

The Village of

# Winnetka

## Design Guidelines

Amendments

- 01/17/2023 - Ordinance MC-01-2023 - Building Signage, pages 19 & 20





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# Village of Winnetka Design Guidelines

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# **Introduction**

For over thirty years, Winnetka has had a review board that examines proposed designs for commercial, multiple-family, mixed use and institutional (including both public and quasi-public) building projects. In recent years, this has been called the Design Review Board (DRB), whose seven members are appointed by the Village Council.

The Village of Winnetka seeks to maintain the high quality of its business districts' built environment, with development that is attractive and consistent with a pedestrian-oriented town center character. Whether a proposed project is for new development or an improvement to an existing building or landscape, it is important that each proposal enhances the contextual character of its surroundings and contributes positively to the goals of the community.

The Comprehensive Plan for the Village of Winnetka, *Winnetka 2020*, recognizes that the DRB, residents, developers and architects will all benefit from guidelines that encourage high-quality design that is sympathetic to its surroundings.

The following guidelines for site and building design are suggestive only and are not intended to supplement or supercede the Village's Codes or Ordinances nor do they represent a master plan for any immediate development project.

## **Village Character**

### **East/West Elm Street District**

The East/West Elm Street Business District known locally as "Winnetka" is the Village's main commercial district. The District conveys a strong image throughout the unified composition of the existing streetscape, landscape, land-use transitions and architecture. Visually and symbolically this district, bisected by Green Bay Road and the Union Pacific Train Line, is the heart of Winnetka's business and civic community.

The District's landscaping and harmonious land use transitions, anchored by Station Park at the intersection of Green Bay Road and Elm Street, help create a district edge and gateway. Neighborhood service and destination stores along with most of the Village's civic facilities are located here. One of the defining landmarks of this district is the open axis created by Chestnut Court west of Village Hall.



*Figure 1*



*Figure 2*

The pedestrian-oriented feel of the district is created in a variety of ways. First, the buildings have significant architectural consistency and scale that create an inviting outdoor “room” for pedestrians. Storefronts contain large retail windows and attractive displays, which encourage strolling and window shopping. Sidewalks provide ample room for pedestrian flow and streetscape features including furniture and landscaping. (See figures 1,2,3)



*Figure 3*

Parking is located in several public parking lots and on the street. Loading, servicing and additional parking generally occur in rear alley locations.

### **Hubbard Woods**

The Hubbard Woods Business District is a linear business district built on both sides of a regional arterial roadway, Green Bay Road. It has a smaller building scale than the East/West Elm Street District, giving it a more intimate feel despite heavier traffic conditions. As with the Elm Street District, the Hubbard Woods District has a pedestrian-oriented, neighborhood retail character. The buildings exhibit architectural consistency, scale and storefront displays that encourage strolling and window shopping. A significant number of multiple-family residential units are located on the upper floors of the retail stores. (See figures 4,5,6)

In general, parking is provided on the streets, in alleys behind buildings and in small public lots including a two-level parking structure adjacent to the railroad tracks. Loading and servicing occur in rear alley locations.



*Figure 4*

Hubbard Woods Park and its Gazebo are actively used and provide a major Village gathering area.



*Figure 5*



*Figure 6*

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## Indian Hill

The Indian Hill Business District, the southern gateway into the Village, is a predominantly auto-oriented business corridor. South of Winnetka Avenue, the west side of Green Bay Road is composed of predominantly single-story buildings housing a variety of retail uses, while the east side of Green Bay Road abuts the railroad tracks, allowing for parking and buffer landscaping.

Circulation/traffic problems and safety hazards, especially for New Trier High School students, exist due to fast-moving traffic, winding roadways, and wide streets. As with the Village's northern Green Bay Road gateway at Hubbard Woods, the Village identity needs to be communicated through the development of a gateway feature, appropriate wayfinding signs, gateway architecture and unified repetition of streetscape elements. (See figures 7,8)

Parking for the existing businesses generally occurs on Green Bay Road. Multiple-family residential parking is provided for in defined off-street lots.



*Figure 7*



*Figure 8*

## General Guidelines Intent

The intent of these General Design Guidelines is to provide a standard that can be used to evaluate proposed commercial, mixed-use, multiple-family and institutional development in the Village of Winnetka. These guidelines require that new designs retain a contextual relationship with the existing character of the three individual commercial districts.

The individual character of the commercial districts should be maintained and enhanced by careful consideration of the architectural styles, materials, scale, massing, setbacks

and articulation and by proper attention to the surrounding landscaping and transitional zones adjacent to residential areas.

Throughout the guidelines the terms primary and secondary facades are used. The definitions of those terms are:

**Primary facades** face a street or pedestrian open space.

**Secondary facades** face pedestrian parking areas or alleys.

## **Design Guidelines**

### **Building and Architecture**

#### **I. Contextual Design**

Commercial, mixed-use, institutional and multiple-family development projects should reflect an understanding of the immediate site surroundings and the village-wide character. Contextual design reflects existing features including massing, height, setbacks, proportions, scale, roof forms, materials, articulation, lighting, signs and awnings while creating appropriate architectural design.

The prevalence of the English Tudor style throughout the Village dictates smaller structural bays and massing, limited building heights, variety in roof forms, mix of materials and special attention to detailing and fenestration proportions and patterns. It is not the intent of these guidelines to recreate traditional architectural styles that do not allow for contemporary architectural designs or materials, but to provide a framework within which good design can flourish in context and enhance the existing Village character.

#### **II. Uses**

The three districts have a mix of uses that includes commercial, mixed-use, institutional and multiple-family facilities.

Exclusively commercial buildings make up a small percentage of the structures within the districts. They are typically single-story buildings that house a single retailer with on street frontage and a large expanse of storefront. These buildings are strongly horizontal with large sign bands and varying stylistic detailing.

Most buildings in the commercial districts are mixed-use. The architectural designs are based on a traditional two-part structure with retail on the ground floor and offices or residences above. The facades clearly separate the two uses through changes in materials and wall plane as well as changes in fenestration, with large glass storefronts on the street level and punched windows above creating a hierarchy of public versus private spaces. In select locations, where large or awkward site geometry suggest, alternatives to the existing mixed-uses may encourage the use of first floor courtyards or pedestrian ways instead of uninterrupted commercial space.

Institutional buildings include a wide variety of building types and uses such as civic buildings (Village Hall), schools, libraries, churches, recreational facilities and utilitarian public works facilities. Most institutional structures located within the Elm Street District are designed in the Classical Revival, Contemporary or Georgian styles. Most schools and churches are located within residential neighborhoods. Typically, institutional structures are freestanding and larger in scale as they represent unique aspects of community life: governmental, religious and educational. The design of institutional buildings, whether new or an alteration to an existing building, should reflect the context of their immediate surroundings and respect the existing neighborhood while identifying their function.

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Multiple-family buildings are structures limited to residential use only including condominiums, townhomes and apartment buildings.

### III. Historic Buildings & Building Elements

Although the Village of Winnetka developed from a plat recorded by Charles E. Peck in the 1850's, many of the commercial structures in the main shopping districts were built during the 1920's. Future project designs should reinforce the established character, massing and scale. New developments and alterations are encouraged to incorporate historic building elements and forms from adjacent structures in order to maintain a cohesive district. (See figures 9, 10, 11, 12, 13)



*Figure 9*



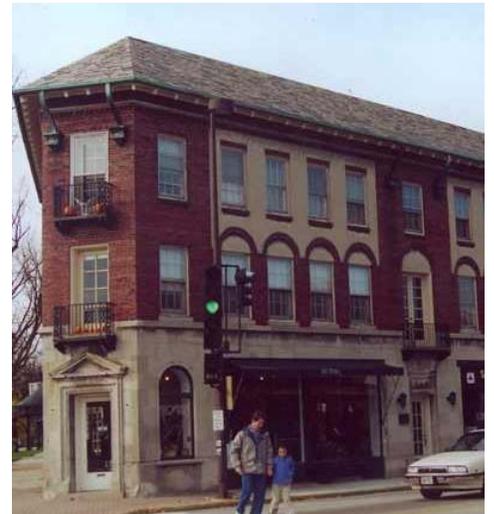
*Figure 10*



*Figure 11*



*Figure 12*



*Figure 13*

#### IV. Style(s)

In Winnetka, a variety of architectural styles has flourished, the most common of these are:

- a. **English Tudor.** The most prominent Winnetka architectural style is characterized by a mixture of materials, medieval detailing, human scale and proportion. A typical commercial building has a heavy masonry base with the upper floors articulated by timber and stucco bays and punched windows. Most of the Tudor buildings range from 1-½ to 2 -½ stories in height. The top story is usually concealed under a steeply pitched roof interrupted by cross gables and dormers. (See figures 14 & 15)



*Figure 14 English Tudor*

- b. **Georgian.** Several prominent institutional buildings reflect the Georgian style, which is characterized by a symmetrical facade, hipped roof with gabled entry, classical detailing and the use of quoins to articulate the corners. Georgian buildings are generally constructed of brick with limestone detailing. The fenestration pattern on Georgian buildings is typically small stacked punched openings with double-hung, divided-light windows. (See figure 16)



*Figure 15 English Tudor*

- c. **Art Deco.** Art Deco is a style of decoration consisting largely of low-relief geometrical designs of straight lines, zigzags, chevrons and stylized floral motifs. The style is a conscious expression of modernity and the machine age. Exterior architectural materials vary from smooth faced concrete and stone to metal, terra cotta and glass. Predominant Midwest Art Deco buildings, as exemplified in Winnetka, are built of dressed limestone and are generally horizontal, most often single story commercial structures with low-relief stylized designs at the sign band. (See figure 17)



*Figure 16 Georgian*

d. **Dutch Colonial.** Dutch Colonial shares some common elements with English Tudor most notably the roofline. Most colonial buildings range from 1 ½ to 2 stories and have a steeply pitch roof with a gable or dormer interrupting the roofline. Dutch Colonial buildings are usually constructed of brick with simple abstract detailing. (See figure 18)

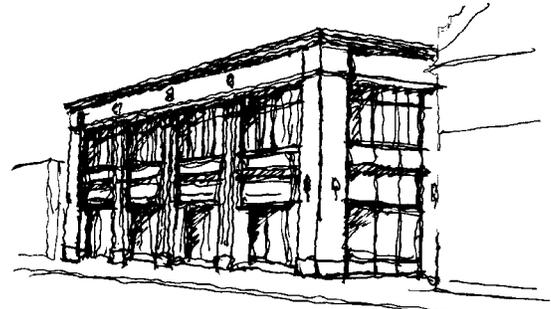


Figure 17 Art Deco

e. **Contemporary.** Contemporary architectural styles include buildings that were built within the past forty years and vary greatly in design, materials and detailing. They range in height from 2-½ to 4 stories. Many have not reflected Winnetka’s character in terms of scale or design. The more recent contemporary buildings incorporate historic elements into facade articulation. (See figure 19)



Figure 18 Dutch Colonial

## V. Building Mass

Massing of a building should acknowledge the size of adjacent structures. Any changes in massing should relate to the primary and secondary building facades, the structural bay rhythms and the hierarchy of the use of the building. Massing of additions should respect the existing building volumes and contribute to the identity and hierarchy of the original building.



Figure 19 Contemporary

a. **Setbacks:** Setbacks are defined as the relationship of the facade to the property line. Upper level setbacks on the primary and secondary street fronts are not allowed except as indicated below.

Commercial and Mixed Use: A continuous “streetwall” along primary commercial thoroughfares should be provided and building facades should be located to create this uniform setback. While commercial zoning standards provide for front setbacks of up to 3 feet, new developments should align with adjacent buildings along the property line. In the Indian Hill Business District, restricted sidewalk widths may warrant a setback of 1 to 3 feet, to be evaluated on a case by case basis. Setbacks should be provided where appropriate to enhance landscaped areas and/or widen restricted sidewalks to provide appropriate widths. The main facade should be orientated to the primary commercial thoroughfare.

Upper level setbacks, which create continuous open terraces, are not allowed on the primary facades. Small setbacks (such as 10'-0" maximum), no greater than one bay width (maximum 20'-0") with a continuous roof eave line, will be considered on upper floors only. The ratio of upper level setbacks must be considered with regard to the building's proportions and scale. No continuous upper level setbacks or corner setbacks will be considered.

Roof gables should be in the same plane as the primary building facade except for the 6"-12" projections allowed under Section VI.c, Articulation. Roof eaves should meet and project beyond the primary facade to create horizontal rhythm. (See figure 20) Buildings located on corner sites should hold the property line or "streetwall" at the intersections of both thoroughfares. Slightly rounded or angled building corners at intersections are acceptable to enhance the pedestrian flow and visibility.

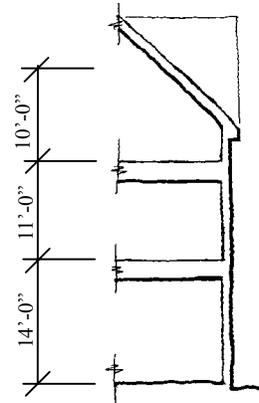


Figure 20

Institutional: Institutional buildings are located throughout the village in various zoning districts and are most often freestanding structures. They frequently function as a transitional element between zoning districts. If an institutional building is located within a commercial district, the mass of the building is encouraged to break from the "streetwall", creating open public space, establishing the hierarchy of the building within its context and creating both a focal point and a visual relief within the commercial district. Additions to existing institutional structures should respect the established setbacks of the original building and should be sensitive to the context of the surrounding zoning area, particularly residential neighborhoods.

Multiple-family Residential: Multiple-family residential buildings are generally located along Green Bay Road, creating a transition between a commercial thoroughfare and single-family residential zones. The B-1 and B-2 multiple-family residential zoning districts call for a 25'-0" front yard setback whereas multiple-family buildings within the C-1 and C-2 zones require a 1'-0" to 3'-0" setback. New multiple-family developments occurring at the edge of the C-1 and C-2 districts should have a front yard setback of 1'-0" to 6'-0" to create a transition between the commercial and residential districts. The primary facade should be located on the main thoroughfare for all zoning districts.

- b. Height:** Existing building heights in the commercial districts vary between single-story commercial buildings to 3-story mixed-use and institutional structures.

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**Commercial and Mixed Use:** The existing building heights are consistent at 2-3 stories within the heart of the commercial district. Buildings of this height are appropriately located within dense pedestrian districts and along Green Bay Road whereas buildings of 1 and 2 stories function well as transitions to single-family residential areas. Single-story buildings are appropriately located along the automobile-oriented south end of Green Bay Road at Indian Hill. Based on existing building heights, new buildings or building additions should have transitional elements or bays such that the new building height will not vary more than  $\frac{1}{2}$  story lower than the immediate adjacent buildings while complying with the requirements of the zoning ordinance. (See figure 21) The current zoning restricts all building heights to  $2\frac{1}{2}$  stories within the B and C zoning districts.

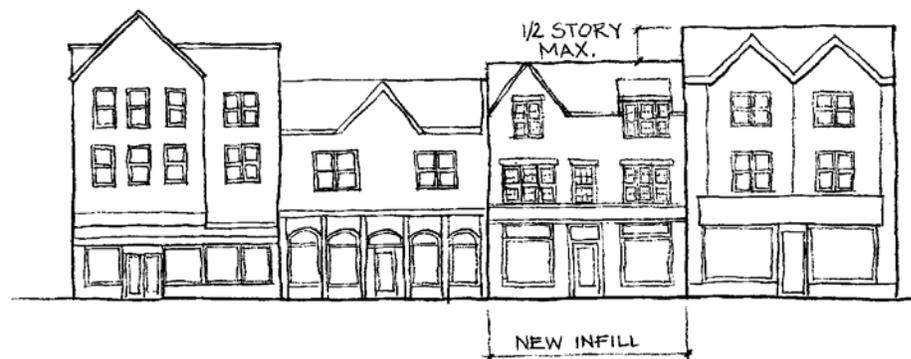


Figure 21

**Institutional:** The height of institutional buildings will vary depending on the use and location of the structure. Institutional buildings located within the commercial zoning districts (C-1 and C-2) are typically more monumental in scale and massing, and the minimum height to the eave line or parapet should not be less than 30% of the length of the primary facade or 25 feet, whichever is greater. The maximum height must conform to the existing zoning requirements. The height of institutional buildings located in the multiple-family (B-1 and B-2) or single family (R-1 through R-5) zones should be sensitive to the surrounding buildings and must conform to the existing zoning requirements. Additions to existing facilities should respect the existing heights and not differ from the established eave line by more than  $\frac{1}{2}$  story. Additions and alterations should be sensitive to the context of the surrounding zoning area.

**Multiple-family Residential:** Many of the older multiple-family residential buildings are built to the outdated zoning standard height of four stories, whereas the height of recent and new multiple-family developments is limited to 35 feet and  $2\frac{1}{2}$  stories.

- c. **Roof Forms:** Roof forms contribute to the massing, scale and proportions of all buildings. Manipulation of the form can help distinguish between residential, commercial and institutional structures. Sloped roof systems, while containing the commercial  $\frac{1}{2}$  story defined by the zoning ordinance, should have eave lines that extend to the perimeter of the building eliminating upper story setbacks at the primary elevation. The continuous length of any roof on a primary facade should be limited to

20'0", without a break in plane using dormers, gables or hip roofs. These should be designed in conjunction with the Vertical Rhythm, Section VIb.

Commercial and Mixed Use, Multiple-family Residential: The predominant roof form within the districts is a pitched shingle roof with cross gables, projecting eave line and brackets reflecting the structural bay rhythm of the building. Variations of the gable and roof pitch contribute to the general breakdown of the building mass and contribute to the steady streetwall rhythm. No roof pitch is to be greater than 60 degrees (21:12) or less than 35 degrees (8:12). (See figures 22 & 23)

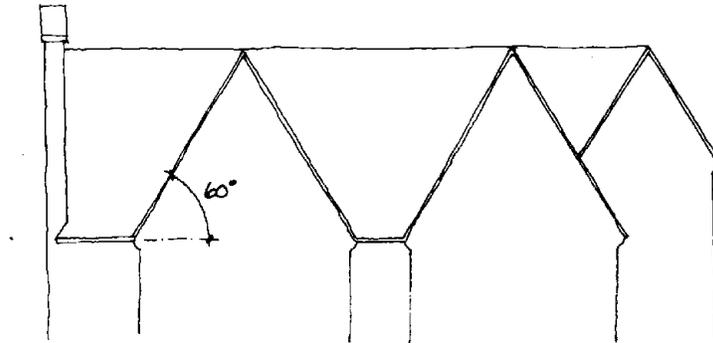


Figure 22

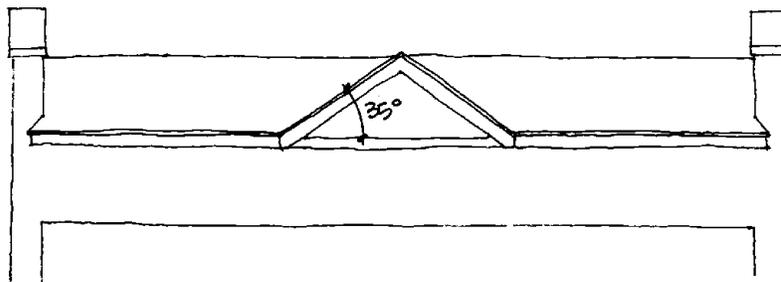


Figure 23

Institutional: The roofs of the institutional buildings should have shallower sloped roofs than the commercial structures and be composed of basic gable, hipped or flat roofs. The pitch of sloped roof systems should range between 25 degrees (6:12) and 45 degrees (12:12). Contextual sloped and gabled roofs are preferred. Flat roof systems must be concealed from view by a decorative parapet. The roof structures should not break up the mass of the structure, but emphasize overall volume through a uniform ridge, eave or parapet line. A cross or open gable can be introduced to provide hierarchy to the facade and identify the entry or wings. Additions to institutional structures should respect the existing roof form and slope, however, the height of the ridge, eave and parapet line can vary per the height restrictions outlined in Section V.b. (See figures 24 & 25)

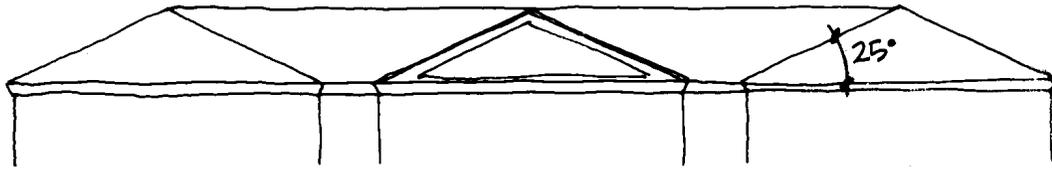


Figure 24

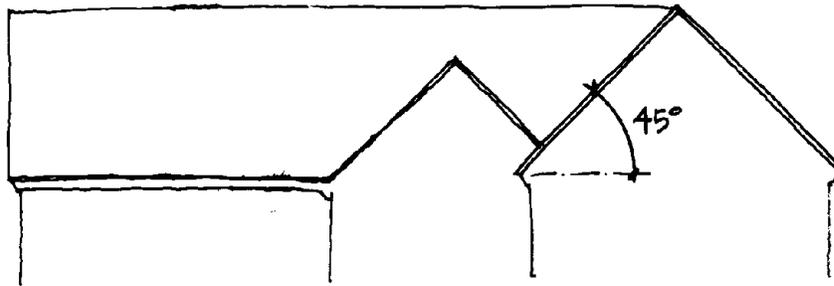


Figure 25

## VI. Proportion/Scale

Winnetka's original 1920's comprehensive plan was designed before the prevalence of the automobile and therefore was pedestrian oriented. Although the automobile dominates life in the 21<sup>st</sup> century, it is the intent of the Village to retain a positive pedestrian experience within the Village commercial centers. The character of the Village requires that a pedestrian balance be retained and encouraged. Unless noted otherwise, any alteration to the commercial districts must be designed to fulfill this goal.

- a. **Horizontal Rhythm:** The breakdown of the building facade into horizontal bands provides human scale and proportion to the facade. The relationship of horizontal banding among buildings can unify the street elevation.

Commercial and Mixed Use: The commercial district must convey the hierarchy of the pedestrian experience through the development of horizontal rhythms. The height of the street level elevations (floor to floor) should be 20% greater than the upper floor to floor dimensions. A building base, middle and top should be strongly articulated through materials, details and changes in the plane of the wall. The retail storefront façade should be differentiated from the facade of the upper stories. (See figure 26) The street and storefront facade should be horizontal, contiguous and harmonious with the adjacent and facing structures. Storefront systems, awnings, and entrance doors should be selected to be harmonious and similar to the adjacent buildings' scale and proportion.



Figure 26

**Institutional:** Institutional structures such as civic buildings and churches convey hierarchy through larger massing, scale and proportion. The base of the building should be articulated separately from the upper floors to give the building weight and an appearance of solidity, reliability and endurance. The height of the first floor should be a minimum 20% greater than the height of the upper floors. To add to the formality of an institutional structure, an elevated first floor should be considered while complying with Federal and State ADA requirements (refer to Section VII.f). Additions to existing structures should respect the existing horizontal rhythms in order to maintain and enhance the original scale and proportion of the structure.

- b. Vertical Rhythms:** The breakdown of the building facades into vertical bays creates a sense of progression and scale to the streetwall as well as individual buildings. Vertical rhythms break down the length of a building while unifying the floors from grade to eave. Fenestration patterns will emphasize the vertical rhythms, see Section VI.d.

**Commercial, Mixed Use, Multi Family Residential:** Facades are to be articulated to express a vertical rhythm that is directly related to the structural columns and bays. Structural bays should not exceed 20 feet in width.

Structural elements and bays should be architecturally articulated on the facade to add interest, scale, proportion and detail. Structural bays should be recessed and/or projected approximately 6"– 12" to provide a variety of changes of plane, interest in light and shadow and to establish a hierarchy with the architectural elements. Some variation of facade materials from bay to bay is encouraged. No building facade that faces a street or pedestrian open space may have a blank uninterrupted length greater than 20 feet.

**Institutional:** The scale and proportion of institutional buildings should be appropriate to the function and use of the building. The scale of prominent civic buildings such as a village hall or central library would differ from a recreation

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center. The facades of prominent civic buildings are to be articulated so as to distinguish them from their context. Emphasis of the vertical rhythms and structural bays should be minimized to provide a larger building mass to establish the hierarchy of the building. Vertical rhythms should reinforce the importance of the structure with 1 to 10 foot projections restricted to larger building masses that span 40-60 feet. The large-scale change in mass will establish hierarchy within the building facade. (See figure 27) Educational, recreational and public works facilities located near or adjacent to a residential district, should provide a contextual design sensitive to the neighborhood.

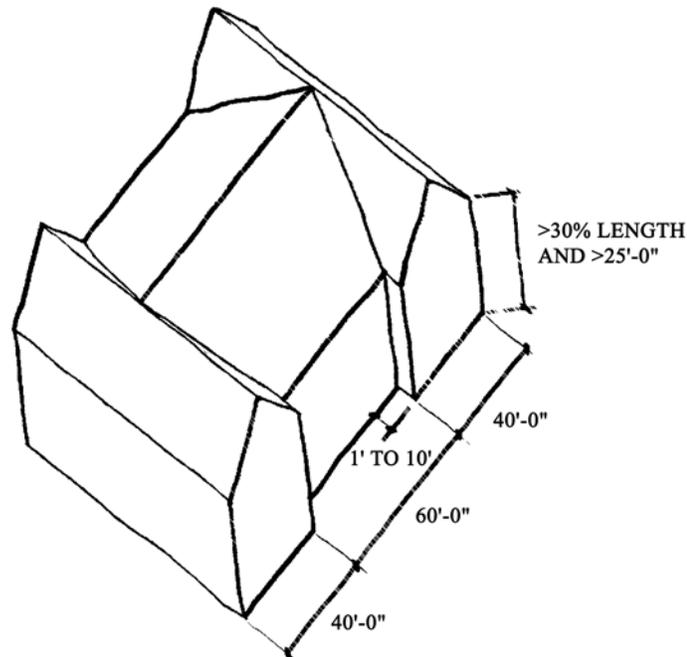


Figure 27

- c. **Facade Articulation:** Articulation is achieved through the combination of materials, introduction of detailing and changes in plane of the facade.

Commercial, Mixed Use and Multiple-Family Residential: Facade elements should be recessed and/or projected to provide a variety of changes of plane, interest in light and shadow and to establish a hierarchy with the architectural elements. Building facades are to be proportioned to respect human scale and the existing prevalent scale of the Village's architecture. No building facade that faces a street or pedestrian open space should have a blank uninterrupted length of wall greater than 20 feet. In addition, the proportion of the fenestration should comply with Section VI.d.

Commercial and Mixed Use: Ground floor /storefronts that face public streets, adjacent development or pedestrian open space should be subdivided using fenestration along no less than 60% of the facade.

Institutional: Civic and religious institutional buildings tend to be larger and the facade articulation should be restrained so that the massing is emphasized. Vertical rhythm should be created by the articulation of stacked windows and doors.

- d. Fenestration:** The pattern of wall penetrations is created by window and door openings.

Primary facades are defined as facades facing a street or pedestrian open space.

Secondary facades are defined as facades facing pedestrian parking areas or alleys.

Windows should be recessed back from the overall plane of the building facade at the window head and sill to create additional articulation and shadow.

Strip windows are not allowed.

Commercial and Mixed Use: In order to provide a desired proportion of fenestration the following guidelines should be met:

Primary facade: At least 60% of the first floor facade is to be windows/storefront or entrances. (See figure 28) At least 25% but no more than 40% of the upper floors are to be windows or doors. (See figures 29 & 30) Note: Percentage is based on the total facade square footage, which is calculated from the top of the first or ground floor to the top of second floor.



*Figure 28*



*Figure 29*



*Figure 30*

Secondary facades: At least 25% of the first floor facade is to be windows/storefront or entries. At least 25% of the upper floors are to be windows or doors. Note: Percentage is based on the total facade square footage, which is calculated from the top of the second floor to the underside of roof eave.

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Institutional: Since most institutional buildings are freestanding and larger in scale, the fenestration pattern does not vary much between the primary and secondary facades. To provide a desired proportion of fenestration and to promote an appearance of solidity:

Ground floor façade: Windows or doors should interrupt 25% but not more the 50% of the wall area. Uninterrupted wall area should not extend for more than 20 feet without the introduction of blind niches or windows. Note: Percentage is based on the total facade square footage, which is calculated from the top of the first or ground floor to the top of second floor. (See figure 31)



Figure 31

Upper floor facades: At least 20% but not more the 50% of the upper floor's wall area should be interrupted by windows. Uninterrupted wall area should not extend for more than 20 feet. Note: Percentage is based on the total facade square footage, which is calculated from the top of second floor to the underside of roof eave. (See figure 31)

Multiple-family Residential: In order to provide a desired proportion of fenestration the following guidelines should be met:

Ground and upper floor facades: At least 35% but no more the 60% of the façade should be windows or doors.

- e. **Hierarchy**: The prioritization of certain building masses, components or elements over others.

Commercial and Mixed Use: The hierarchy of public over private spaces should be conveyed by the facade. Public or retail spaces should be open and inviting through the introduction of storefronts with doors integral to the system. Private or office/residential spaces should have a separate entrance articulated independently from the storefront. (See figure 32)

Institutional: The primary facade should have a distinct public main entrance.

Multiple-family Residential: Multiple-family residences should have a distinct and articulated common entrance on the main facade(s). Town homes should have individually articulated entrances.



*Figure 32*

## **VII. Articulation**

- a. Entries:** Proportion, scale, location and details should be used to differentiate public entrances from private or semi-private entrances at all uses.

1. Hierarchy

Commercial, Mixed Use and Institutional: The identity of the public entrance should be evident from the public way and differentiated from the semi-public and private entrances. Public entries should have a large-scale approach and be open and inviting whereas semi-public and private entries are integral to the adjacent building facade and more opaque.

Multiple-family Residential: Proportion, scale, location and details should be used to differentiate common entrances from private entrances.

2. Location

Commercial and Mixed Use: Public entrances should be located along the main thoroughfares and at corners. Private or semi-private entrances should be located either to the side of a single bay building or centrally for a multiple bay building.

Institutional: Public entrances, both main and secondary, should be located in a central location on the main facade or along major access routes or vistas. Services entrances should be remotely located from the open public space and not visible from the main public approach.

Multiple-Family Residential: Common entries will be oriented toward the main street or thoroughfare. Garage entrances should be oriented toward a secondary street, alley or away from the pedestrian way.

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### 3. Detail

Commercial and Mixed Use: Typically, private or semi-private entrances should have a predominately solid door and be set in a masonry opening nearly flush to the building facade whereas the public or storefront doorway should be recessed and have an awning so as to provide protection from the elements for shoppers. Building entrances can be further defined by using subtle streetscape improvements such as pavers. Residential entrances should be clearly identified and dignified.

Institutional: Generally the public entrances are detailed to stand out on a facade through the use of articulation and location. In order to be open and inviting, public entrances should incorporate larger expanses of glass than secondary entrances.

#### b. Window and Door Fenestration:

Commercial, Mixed Use, Institutional and Multiple-family Residential: Punched single or ganged windows are required at upper floors but not allowed at street level on primary facades in commercial buildings. A combination of ganged and single units within the punched opening is encouraged to provide hierarchy to the facade. It is encouraged that the sill height of upper level windows align with adjacent buildings but should not be higher than 30” above finish floor elevation. See Section VI.d. Mullion and muntin divisions are required to maintain the scale of the districts and reduce large expanses of glass at the upper floors. (See figure 33) Strip windows are not allowed.



*Figure 33*

Commercial and Mixed Use: Storefront windows are required in commercial buildings on the primary facade at street level. Storefront windowsill heights cannot exceed 18”. Secondary facades are encouraged to provide punched display windows to define the hierarchy of the primary facade over the secondary. (See figure 34)



*Figure 34*

Mixed Use and Multiple-Family Residential: Bay windows are allowed on upper stories of mixed-use buildings if the upper floors are designated residential and on upper stories of multiple-family residential buildings. Bay windows are to project a maximum of 12". (See figure 35)



*Figure 35*

**c. Building Lighting**

Commercial, Mixed Use, Institutional, Multiple-Family Residential:

1. Exterior Uses and Types: Exterior building lighting should be carefully designed. Incandescent and low voltage lighting may be allowed. Fixtures should be contextual with the building and adjacent building design. Building lighting should focus on providing light on building signs and enhancing architectural details on the facade. All lighting shall be located and shielded from direct visibility from any dwelling or public street per the Winnetka Village Code. Wall lanterns and architectural highlighting should be considered. Sodium and fluorescent lighting is not allowed. (See figures 36 & 37)
2. Sign Illumination: Signs located within 100 feet of the boundary of any residential zoning district may not be illuminated, per the Village Code.
3. Interior: Fluorescent lighting with exposed fluorescent lamps is discouraged in street-level interiors where visible from the public way.



*Figure 36*



*Figure 37*

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**d. Building Signage**

Commercial signs should reflect the character of the building style, while expressing each store's individuality. There are several prominent sign styles that are appropriate to Winnetka: surface mounted, pin-mounted, interior, decal and projecting blade signs. Sign materials are limited to painted wood, canvas, architectural glass and metal. Sign color must harmonize with the building upon which it is mounted and adjacent structures. Lettering color can be unique to the image of the retailer/user. Metal sign and plaque material such as brushed bronze, antique bronze, aluminum, stainless steel and painted cast iron or similarly appearing materials are preferred. Highly reflective metallic signs are not allowed. Signs should be lit by marquee or spot lighting; neon lighting is not permitted. Spot lighting should be minimal and unobtrusive and, per the Village Code, the source of illumination shall not be visible from any street, sidewalk or dwelling. Simplified industrial light fixtures are not permitted. Contextual solutions are recommended. The majority of the signs will be mounted within the building's sign band, defined as the wall area located above the ground floor storefront opening and below the second floor windowsill, and is located a minimum of 8'-0" above grade and a maximum of 15'-0" above grade. (MC-01-2023, amended, 01/17/2023)

Signs must comply with the general provisions of the Winnetka Sign Ordinance as well as design provisions contained within these Design Guidelines.

1. Surface mounted commercial signs are either fabricated from painted wood or cast metal plaques and are to be mounted within the sign band or within the storefront transom. The height of the sign is restricted to 75% of the area of the sign band or 14 inches - whichever is less. The sign band of a building consists of the area located above the ground floor storefront opening and below the second floor windowsill, and is located a minimum of 8'-0" and a maximum of 15'-0" above grade. Refer to figures 28, 29, and 30 for location. Surface mounted or pin-mounted signs are not permitted on secondary elevations without a defined sign band.
2. Pin-mounted commercial signs consist of reverse channel, cast metal and flat cut metal letters mounted above the storefront in the masonry sign band or suspended in front of the storefront at the transom or recessed entry. The size of the lettering is restricted so that the height of the letters does not exceed 75% of the height of the sign band or 14 inches - whichever is less. The length of the lettering is to be contained within 75% of the length of the sign band. (See figure 38)



Figure 38

3. Projecting blade commercial signs can be round, square or vertical, mounted from the face of the building at the second floor level between the windows or at the head of the storefront and are oriented to pedestrian scale. The signs are to be mounted on fixed hardware; no swinging or chain-mounted signs are allowed. The dimensions of the sign are not to exceed 6 square feet (36" high and 24" deep) (See figure 41). If illuminated, the signs should be lit with an unobtrusive light source.

*Figure 39 & 40  
MC-01-2023, Removed, 01/17/2023*



*Figure 41*

4. Incidental wall signs such as building management identification and directory signs should be integrated into a single sign and be constructed of brushed bronze, antique bronze or painted cast iron. Such signs should not be placed on the prominent street front facade and should be directed to public residential entries (MC-01-2023, amended, 01/17/2023)

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**e. Awnings and Banners**

Awning scale and proportions are to be appropriate for the building on which they are mounted as well as the adjacent structures. It is highly recommended that awnings be uniform in size, shape (except for arched openings, see “Forms” below) and color in order to unify multiple storefronts within a single building. The length of the awning is to be restricted to the length of the storefront opening; awnings must not continue over masonry piers. The vertical and horizontal dimension should be proportional to the overall projection of the awning. (See figure 42)



*Figure 42*

Awning projection is preferred at 36 inches, but awnings will be considered which range from a minimum of 24 inches to a maximum of 36 inches. Projection depth should match the existing adjacent awnings provided they comply with the acceptable minimum and maximum projection. Awnings should be placed at a minimum height of 8 feet above the sidewalk. If awnings are lit it should be from an outside source; no backlit awnings are allowed.

**Forms:** Awning forms are to conform to the general shape of the opening. Arched openings are to receive ½-round domed awnings, whereas rectangular openings are to receive rectangular, gently sloping; planar forms with closed ends. Valances may be fixed or loose.

**Mounting:** Awnings may be fixed or retractable. Retractable awnings must be kept either in the fully projected position or the fully closed position. Fixed awnings are to have concealed rigid metal frames. Retractable awnings should have a canopy cover and automatic retractable rollers mounted to the building. Underpanels are not desired. Frames should be painted to match or compliment the color of the awning cover material or its underside.

**Materials:** The awning material should be taut, not relaxed. Awning materials may include matte finish painted army duck, vinyl-coated cotton, acrylic-coated polyester, and vinyl-coated polyester or cotton and solution-dyed acrylic. All materials should receive silkscreen, painted, cutout lettering, heat color-transfer, pressure sensitive vinyl films or sewn appliqué signs. Awning signs and logos are limited to a height of six inches, and may be placed on the valence only.

Colors: Awning and banner colors must take into account the color selection of the surrounding materials, buildings, signs, awnings, and image of the retailer/user and district. All awnings located on the same building must be the same color. Colors should enhance and compliment the building and are restricted to earthtones and primary and secondary colors. Final color selection is contingent on approval by the Design Review Board and compliance with the Village awning ordinance.

Banners should be considered as identification of commercial districts. Banners may be location, event, holiday or sponsor specific and can create a unifying thread between the independent districts. Banners are to be mounted on existing poles by fixed brackets and hardware. The Design Review Board must approve the final design.

All new or replacement Awnings and Banners must comply with Village Ordinances and the Design Guidelines.

**f. ADA Compliance:**

Federal and State regulations require all public spaces to be accessible. Accessibility alterations shall allow access from either the primary or the secondary facade; additions of elevators or ramps should be designed as an integral element of the building.

Entrances: Commercial and mixed-use facilities should provide first floor access from the primary or secondary facade.

Elevators: Where possible, elevators should be incorporated into the existing building envelope. If physically impossible, the elevator and stair core can be located on the exterior of the building but should be located so as not visible from the main public way.

Ramps: Where required, the slope of the ramp should be as gradual as possible to eliminate the need for handrails. Although a 1:12 slope is permitted, 1:20 is encouraged. A ramp should be an integral design element, reflecting the design of the building it serves and surrounding site. This can be accomplished by concealing the ramp behind a low screen wall.

**g. Mechanical Equipment**

1. Location

Mechanical Equipment must not be visible from pedestrian view. Roof top equipment should be located either in the center of the roof or in one corner away from the street elevation so as not to be visible from the primary or secondary approach.

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## 2. Screening

For at-grade equipment screening, see Sections IX.a (p.26), X.c.9 (p. 33), and XI.d.5 (p.57).

Mechanical equipment located at grade should be screened from view with a fence or wall that is constructed of the same materials as the adjacent building. Rooftop equipment that cannot be located out of view should be screened by walls constructed of materials sympathetic to those of the primary facade.

## VIII. Materials

Building materials throughout the districts consist primarily of masonry and stucco. The existing buildings currently have a good palette of colors, textures and material mixes from which new materials should be selected. The masonry palette consists of wirecut, smooth and textured modular brick and rough-face and dressed limestone veneer. Rough-faced limestone should be limited to accent or base pieces only. The brick color palette should be restricted to those present in the district but can vary in color from reds to yellows and have varying levels of iron spotting. Pink or orange brick is not allowed.

English Tudor buildings obtain some of their character from the mix of materials used in the upper floors. Creative use of material combinations is encouraged to break up the massing. The number of facade colors should be minimized to maintain unified districts – white and cream stucco with reds and browns, emphasizing earth tones and eliminating saturated colors.

Commercial and Mixed Use: Acceptable materials include modular brick, rough-faced or dressed limestone and exterior grade stucco with wood trim. Wood, aluminum or vinyl siding, metals, rough/random lannon stone, concrete block (split face or smooth) and glassblock are not acceptable materials. EIFS may be allowed if the location is limited to the second floor facades or higher and the finish and articulation are acceptable. The finish of the EIFS must resemble exterior grade stucco of the historic English Tudor buildings in the Village.

Institutional: Institutional buildings are encouraged to have monochromatic material selection such as modular brick, or rough-faced or dressed stone. Wood, aluminum or vinyl siding, metals, rough/random lannon stone, concrete block (split-face or smooth) and glassblock are not acceptable materials. EIFS may be allowed if the location is limited to the second floor facades or higher on secondary facades only and the finish and articulation are acceptable. The finish of the EIFS must resemble exterior grade stucco of the historic English Tudor buildings in the Village.

Multiple-Family Residential: Acceptable material for multiple-family structures includes modular brick, limited areas of dressed limestone, and exterior grade stucco with wood trim. Wood siding is allowed on secondary facades on upper floors only. Aluminum or vinyl siding, metals, rough/ random lannon stone, concrete block (split face or smooth) and glassblock are not acceptable materials. EIFS may be allowed if the location is limited to the second floor facades or higher and the finish and articulation are acceptable. The finish of

the EIFS must resemble exterior grade stucco of the historic English Tudor buildings in the Village.

**Acceptable Materials:**

**a. Primary Facade**

**Commercial, Mixed Use, Multiple-Family and Institutional**

- Modular face brick (See figure 43)
- Limestone (Limited to partial first floor only. Limestone is to be integrated with brick for multiple-family residential) (See figure 44)
- Cast stone, which clearly simulates stone, is limited to accent pieces such as belt courses, sills and shoes. (Split face or rusticated are not permitted.)
- Exterior grade stucco with wood trim (See figure 45)
- Wood siding (Multi family Residential only)



*Figure 43*

**b. Secondary Facade**

**Commercial, Mixed Use, Multiple-Family and Institutional**

- Modular face brick (See figure 43)
- Modular common brick
- Dressed limestone (Limited to first floor only) (See figure 44)
- Cast stone, which clearly simulates stone, is limited to accent pieces such as belt courses, sills and shoes. (Split face or rusticated are not permitted.)
- Exterior grade Stucco with wood trim (See figure 45)
- EIFS (upper floors only, troweled texture to resemble stucco) (See figure 46)



*Figure 44*

**c. Roof materials**

**Commercial, Mixed Use, Multiple-Family and Institutional.**

- Clay Tiles (See figure 47)
- Cement Tiles and Shingles
- Ceramic Tiles that simulate natural materials.



*Figure 45*

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Architectural Series of Asphalt Shingles  
(3 ply) (See figure 49)  
Wood Shingles (Fire treated)  
Slate (See figure 48)  
Real Copper (No other metal roofs are  
allowed)



*Figure 46*

Institutional only

Flat roofs must be hidden by parapet  
on primary / secondary facades.

Commercial and Multiple- Family

Flat roof must not be visible from  
street, pedestrian, or open spaces.



*Figure 47*

**d. Door and Window Materials:**

Commercial, Mixed Use, Institutional,  
Multiple- Family Residential: Entry

doors should be wood or aluminum  
stile and rail with varying degrees of  
glass. Public entry doors should be  
fully glazed whereas private and semi-  
private entries should be primarily  
solid panel doors. Storefront window  
units should be either paneled  
aluminum or brass. Many original  
storefronts, some with transom  
windows, remain in the districts.  
Efforts should be taken to  
repair and renovate these systems  
where feasible. Window frames should  
be wood, steel or aluminum. Vinyl  
windows are not acceptable. Muntin  
divisions should be real divided glass  
or simulated with spacer bars. Snap-in  
muntins are not acceptable. Color  
selection should be sympathetic with  
the overall building color palette and  
take into account the adjacent building  
materials within the structure,  
immediately adjacent structures,  
structures within the same block and  
structures across the street.

Entry door hardware is to be exterior grade with weather-resistant finish. Hardware design and finish is to be appropriate with facade articulation, color palette and district character. Glazing should be clear glass without tint or film.



*Figure 48*



*Figure 49*

Garage doors should be designed to replicate stile and rail paneled doors if they are in view of the public or pedestrian way. The doors can be constructed of wood. Overhead rolling doors are allowed.

**IX. Service, Secondary Facades and Parking Structures**

- a. **Service Areas:** Service areas allow for loading zones and dumpster placement. Commercial, Mixed Use, Institutional, and Multiple-Family Residential: Service areas are to be located off secondary streets or alleys out of public view. If a service area is visible from the public view, the service area is to be treated with screening approximately 6’-8’ tall to match adjacent building elevations.
- b. **Secondary Facade(s):** Fenestration of secondary facades should comply with Section VI.d. When a secondary public entrance is located off a parking area or alley, the alley is to be treated as an extension of the public walkway, and the building entrance is to be articulated to differentiate it from private or semi-private entrances.
- c. **Parking Structures:** As new developments occur within the business districts, multiple-family residential and institutional areas, parking structures may be incorporated into their designs in order to meet parking needs. Parking structures should be located remotely from primary streets and should not be visible from the public way. All parking structures should provide a safe and pleasant pedestrian entrance and exit from the structure. Parking structures servicing the commercial districts should integrate into the surrounding architectural fabric. Structures serving residential buildings should relate to the architectural fabric.

Parking structures at a commercial development should be incorporated into the design of the development so that they blend into the building’s architecture, scale, and surrounding streetscape context. Integrated parking structures should provide a seamless and non-evident appearance of parking. Their scale and mass should be compatible with the standards set forth in these design guidelines. Building materials, details, and articulation should be consistent with that of the overall development and surrounding context when visible from the public way.

Adequate vehicular and pedestrian access into the structure, ADA compatibility, safety, lighting, and ventilation issues must be addressed.

Please see Vehicular Zone Landscape in Section XI.d for information on parking structure landscape requirements.

1. Massing: The parking structure should comply with the general commercial and mixed-use building massing guidelines (Section V) with the following exceptions. The parking structure should contribute to the continuous “streetwall” along the primary thoroughfares and respect the adjacent setbacks of existing buildings. Heights of the parking structure are delineated in this guideline under Parking Lot Standards. Freestanding residential parking structures should be adequately screened from view.

2. Proportions and Rhythms: Parking structures are to conform to the general commercial and mixed-use proportions and scale guidelines as outlined in Section VI.

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The horizontal and vertical rhythms of the structure should enforce the rhythms established by the immediately adjacent and facing structures in order to unify the streetwall. Structures abutting a primary or secondary way should maintain a screen wall with a maximum of 20% openings and a maximum frontage at grade of 30 feet. Parking structures with street frontage that exceeds 30 feet should incorporate sales tax generating uses at the ground level so that the streetwall continues to offer the pedestrian shopping experience. The storefront at the sales tax generating use should comply with the General Commercial and Mixed-Use Guidelines. Off the primary and secondary streets, the parking structure expansion is limited by the current zoning ordinance. Parking structures serving residential units should also contain a screen wall and conform to the general multiple-family design guidelines. Freestanding parking structures should not exceed 14 feet in height above adjacent average grade or top of curb to the upper parking deck.

3. Articulation: The pedestrian entrance should be clearly articulated independent of the adjacent screen wall. The first floor screen wall should display the proportions and rhythms as indicated above while incorporating appropriate articulation. Shallow blind niches and recesses as well as expressed columns are encouraged to break down the screen wall and provide scale. Integral way-finding signs, street furniture, trash receptacles, newspaper corrals, drinking fountains and public art are encouraged as design elements at the screen wall.

4. Materials: The parking structure must be clad in the materials palette identified in Section VIII. Monochromatic or limited material combination is encouraged to downplay the hierarchy of the structure. Exposed concrete facades are not permitted, although cast stone accent and cladding materials units are acceptable. Parking structures serving residential units must apply creative material selection per the general multiple-family design guidelines. Material selection may be limited to less expensive material when not visible from the public way.

## **Public Spaces/Streetscapes**

### **GENERAL GUIDELINES**

#### **X. Pedestrian Zones and Pedestrian Circulation**

As part of Winnetka's Business Districts, Multiple Family Residential and Institutional areas, the pedestrian-friendly character of the streetscape lends to the charm and ambience of these districts. Elements that are characteristic of a pedestrian-oriented street include narrow rights-of-way, numerous storefronts with display windows and a high volume of pedestrian traffic. Care should be taken to maintain and enhance these elements within Winnetka.

Attention should be paid to all existing streetscape/pedestrian zones and to ensure that those created, altered and amended by future developments continue to enhance Winnetka's pedestrian-friendly character. Special consideration must be given to enhancing and providing safe, efficient movement for these districts' users.

While the streetscape/pedestrian zone character differs in each district based on spatial and roadway limitations, these general guidelines should apply consistently to Winnetka's Business Districts, Multiple-Family Residential and Institutional areas.

**a. Minimum Sidewalk Width Standards.**

Where possible, the paved pedestrian zone must be next to retail store frontages and away from street edges or curb lines. This may not be possible in some multiple family/institutional areas where a landscaped parkway area separates the building from the sidewalk. A minimum 6 foot wide unobstructed pedestrian clear zone must be maintained in all districts. (See Figures 50 and 52)



*Figure 50*

When landscape elements are incorporated into pedestrian zones a paved 18-inch wide carriage walk must be provided between the back of curb and raised landscaping.

**b. Minimum Sidewalk Material Standard.** The Village's sidewalk materials and pattern palette should be kept to a minimum of materials/designs. Decorative paver treatments should be used as described in the Streetscape Design Family of Elements.

**c. Streetscape Elements.** An overall unified streetscape design that addresses pedestrian and vehicular zones should be established for the Village Business Districts, Multiple Family Residential and Institutional areas. Areas using streetscape elements, especially the Village's Business Districts, may have minor style variations in order to underscore that District's unique character.

Overall, a common streetscape theme, even with minor style variations, will promote a cohesive Village identity easily recognizable between the Business Districts, Multiple Family Residential and Institutional areas within the Village. This theme is expressed in the selected streetscape family, or palette, which is used in public, semi-public and private streetscape and open space areas.

The Village's streetscape elements (Table 1) should be placed in high traffic areas and grouped to provide the greatest public benefit (See Elements below). They should be coordinated and consistent along the street for a minimum of one block. All elements should be high quality.

Streetscape design for all development sites should be coordinated with the overall streetscape design of the districts or adjacent streets to reinforce a coordinated physical

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character for the area. (See Appendix D: Action Items) For example, lighting for a new development's pedestrian plaza should be similar to the Village streetlights installed on adjacent district streets. Model names, colors, and suggested manufacturers for streetscape elements are listed in Appendix A.

Table 1. Family of Streetscape Elements (See Appendix A for manufacturer information)

- Benches/Seating
- Waste Receptacles
- Decorative Paving/Sidewalks
- Decorative Street Lights
- Bicycle Racks
- Bollards
- Trash/Equipment Screening
- Decorative Fencing
- Newspaper Corrals/Screening
- Public Art
- Public Signs/Community Wayfinding
- Decorative Water Features/Drinking Fountains

**1. Benches/Seating:** New developments should find ways to include pedestrian seating into the overall site design and open space.

**2. Benches:** Benches should be placed in the parkway in unobtrusive locations and considered in private open spaces. They should be placed in higher intensity pedestrian traffic areas and/or to provide convenient seating opportunities. Benches with backs should be a 6-foot standard length and should conform to the Village Streetscape Elements Palette. (See Figure 51a) Benches should be incorporated into new multiple family and institutional use areas.



*Standard Metal Bench*



*Standard Wood Bench  
Figure 51a*

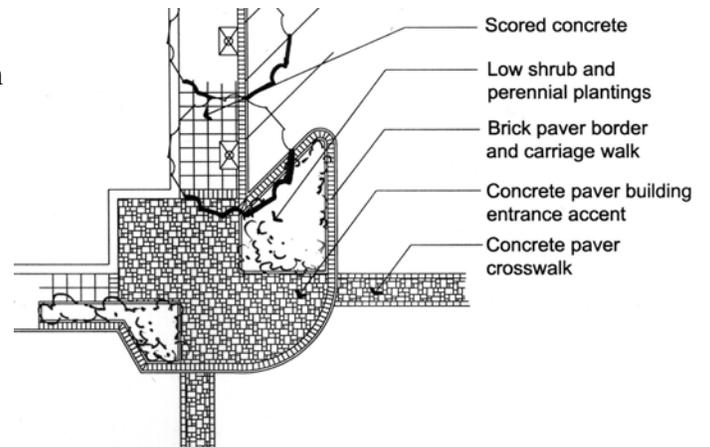
**3. Waste Receptacles:** Waste receptacles should typically be placed on each corner and possibly mid-block in high-pedestrian traffic areas within the business districts. Institutional uses should consider waste receptacles at discreet locations. Publicly accessible open spaces should provide the same model of waste receptacles. (See Figure 51b)



*Standard Metal Trash Receptacle  
Figure 51b*

**4. Decorative Paving:** Decorative brick pavers should be used along sidewalks, at corners, and/or in plazas to enhance the attractiveness of an area and to define pedestrian activity areas. Pavers should also be set into streets/driveways to define pedestrian crosswalks or special pedestrian zones. Such treatments are intended to reduce traffic speeds, connect pedestrian walkways, and enhance a site's attractiveness and physical character. Where decorative pavers are not used, concrete walks and plazas should include tinted coloration, designed scoring, and finishes to improve the appearance of such areas.

In new developments in the Business Districts, decorative brick pavers should be placed as a banding in combination with the concrete sidewalk. The Village encourages the use of brick pavers in high impact streetscape spaces such as building entries, plazas, corner pocket bump-outs and pocket parks.



*Typical paver treatment for parkways,  
cross-walk, and building entrances*

Patterns of sidewalk materials and pavers should be consistent with the surrounding character or should establish a character if none exists. In the Hubbard Woods and Indian Hill Districts, a combination of tumbled concrete pavers or clay pavers should be used (See Figure 51c). In the Elm Street Business District, the existing paver pattern should be continued utilizing

concrete Hollandstone pavers or an approved equal. Color of pavers shall match the existing pavers as close as possible. (See Figure 51d)



*New Paver combination for all areas other than East/West Elm Street Business District*

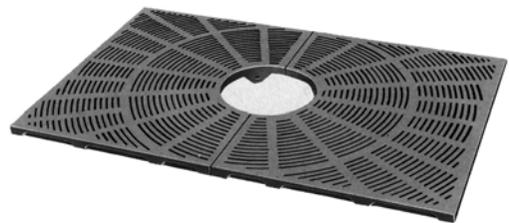
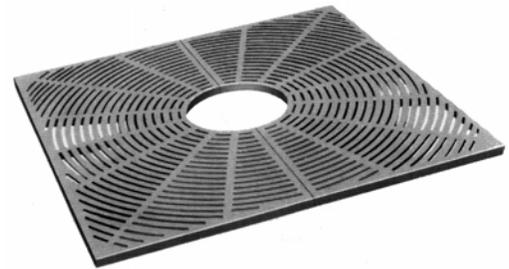


*All sidewalks/pedestrian areas shall be handicap accessible  
Figure 51c*



*Typical concrete brick paver treatment in East/West Street Business District  
Figure 51d*

**5. Tree Grates:** Tree grates should be used in parkway/pedestrian zones within the business districts where space limitations occur. (See Figure 51e and Pedestrian Zone Landscape Page 39)



*Standard (5' x 5') and Alternate (4' x 6') Tree Grate Sizes  
Figure 51e*

**6. Decorative Street Lights:** A selected Village lighting fixture should be consistent among each Village Business District, Multiple Family Residential and Institutional areas, and along the Green Bay Road Corridor. The fixture selected for these areas (See Appendix D and Figure 51f), shall also be used on major arterial streets within the Village to achieve a consistent Village-wide appearance. New development should provide street lighting that conforms to a Village street lighting plan on public rights of way or parkways that border the property.



*Standard Decorative Pedestrian Street Light and Pole Combination  
Figure 51f*

Lighting in the districts should be spaced equally at an appropriate distance to achieve desired light illumination levels set by a qualified lighting engineer. The current Village light fixture with the “Evanston” luminaire and decorative cast metal pole combination should be used. Mounting heights will vary in districts depending on final spacing and desired illuminant levels.. Pole mounting heights should generally be 12-14’ tall. A color-corrected high-pressure sodium cut off horizontal luminaire system is specified. Sodium vapor and halogen lights are prohibited.

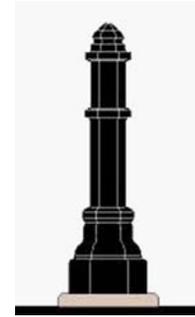
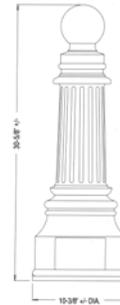
Lighting should enhance pedestrian areas with minimal glare onto adjacent properties/residential areas. Lighting should extend from the street into public, semi-public, and select private open space, vehicular use areas and publicly accessible alleys.

**7. Bicycle Racks:** Bicycle racks should be located in high bicycle traffic areas along pedestrian and vehicular zones. Racks should be sited so as to not impede on the pedestrian free zone or seating/gathering areas. Surface and structural parking lots should allocate spaces for bicycle parking. Publicly accessible open spaces should provide bicycle racks using the same or coordinating model style. (See Figure 51g)



*Typical Bike Rack Figure 51g*

**8. Bollards:** Decorative metal non-lit bollards should be incorporated at key locations to create a separation for safety between pedestrians and streets or driveways. (See Figure 51h)



*Bollard design shall substantially conform with base of standard decorative street light Figure 51h*

**9. Trash/Equipment Screening:** For all new developments and loading areas, dumpsters and outdoor utility equipment should be consolidated as much as possible and thoroughly screened with year round solid screening. (See Figures 77a&b for more information).

**10. Decorative Fencing:** Decorative metal and/or wood fencing should be used where appropriate to enhance and define open spaces, landscaped areas and building entrances. (See Figure 51i) Such fencing should not be more than four feet in height. Solid fencing should be avoided unless used for screening of service areas. Chain link fences are prohibited. Decorative metal fencing, using the Village standard, is encouraged along all public street frontages to obscure the view of surface parking areas.



*Standard decorative metal fencing Figure 51i*

**11. Newspaper Corrals:** Decorative newspaper corrals should be installed only at Metra stations to consolidate newspaper boxes and eliminate clutter. (See Figure 51j)



*Example of a newspaper corral screen Figure 51j*

**12. Public Art:** Public art can create a framework to organize open spaces, integrate building and landscape design or highlight a functional element such as a fountain. Where appropriate to new or existing developments in the Business Districts, Multiple Family Residential or Institutional areas, public art should be provided to enhance the Village’s character and convey historical or social significance. (See Figure 51k)



**13. Public Signs/Community Wayfinding.** Consistent, well-designed and clearly interpreted community wayfinding signs should be installed throughout the business districts, multiple family, or institutional areas as needed. (See Village Signage)



*Examples of Public Art/Sculptures  
Figure 51k*

**14. Decorative Water Features/Drinking Fountains.** Drinking fountains should be considered for high pedestrian traffic areas or open spaces. The design should coordinate with the overall streetscape design theme and family of elements. (See Figure 51l) Decorative fountains that are proportionate to and appropriate with their surroundings are encouraged in open spaces. If used, fountain design should carefully consider maintenance and safety.



*Standard drinking fountain  
Figure 51l*

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**d. Pedestrian Zone Landscaping.** Streetscapes within the Business Districts, Multiple Family Residential and Institutional areas should be designed to provide pedestrians with shade and visual interest. Providing adequate landscaping within the pedestrian zones is an essential element to maintaining and enhancing the Village's streetscape character. Irrigation and appropriate drainage are recommended for all landscaped areas, especially for raised planters. The following landscaping guidelines should serve as a continuation and supplement to the Village's on-going tree planting program in all public rights-of-way.

Existing and new developments should preserve existing trees and minimize disruptions through grade changes or installation of underground utilities and structures. Tree planting in the public way and/or on adjacent setbacks should extend and complement the existing street character or establish a character if none exists.

The existing landscape character in public parkway/streetscape varies with the Business Districts, Multiple Family Residential and Institutional areas. Overall, these characters should remain intact and be enhanced.

In general, the Business Districts' public parkway character is that of a paved streetscape pedestrian zone. Where widths of paved areas are wider than six feet, street trees are planted in either at-grade tree grates or raised curb planters. This condition should be continued in all new and existing developments within the Business Districts. The Village encourages the use of raised concrete planters with both street trees and understory plantings as outlined in these guidelines.

In general, Multiple family Residential and Institutional areas, public parkway character is that of a concrete walkway in conjunction with a planted parkway area. That parkway area width varies by location but is predominantly planted with street trees and a turf lawn area.

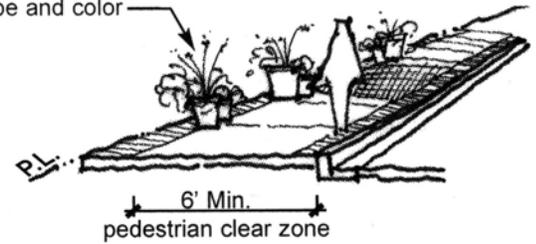
This condition should be continued with in all new Multiple family Residential and Institutional areas.

**1. Plant Palette:** An approved Village plant palette is included in these guidelines for reference. (See Appendix B) The Village encourages a variety of species, sizes, and types of plant materials that provide appropriate impact/coverages as well as seasonal interest. Plants selected by the Village on this list are chosen for their hardiness, disease resistance, ease of maintenance and character.

**2. Parkway Widths:** Within the Business Districts the sidewalk widths between the curb and building line range from five to as much as 15 feet. Multiple Family Residential and Institutional areas typically have five-foot wide sidewalks with associated green parkway areas. Along Green Bay Road, sidewalks currently range from five to six feet in width (See Appendix D).

Sidewalk areas in new developments should maintain a minimum pedestrian clear zone of 6 feet in combination with landscaping and streetscape amenities where space permits. The parkway width will determine the type of streetscape enhancements feasible in that area while maintaining the necessary six-foot wide pedestrian clear zone. (See Figure 52)

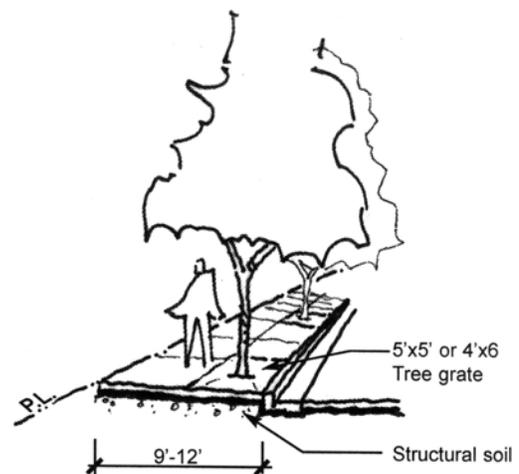
Movable planters are encouraged to provide landscape and color



6'-9' Wide

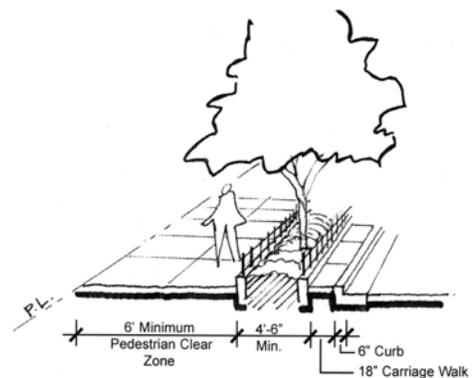
6 feet – 9 feet. Where the parkway or pedestrian clear zone is less than nine feet wide, street trees are not suggested. Movable planters, decorative paving, or basket planters on light poles are preferred alternatives.

9 feet – 12 feet. Where parkways are greater than nine feet wide in commercial or multiple family districts, street trees should be planted within tree grates that are flush with the sidewalk or planted in a raised curb planter. The six-foot clear pedestrian zone should not be obstructed by streetscape elements.



9'-12' Wide

If tree grates are required for maintaining minimum pedestrian clear zone clearances, the grate size should be five feet by five feet or four feet by six feet. The tree grates shall conform to the design standards and soil volume specifications of the Village.



12' Wide or Greater

Greater than 12 feet. All pedestrian zones greater than 12 feet in width should contain street tree plantings in designed raised concrete curb planters. Where appropriate, seating areas and sidewalk cafes are encouraged. However, these improvements should not overwhelm the sidewalk nor impede on the 6-foot pedestrian clear zone.

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**3. Street Tree Selection and Spacing.** Street trees selected for the Business District, Multiple Family Residential and Institutional area streets shall be large deciduous canopy trees tolerant of roadside conditions such as salt and air-borne pollutants. Tree varieties and locations shall coordinate with existing planting patterns. Grouped and linear plantings may be explored as part of an overall site development plan concept.

The minimum caliper size for single stem deciduous street tree plantings should be 4 inches. All shade trees shall have a minimum clear branch height of 6 feet above the root ball at time of planting. (See Figure 54) Street tree spacing should be a minimum of 20 feet and a maximum of 40 feet on center in the parkways and pedestrian zones. (See Figure 52)

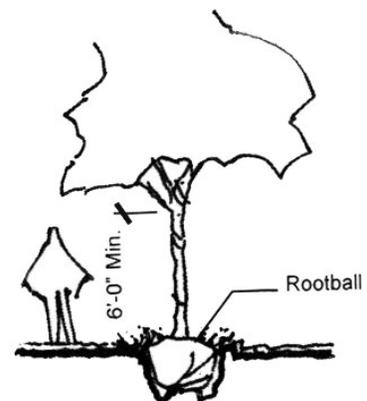
**4. Street Tree Planting Standards.** Street tree plantings in all new developments should be designed to meet the minimum standards as established by the Institute of Traffic Engineers (ITE) guidelines in order to ensure safe, efficient use of the pedestrian areas. These minimum standards are intended to provide ample sight triangles and clearances for motorists at intersections, alleys, commercial or multifamily residential driveways. The Village shall at its own discretion review and approve each parkway tree planting plan on a case-by-case basis.

In general, street trees should be planted in a straight row manner (on center) at the appropriate spacing and conformity with existing street trees adjacent to the development site.

Newly planted street trees should be no closer than 3 feet on center from the face of the curb. All trees should be planted in the center of raised or grade-level planter areas with tree grates.

All street trees in grassed parkway areas should be planted as true to the center of the parkway as possible due to utility, signs or other existing obstructions. No street trees should be planted in open grass/lawn parkways less than 4 feet in width as measured from the back of the curb. (See Appendix C)

**5. Visual Clearance.** Landscaping should not block views or pedestrian sidewalks at its mature size and should not create safety or maintenance problems. Minimum branch clearances at time of planting should be 6 feet in height. Shade trees should be an upright single stem spreading species. (See Figure 54)



*Minimum 6' branch height for visual clearance  
Figure 54*

Sight triangles at driveways and at parking and loading access points should not be less than 12 feet as measured along both intersecting rights of way lines. No plant material should be installed in the triangle exceeding a maintained growth height greater than 12 inches. (See Figure 55)

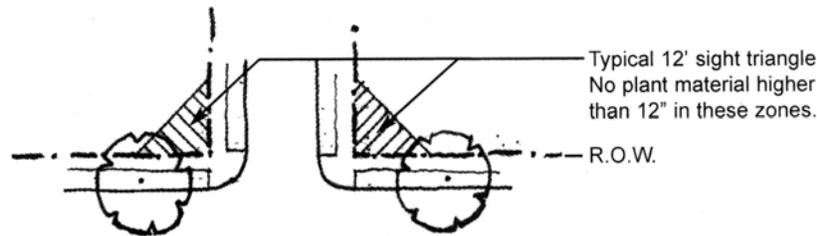
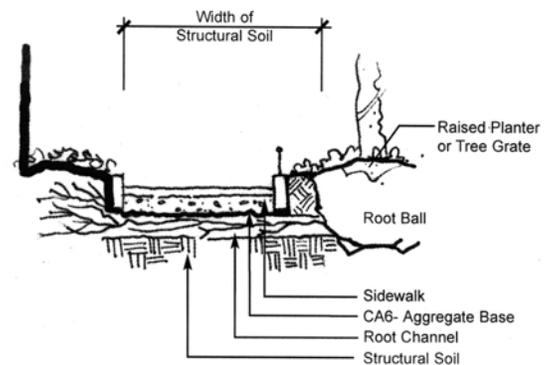


Figure 55

### **6. Structural Soil and Planting Soil**

**Depth.** In instances when the parkway width is 4-5 feet, the use of structural soils and root channels should be considered in adjacent paved walks to link green areas. (See Figure 56) Structural soil at a depth of 2 ½ feet should be used under all sidewalks where landscape plantings/street trees are located as well as between planter or grates to permit root growth in the parkway.

Along with structural soil, root paths should be considered as necessary sidewalk improvements to allow street trees to reach their maximum growth potential. For at-grade plantings of shade trees, minimum soil depth should be 3 feet; for shrubs, 18 inches, and 6 inches for grass and groundcovers. A minimum soil volume for street trees in sidewalk grates should be 125 cubic feet.

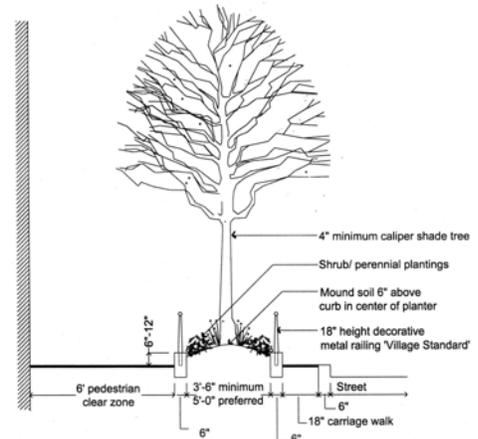


Structural Soils Detail  
Figure 56

**7. Raised planters.** Where possible, street trees and multi-tiered planting in continuous raised planters is encouraged. Multi-tier means providing additional plant material below street trees, such as shrubs, perennials and groundcovers. These additional plantings should provide a variety of coordinated color and seasonal interest to the streetscape. Continuous raised sidewalk planters with expansive planting soil volumes are preferred. (See Figures 57, 58, and 59)

Raised curb planters should be approximately six inches in height and a minimum of 3 ½ feet wide (inside dimension); however, a 5-foot inside width dimension is preferred. The raised planters should also contain a continuous decorative 18-inch metal railing around the curb top and be of a style reflecting the Village standard or the proposed development plan (See Figure 59). The length of these planters should be designed to accommodate store entrances, signs and other streetscape elements.

Soil should be mounded to 6 inches above the top of the planter curb at the center of the planter. Mulch, groundcover, or other appropriate plantings in conjunction with the appropriate street trees should be provided. Where appropriate, adequate GFI electrical outlets should be provided for each individual street tree or combinations of trees in the Business Districts.



*Minimum Streetscape/Parkway  
Cross-section with raised planter  
Figure 57*



*Typical Raised Planter/Railing Treatments  
Figure 58*



*Typical Raised Planter/Railing Treatments  
Figure 59*

**8. Movable Planters.** Movable planters are encouraged for sidewalks and open spaces too narrow to accommodate raised curb planters. (See Figure 60 and Appendix A for more information).



*Various styles of Movable Planters  
Figure 60*

**9. Light Pole Planter Baskets.** Light pole planter baskets are encouraged for sidewalks and open spaces unable to accommodate at-grade planters.

**c. Special Pedestrian Zone/Streetscape Conditions**

**1. Outdoor Sidewalk Cafes.** Dining establishments, coffeehouses or cafes are encouraged to provide adequately spaced outdoor seating. The Village encourages the use of these small outdoor spaces to help enliven the streetscape. Careful attention must be paid to maintaining a pedestrian clear zone. Tables, chairs, umbrellas, service equipment and planters should be kept out of the pedestrian clear zone. (See Figure 61)



*Appropriate outdoor sidewalk  
caféspace /alley enhancement  
Figure 61*

A temporary or seasonal designed barrier element is encouraged to ensure a clear demarcation of these spaces. The business or property owner should erect a simple decorative railing, fence, planters or similar element. The height of such a barrier should be no greater than 36 inches and constructed of a solid durable material easily anchored and removed in the paved space. The design of the barrier should reflect the architectural style of the building or coordinate with the Village streetscape elements. Maintenance and upkeep of the barrier is the sole responsibility of the business proprietor or building owner.



Typical paved crosswalk  
*Figure 62a*

**2. Corner Bump Outs.** The Village encourages the use of bump-outs, or widened walkways, at street corners. These bump outs serve numerous functions: they slow traffic, highlight pedestrian crossings, encourage pedestrian gathering and allow for the incorporation of streetscape elements into the streetscape design. (See Figures 62a, and 62b)



*Corner bump out softens on-street parking with landscape and streetscape elements*  
*Figure 62b*

Bump-outs should only be used in the business districts at key intersections where feasible. They may also be used at corners where transitions occur from multiple family or institutional uses, such as in the Indian Hill District

Bump-outs must be designed to meet the Engineering Design Specifications of the Village and, when applicable, of IDOT to provide a safe and proper turning radius for vehicular traffic along with appropriate sight lines and compliance with ADA standards.

**3. Bus Stops.** Bus stops currently exist at selected PACE locations throughout the Village. Where bus stops occur in the business districts and along the Green Bay



*Figure 63a*

Road Corridor, a coordinated Village sign system should be developed. (See Appendix D)

The Village should consider new designs for attractive bus shelters that maintain the Village character. (See Figures 63a and 63b) All new bus shelters should incorporate Village sign elements.



*Examples of decorative “character” bus shelters  
Figure 63b*

## **XI. Vehicular Zone**

- a. Streets.** Vehicular zones include streets and roads; alleys, driveways and curb cuts, and parking and service areas. These guidelines place particular emphasis on parking and service areas. (See Figures 64a and 64b)



*Typical paved crosswalk for visual enhancement and safety  
Figure 64a*



*Unattractive streetscape with expansive cross-section  
Figure 64b*

- b. ADA Compliance.** All new vehicular use/parking areas shall be ADA compliant. The required number of handicap parking stalls at 16’ wide x 19’ deep shall be appropriately designed, marked and located closest to the main entry and/or handicap accessible entries to all new developments.

All sidewalks from the parking areas to the building should have the appropriate depressed curb, sidewalk width, slope and handrails as necessary to provide uninterrupted, barrier-free access.

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**c. Parking and Service Areas.** In all Business, Multi-family Residential, and Institutional areas, parking is both an essential component and a scarce commodity, which is absolutely necessary to the vitality of the business districts. Currently parking occurs in the following locations:

- Private off-street surface parking
- Public off-street surface parking
- Public multi-level parking structure
- On-street parking

The primary locations for service and loading areas exist along alley and rear business entries.

For current and future developments, every effort must be made to save, enhance and/or expand both public and private parking areas. All new developments should meet the standards established by Village ordinance and should strive to meet the conditions listed in Table 2.

Table 2. Parking & Loading Area Conditions to be considered

- ❑ Location, Orientation and Access of Parking areas
- ❑ Location, Orientation and Access of Loading / Service areas
- ❑ Off-Street Parking Lot Standards
- ❑ On-Street Parking Standards
- ❑ Parking Lot Signs
- ❑ Vehicular Zone Landscape
- ❑ Off-street Parking Perimeter Screening
- ❑ Off-street Parking Internal Landscape Standards
- ❑ On-street Public Parking Landscaping
- ❑ Service / Loading Area Screening
- ❑ Lighting

**1. Location/Orientation and Access for**

**Parking Areas:** New parking should be located behind, within or underneath structures and buildings. (See Figures 65a and 65b) Off-street surface parking lots in front of new buildings and along street frontages are prohibited. Access to all parking and loading areas must be provided off secondary streets or existing alleys/service drives. Access to underground parking facilities should also be provided from an alley or service drive.

If appropriate and feasible, on street parking within the district should be provided within the public rights-of-way in front of new buildings.

Curb cuts and vehicular entrances should be minimized throughout the business districts. Building owners are encouraged to share access points to their parking lots. Each curb cut location should be safe, efficient and approved by the Village Engineer.

Access should be provided from mid-block alleys and secondary streets. Access should not be from main district streets unless deemed appropriate by the Village Engineer. These larger entrances should be defined with adequately designed and coordinated signs, landscaping or architectural elements that complement the design of the development and add visual interest to the street. (See Figure 65c and 65d)



*New surface parking opportunity located behind the building  
Figure 65a*

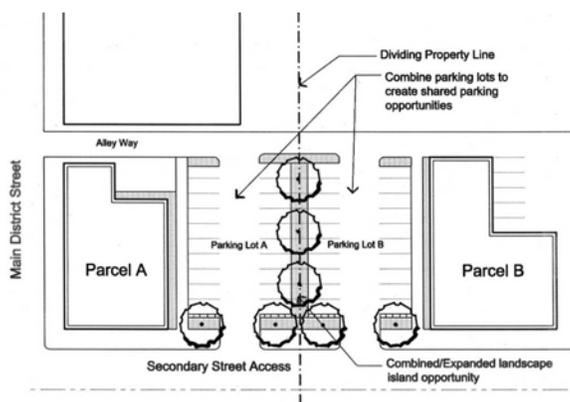


*Defined and articulated alley gateway in character with business district, leads to service and parking in rear  
Figure 65b*

Shared parking should be provided, where possible, between adjacent land uses and businesses, especially on blocks that have varied parking needs. (See Figure 66) For example, a business with daytime employee and shopper parking may allow evening use of the same lot by apartment dwellers, shoppers or restaurant patrons. Shared parking should be considered if a public/semi-public parking structure is anticipated as part of future development in the districts.



*Clear and visible, coordinated public signage element  
Figure 65d*



*The Village Standard for parking stalls is 9'x18' as established by ITE (Institute of Traffic Engineers). A 9'x19' stall is encouraged for all new parking areas.*



*Mid-block alleyway with landscaping and signage enhancements  
Figure 65c*

**2. Location/Orientation and Access for Loading Areas:** All service areas should be located at the rear or side yard of new developments within the business districts. Access should be provided via mid-block alleys/driveways or from secondary streets.

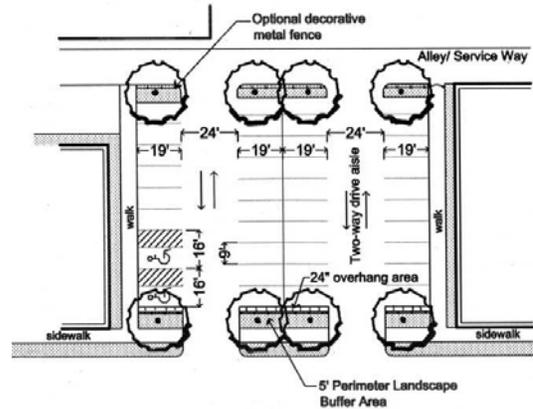
Exterior mechanical systems, loading/service, and trash storage areas should also be located out of sight from public roads. To the extent possible, these elements should be contained within the new building.

If these elements are located outside the building envelope, all efforts should be made to visually screen and buffer them with permanent year-round screening from street and sidewalk views (See section XIId5 for more information on screening).

Service areas/trash storage areas should be clustered together between businesses wherever possible.

**3. Off-Street Public Parking Lot**

**Standards:** In all districts off-street parking lots shall be designed in accordance with Village code and appropriate traffic engineering design standards. Minimum parking ratios should be provided with each new use/development per Village Code. Parking stalls shall be designed at minimum 9 feet x 19 feet stall dimensions. A 24-foot wide two-way drive aisle dimension shall be utilized in full bay parking lot configuration. (See Figure 67)



*The Village Standard for parking stalls is 9'x18' as established by ITE (Institute of Traffic Engineers). A 9'x19' stall is encouraged for all new parking areas*

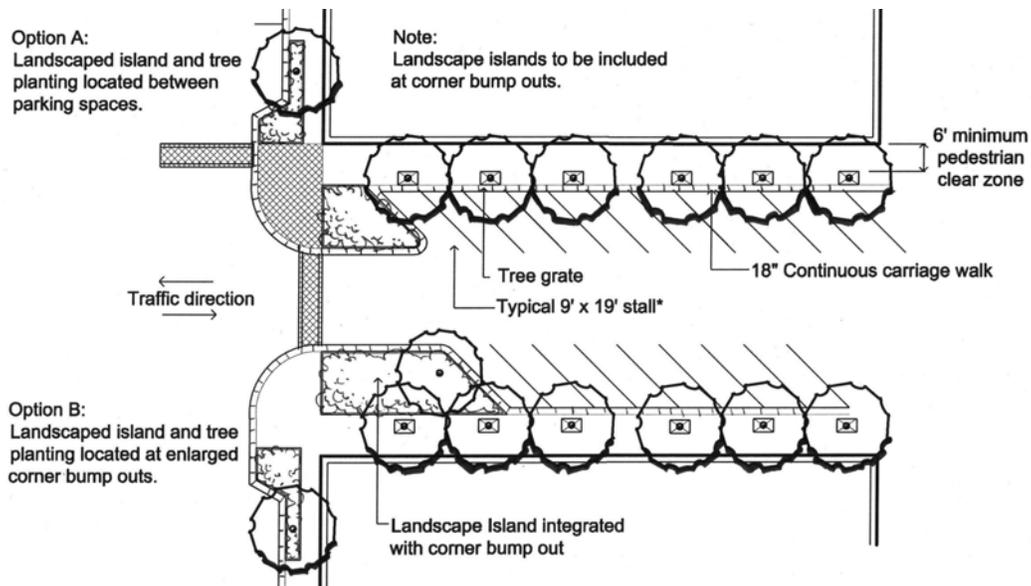
Figure 67

Other parking lot configurations (i.e. diagonal parking, one-way circulation, etc.) may be developed.

In order to avoid large expanses of pavement, which increase “urban heat” and are visually unappealing, landscaping should be provided within the parking lots. (See Off-street Parking Internal Landscape Standards, Page 68)

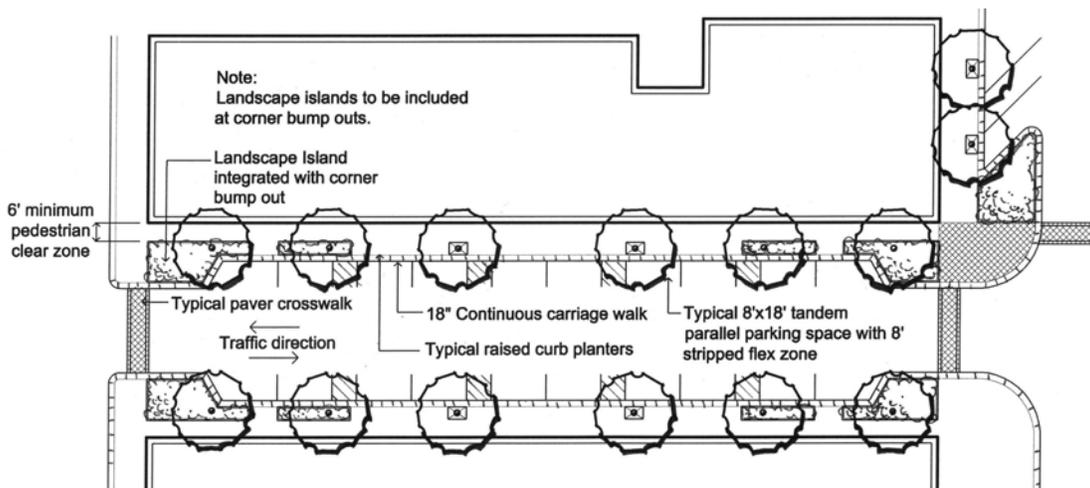
**4. On-Street Public Parking Standards:** The continued use of on-street parking is encouraged within the Business Districts, Multiple Family Residential and Institutional areas. Safety and driver visibility, along with appropriate traffic engineering design standards, as established by the Institute of Traffic Engineers (ITE) should be considered when using parallel or angled parking. (See Figures 68a and 68b) The Village acceptable minimum size stall widths and lengths should be followed:

- Parallel stall            8 feet wide x 18 feet long tandem space with 8 feet stripped flex zone
- Diagonal stall         9 feet wide x 18 feet long
- Perpendicular Stall 9 feet wide x 18 feet long



The Village Standard for parking stalls is 9' x 18' as established by ITE (Institute of Traffic Engineers). A 9' x 19' stall is encouraged for all new parking areas.

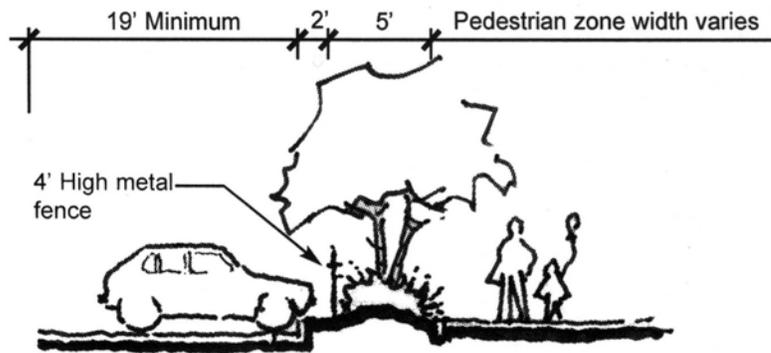
*On-Street Diagonal Parking Standards  
Figure 68a*



*On-Street Parallel Parking Standards  
Figure 68b*

The Village encourages the design of all new developments within the Business District, Multiple Family Residential and Institutional areas to incorporate 9 feet wide by 19 feet long stall sizes for all off-street parking areas.

Furthermore, ample vehicular overhang space or carriage walk areas should also be provided at a minimum width of 18 inches to back of curb for both on-street and off-street parking. (See Figure 69) This carriage walk area is in addition to the stall dimensions specified above.



*Parking Cross-section with Streetscape  
Figure 69*

Where possible expanses of on-street parking should be softened by landscape islands or bump outs at the corners. (See On-street Public Parking Landscaping, Page 56, and Special Pedestrian Zone/Streetscape Conditions, Pages 40-42.)

**5. Parking Lot Signs:** All parking areas within the Village, both public and private, should contain appropriate and adequate directional and regulatory signs in an uncluttered, clear and concise manner and as deemed permissible by Village code. (See Figure 65d)

Village-owned surface, deck, and on-street parking should be consistent with the Village's signs and wayfinding system. Clear low-maintenance signs should be developed as shown in Figure 65d indicating direction and restrictions related to public parking areas.

Individual businesses should identify their property address and establishment name with a clear, concise sign program located adjacent to the service/loading areas.

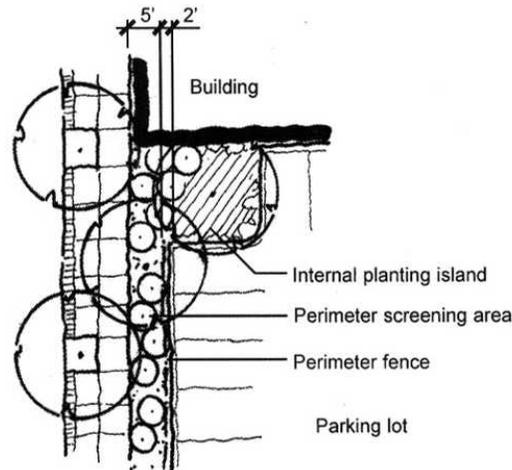
Lighting for all signs shall be at the discretion of the design review board. Alley service areas should be lit to minimize impact on residential apartments above storefront, yet provide a safe, secure environment.

See Village Signage Section, Page 62, for additional standards.

- d. **Vehicular Zone Landscape.** Vehicular parking areas require landscaping to minimize their **visual** and physical impacts upon the surrounding streetscape. The following are guidelines for off-street parking perimeter screening, off-street parking internal planting, on street parking planting, and parking structure landscaping. Irrigation and appropriate under-drainage are recommended for all landscaped areas.

**1. Off-street Parking Perimeter Screening:** A perimeter landscape area should be provided along all off-street parking areas on sides adjacent to public street/pedestrian zones and adjacent to transitional commercial or residential uses. (See Figures 70a and

70b) The goal of the buffer zone is to lessen the visual impact of parked cars and parking areas on the area streetscape and surrounding uses.



*Parking lot/Vehicular Use Area Perimeter Screening Treatment  
Figure 70a*



*Typical surface parking lot with ample perimeter landscape screening  
Figure 70b*

The minimum width of this landscape area should be 5 feet. An additional 24 inches of width is required where vehicular overhangs occur. The 24-inch wide overhang area should be of hardy plant material, solid permanent mulch or decorative paving. (See Figure 69)

Deciduous shade trees should be planted one per every 40 linear feet of frontage along the street. A continuous hedge planting should help block pedestrians' view into the parking lot. Clumps of ornamental trees may also be planted in lieu of or in coordination with shade trees for visual interest and screening. Perennials, grasses and groundcover under plantings should be incorporated to add additional seasonal color and appeal.

- *Shade Trees.* One shade tree at a 4-inch caliper minimum should be planted per 40 linear feet of the required perimeter screen area.
- *Shrubs/ Hedges.* Continuous evergreen or deciduous hedges/shrubs should be installed at a 30-inch minimum height and maintained at a continuous 42 to 48-inch height.
- *Ornamental Trees.* Ornamental trees should be single or multi-stemmed at 8 to 10 feet in height or 2½ to 3 inch caliper, spaced in natural or formally designed groupings relative to the overall site plan.
- *Perennials/Ornamental Grasses/Groundcovers.* Perennials, ornamental grasses and groundcovers should be planted in front of shrubs and trees along the public street frontage or in the overhang area. Perennials/grasses should be installed in 1-gallon pots. Groundcovers should be planted from quart containers.

All landscape perimeter buffer areas should be fully irrigated and drained. Decorative metal fencing measuring (4) four feet in height is also encouraged along public rights-of-way or street frontages when feasible to provide both a physical and visual barrier into the parking lot. In tight areas where the desired landscape buffer zone minimum widths cannot be feasibly met through careful site design, coordinated Village decorative metal fencing (See Figure 71a) or a solid masonry screen wall may be substituted at a height of no more than 4 feet. (See Figure 71b)

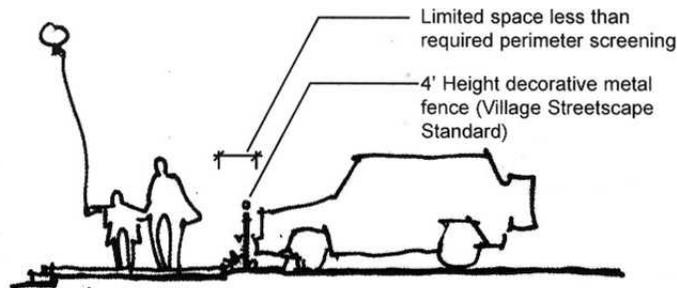
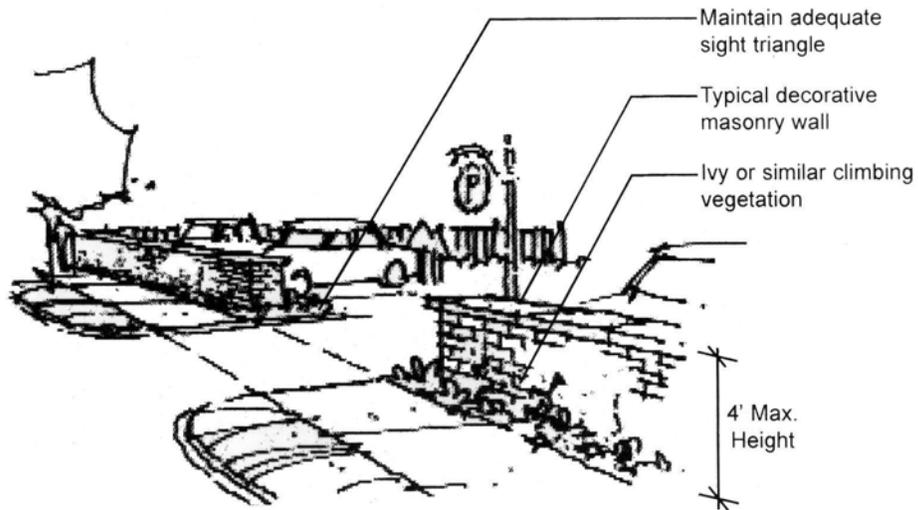


Figure 71a



*Typical perimeter screening treatments for vehicular use areas with space constraints  
Figure 71b*

Where parking areas abut residential properties, a 6-8 foot solid screen fence or wall should be constructed. Appropriate materials include cedar, masonry (brick, stone, stucco) or evergreen plant material. The screen element should complement adjacent buildings and reflect the surrounding character.

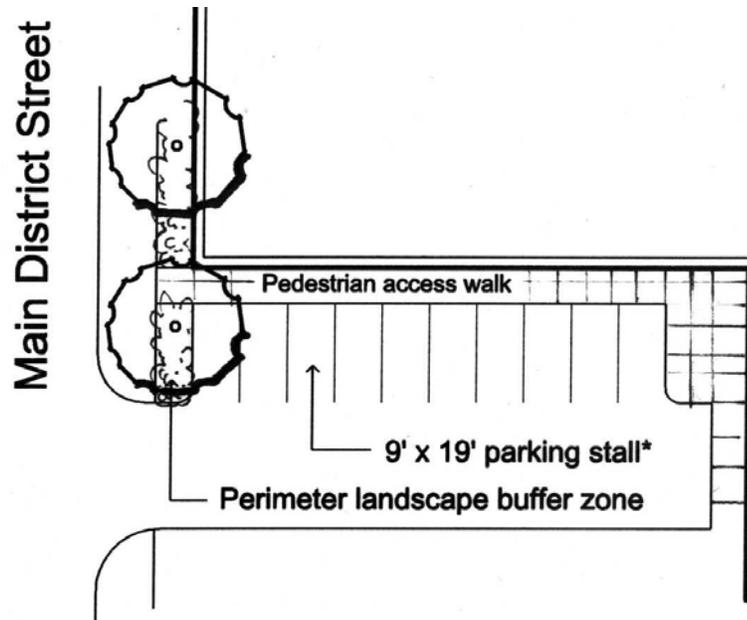
**2. Off-Street Parking Internal Landscape Standards:** In order to reduce the visual impact of surface parking on the streetscape, internal parking lot landscape guidelines should be employed. Landscape within the parking areas enhances the district character by:

- increasing “green space to pavement” ratio
- reducing storm water runoff
- creating shade and reducing the “heat island” effect
- softening the appearance for adjacent uses
- integrating the continuous streetscape character

Recognizing that some current and future parking lots may only contain nine or fewer parking spaces, these guidelines address the need for internal landscape plantings for paved vehicular use or parking areas larger than 3,000 square feet or approximately 10 parking spaces. These internal standards should be integrated and applied in addition to the perimeter parking lot landscape buffer zones.

For vehicular use/parking areas:

- 3,000 SF or less = no internal landscaping necessary (See Figure 72)
  - 3,000 SF to 30,000 SF = 5% landscaped area of total parking area (See Figure 73)
  - 30,000 SF or more = 7.5% landscaped area of total parking area (See Figures 74a and 74b)
- SF = square feet

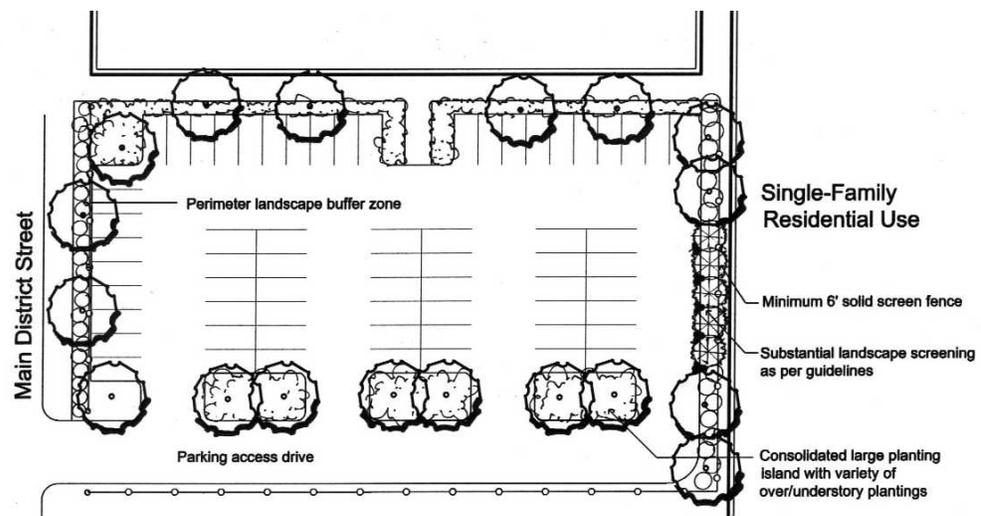


- No internal landscape required
- 5' perimeter landscape buffer zone minimum with 24" overhand suggested.
- 1 tree per 430 linear feet of frontage
- continuous 30" height shrub massing at time of planting.

*The Village Standard for parking stalls is 9' x 18' as established by ITE (Institute of Traffic Engineers). A 9' x 19' stall is encouraged for all new parking areas.*

*Parking lot or vehicular use area 3,000 sf or less*

*Figure 72*



- 5% internal landscape area required
- 1 tree per 250sf of required landscape area
- 5' perimeter landscape buffer zone minimum with 24' overhang suggested
- 1 tree per 430 linear feet of frontage
- Continuous 30" height shrub massing at time of planting.

*The Village Standard for parking stalls is 9' x 18' as established by ITE (Institute of Traffic Engineers). A 9' x 19' stall is encouraged for all new parking areas.*

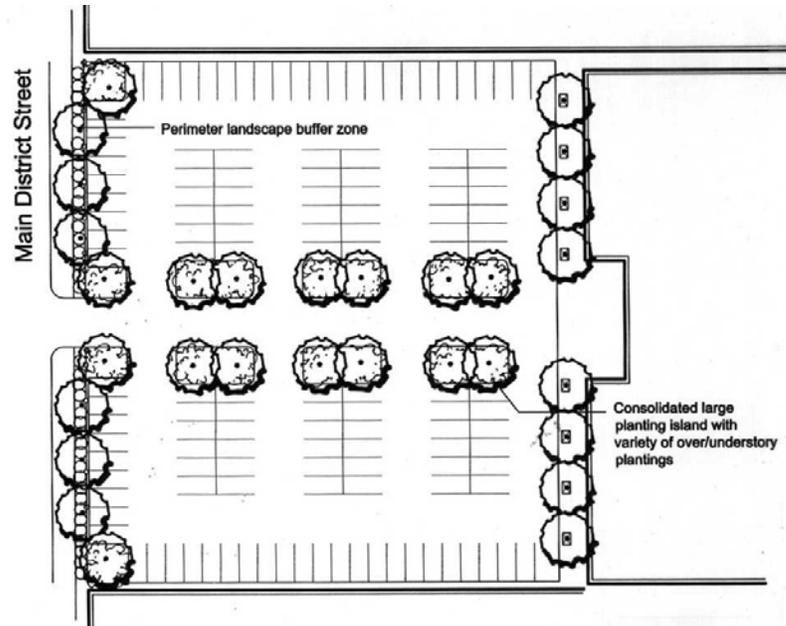
*Parking lot or vehicular use area 3,000sf to 30,000sf*

*Figure 73*

All landscape areas in the parking lot, excluding perimeter screening, are included in the parking lot internal planting guidelines. This may include planting islands, corner pocket parks or additional perimeter screening areas.

One shade tree should be provided for every 250 square feet of the required internal landscape area. The deciduous canopy (shade) tree with a spreading branching structure established at 6 feet in height at time of planting should have a minimum caliper of 4 inches. The acceptable species list is found in the Village Plant Palette in Appendix B.

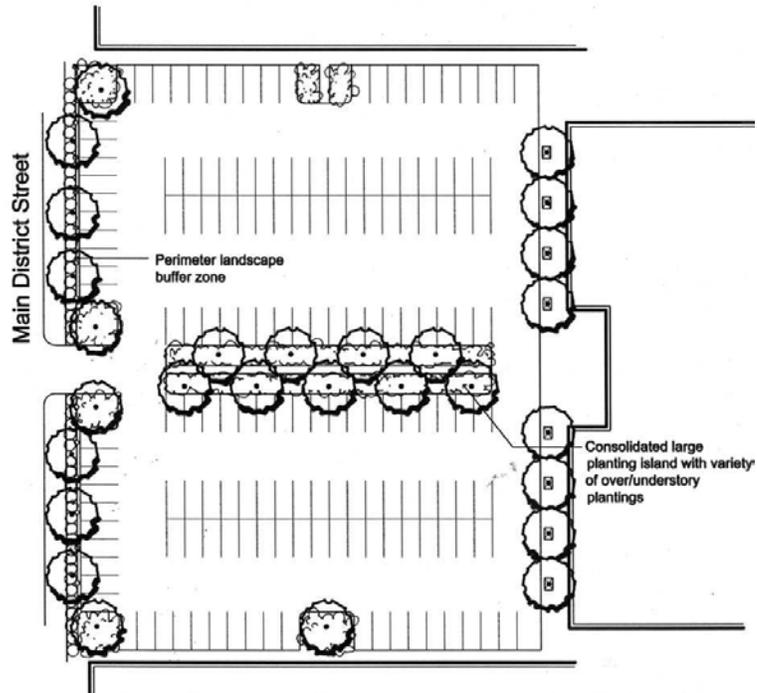
Landscaped planting islands should be a minimum eight feet wide back of curb to back of curb, mimicking a typical parking space's parallel and diagonal dimensions. These islands should be included at a rate of 1 island per 10 parking spaces. These islands can be set singularly but are encouraged to be grouped together in larger, more manageable planting pods at corners or corner bump-outs. (See Figure 74b.) These larger landscape islands provide a better growing opportunity for plantings, separate the parking lot into smaller "cells" and allow for better snow management techniques. (See Figure 75)



- 7.5% internal landscape area required;
- 1 tree per 250sf of require landscape area
- 5' perimeter landscape buffer zone minimum with 24" overhand suggested
- 1 tree per 430 linear feet of frontage
- Continuous 30" height shrub massing at time of planting.

*The Village Standard for parking stalls is 9' x 18' as established by ITE (Institute of Traffic Engineers). A 9' x 19' stall is encouraged for all new parking areas.*

*Option A – Parking lot or vehicular use area 30,000sf or greater  
Figure 74a*



- 7.5% internal landscape area required;
- 1 tree per 250sf of require landscape area
- 5' perimeter landscape buffer zone minimum with 24" overhand suggested
- 1 tree per 430 linear feet of frontage
- Continuous 30" height shrub massing at time of planting.

*The Village Standard for parking stalls is 9' x 18' as established by ITE (Institute of Traffic Engineers). A 9' x 19' stall is encouraged for all new parking areas.*

*Option B – Parking lot or vehicular use area 30,000sf or greater  
Figure 74b*



*Utilize larger, expanded planted islands in surface parking areas to create cells or parking pods  
Figure 75*

All islands should have mounded topsoil to a center height of 6-12 inches above top of curb height. New planting soil volumes in the island should be a minimum 250 cubic feet per tree.

Low shrub massing and groundcover plantings are encouraged under tree plantings in islands. (See Appendix B) Turf grasses and gravel mulches are discouraged.

Irrigation and appropriate under-drainage are recommended for all large planting islands. Exterior electrical outlet box stubs should be provided for any maintenance needs or seasonal lighting displays.

Landscape maintenance is the sole responsibility of the property owner. The owner must maintain all required landscape in good condition. Damaged or dead materials should be replaced promptly. This obligation is to be assumed by subsequent property owners. Maintenance should include but is not limited to weeding, mowing, trimming, pruning, edging, cultivation, seeding, fertilizing, watering and pest control.

**3. On-Street Public Parking Landscaping:** Where possible, expanses of on-street parking should be softened by landscape islands or bump-outs (see Page 59 for more information on corner bump-outs) (See Figures 68a and 68b)

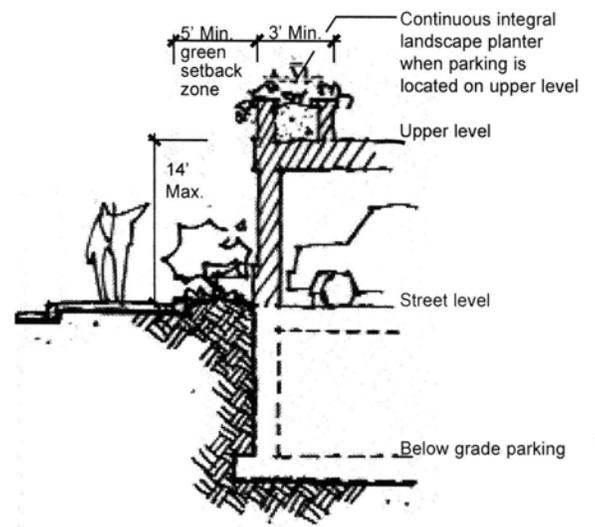
A raised curb planter no more than 6 inches in height should be provided around the landscaped island to protect the plantings in the island. Additional decorative metal fencing elements should be considered where feasible.

**4. Parking Structure Landscaping:**

A minimum five-foot landscape setback should be placed at the base of the parking structures, adjacent to the pedestrian areas in the public way. (See Figure 76) This setback should be planted with columnar canopy trees, ornamental trees, evergreens, shrubs, perennials and groundcovers.

Vines should be planted and staked at the base of the structure and encouraged to grow up the structure's walls.

Integral planters should be incorporated with cascading plant material. Planters are encouraged to be located along any openings within the parking structure that face a public right-of-way. Continuous and integral landscape planter is encouraged for upper level parking areas.



*Parking Structure Landscaping  
Figure 76*

**5. Service/Loading Area Screening:** All service/loading areas should be screened from public view. Architecturally treated screen walls constructed of the same materials as the building or an opaque wooden fence are appropriate designs. Creative use of lattice screen walls and vine plantings are also an appropriate substitute. (See Figures 77a and 77b)

All trash storage/mechanical equipment screen enclosures should be secured and accessible through a locked gate(s).

The height of the screen wall should block views of said elements from pedestrians. In general, the height should be 6 to 8 feet.

- e. **Lighting in Vehicular Use/Parking Areas.** Appropriate pedestrian-scaled street lighting should be provided in all public and private surface parking and service areas. (See Figure 78)



*Typical masonry wall and landscape screening of service area  
Figure 77a*



*Solid year-round decorative wood fence/stone screening of utilities  
Figure 77b*



*Decorative street light in vehicular use areas  
Figure 78*

While the amount of light (photometrics) should be determined by the size of the lot and the selected fixture, the following general standards shall be considered:

- Light fixture and pole should coordinate with building architectural style and with established Village standards.
- Color of all light fixtures and poles should be consistent with Village business district standards and the development's architectural style.
- The light pole and fixture height should be pedestrian scaled and should not exceed 15 feet, or the height established by the Village.
- Photometric design of any Village light fixture (luminaries) used in public rights-of-way, off street parking and loading areas or private open space should minimize glare onto adjacent properties or residential units above stores. The luminaire should be of a "cut-off" or shielded nature, reflecting light away from adjacent properties, reducing glare, and directing the desired light levels to the parking/loading area.
- No light spillage should occur at parking or loading area property lines.
- A source should be developed for low illumination, low wattage street lighting that is deemed appropriate by the Village.
- Lighting type must be consistent with other district lamps (color corrected, high-pressure sodium, metal halide to be selected).

**f. Special Conditions.** Vehicular use areas such as parking and service areas may encounter and raise special conditions or concerns that should be treated on an individual basis by the design review board. Such issues may include but are not limited to:

- noise abatement
- safety/security
- maintenance
- special adjacent land use

Each of these issues as they pertain to any new or existing developments in the Business Districts, Multiple Family Residential and Institutional areas should address the above or other special concerns as part of the development review process.

## XII. Multiple Family Residential Use Areas

As discussed in the Village Comprehensive Plan, *Winnetka 2020*, “the purpose of multiple-family zoning districts is to buffer single-family neighborhoods from commercial areas and the traffic noise of Green Bay Road and the railroad. In theory, multiple-family development should provide a “transition” that is compatible with adjacent single-family use.”

**a. Multiple family on Green Bay Road (B-1 & B-2 Zoning):** The existing character of larger green, heavily landscaped setbacks is desired by the Village for all new Multiple Family Residential development in the Green Bay Road Corridor (B-1 & B-2 zoning). These enhanced landscape setbacks contribute to the Corridor’s existing landscape character and provide appropriate buffering and transition to adjacent single-family, institutional and open space uses. (See Figures 79a and 79b)

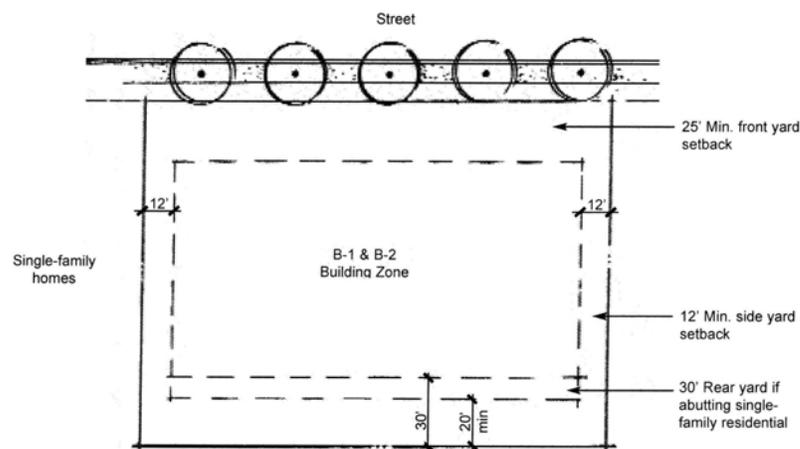
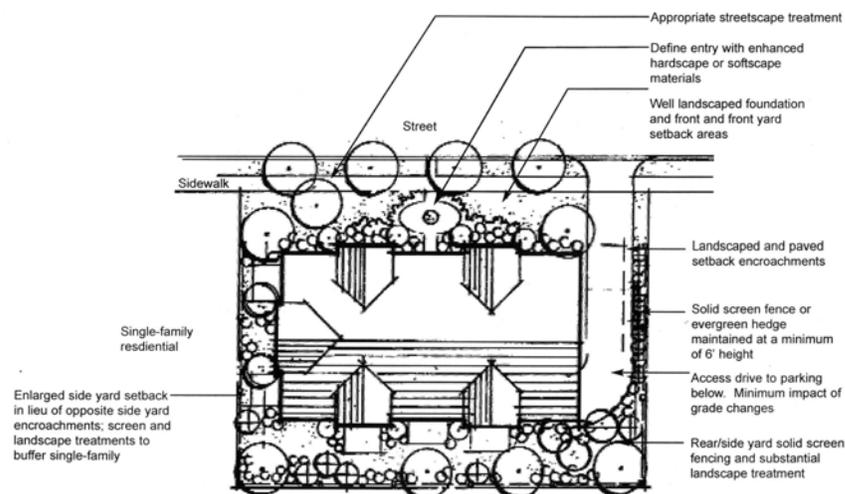
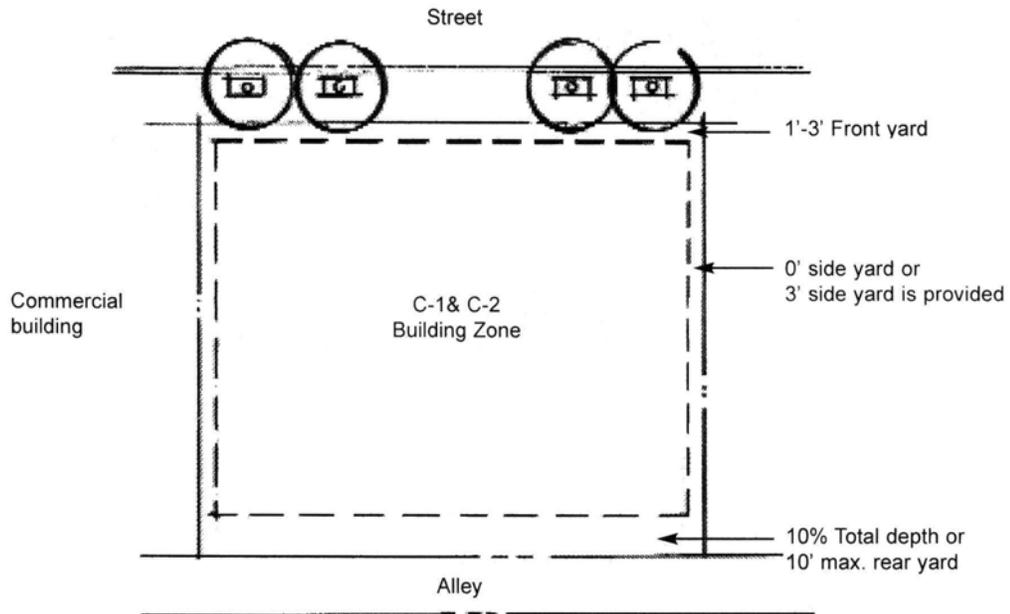


Figure 79a



Multiple Family B-1 and B-2 Zone and Institutional Site Landscaping  
Figure 79b

**b. Multiple family Residential in Business Districts (B-2, C-1, & C-2 Zoning):** As a freestanding element multiple family residential may take the form of an individual use (townhomes, duplexes or condominiums) or as a shared mixed-use (condominiums or apartments) with first floor commercial and residential units above.



Single-family homes  
Figure 80a

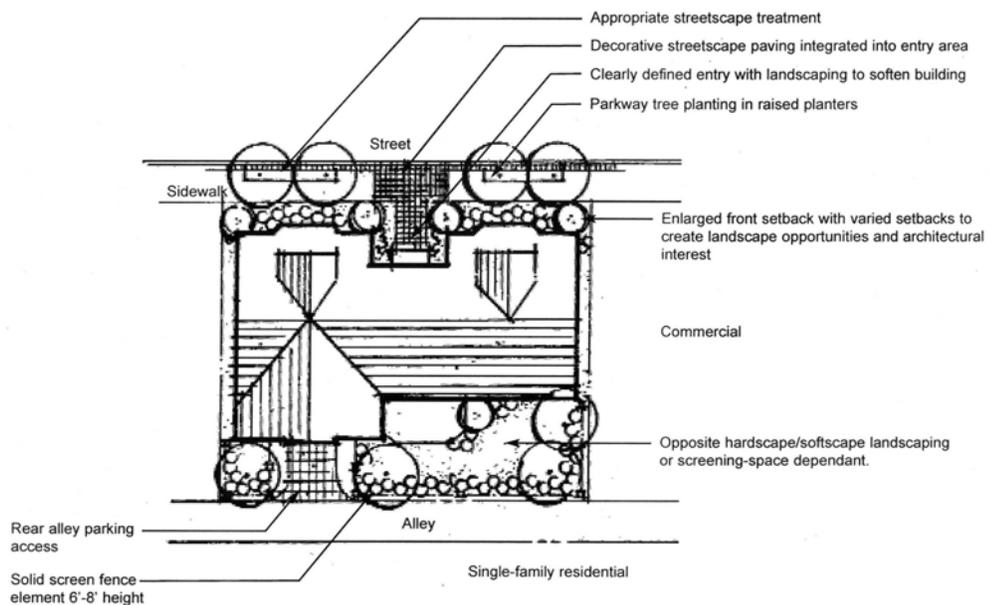


Figure 80b

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When planned as an individual use in a business district or other areas of the community, significant front and side yard landscaped setbacks are encouraged to ensure compatibility and appropriate screening/transition from neighboring uses. (See Figures 80a and 80b)

While zoning setbacks in the C-1 and C-2 districts encourage compatibility of new multiple family and mixed-use within the existing commercial business district fabric, additional front, side and rear yard setbacks should be enlarged and addressed appropriate to adjacent zoning districts. If a new multiple family development in the district occurs on a transitional parcel (adjacent to a single-family, open space or institutional use) additional rear and side yard setbacks and appropriate landscaping are encouraged.

The guidelines are intended to ensure that new multiple family development is sympathetic and compatible to its surroundings.

Refer to the following guidelines pertaining to landscaping, parking lot landscaping, and streetscaping:

- Open Space Guidelines (See Page 61 below)
- Public Street Frontage (Streetscape) Guidelines (See Page 26)
- Parking Lot Landscaping Guidelines (See Pages 46-56)

### **XIII. Institutional Use Areas**

Institutional Use Areas include the following:

- Streetscape/Pedestrian Zones
- Vehicular Use Area Standards
- Open Space
- Village Plant Palette
- Village Signs

The Village encourages the use of expanded/enlarged and enhanced setbacks where appropriate. The Village may require additional heavily landscaped yard setbacks, where new institutional development is adjacent to single-family residential, commercial or open space land uses.

The creation of additional public or semi-public open space is strongly encouraged in each plan submittal. The Village desires to increase and enhance its community open spaces and link them where possible in a unified open space plan.

- a. Site Landscaping.** For yard setbacks, building perimeter and foundation landscaping, the following elements should be considered (See Figure 79b for general example):

- Preserve, protect and enhance to the greatest extent possible any mature vegetation on the site.
- Ensure coordinated, creative, and well-designed landscaping.
- Use similar or like planted material palette as established in the guidelines (See Appendix B).
- Provide for a variety of plant materials with seasonal interest.
- Provide adequate year-round screening in site and rear side yard setbacks when adjacent to single-family or transitional land uses. Use plant materials, especially evergreen, to provide a continuous 6-foot high year round screening from adjacent residential uses.
- Where limited space exists, a solid masonry screen wall or decorative cedar wood fence element may be employed at a size of no greater than 6 feet high.

#### **XIV. Village Signage**

A well-coordinated sign system within a community is one of the most effective ways of creating lasting identity and providing wayfinding clarity. The Village of Winnetka can benefit from a coordinated sign program at important locations within each business district along the Green Bay Road Corridor and at other major Village entries. (See Appendix D: Action Items) A sign family hierarchy that provides function without excessive design detail, should be established for the following elements:

- Village Gateway
  - Business District Identity
  - Roadway/Corridor Identity
  - Roadway Directional
  - Street Sign
  - Site Directional
  - Informational
  - Regulatory
  - Building/Business Identity
- a. **Village Gateway Signs.** Signs that enhance the Village’s image and identity at its jurisdictional or approximate edges should be located at both the northern and southern Village boundaries along the Green Bay Road Corridor and to the west along Willow and Tower Roads adjacent to the Forest Preserve. The Village gateway signs should reflect the Village’s architectural character and be made of quality materials such as masonry, stone, wood, and/or metal.

These sign areas should incorporate both landscaping and possibly lighting elements and should set the tone for the remaining public signs in terms of color, materials, scale, and architectural style. (See Figure 81a) The Village’s “tree” logo should be incorporated into any gateway sign elements. (See Figure 81b)



*Example of a village gateway sign element with landscaping  
Figure 81a*



*The Village's "tree" logo should be incorporated into gateway sign elements  
Figure 81b*

- b. Business District Ground Mounted Identity Signs.** Signs that identify the Hubbard Woods, East/West Elm Street, and Indian Hill Business Districts, as special places should be located at their entry points along Green Bay Road. Smaller in size and scale to the Village Gateway signs, these elements should be small monument signs constructed of similar style and materials as the gateways. Again, special landscaping and lighting may be incorporated. (See Figures 82a and 82b)



*Figure 82a*



*Figure 82b*

*Examples of simple, elegant community gateway elements*

**c. Roadway Corridor Identity Signs.**

Special identity signs placed along the Green Bay Road Corridor and along each business districts' major streets should be considered to enhance the unified identity for each of the business districts. These signs/ plaques/ banners could include colors, logos, or images linked to the design of the Village Gateway and Business District Identity signs. If determined to be feasible and desirable by the Village, such roadway signs may need to conform to specific IDOT Road Construction Standards. (See Figures 83a, 83b, and 83c)



Figure 83a

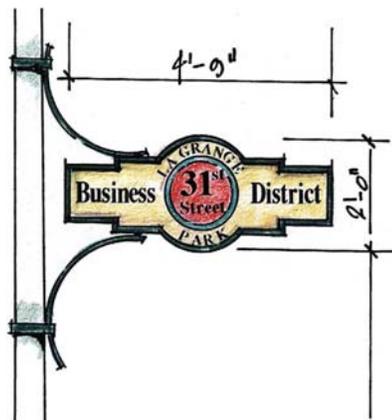


Figure 83b

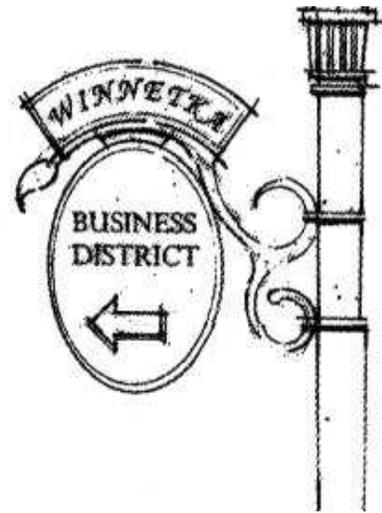


Figure 83c

*Examples of coordinated roadway corridor identification sign.*

**d. Roadway Directional Signs.** Specially designed signs should be placed along major streets to direct motorists, bicyclists, and pedestrians to key Village destinations, such as the Village Hall/Town Square, Metra Stations, and Hubbard Woods Park. (See Figure 84)



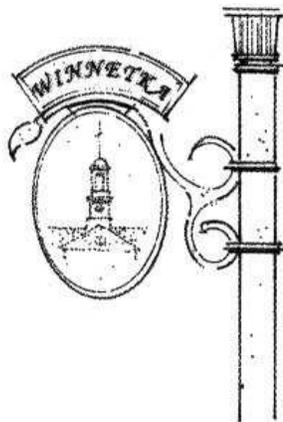
*Coordinated public parking/wayfinding signage  
Figure 84*

- 
- e. **Street Identity Signs.** New street signs could be designed with colors, logos, or images that contribute to a distinct identity for the business districts and/or Green Bay Road Corridor. (See Figure 85)



*Custom business district street identity signage  
Figure 85*

- f. **Business District Directional Signs.** A limited number of strategically placed Business District directional signs should be installed along area arterial streets directing motorists and visitors to each business district. Directional signs in the business districts could be coordinated with street signs regarding color, logos, and images. (See Figures 86a and 86b)



*Examples of business district  
directional signage  
Figure 86b*



*Figure 86a*

- g. Regulatory Signs.** Regulatory signs along streets and parking areas that address stop locations, speed limits, parking restrictions, and other requirements could be incorporated into a coordinated sign program by using posts or frames that are separate and distinct from the street lights and utility poles that they are currently attached to. A simple sign plan would help readability and significantly reduce the current sign clutter. (See Figure 87)
  
- h. Informational Signs.** Information signs or district kiosks should be considered within each business district to guide pedestrians to buildings, points of interest, and parking lots. Scaled for both pedestrian and vehicular use, informational kiosks could offer district maps, event listings/locations and historical information. (See Figure 88)

Key locations for such signs may include the Metra Stations, Moffat Mall, the library, public safety building and essential district retail anchors and institutions. These signs could be installed along pedestrian walkways and corner bump-outs.



*Example of informational sign/kiosk  
Figure 88*

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## XV. OPEN SPACE

A common element unifying Winnetka's Business Districts, Multiple Family Residential and Institutional Areas are the unique public and private open spaces they have been created over time. Many of these open spaces lend to Winnetka's sense of place, culture and history.

The Village's open spaces range in size and activity level from the large and active Hubbard Woods Park to the small and passive sculpture corner near Village Hall. The Village has expressed a desire to expand its open space system and link, where possible, these spaces together in a unified Village open space plan.

**a. Purpose.** To ensure that current and future open spaces contribute to Winnetka's ambiance; public and vehicular streetscapes should link open spaces to create a unified, continuous landscape system with mature plantings and seasonal interest. By working as a system, the Village's open spaces intend to:

- physically and symbolically unify and enhance the Village's natural features and character;
- preserve significant areas and encourage new tree, shrub and perennial plantings on public and private properties to the greatest extent possible;
- encourage pedestrian and bicycle circulation throughout the Village, especially among the Business Districts;
- create gathering points for Village events and activities;
- provide educational opportunities about the natural environment; and
- enhance property values.

**b. Location.** With this purpose in mind, new public and private developments within the Business Districts, Multiple Family Residential and Institutional areas should provide for ample, appropriately designed open space within the proposed site development plan. Recognizing the spatial limitations of each site, creative, relevant open space should strive to enhance the Village's natural character.

Public, semi-public, or private open space and landscaped buffers should be located between low and higher density areas and to serve as a transitional element between land uses.

Where new or existing developments abut adjacent planned or existing open spaces, every effort should be made to integrate open spaces and link them into a unified whole.

c. **Open Space Types.** There are a variety of active and passive open space types from which to select to create an optimal and appropriate open space amenity. Open space types include:

**1. Active Open Space:** (See Figures 89a-89h)

- Small park/playground
- Fountain garden
- Corner pocket park or plaza
- Mid-block walkways
- Entries or forecourts
- Courtyards
- Enhanced public parkway/pedestrian zone
- Bike path



*Typical pocket park/playground  
Figure 89a*



*A fountain element can be used as a focal point or  
community landmark  
Figure 89b*



*Figure 89c*



*A simple corner pocket park or plaza can help screen  
vehicular areas  
Figure 89d*



*Landscaped pedestrian mid-block walkways can activate otherwise unattractive areas*  
*Figure 89e*



*Enhanced and articulate front yard setback in commercial, institutional or multiple-family residential areas*  
*Figure 89 f*



*Prominent architectural articulation and streetscape elements at key building frontages help activate a streetscape  
Figure 89g*



*Enhanced public parkway/pedestrian zone  
Figure 89h*

**2. Passive Open Space:** (See Figures 90a – 90d)

- Sculpture or art pockets
- Perennial gardens
- Enhanced or enlarged landscape transition buffer zones
- Passive garden areas
- Entries or forecourts
- Courtyards
- Corner gateway architecture treatments
- Enlarged front, side or rear yard landscape buffers



*Example of Art Pocket  
Figure 90a*



*Enhanced or enlarged landscape transition buffer zone adjacent to vehicular use areas or single family residential.  
Figure 90b*



*Enhanced private open space in yard setback  
Figure 90c*



*Enhanced landscaping/streetscape setback from new development  
Figure 90d*

- d. Components.** Regardless of the size of the open space or its active/passive character, a creative plan can integrate a variety of well-designed components from architectural and streetscape/pedestrian zone elements similar to those design standards set forth earlier in these guidelines. Both public and private open space design should incorporate architectural and streetscape/pedestrian zone elements.

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- e. **Location-Oriented Open Space Guidelines.** Certain locations within Winnetka’s Business District, Multiple family Residential, and Institutional areas have unique open space considerations either because of pending redevelopment or recommendations made in the 2020 Comprehensive Plan. These areas include, but are not limited to:

**1. Indian Hill Business District:** As the southern gateway to the Village, existing and new developments in this District should establish the Village’s natural character with significant amounts of open space to soften the District’s current vehicular character. The planting palette should provide a variety/scale of plant materials and seasonal interest along with appropriate and creative use of evergreen plantings. Village gateway sign elements should be incorporated adjacent to the Winnetka Avenue Green Bay Road intersection.

A major active open space to be considered in this district is a connected pedestrian walkway and landscape enhancements along the Metra Railroad ROW. Additional landscape and open space enhancements should be implemented at all corners of the Winnetka Avenue and Green Bay Road intersection.

**2. Hubbard Woods Business District:** As the northern gateway to the Village, existing and new developments in this District should establish the Village’s natural character with significant amounts of open space where Village gateway signs and improved landscaping should be implemented at the Village’s northern gateway on Green Bay Road. Landscape screening and enhancements should occur along adjacent uses at the Tower Road/Green Bay Road intersection.

**3. Green Bay Road Corridor:** Green Bay Road should appear as visually appealing as other “Winnetka Business District Streets”. The Village, in its review of open space elements, will pay particular attention to landscaping along the Green Bay Road Corridor and at its intersections with key Village streets. Village signs, enhanced landscaping and pedestrian/bicycle access should be important components to any Green Bay Road open space design.

If appropriate, the Village should coordinate with future IDOT Green Bay Road improvements to implement median planters along Green Bay Road north and south of Winnetka Avenue and Elm Street. The plant palette should include mature shade trees and a variety of under story plantings. The planter design should reflect and complement historical architecture, be maintenance efficient and provide safe travel and sight lines.

**4. Elm Street Business District:** When redeveloped, the District’s Post Office site should provide for a major public/semi-public open space element visually and symbolically linked to the Moffatt Mall/Village Hall axis as described in the 1921 Village Center Plan.

Coordinated landscape and road enhancements should occur at Chestnut and Spruce Streets and along the parking lot frontage extending from Pine Street to Spruce Street

on the west side of Green Bay Road. Enhanced landscaping, parking lot perimeter screening, and signs should be installed to reduce the starkness of this Green Bay Road Corridor section. Small gateway park elements should be considered for the essential entry corners into the District at Winnetka Avenue.

**5. Metra Stations:** The appearance and function of the Village's three train stations **and** the railroad right-of-way should be improved along the entire corridor with particular attention at the three Business Districts. The railroad embankments should implement significant amounts of landscaping with emphasis on seasonal interest and evergreens from the Village Plant Palette. (See Appendix B)

## **XVI. Submission Requirements**

Maintaining the character of the Village is of prime importance to the Design Review Board (DRB) and the Village residents. Therefore it is required that each submission to the DRB demonstrate sensitivity to context by providing the necessary street elevation(s) and cross sections along with current photos of the adjacent buildings within a 50 foot distance on each side of the proposed building and the elevations of the existing buildings located across the street. Additional submission requirements are indicated on the application for design review.

In order to retain the Village character, it is required that the dominant architectural forms, materials and style be incorporated into the proposed building/development. Please refer to the corresponding section for additional information.

Submissions should also include a detailed landscape plan and streetscape plan in accordance with these guidelines.

As with multiple family residential developments, a detailed site and landscape plan should be submitted to the Village for review. Critical to the plan is the need to enhance and articulate the architecture of the building and the site's landscaping.

The Village will review proposed open space elements by reviewing a detailed site plan/landscape plan. This plan must be submitted to the Village for review for all new developments in the Commercial Business Districts, Multiple Family Residential and Institutional areas.

Each plan must provide the required site landscaped parkway pedestrian zone, open space feature and vehicular use area landscape treatments.

The plan must provide for reasonable understanding, a statement describing the proposed open space element(s) and its public/private benefits. The Design Review Board (DRB) shall at its discretion review the open space element for its general compliance with the goals established in these guidelines and make a recommendation of its appropriateness.

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# APPENDIX A

## Streetscape Elements

The following streetscape elements have been selected to convey a desired style or appearance, both individually and as a “family of elements”. Alternative suppliers may offer, equivalent, similarly appropriate and consistent elements, but must be approved specifically by the Design Review Board.

The color “Village Green” specified for elements of street furniture (see below) is Market Square Tavern Dark Green #W0620, manufactured by Martin Senour Paints (Williamsburg Series).

### Standard Metal Bench

Victor Stanley - 800.368.2573

The Ribbon Series

Model RB-28, 6' length (also available in 8' length)

High pressure, polyester, powder coated black or “Village Green”

### Standard Wood Bench for open space, pocket parks, etc.

Smith and Hawken - 415.506.3888

Pemberton

5' Teak Wood Bench

Model #T5467

### Standard Metal Trash Receptacle

Victor Stanley - 800.368.2573

Ironsites Bethesda Series

36 gallon capacity

S-42 model with domed lid

High pressure, polyester, powder coated black or “Village Green”

### New Paver Combination

(all areas other than East/West Elm Street Business District)

Whitacre-Greer Clay Pavers - 800.947.2837

Red thirtysomething

Unilock - 800.864.5625

Brussels Block

Tumbled Concrete Pavers

Random 3 size pattern

Limestone/sandstone color range

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East/West Elm Business District Paver Treatment

Unilock - 800.864.5625

Holland Stone

Interlocking Concrete Brick Pavers

Color Red, to match existing

Decorative Pedestrian Street Light, Pole and Base

Union Metal - 330.456.7653

Evanston Model

12' height (or as required by zone/photometrics) light pole and base

Tapered and fluted light pole

High pressure, polyester, powder coated black or "Village Green"

Bicycle Rack

Maglin Furniture Systems Ltd. - 800.716.5506

Model MBR 100

High pressure, polyester, powder coated black or "Village Green"

Bollards

Spring City Electrical Manufacturing

Wellington bollard

High pressure, polyester, powder coated black or "Village Green"

Decorative Metal Fencing

Jerith Manufacturing Company, Inc. - 800.344.2242

Regency Windsor Commercial grade aluminum

4'-0" height

High pressure, polyester, powder coated black or "Village Green"

6" Raised Planter with 18" Decorative Railing

Custom design by others Varies by site

Tree Grates

Neenah Foundry Company - 920.725.7000

5'x5' Tree Grate and Frame

Model 8712 180Square

High pressure, polyester, powder coated black or "Village Green"

Neenah Foundry Company - 920.725.7000

4'x6' Tree Grate and Frame

Model R-8811 180 Rectangular

High pressure, polyester, powder coated black or "Village Green"

Decorative Newspaper Corral Screen

Custom design by others

Drinking Fountain

Murdock - 800.453.7465

Classics Drinking Fountain

Model MC76-2

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# APPENDIX B

## Village Plant Palette

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### & Recommended Minimum Size Plant Material at Planting

#### DECIDUOUS SHADE TREES/ STREET TREES

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##### *minimum 4" caliper/ BB*

Acer x freemanii 'Autumn Blaze'	Freemanii Maple
Acer nigrum	Black Maple
Acer platanoides 'Emerald Queen'	Emerald Queen Norway Maple
Acer rubrum 'Red Sunset'	Red Sunset Red Maple
Acer saccharum	Legacy Sugar Maple
	Columnar Sugar Maple (Columnar Shape)
Acer saccharum 'Columnare'	
Celtis occidentalis	Hackberry
Celtis occidentalis 'Prairie Pride'	Prairie Pride Hackberry
Fraxinus americana 'Autumn Purple'	Autumn Purple White Ash
Fraxinus americana 'Rose Hill'	Rose Hill White Ash
Fraxinus pennsylvanica 'Marshall'	Marshall Green Ash
Fraxinus pennsylvanica 'Patmore'	Patmore Green Ash
Fraxinus pennsylvanica 'Summit'	Summit Green Ash
Fraxinus quadrangulata	Blue Ash
Ginkgo biloba	Ginkgo (Male)
Gleditsia triacanthos inermis 'Skyline'	Skyline Thornless Honeylocust
Gymnocladus dioicus	Kentucky coffeetree
Pyrus calleryana 'Aristocrat'	Aristocrat Pear
Quercus bicolor	White Oak
Quercus muehlenbergii	Chinkapin Oak
Quercus rubra	Red Oak
Quercus robur	English Oak
Tilia americana	American Linden
Tilia cordata 'Greenspire'	Little leaf Linden
Tilia euchlora 'Redmond'	Redmond Linden
Tilia tomentosa	Silver Linden
Tilia tomentosa 'Sterling Silver'	Sterling Silver Linden
Ulmus carpinifolia 'Regal'	Regal Smoothleaf Elm
Ulmus cultivars	Elm (disease resistant cultivars)
Zelkova serrata	Greenvase Zelkova

#### DECIDUOUS ORNAMENTAL TREES

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##### *minimum 6'-10' height - clump form/ 2 1/2"-3" caliper - single stem/ BB*

Alnus glutinosa	Black Alder
Acer palmatum 'Bloodgood'	Japanese Bloodgood Maple
Amelanchier canadensis	Shadblow Serviceberry

Amelanchier x grandiflora 'Autumn Brilliance'	Apple Serviceberry Autumn Brilliance
Betula nigra 'Heritage'	Heritage River Birch
Betula platyphylla 'japonica'	Whitespire Birch
Carpinus caroliniana	American Hornbeam
Cercis canadensis	Red bud
Cornus alternifolia	Pagoda Dogwood
Crataegus crusgalli 'Inermis'	Thornless Cockspur Hawthorn
Malus floribunda	Japanese Crabapple
Malus 'Red Jewel'	Red Jewel Crabapple
Malus sargentii	Sargent Crabapple
Malus 'Snowdrift'	White Crabapple
Magnolia stellata	Star Magnolia
Magnolia x loebnerii 'Merill'	Dr. Merrill Magnolia
Malus Zumi calocarpa	Zumi Crabapple
Pyrus calleryana 'Chanticleer'	Chanticleer Pear
Syringa reticulata 'Ivory Silk'	Japanese Tree Lilac
Viburnum prunifolium	Blackhaw Viburnum

### **EVERGREEN TREES**

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#### ***minimum 6'-8' height/ BB***

Picea glauca 'Densata'	Black Hills Spruce
Pinus nigra	Austrian Pine
Picea pungens	Green Colorado Spruce
Picea pungens 'Glauca'	Colorado Blue Spruce
Pseudotsuga menziesii	Douglas Fir
Taxodium distichum	Bald Cypress

### **DECIDUOUS SHRUBS**

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#### ***minimum size range 18"-34"/ BB (species/location dependant)***

Aronia arbutifolia	Red Chokeberry
Acer ginnala	Amur Maple Shrub Form
Aronia melanocarpa	Glossy Black Chokeberry
Berberis thunbergii	Crimson Pygmy Barberry
Cotoneaster horizontalis	Rockspray horizontalis
Cotoneaster lucidus	Peking Cotoneaster
Clethra alnifolia	Summer Sweet Clethra
Cornus sericea 'Albo-Marginata'	Variegated Dogwood
Corylus colurna	Turkish Filbert
Cornus alba 'marginata'	Variegated Tatarian Dogwood
Cornus mas	Cornelian Cherry Dogwood
Cornus alternifolia	Pagoda Dogwood
Cornus racemosa	Gray Dogwood
	Alleman's Compact Redtwig
Cornus sericea 'Allemans'	Dogwood
Cornus sericea 'Isanti'	Redtwig Dogwood

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Euonymus alatas 'Compactus'	Dwarf Winged Euonymus
Euonymus fortunei 'Emerald Gaiety'	Emerald Gaiety Euonymus
Forsythia spp.	Forsythia
Hydrangea arborescens 'Annabelle'	Annabelle Smooth Hydrangea
Hydrangea paniculata 'Tardiva'	Tardiva Hydrangea
Hydrangea 'Nikko Blue'	Nikko Blue Hydrangea
Hamamelis virginiana	Common Witch Hazel
Ilex verticillata 'Jim Dandy/ Red Sprite'	Winterberry (Male and Female 1:5)
Kerria japonica	Japanese Kerria
Lonicera xylosteum 'Emerald Mound'	Emerald Mound Honeysuckle
Lonicera xylosteum 'Claveys Dwarf'	European Fly Honeysuckle
Myrica pennsylvanica	Bayberry
Potentilla fruticosa 'Abottswood'	White Bush Cinquefoil
Potentilla fruticosa 'Golddrop'	Gold Bush Cinquefoil
Rhus aromatica 'Gro-Low'	Fragrant Sumac
Ribes alpinum 'Greenmound'	Greenmound Alpine Currant
Ribes alpinum	Alpine Currant
Rosa 'Carefree Wonder'	Carefree Wonder Rose
Rosa 'Fairy Rose'	The Fairy Rose
Rhododendron 'Catawba'	Catawba Rhododendron
Rosa 'Sea Foam'	Sea Foam Rose
Rosa Meidland 'Scarlet'	Scarlet Meidland Rose
Spiraea x bumalda 'Froebelli'	Froebel Spirea
Spiraea x bumalda 'Gold Flame'	Gold Flame Spirea
Spiraea japonica 'Little Princess'	Japanese Spirea
Syringa meyeri	Meyer Lilac
Syringa patula 'Ms. Kim'	Ms. Kim Lilac
Spiraea x bumalda 'Roebels'	Roebels Spirea
Viburnum carlesii	Korean Spice Viburnum
Viburnum dentatum	Arrowwood Viburnum
Viburnum x judii	Judd Viburnum
Viburnum trilobum 'Hahs'	Hahs American Cranberrybush
Viburnum trilobum	Viburnum
Viburnum lentago 'Mohican'	Nannyberry Viburnum 'Mohican'
Viburnum prunifolium	Blackhawk Viburnum
Viburnum trilobum 'Wentworth'	Wentworth American Cranberrybush

### **EVERGREEN SHRUBS**

***minimum size range 18"-24"/ BB (species/ location dependent)***

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Buxus microphyla 'Wintergreen'	Wintergreen Boxwood
Ilex x meserveae 'China Boy/China Girl'	China Boy/China Girl Holly
Juniperus chinensis 'Sea Green'	Sea Green Juniper
Juniperus chinensis 'Kallays Compacta'	Kallays Compact Juniper
Pinus mugho	Mugho Pine
Taxus media 'Densiformis'	Dense Yew

Taxus media 'Hicks'	Hicks Yew
Thuja occidentalis 'Mission'	Mission Arborvitae

### **PERENNIALS, ORNAMENTAL GRASSES**

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#### ***minimum size 1 gallon container***

Astilbe japonica 'Deutschland'	Deutschland Astilbe
Astilbe x arendsii 'Fanal'	Fanal Astilbe
Anemone japonica	Japanese Anemone
Amorpha canescens	Lead Plant
Andropogon scoparius	Little Bluesteam
Astilbe x arendsii 'Peach Blossom'	Peach Blossom Astilbe
Aster novae-angliae	Purple Dome New England Aster
Alchemilla mollis	Lady's Mantle
Bergenia rotblum	Rotblum Bergenia
Buddleia davidii 'Black Night'	Black Night Davidii
Calamagrostis acutifolia 'Stricta'	Feather Reed Grass
Chrysanthemum x superbum 'Alaska'	Shasta Daisy
Echinacea purpurea 'Magnus Pink'	Coneflower
Festuca 'Elijah Blue'	Elijah Blue Fescue
Dianthus 'Helen'	Helen Dianthus
Geranium sanguineum	Bloody Red Cranesbill
Hemerocallis 'Happy Returns'	Happy Returns Daylily
Hemerocallis 'Stella D'Oro'	Yellow Daylily
Heuchera micrantha 'Purple Palace'	Purple Palace Coral Bells
Helictotrichon sempervirens	Blue Oat Grass
Hosta sieboldiana 'Frances William'	Frances William Hosta
Hosta sieboldiana 'Elegans'	Elegans Hosta
Iris siberica 'Caesar's Brother'	Caesar's Brother Iris
Ligularia 'Rocket'	Rocket Ligularia
Liatis spicata 'Kobold'	Gayfeather
Liriope spicata	Lilyturf
Lysimachia clethroides 'White Gooseneck'	White Gooseneck Loosestrife
Lavander mandeal	Mandel Lavander
Coreopsis vert 'Moonbeam'	Moonbeam Coreopsis
Miscanthus sinensis 'purpurescens'	Maiden Grass
Nepata x faassenii	Blue Wonder Catmint
Panicum virgatum cultivars	Switch grass
Pennisetum apeloкуроoides 'Hameln'	Dwarf Fountain Grass
Perovskia atriplicifolia 'Longin'	Russian Sage
Phlox divaricata	Tall Phlox 'purple'
Panicum virgatum cultivars	Switch Grass
Papaver	Oriental Poppy
Penisetum 'rubrum'	Purple Fountain Grass
Rudbeckia fulgida 'Goldstrum'	Black-eyed Susan
Sedum 'Autumn Joy'	Autumn Joy Sedum

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Sporobolus heterolepias  
Veronica spicata

Prairie Dropseed  
Sunny Blue Veronica

### **GROUNDCOVERS**

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*minimum size 3" pot/ Quart container preferred*

Ajuga reptans	Bugleweed
Euonymus fortuneii 'Colorata'	Purpleleaf Winter creeper
Laminum Galeobdolon 'variegatum'	Variegated Lamiastrum
Vinca Minor 'Bowles'	Bowles Periwinkle
Pachysandra terminalis	Japanese Flowering Spurge
Waldsteinia ternata	Barren Strawberry

### **BULBS**

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*Topsizes*

Daffodils spp.	Ice Follies Daffodils
Hyacinths spp.	Grape Hyacinths
Tulips spp.	Mixed Colors Tulips

### **ANNUALS**

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*2 1/2" container/ 1 quart*

### **VINES**

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*minimum size 1 gallon container  
staked*

Campsis radicans	Trumpet Creeper
Clematis spp.	Clematis
Hydrangea anomala petiolans	Climbing Hydrangea
Parthenocissus quinquefolia	Virginia Creeper
Parthenocissus tricuspidata 'Robusta'	Boston Ivy

# APPENDIX C

## SHADE TREE SETBACKS

In order to protect trees and their root systems, new parkway trees should be located no closer than the following distances from the following structures in the parkway:

<u>Structure</u>	<u>Distance (on center)</u>
Curbs	2'-0"
Building exits	5'-0"
Carriage walk	5'-0"
Fire hydrants	5'-0"
Manholes and catchbasins	5'-0"
Wall hydrants, standpipes	5'-0"
Siamese connections	5'-0"
Buildings	8'-0"
Fire escapes	10'-0"
Street lights	12'-0"
Trees (existing columnar forms)	20'-0"
Pedestrian overpasses and tunnels	25'-0"
Trees (existing spreading forms)	25'-0"
Other structures	25'-0"
Bus stop (near side of intersection)	40'-0"
Railroads	50'-0"
Viaducts	50'-0"
Bus stop (far side of intersection)	75'-0"

Areas devoted to outdoor dining or display should not exceed the width of the building, and should not be located within 10' of a fire hydrant, corner or bus stop, in accordance with the Village of Winnetka Zoning Ordinance.

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# APPENDIX D

## Village of Winnetka Action Items

As part of the Design Guidelines, specific recommendations have been proposed as part of the Streetscape/Pedestrian Zones as noted in the text. The Village may consider taking the next steps on these action items in its goal to implement these guidelines. Additionally, detailed planning and design will be required to implement these recommendations that may include:

- **Village Wayfinding/Signage Program:** A coordinated sign system should be developed to assist in clearly defining and orienting residents to key Village entry points, business districts, area landmarks, and business district parking.
- **Decorative Lighting Plan:** A decorative lighting plan should be implemented over a phased program for the Village's commercial districts and the Green Bay Road corridor. Pole/fixture locations, heights and light levels should be evaluated to their appropriateness and scale in any given district.
- **Streetscape Enhancement program:** A new family of streetscape elements has been defined in these guidelines. A more detailed streetscape plan should be developed for each of the districts and the Green Bay Road Corridor that identifies phasing and implementation of these elements.
- **Green Bay Road Improvements:** In its ongoing effort to enhance and beautify the Green Bay Road corridor, the Village should develop an overall corridor improvement plan that identifies desired pedestrian and vehicular landscaping, lighting and signage enhancements. This plan can be used to work with IDOT on any future planned road improvements through this corridor.