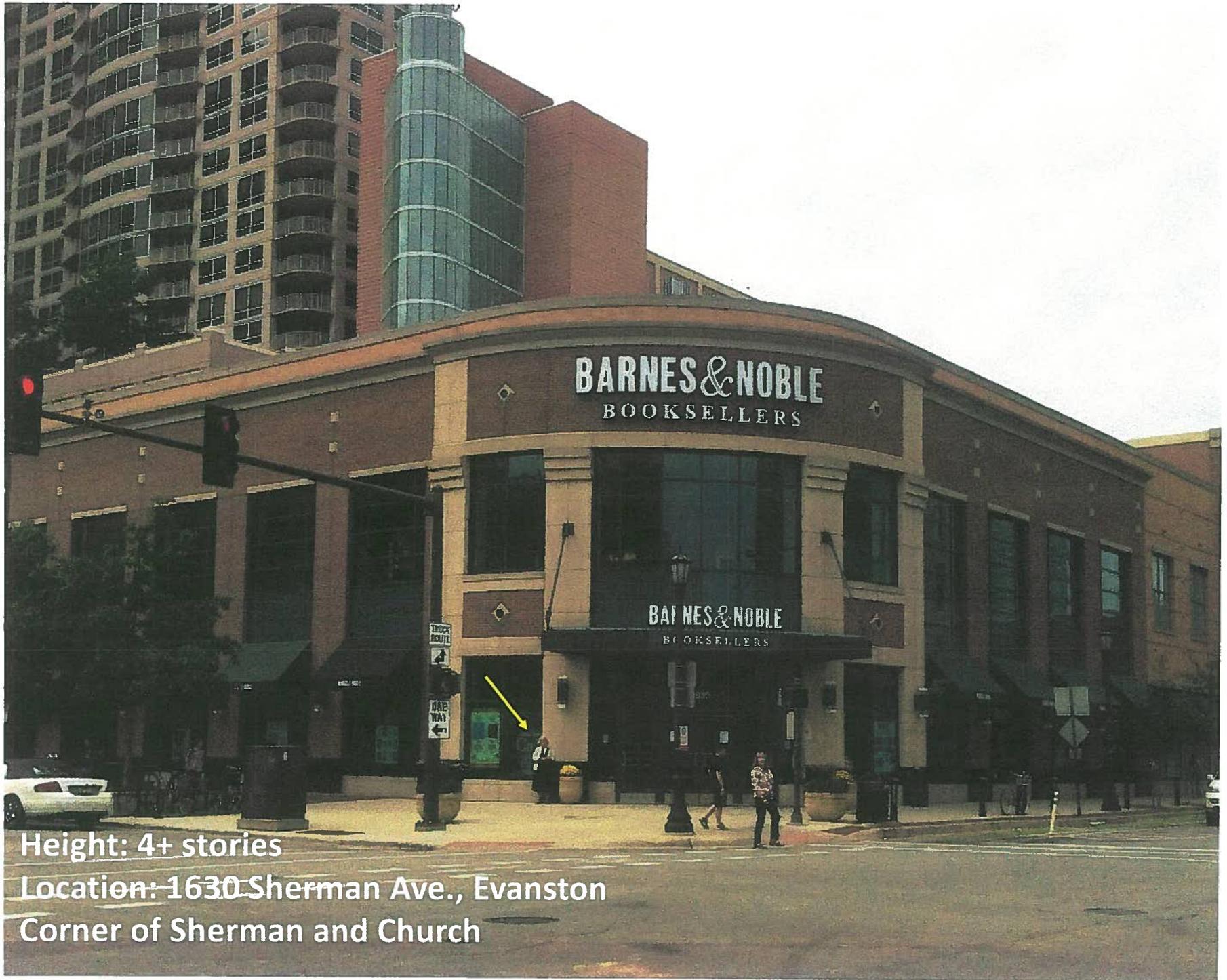
728

neapolitan

neapolitan



**Central Street Station**  
**1720 Central Street**  
**Evanston, IL**



Height: 4+ stories

Location: 1630 Sherman Ave., Evanston

Corner of Sherman and Church

Note canopy &  
upper story setback



Height: 5 stories - 57.51' – Emporis  
Evanston Galleria  
Location: NE Corner of Church & Sherman



Height: 57.51' – Emporis  
Evanston Galleria, Evanston  
Location: Sherman Avenue Frontage

Height: 69.1' – Emporis  
Location: 1818 Maple, Evanston  
Corner of Maple &



NOV 16 2015

November 15, 2015

To the Chair, Zoning Board of Appeals, Village of Winnetka

Re: "An Opportunity for Revitalizing Winnetka and the Iconic Fell Store,"

Dear ZBA Chair and Members:

The Village of Winnetka has a wonderful opportunity to develop the Fell site by adaptively reusing the distinctive current Fell building and adding new construction to the mix. These will enhance the experience of visiting downtown Winnetka.

The Fell building, which won an international design award, is already designed to receive two additional floors of residential space atop the existing building, and it also presently has an underground parking area. The new development proposal requires the costly demolition and removal of an award winning building, so that another building can be built in its place--to accomplish very similar purposes--why?

Adaptively redeveloping the Fell Building would:

- retain and iconic, award winning building, planned for additional floors
- Not require a zoning variances as the alternative proposed buildings are 4 stores or less
- incorporate existing drawings and specification for the residential units that can be easily updated.
- not require demolishing the Fell building, including the lower levels, a very expensive undertaking
- not require excavating for the new building, avoiding significant environmental and neighborhood disruptions
- not requires rebuilding the first floor retail space, providing significant cost saving and permitting use sooner

There are also significant economic and tax benefits to explore for developing on historic income-producing properties. Landmarks Illinois, the American Institute of Architects (Chicago) and Docomomo preservationist all endorse the importance of adaptively reusing and preserving the iconic Fell Building.

In short, adaptively reusing the Fell Building can produce significant architectural and development benefits with cost- and environmental-savings for the developer and community.

- This can be an architecturally and financially successful, "cost-effective" solution for the project and the community, within existing zoning and height limits

Wouldn't this be better for the Village and citizens of Winnetka, all thing considered?.

We hope community members will communicate to the Zoning Board ([onewinnetka@winnetka.org](mailto:onewinnetka@winnetka.org)) before or at its November 16 meeting the importance of enhancing the Fell store as part of the development process.

Please find attached a schematic of how the current Fell Buildings (on both Lincoln and Elm) can be adaptively reused and remain within the zoning code height restrictions. We ask the Board to encourage the developers to consider the adaptive reuse of the current buildings for retaining the village character and remaining within the zoning ordinances.

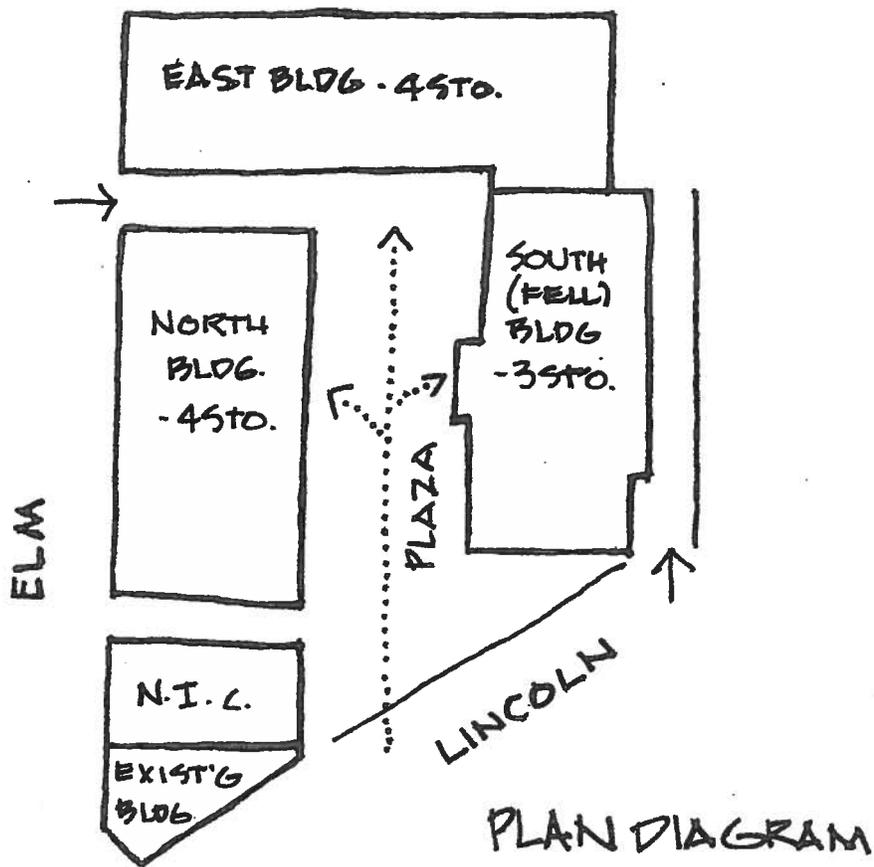
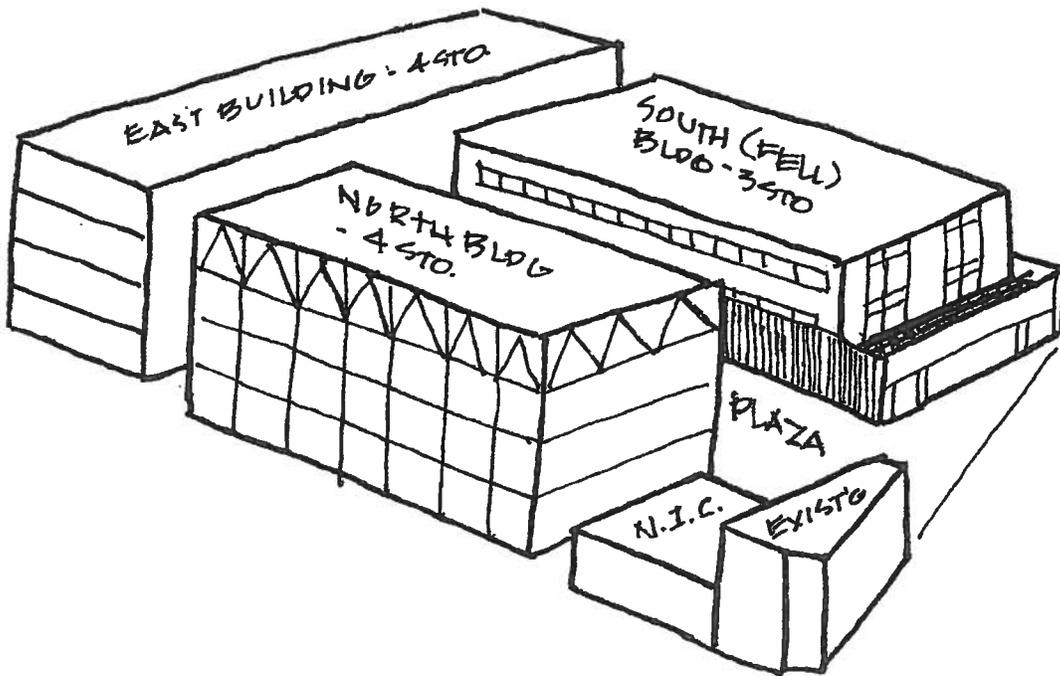
Peter Milbratz  
Richard Sobel  
"Fell's Future"

**Petition in Support of Preservation and Adaptive Reuse of the Fell Building in Winnetka, 2015.**

We support preservation and adaptive reuse of the Fell Building, including residential designs, and ask the Village Boards to encourage development to incorporate the Fell project into their plans.

Name	Address	Email/phone
1. Chris West	[REDACTED]	[REDACTED]
2. Sam Evans	Winnetka, IL Menomonee Valley 60022	[REDACTED]
3.		
4. STEVE LIME	[REDACTED]	[REDACTED]
5. Barbara Mleczko	CHICAGO, IL 60645 Northfield IL 60093	[REDACTED]
6. Marybeth Maken	[REDACTED]	Lake Bluff, IL 60044
7. Ruth Allen	[REDACTED]	Winnetka, IL 60093
8. <del>Peter Miller</del>	[REDACTED]	WINNETKA
9. Lisa Zimmerman	[REDACTED]	Chicago
10. Ted Eller	[REDACTED]	Winnetka
11. Katie Coath	[REDACTED]	WINNETKA
12. Dick Coath	[REDACTED]	Winnetka
13. Margued Urnos	[REDACTED]	Cambridge MA
14. Neil BRIEF	[REDACTED]	Skokie
15. Sholeh Edwards	[REDACTED]	Winnetka

# FELL'S FUTURE / ALTERNATE MASSING DIAGRAM



DRAWN BY.. W. PETER MILBRATZ  
13 NOV 15 ©2015

April 11, 2011

Joe Adams, Chair  
Zoning Board of Appeals  
c/o Village of Winnetka  
510 Green Bay Road  
Winnetka IL 60093

RE: Fell Company Store at 511 Lincoln Avenue, Winnetka

Dear Chairman Adams and Members of the Zoning Board of Appeals,

**docomomo\_chicagomidwest**, a chapter of **docomomo\_us**, urges the Winnetka Zoning Board of Appeals to avoid demolition of the architecturally significant Fell Company Store located at 511 Lincoln Avenue.

**docomomo** is a private nonprofit volunteer membership organization dedicated to the documentation and conservation of buildings, sites and neighborhoods of the modern movement. Our members include preservationists, architects, scholars, and many others who actively work to record, preserve and advocate for sites of the early to mid 20<sup>th</sup> century.

The former Fell Company Store building was designed by Walter H. Sobel, FAIA and Associates. Sobel is a well-known local modernist architect, Navy veteran, and distinguished research professor at the Illinois Institute of Technology. His architecture is significant in part because of several important projects including the Beth Emet Synagogue in Evanston, the Geico Building in Wilmette, and the Wack House in Kenilworth as well as renovations to the Braeside and Ravinia Schools in Highland Park while working for John Van Bergen. His architectural drawings are being collected by the Midwest Architectural Archives at the University of Minnesota and the Spertus Museum archives in Chicago.

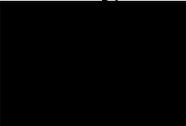
When it was completed, the Fell building won the Outstanding Merit Award for the Planning and Design of a Small Department Store in an international competition of the Institute of Store Planners and the National Association of Store Fixture Manufacturers in 1970. More currently, the leasing ad for the building describes the architecture as "iconic."

The clean lines, refined architectural detailing and space-efficient interior layout make it an excellent candidate for reuse. Originally, the building was designed to be expanded, which could allow for a sensitively-designed addition for added space. In addition to the quality of the architecture is the fact that building reuse is inherently more sustainable than demolition and new construction. Adapting and reusing the building saves natural resources and prevents waste of the embodied energy of the existing building.

We request that the Zoning Board of Appeals encourage the development company, New Trier Partners, to consider retaining this significant modern building in their redevelopment plans. Potential landmark designation of the structure by the Village of Winnetka would allow the developer to take advantage of available local and federal preservation incentives for rehabilitation.

We urge the Zoning Board of Appeals to work with the developer, the Landmark Preservation Commission, and the Plan Commission to explore options beyond demolition in order to save this significant example of the modern movement.

Sincerely,

  
Christopher Enck  
Member, docomomo\_chicagomidwest

cc: Mike D'Onofrio, Director of Community Development and Staff Liaison, Zoning Board of Appeals  
Jessica Tucker, Winnetka Village Council President  
Robert M. Bahan, Village Manager  
Becky Hurley, Plan Commission Chairman  
Keith W. Groebe, Chairman of Historical & Residential Preservation Committee

August 26, 2008

Ms. Maureen Mitchel, Chair  
Winnetka Plan Commission  
Village of Winnetka  
510 Green Bay Road  
Winnetka IL 60093

*RE: Fell Company Store, 511 Lincoln, Winnetka*

Dear Ms. Mitchel and Members of the Plan Commission:

As we understand it, tomorrow you will be reviewing a planned development application by New Trier Development LLC for a project proposed to replace the Fell Company Store. The proposal is a building with four floors of retail, condominiums, and underground parking. Landmarks Illinois urges the Commission to request that New Trier Development to incorporate the Fell Company Store into its redevelopment plan.

The Fell Company Store was designed by well-known North Shore architect Walter H. Sobel, FAIA, and was completed in 1968. In 1970, it won an Outstanding Merit Award for the planning and design of a small department store in an international competition of the Institute of Store Planners and the National Association of Store Fixture Manufacturers. The store is representative of high-end, modern commercial design that is fast disappearing from suburban main streets throughout the region. The building has clean lines, refined use of details, and materials that would be cost exorbitant to replicate today.

Ironically, Mr. Sobel designed the store to allow for future expansion, specifically for the possibility of adding up to three additional stories for residential units. This could possibly allow New Trier Development to reduce the cost and construction time of the project by reusing an existing structure. This also would reduce demolition waste.

We hope the Commission will request that New Trier seriously consider this approach, which could provide a win-win situation for everyone. In the meantime, please feel free to contact me if you have any questions or would like any assistance from Landmarks Illinois.

Sincerely,



James Peters

President

cc: Mike D'Onofrio, Director, Community Development  
Brian Norkus, Assistant Director, Community Development



BOARD OF DIRECTORS  
Rolf Achilles  
*Chairman of the Board*  
Geoffrey A. Koss  
*Vice Chairman of the Board*  
James E. Peters  
*President*  
Frieda Ireland  
*Treasurer*  
Vincent L. Michael  
*Secretary & Chairman,*  
*Preservation Issues Committee*  
Richard F. Friedman  
*General Counsel*  
William W. Tippens  
*Chairman, Preservation Fund*  
*and Easement Committee*

Robert P.B. Angevin  
Joseph M. Antunovich  
Julie Bauer  
Heather Becker  
Alicia Berg  
John F. Blacketer  
Scott J. Cockerham  
Kevin Freeman  
Madeline Gelis  
Shelley Gorson  
Bruce B. Grieve  
Delph Gustitus  
Catherine S. Handelsman  
Reuben L. Hedlund  
David Hernandez  
Anthony Johnson  
Kathryn Johnson  
Marilyn P. Johnson  
Yvette M. LeGrand  
Stephen J. Livaditis  
James E. Mann  
Judith P. McBrien  
Charles Pipal  
Thomas J. Rossiter  
Judith A. Samuel  
John H. Stassen  
Ellen Stoner  
Martin C. Tangora  
Anne B. Voshel  
David Woodhouse

Chairman emeritus  
Richard Miller

---

*The Monadnock Building*  
53 W. Jackson Blvd., Suite 1315  
Chicago, Illinois 60604-3562  
Tel: (312) 922-1742  
Fax: (312) 922-8112  
e-mail: mail@lpci.org  
www.Landmarks.org  
www.FarnsworthHouse.org

*"To preserve, protect and promote architectural and historic resources in Illinois through advocacy and education."*

Wed. 11/28

To the Zoning Board -

It is unbelievable seeing  
the drawings of the proposed  
site, the Fall Blkly. Area..!!

What we see is a huge building  
unsightly for our village..!!

Please deny this proposal..!! -  
We definitely need improvement  
on Elm and Lincoln - but  
please let it fit in with  
our beautiful downtown..!!

Subforest rejected plans by  
this contractor/designer &  
why can't we..!!? -

OCT 30 2015

RECEIVED

