

THE EDWARD R. JAMES COMPANIES



1725 WINNETKA AVENUE

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COMMUNITY INVESTMENT: HIBBARD GARDENS BEFORE & AFTER



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COMMUNITY INVESTMENT: HIBBARD GARDENS BEFORE & AFTER



1725 WINNETKA AVENUE

EDWARD R JAMES COMPANIES

THE PROPERTY AND SURROUNDING USES

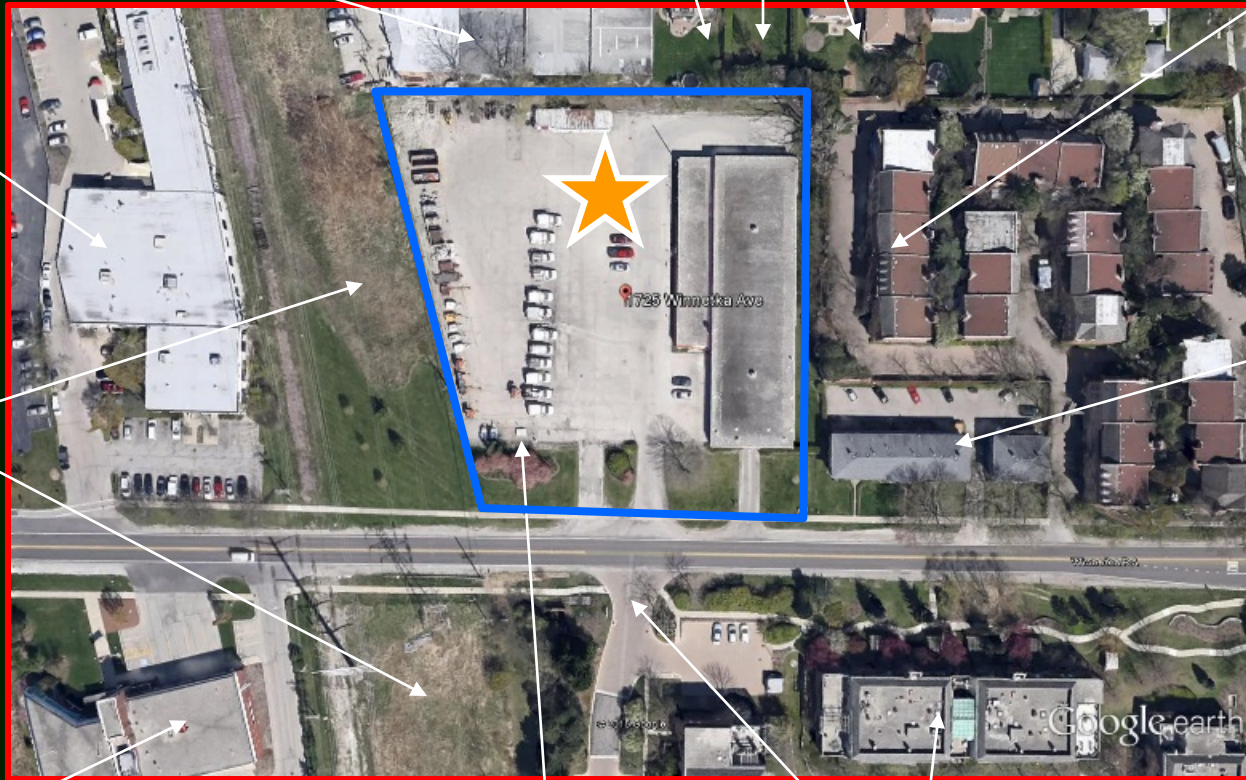
M-1 Light Industrial/Office

Single Family Residential

R-6: The Landmark: MF Towns

N.S.S.C /
House of
Welcome

Com Ed & RR
Easements



MF Towns

Village of Northfield
Fire Department & Municipal
Building

Fiber Optic Vault

OR: Meadow Lake MF

1725 WINNETKA AVENUE

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EXISTING CONDITIONS



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EXISTING CONDITIONS



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PROPOSED FUTURE CONDITION



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COMMUNITY INVESTMENT PROPOSAL



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COMMUNITY INVESTMENT PROPOSAL



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COMMUNITY INVESTMENT PROPOSAL



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CURRENT ZONING

- M-1, Light Manufacturing
- Permitted Uses (Section 15-2, Northfield Code):
 - Automotive Repair
 - Cabinet Sales I and II
 - Catalog Sales Office
 - Fabricating, Processing, packing (non-perishable
 - Manufacturing
 - Municipal Use
 - Office
 - Printing Establishment, commercial
 - Research and Laboratory
 - Retail Sales of Merchandise manufactured on site
 - Warehouse Storage
 - Wholesale Sales



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EDWARD R JAMES COMPANIES

CURRENT ZONING

- Current Zoning: M-1, Light Manufacturing
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1725 WINNETKA AVENUE

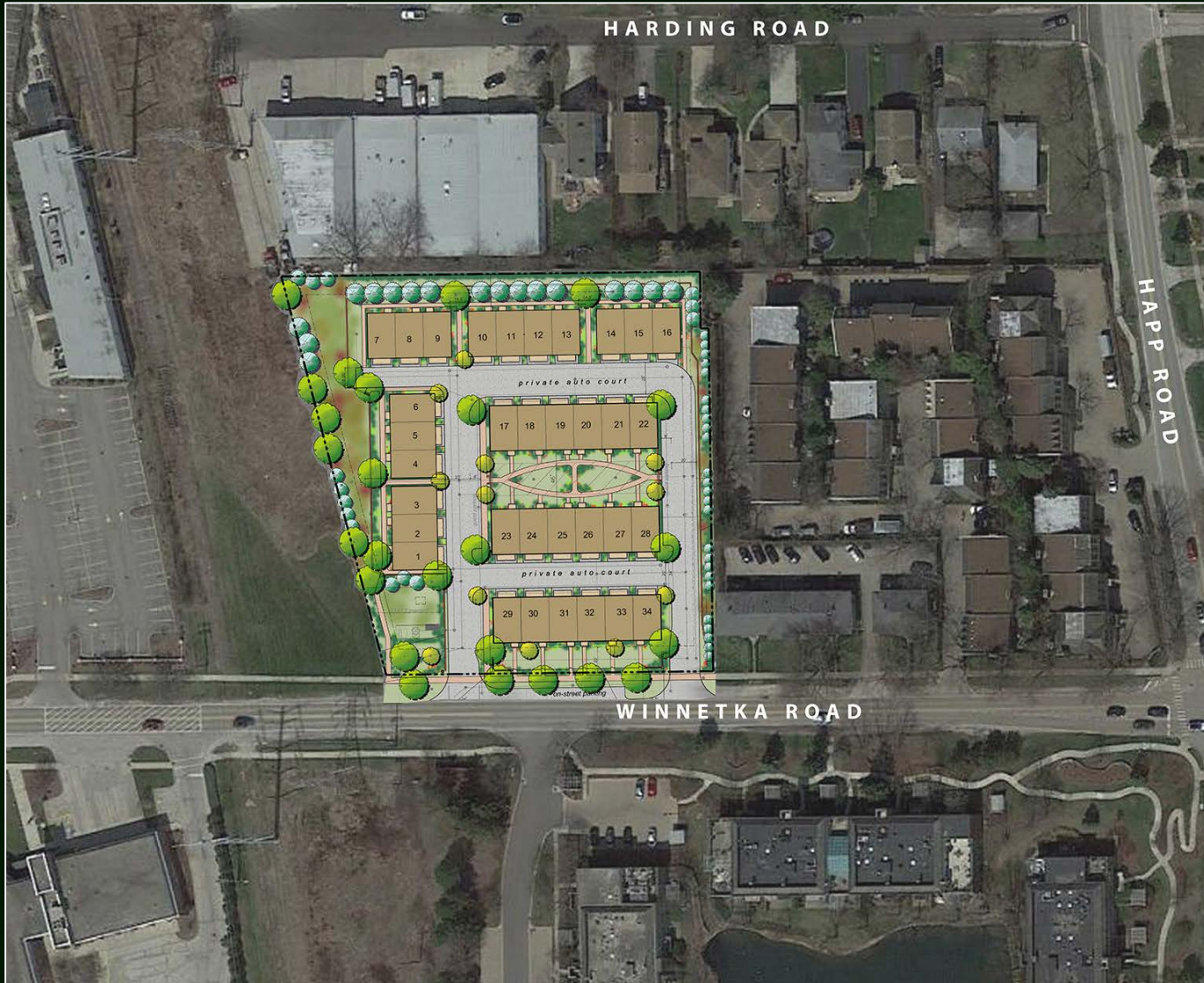
EDWARD R JAMES COMPANIES

DEVELOPMENT & ZONING REQUEST SUMMARY



- **Zoning Change:** M-1 (Light Manufacturing) to R-6
- **Zoning Request:** Special Use Permit for PUD
- **Use:** 34 Townhomes / 8 Buildings
- **Residences:** 3 bedrooms, 1926 -1964 Sf
- **Parking:** 2-Car Attached + 12 guest spaces
- **Roads/Utilities:** Privately maintained
- **Ownership:** J.S. James controlled/owned
- **Management:** E.R. James Companies entity
- **Projected Rents:** Approx. \$3,800-\$4,000 per month
- **Construction:** Natural Stone & Stucco, (Hardie Trim)
- **Timing:** Constr. 12 months; Leasing - 6 to 9

PROPOSED SITE PLAN



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PROPOSED SITE PLAN



NEIGHBORHOOD DATA:

Site Area	2.162 acres
Townhomes	34
18 - Unit A	1926 sq ft
16 - Unit B	1964 sq ft
Garage Spaces	68 (2 per unit)
Guest Spaces	12

Northfield Rows



1725 WINNETKA AVENUE

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PROPOSED SITE PLAN & SITE DATA

Zoning	PROPOSED	R-6 PUD	Compliance
Site Area	2.16 acres	1.5 acres	yes
Dwelling Type	Townhouse	Special Use	SU
Area Per Unit	2,767 sf	5,000 sf	no
Units Proposed (3 Bedroom)	34	37	yes
Max / Mean Building Heights	41'6" / 36' 1"	35'	no
Front Yard Setback	25'	30'	no
Perimeter Setback East Side	40'	6'	yes
Perimeter Setback West Side	27'	6'	yes
Rear Setback	29'	25'	yes
Rear Interior Separation	34'	25'	yes
Side Interior Separation	8' & 12'	12' (6'&6')	no
Lot Coverage	70%	50%	no
Floor Area Ratio	0.86	0.35	no
Parking	2.3 per unit	2 per unit	yes

ARCHITECTURE



Front Elevation

1725 WINNETKA AVENUE

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ARCHITECTURE



Rear Elevation

1725 WINNETKA AVENUE

EDWARD R JAMES COMPANIES

ARCHITECTURE

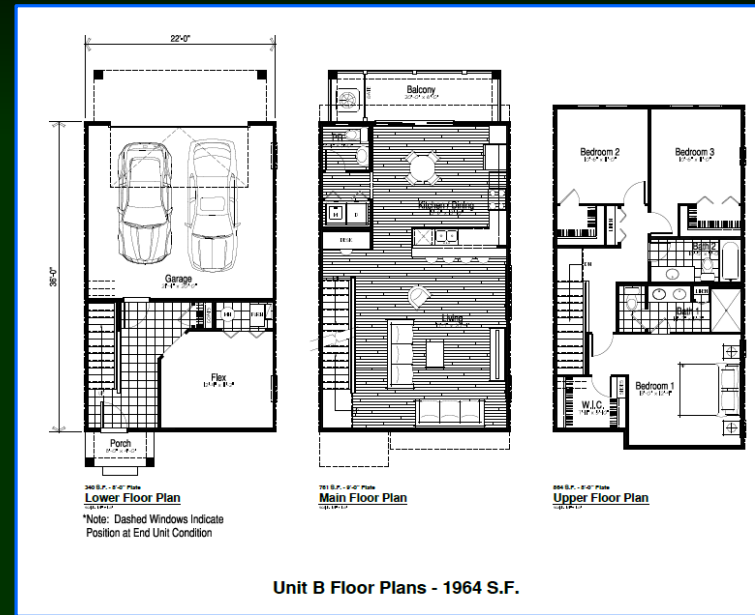
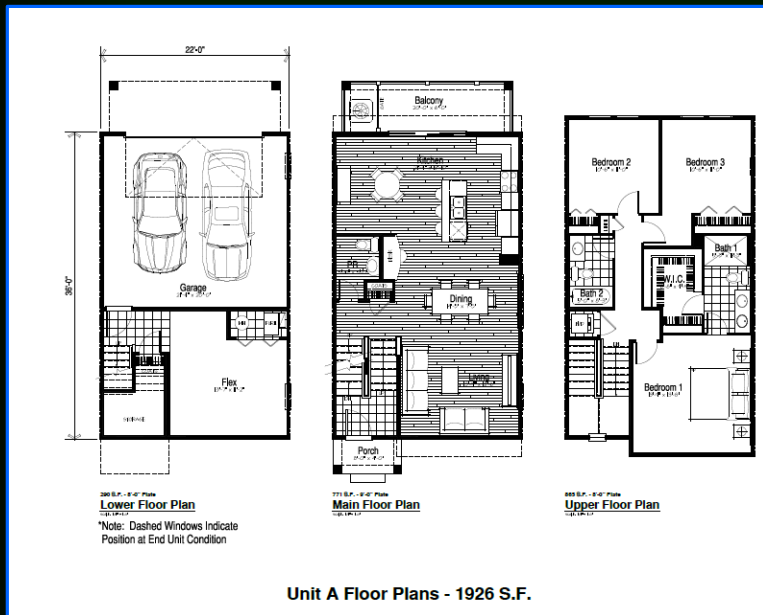


Proposed Multi-Family Building

Winnetka Avenue

Existing Apartments

FLOOR PLANS



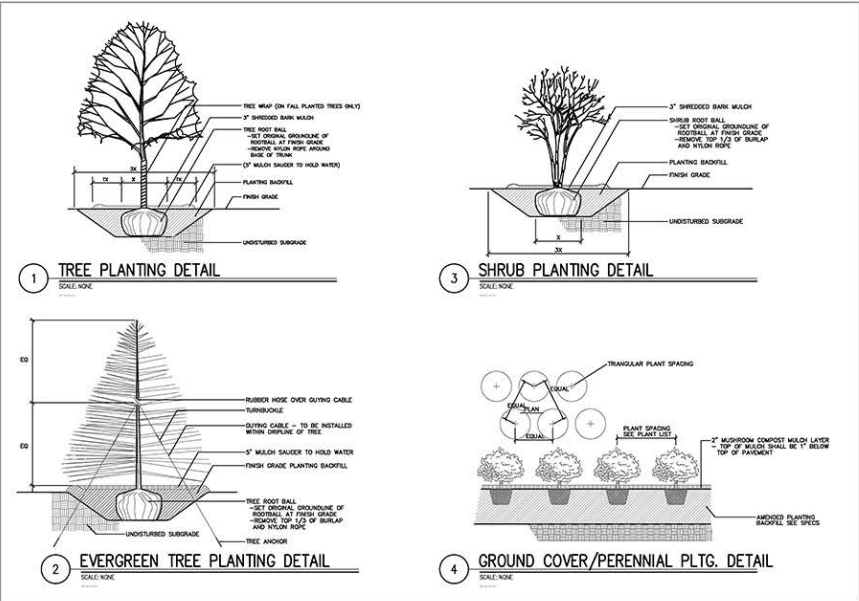
- Two Floor Plans: 1926 -1964 SF
- Three Levels
- Three Bedroom, 2.5 Bathrooms
- Two Car Attached Parking
- Living, Kitchen, Dining Area, Lower Level

LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING

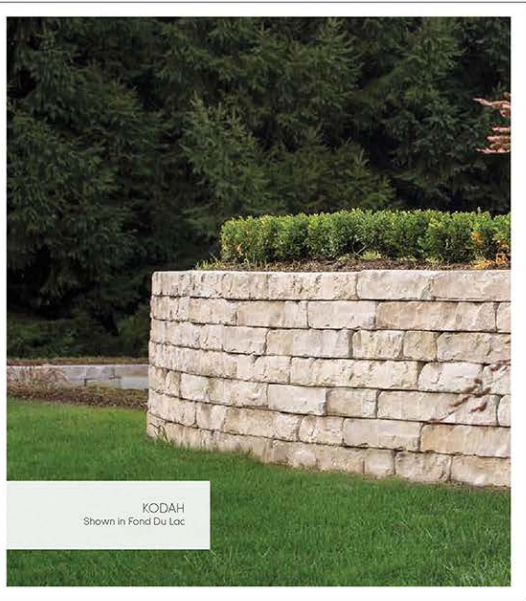


The proposed preliminary plan for landscaping and hardscape, is included as Exhibit G. As shown on the plan and the included plant palette specification, a combination of deciduous and coniferous trees, together with bushes and foundation plantings will be used to “marry” the architecture to the land.

LANDSCAPING

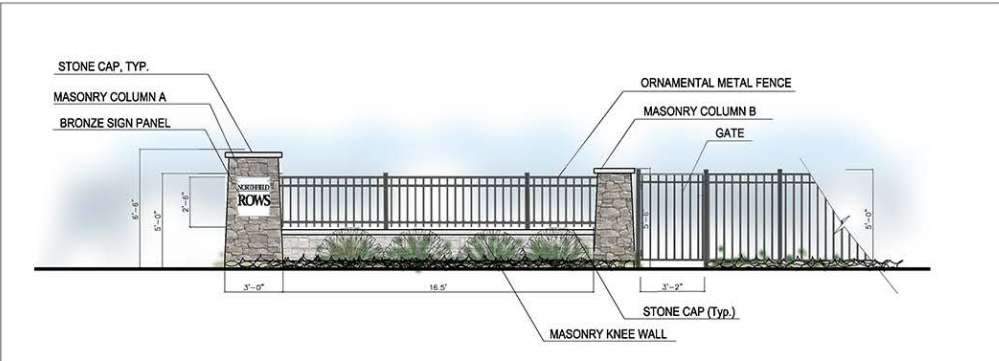


Planting Details



Retaining Wall Example

KODAH
Shown in Fond Du Lac



Entrance Detail



8' Board Fence Example

LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING



Special emphasis will be given to Winnetka Road frontage where the development is most exposed to the neighborhood. The images below show the proposed landscaping and hardscape, including stone columns and knee walls at the main west entrance, and along the west side of the east entrance.



The Winnetka frontage will also incorporate a black architectural grade fence with individual gates for each home along Winnetka Road. The stone used for the columns and knee walls will match that used for the buildings.

LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING

It is worthy to note that the plan is designed to provide an internal auto-court, effectively eliminating the presence of garage doors to the adjoining public frontage.

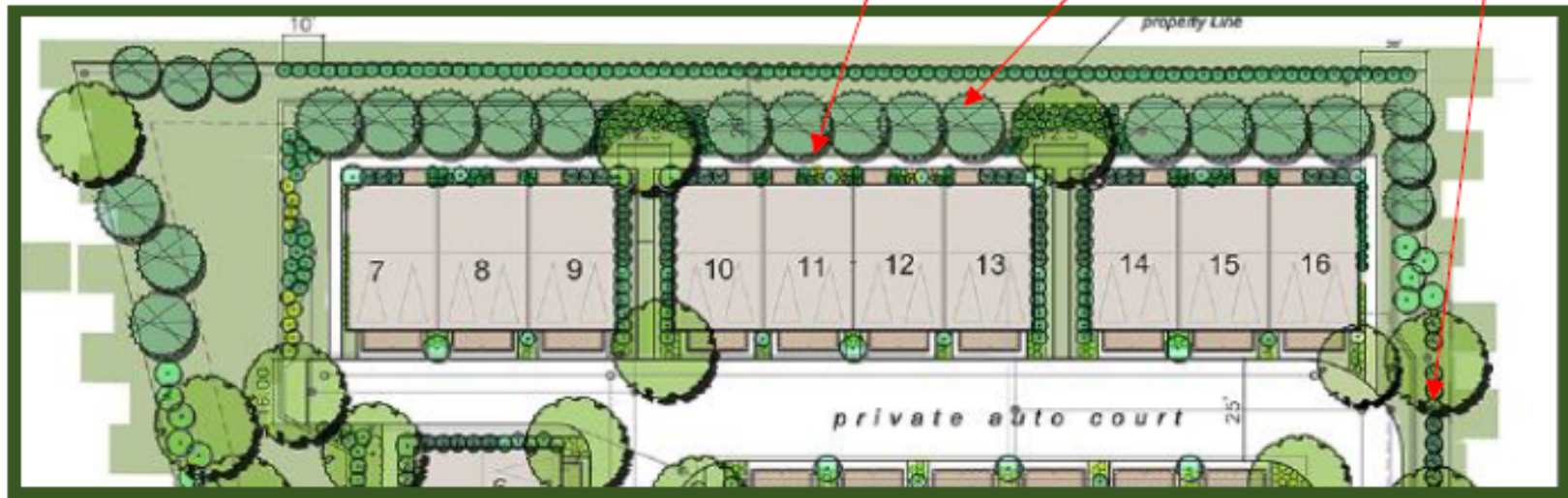
As the image below shows, auto-courts can impose limitations on the degree to which landscaping can be planted and maintained effectively. Salt, oils, and snow impose challenges. The proposed plan addresses these challenges by placing the front doors on the opposite sides of the garages; and calls for plantings between the garages at the corners. The plan also provides a large landscaped center courtyard, approximately 46 wide between the buildings.



LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING

Northern section of Plan

Along the northern perimeter, the plan calls for the installation of an **eight (8) foot high solid board-on-board stained cedar fence**. Plantings will be installed along the base. Inside the fence, along the north (and the east) the site has been engineering to provide a shallow overland storm water swale. This swale will be delineated by an internal approximately **2 foot high masonry retaining wall** that runs the full length

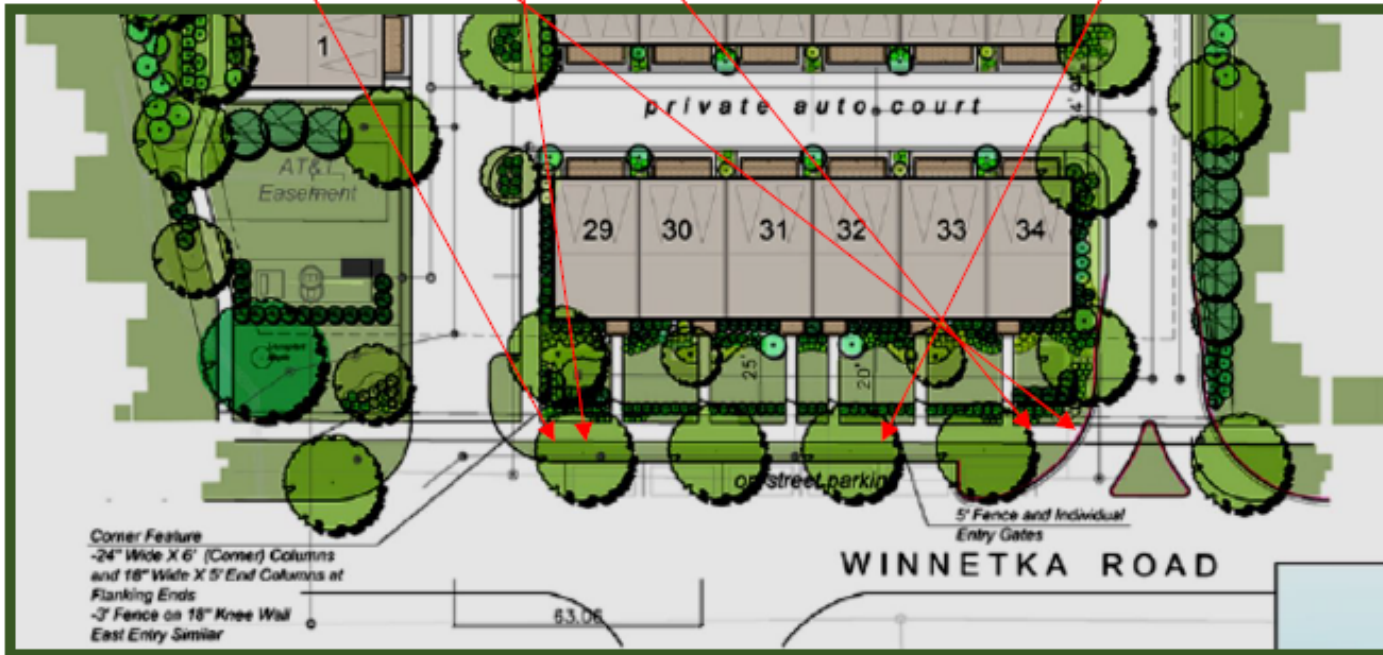


of the west, north, and east sides of the site. Inside this wall, the plan shows a variety of shade trees, conifers and plants to provide decoration, privacy and shade to the front doors, and along the sidewalks which run between the buildings to the sidewalk which runs along the front of the buildings.

LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING

Southern Winnetka Road Perimeter

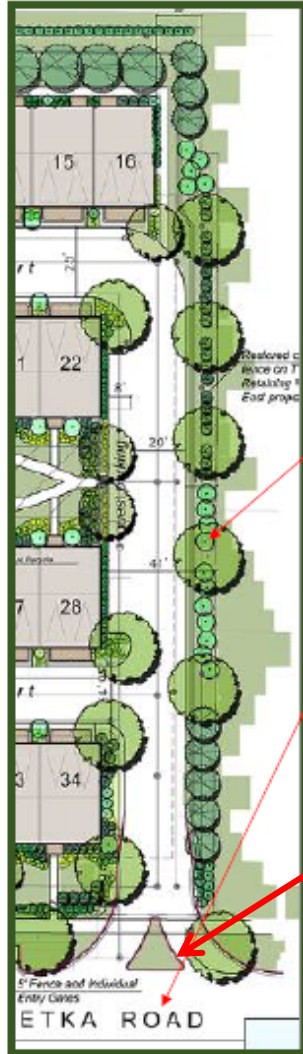
As discussed above, the frontage along Winnetka Road, (and to a lesser extent, the western perimeter) constitutes the majority of what the public will see of the development. This area will be addressed with **24" x 24" x 6' stone columns** at the inside corners of both the west and eastern entrances. Extending from these columns will be **18" stone knee walls** that run to the first sidewalk entries (to units 29 and 34). Each of the homes (29-34) will be accessed by individual gates which punctuate a **five foot tall black aluminum fence** that will extend along front of units 29-34. The areas between the fence and the front doors will include turf, and a collection of foundation plantings, bushes and shade trees. The plan also shows the installation of parkway trees along Winnetka Road.



LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING

Eastern Perimeter Existing Fence

These photos show the existing fence along the eastern perimeter. This fence includes sections of concrete and brick wall at the northern and southern ends along the perimeter.



Notably, the property survey indicates that this wall has been constructed upon and therefore encroaches onto the development site. Notwithstanding this fact, the proposed plan contemplates the replacement of the wood portions of the wall with a new 8 foot high board-on-board cedar fence.

The proposed plan also shows smaller plantings inside this wall. It is important to note, that while this area is designated to provide overland storm drainage, we have confirmed that the installation of selected plantings (tolerant to moisture) will be possible.

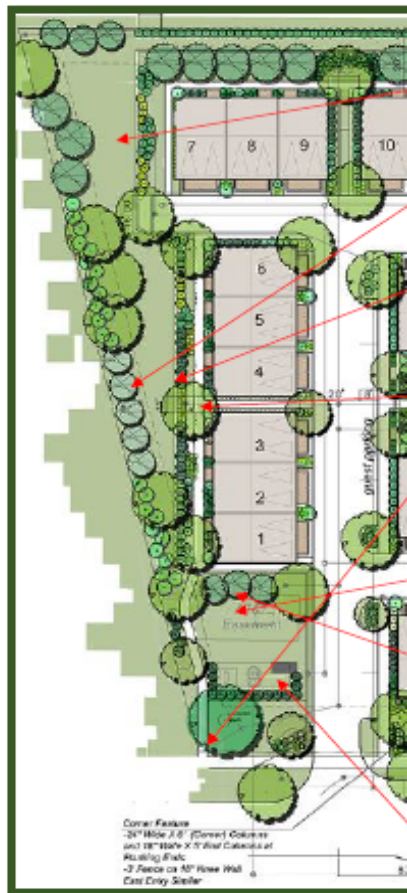
As will be discussed in the traffic section, the illustration also shows a "jamb chop" curb at the eastern access to establish this as a right-in-right out access.



9-5-17 Update: Since the filing of our application we have eliminated the proposed "pork-chop" at the eastern access point.

LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING

Western Perimeter



Important aspects of this perimeter include the larger green area designated for floodplain compensatory storage. This area also includes the larger utility easement that divides this property from the adjoining institutional uses to the west. To offer screening from this area, the plan calls for plantings along the western edge of the property, including bushes, deciduous and coniferous plant material. As with the northern and eastern perimeters, the eastern edge of the compensatory storage area is defined by a short retaining wall.

As shown, atop and inside the retaining wall, the plan calls for perimeter plantings and selected shade trees that anchor the corner of the buildings.

As shown, the plan includes an internal sidewalk that connects to the external sidewalk that parallels along Winnetka Road.

The section of the plan also shows the existence of the ATT Fiber Optics easement. This easement requires that the development of the property provide continuing access to this facility. In order to minimize the curb cuts along Winnetka, while providing this access, the road network was established as shown. To screen the facility from the immediately adjacent Unit 1, the plan shows three evergreens.

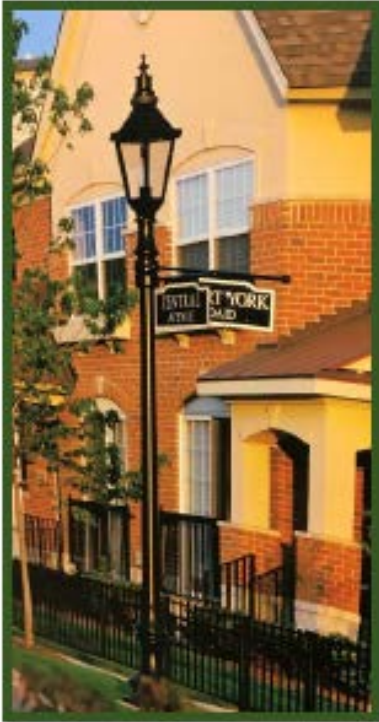
At the southwestern corner of the property, the plan calls for the installation of a lift station and back-up generator to provide for the necessary sanitary sewer service. The landscape plan shows plantings in this area to screen these facilities.

As with each Edward R. James Companies community, we pay particularly close attention to the type, location, and quantity of landscaping and hardscape, always going beyond the approved plan and requirements. This reflects our experience and belief that field adjustments are appropriate and necessary to address views, privacy concerns and the overall objective of achieving lasting and valuable enhancements. For this development, the situation will be no different.

LANDSCAPING, FENCING, HARDSCAPE, & LIGHTING

Lighting

The picture below depicts the style and color of the proposed streetlamps and signage that will be used within the development. A detailed lighting plan is forthcoming.



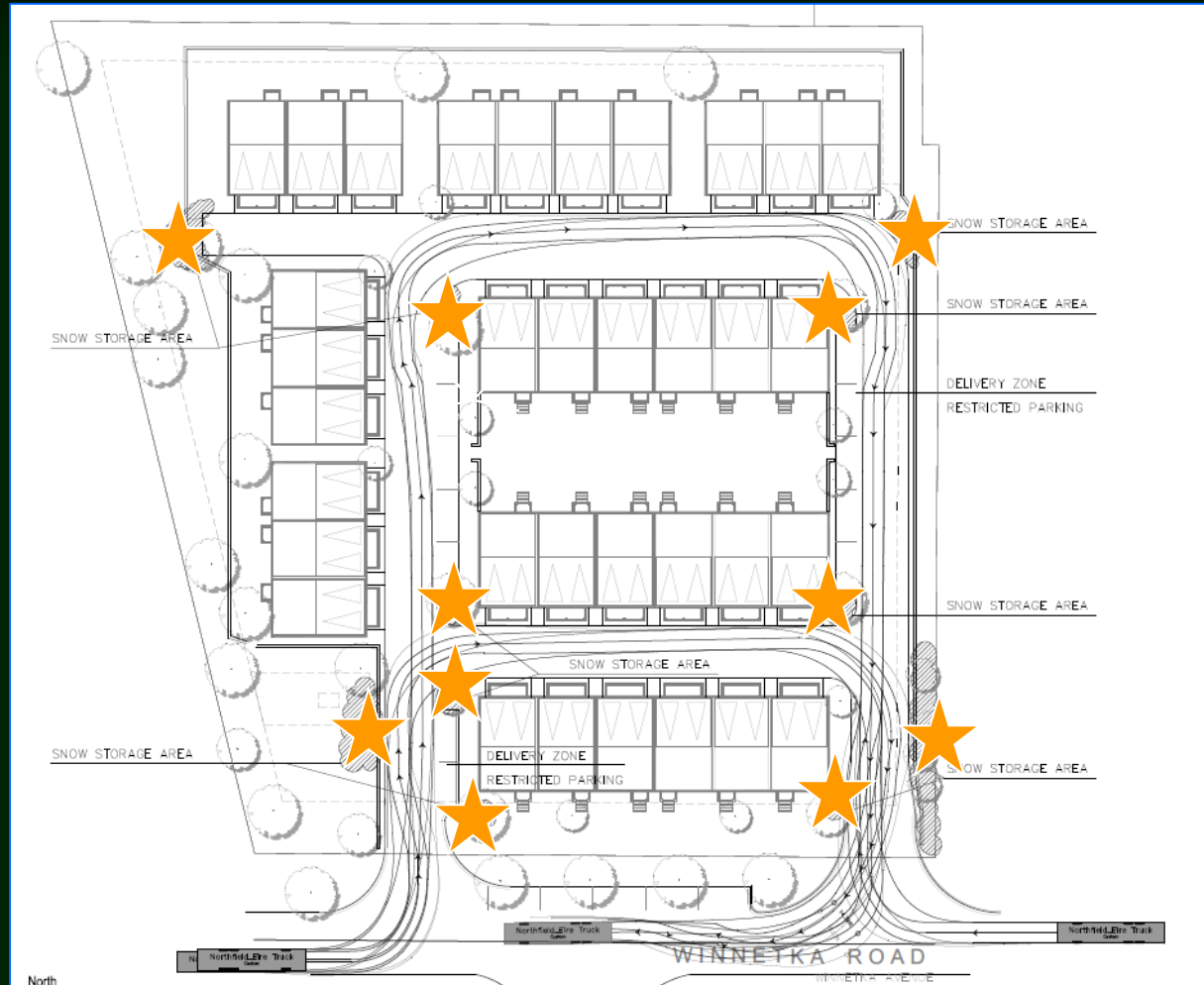
9-5-17 Update:

Since our application filing we have explored alternative architectural lighting fixtures and will present these to the Architectural Commission with photometrics

OWNERSHIP & MANAGEMENT

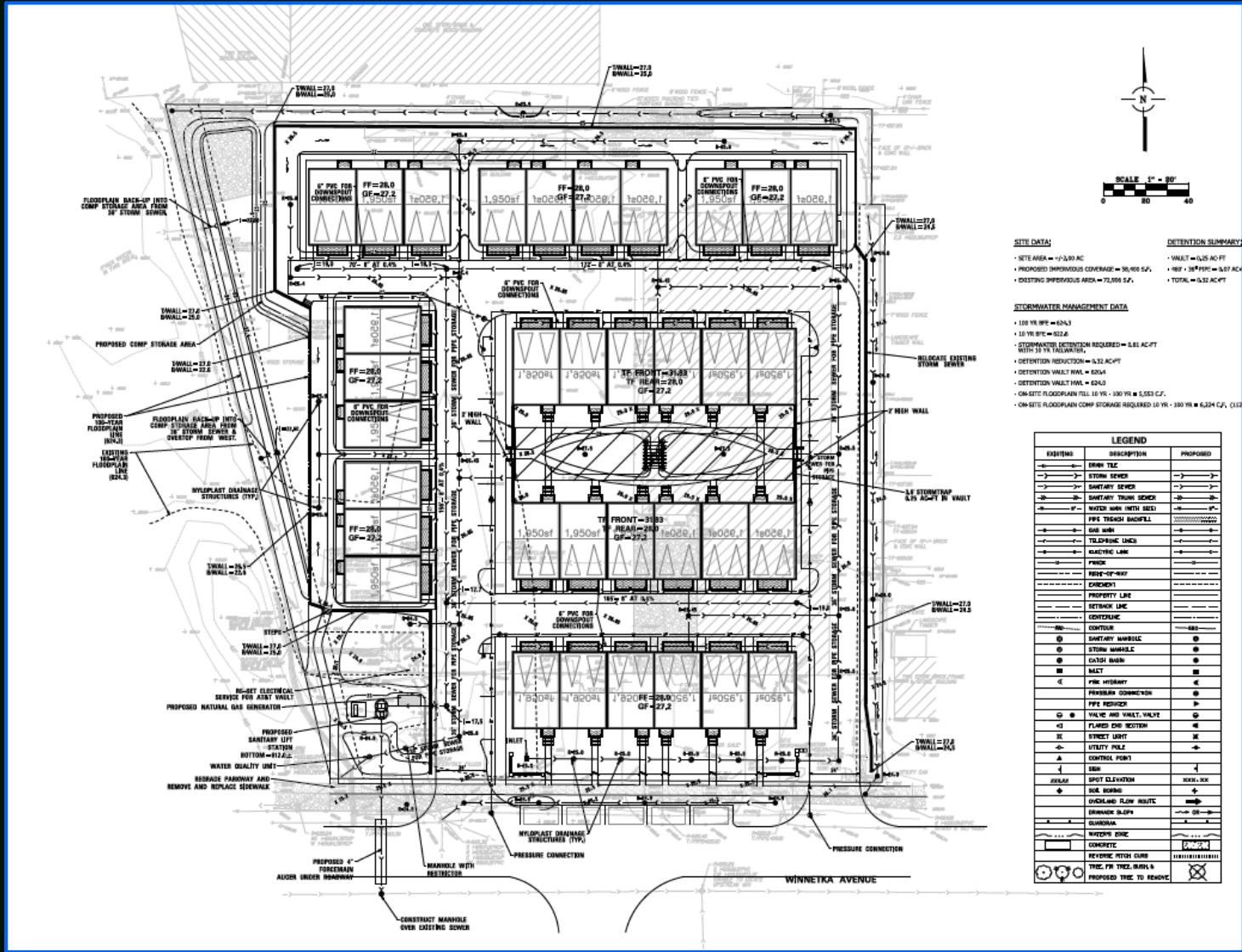
- Owned and Managed as luxury rental community.
- Initial lease-up will be on-site with a model home.
- After initial lease-up, subsequent leasing and management will be conducted from Edward R. James Corporate offices, currently located within 5 minutes of property.
- Move-ins will be scheduled with reserved on-site parking.
- Delivery vehicles will have sign-dedicated (short-term only) parking space during day-time delivery hours.

SNOW REMOVAL PLAN



★ = snow storage locations

ENGINEERING



SITE DATA:

- SITE AREA = 11,300 AC
- PROPOSED IMPERVIOUS COVERAGE = 38,600 S.F.
- EXISTING IMPERVIOUS AREA = 72,000 S.F.

DETENTION SUMMARY:

- VAULT = 0.25 AC FT
- 10' x 10' x 8' = 800 AC FT
- TOTAL = 0.25 AC FT

STORMWATER MANAGEMENT DATA:

- 100 YR SFC = 624.3
- 10 YR SFC = 322.6
- STORMWATER DETENTION REQUIRED = 0.61 AC FT WITH 10 YR FLOW RATE
- DETENTION REDUCTION = 0.32 AC FT
- DETENTION VAULT FILL = 800.1
- DETENTION VAULT FILL = 824.0
- ON-SITE FLOODPLAIN FILL 10 YR = 300 YR = 5,553 C.F.
- ON-SITE FLOODPLAIN COMP STORAGE REQUIRED 10 YR = 300 YR = 6,224 C.F. (12)

LEGEND		
EXISTING	DESCRIPTION	PROPOSED
—	SEWER TIE	—
—	STORM SEWER	—
—	SANITARY SEWER	—
—	SANITARY TRUNK SEWER	—
—	WATER MAIN (WITH SEEL)	—
—	PIPE TRUNK MANHOLE	—
—	ONE WAY	—
—	TELEPHONE LINES	—
—	ELECTRIC LINE	—
—	FENCE	—
—	ROOF-OF-ROOF	—
—	CHECKPOINT	—
—	PROPERTY LINE	—
—	RETRAILOR LINE	—
—	CENTERLINE	—
—	CONTOUR	—
○	SANITARY MANHOLE	○
○	STORM MANHOLE	○
○	DATA MAIN	○
■	WELL	■
—	PIPE HISTORY	—
—	PRESSURE CONNECTION	—
—	PPE REDUCER	—
○	VALVE AND VALVE VALVE	○
—	FLANGED END SECTION	—
—	STEEL JOINT	—
—	UTILITY POLE	—
—	CONTROL POINT	—
—	SEW	—
—	SPIT ELEVATION	—
—	USE MARK	—
—	OVERLAND FLOW ROUTE	—
—	DRAINAGE DUMP	—
—	DRAINAGE	—
—	WATERFILL	—
—	CONCRETE	—
—	REVERSE FITCH CURB	—
—	TRAC. FR. TRAC. MARK & PROPOSED TRAC. TO REMOVE	—

ENGINEERING

Key Points:

The plan will improve the existing storm water management conditions by:

1. Providing Compensatory storage at a ratio of greater than 1:1 (for the existing floodplain in NW corner.
2. Reducing existing impervious surface by more than 20%.
3. Adding perimeter swales for storm water run-off
4. Adding underground detention with a storm water vault and pipes.

ENGINEERING: STAFF COMMENTS AND RESPONSES

FIRE TRUCK TURNING MOVEMENTS

9. The fire truck turning exhibits appear to indicate that there will be some encroachment beyond the private street pavement.

Response: The fire truck encroachment is the overhang of the vehicle. The wheel tracks are within the pavement. The truck turning radius exhibit has also been overlain on the landscape plan as shown on Exhibit H2, and as a result a few minor revisions to the landscape plan shown as Exhibit G1 have been made.

GHA July 26, 2017 Update: The fire truck turning radius is acceptable. An additional AutoTurn should be run for Units 7, 8, and 9 in the northwest corner of the site, to ensure that the 16-foot wide pavement can accommodate turns in / out of the garages. Please provide this information when it is available.

ENGINEERING: STAFF COMMENTS AND RESPONSES

Proposed On-street Parking

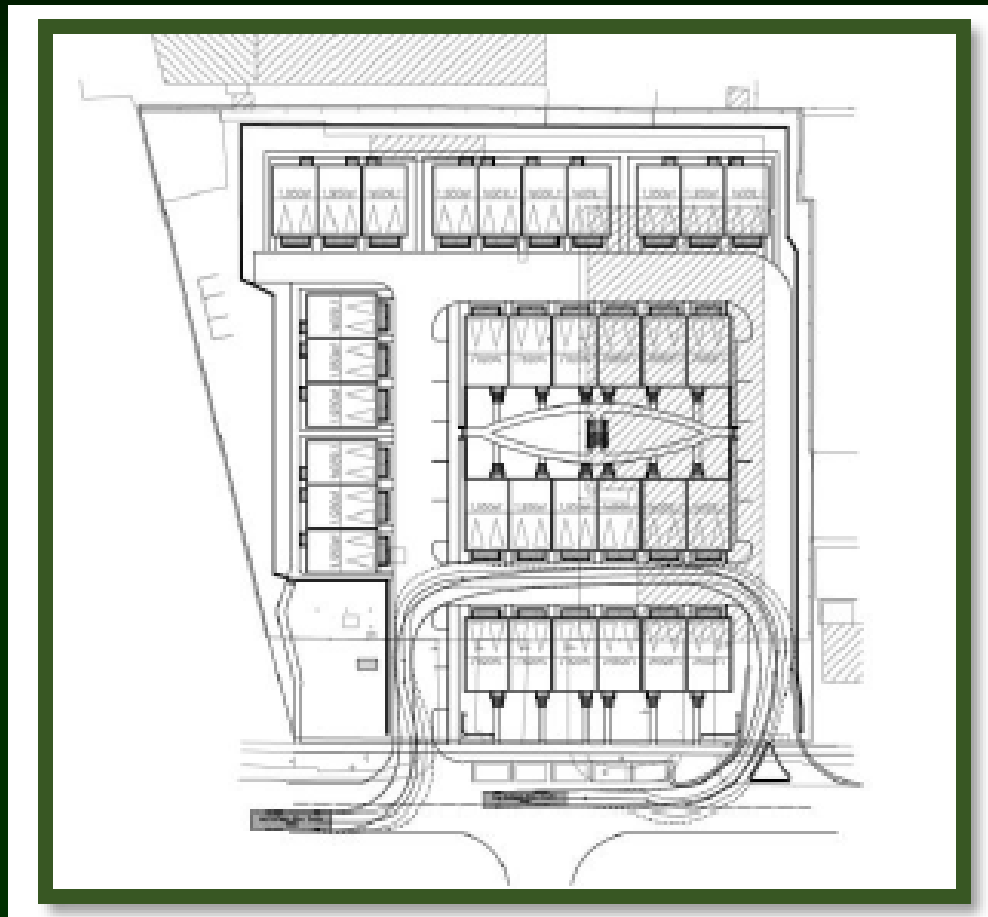
10. Due to the posted speed limit of 35-mph on Winnetka Road, the proposed five on-street parking spaces on the north side of Winnetka Road are a safety concern. Vehicles performing parking maneuvers will force rather high speed through traffic to stop quickly and usually unexpectedly.

Response: We would like to further explore the possibility of this potential improvement with the Village and the County. As of now, the spaces are still shown on the plan with the understanding that further review and discussion regarding safety would need to occur.

GHA July 26, 2017 Update: We are still concerned about on-street parking maneuvers conflicting with the Winnetka Road relatively high speed through traffic.

9/5/17 Response: The plan contains 12 on-site guest parking spaces, and complies with required parking ratios per the ordinance. As such, we will remove these spaced from the plan. We will still, however, seek to work with the County to repair and enhance this section of right-of-way and pavement across the frontage.

FIRE SAFETY ACCESS

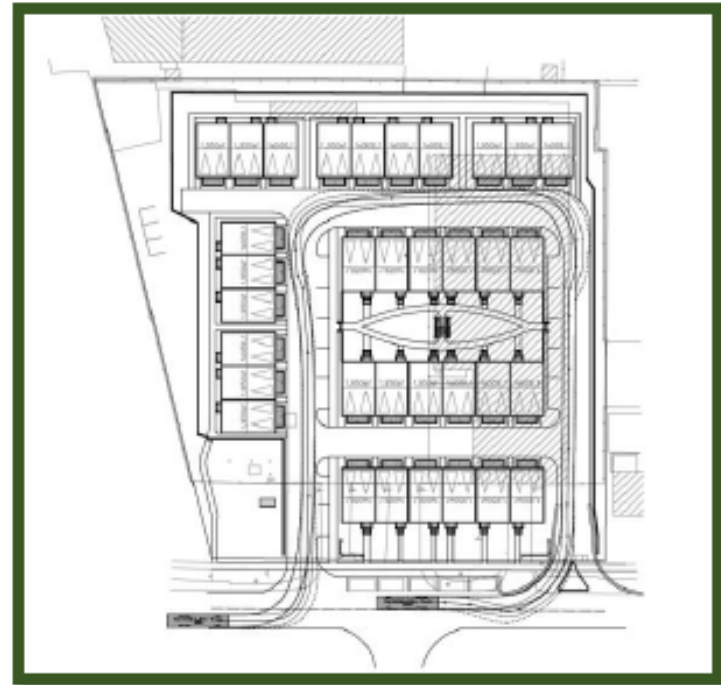
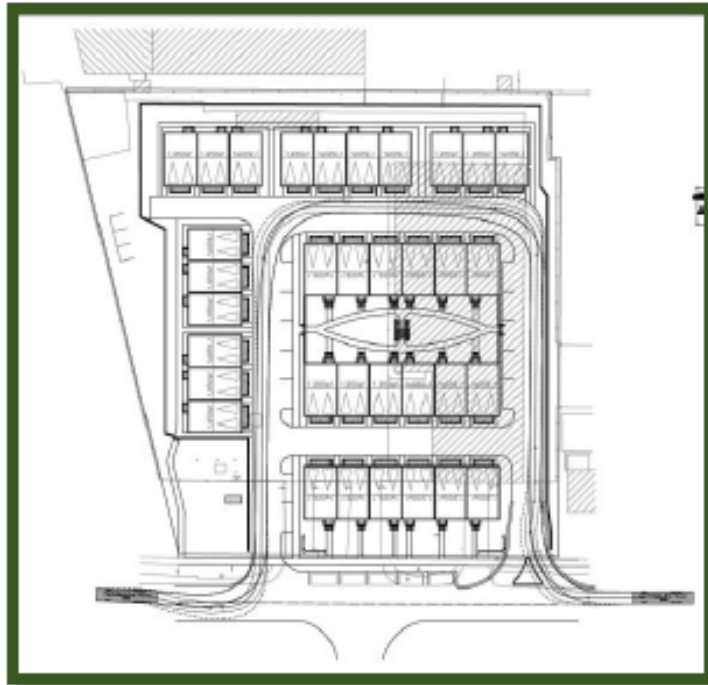


1725 WINNETKA AVENUE

EDWARD R JAMES COMPANIES

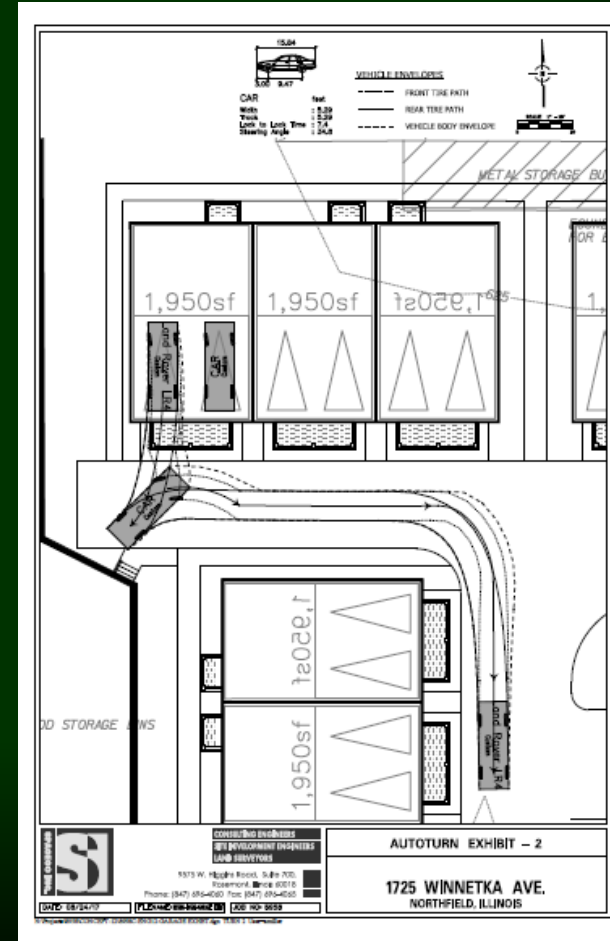
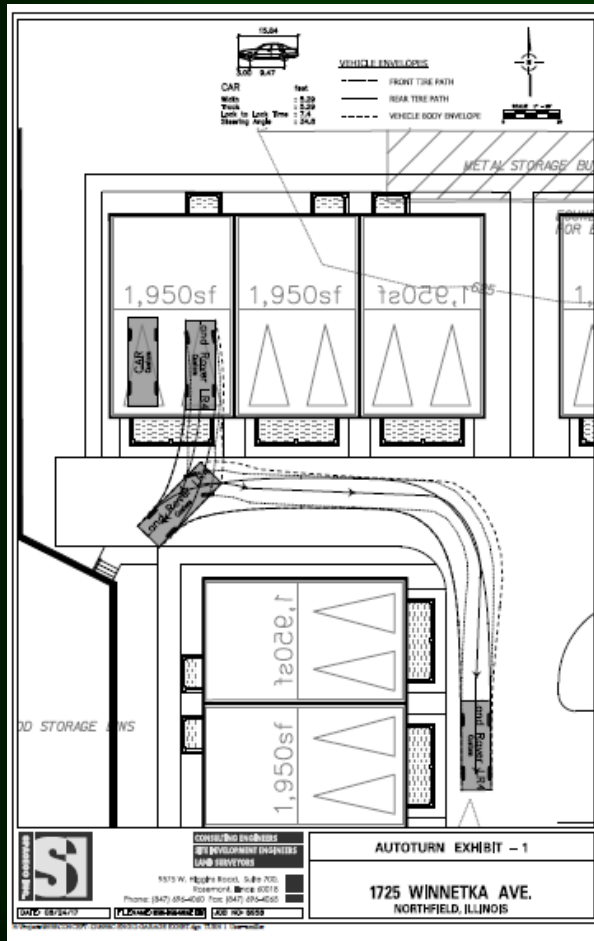
FIRE SAFETY ACCESS

Spaceco obtained templates from the Winnetka Fire Department to test for turning movements within the proposed plan. These tests, included as Exhibit H, and shown in smaller form below, show that the proposed road geometry facilitates adequate turning movements with no conflicts.

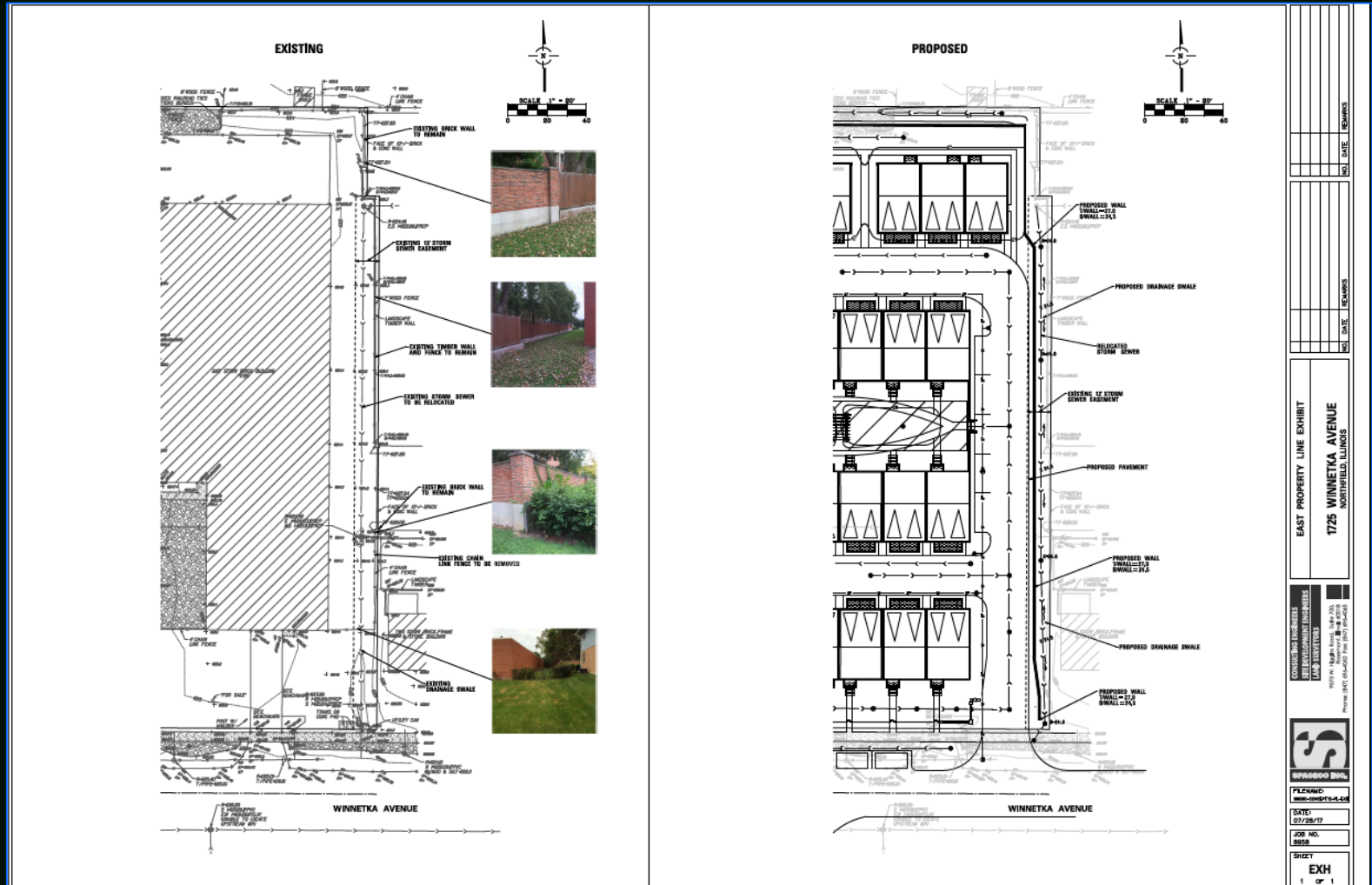


ENGINEERING: STAFF COMMENTS AND RESPONSES

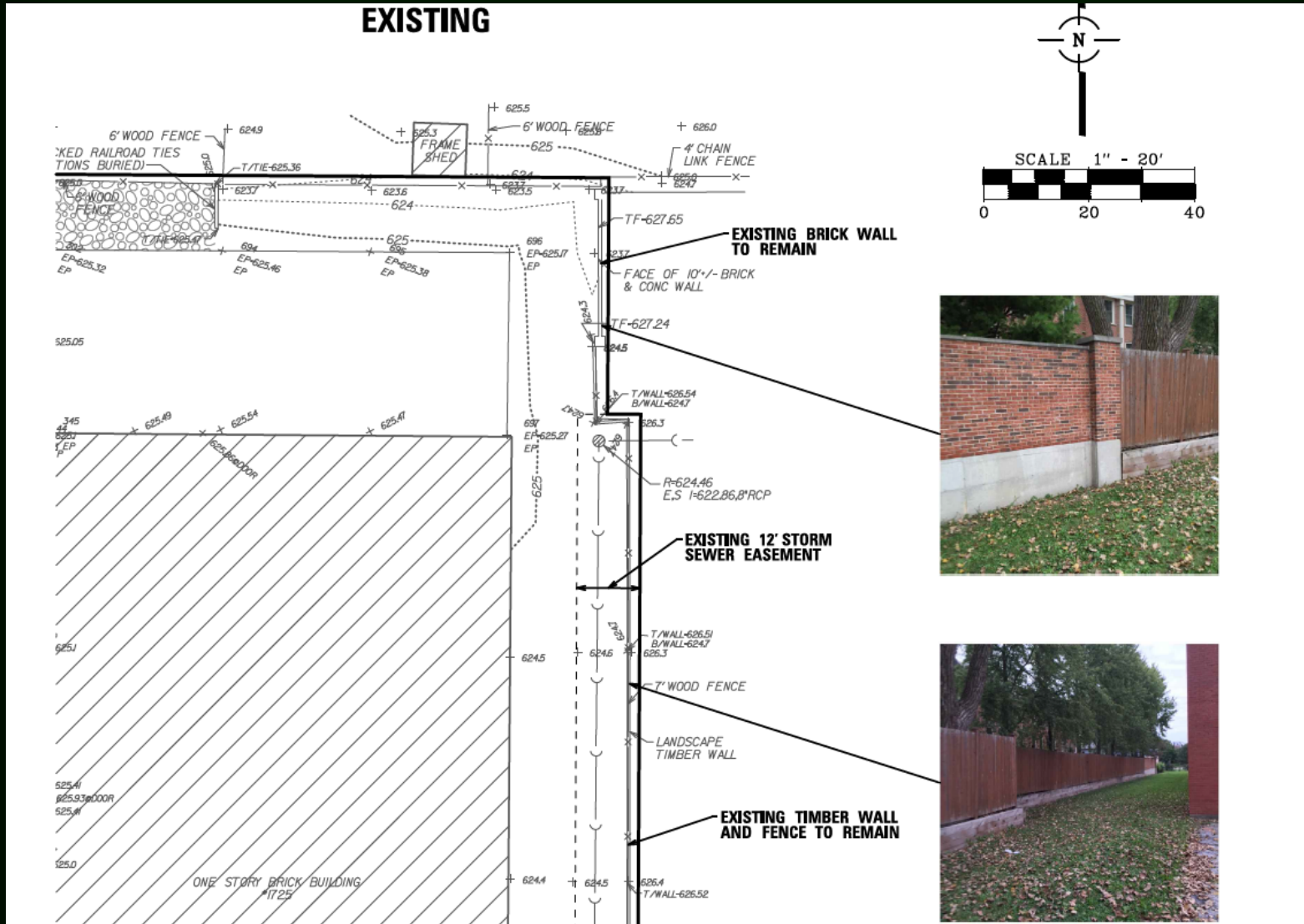
AutoTurn should be run for Units 7,8,and 9 in the northwest corner of the site, to ensure that the 16-foot wide pavement can accommodate turns in/out of the garages.



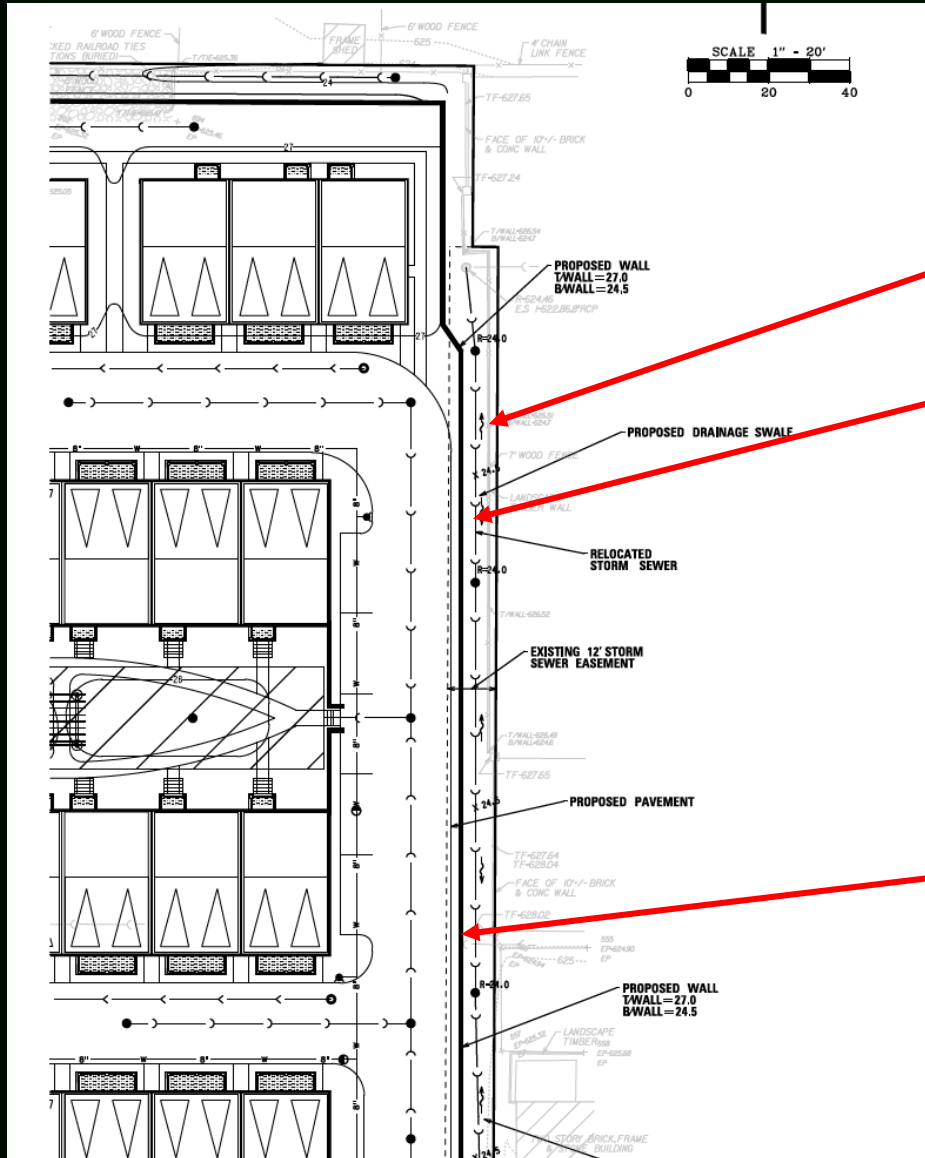
STORM SEWER LINE RELOCATION



STORM SEWER RELOCATION: EXISTING CONDITION

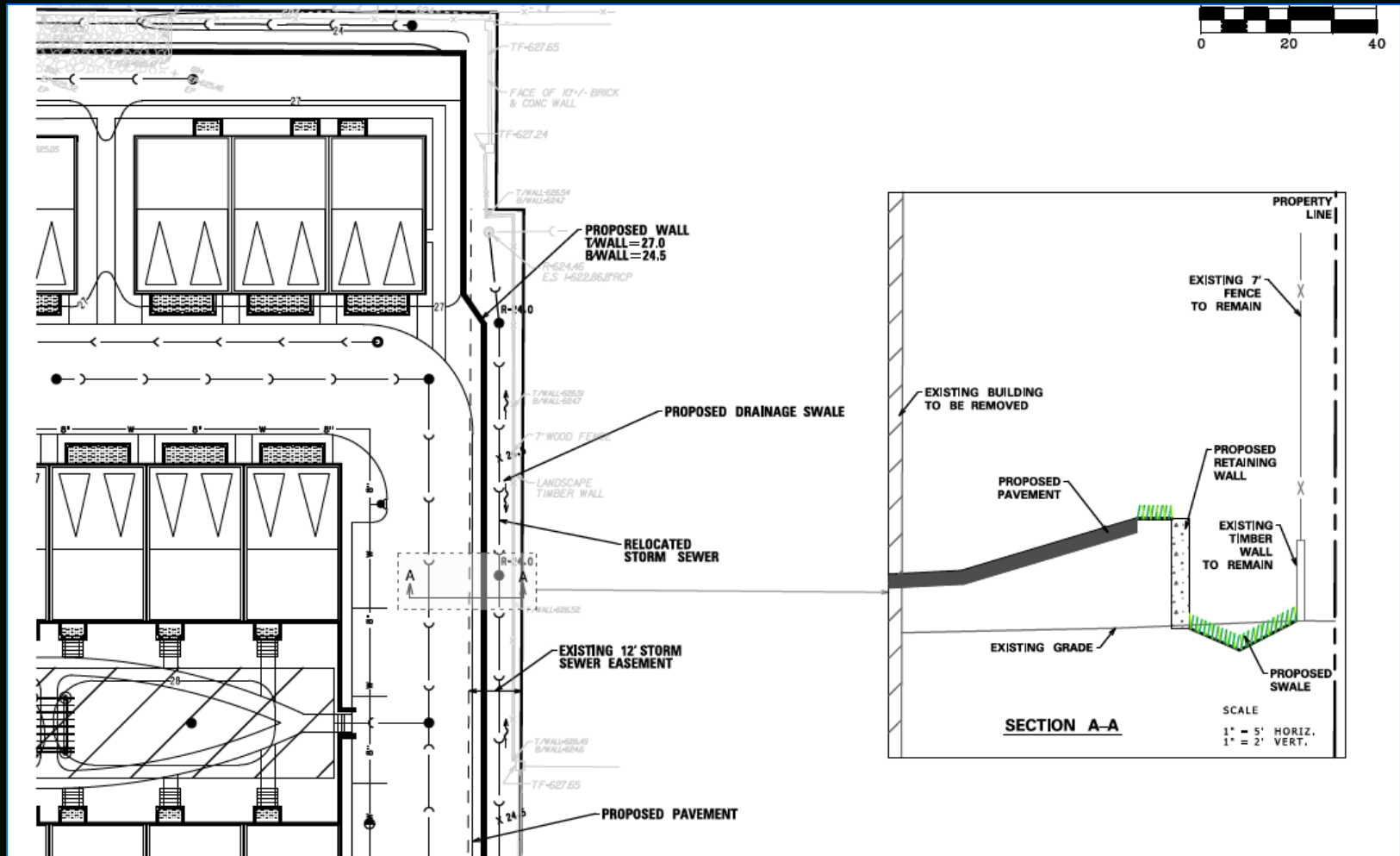


STORM SEWER RELOCATION: NEW CONDITION



- Existing 7' Wood Fence Remains
- New Storm Sewer Line for Neighboring HOA
- No changes or work to be done on Landmark Property
- 2.5' knee wall to establish drainage swale

STORM SEWER RELOCATION: NEW CONDITION



Drainage Swale Section

ENGINEERING

A. Introduction

Preliminary engineering and a storm water management report has been submitted as an exhibit to the application. This narrative provides an overview of the proposed services and layout, and specifically addresses the proposed storm water detention system.

B. Notable Site Conditions

The existing site is located on the north side of Winnetka Road, just to the east of the Metra tracks. The site is relatively flat and generally drains from north to south. The site drainage is tributary to an existing 36" storm sewer located in the SW corner of the property.

Per the FEMA FIRM Map number 17031C0232J Dated August 19, 2006, the site is located in the regulatory floodplain. This development will fill the existing floodplain and provide compensatory floodplain storage at 112% percent of the volume filled.

There is an existing AT&T vault located at the SW corner of the site. The existing underground vault is located in an existing easement and will need to remain in place as part of the development.

C. Water & Sanitary Sewer Service

An existing Village 10" water main is located on the north side of Winnetka Road. The site will make two connections the Village water main and provide a looped water main system within the development.

An existing Village 8" sanitary sewer is located on the south side of Winnetka Road. Due to the shallow invert of the existing sewer, a sanitary lift station will likely be required to serve the development.

ENGINEERING

D. Storm water Detention

The site is less than 3 acres in size. Per the MWRD Watershed Management Ordinance, storm water detention is not required for a property under 3 acres. The Village of Northfield ordinance does require detention be provided for the site. The Village ordinance allows for "Credit for Existing Structures" which would allow the required detention volume to be reduced. The Ordinance allows for the "credits to be applied" based on the following criteria:

The following credits shall be available in all other zoning districts and under the following circumstances:

(1) *The total site area is less than three acres;*

Response: The area is approximately 2 acres in size.

(2) *There is no existing storm water detention facility on the site;*

Response: There is not any existing detention provided on the site.

ENGINEERING

(3) There must be a net decrease in the volume and rate of the storm water run-off from the site;

Response: The volume and rate of runoff are reduced based on the current plan. Please see the calculations provided in the Technical Memorandum, dated May 16, 2017, and prepared by Christopher B. Burke Engineering, attached as Exhibit D. The calculations are provided supporting the volume and runoff rate reduction.

(4) There must be extenuating circumstances, which limit the ability to provide the required storm water detention;

Response: The existing site is encumbered by floodplain. As required by Village ordinance, any floodplain fill will require compensatory storage provided at 112% of the fill volume. The compensatory storage area is approximately 0.2 acres in size. This occupies 10% of the site area that could otherwise be used for detention storage. There is also an existing AT&T underground vault and underground infrastructure that encumbers an area of approximately 0.1 acres on the southwest side of the site. These two constraints reduce the development area by approximately 15%. These extenuating circumstances limit the ability to provide the storm water detention and fully develop the site.

ENGINEERING

(5) *There must be some public benefit provided such as enhanced site improvements;*

Response: The proposed architecture, landscape and hardscape will provide a substantial enhancement to this location. In addition, the proposed compensatory storage and storm water management improvements will reduce the impervious surface, decrease the uncontrolled water run-off and provide overall improvement to the management of storm water for the benefit of this area. Finally, the proposed improvements will increase the property value, adding incremental tax revenue to the Village and other taxing districts.

(6) *The development must demonstrate the need for the requested level of credit for existing impervious areas; and*

Response: As listed in point 4 above, the site has several constraints that reduce the developable area. The reduction requested is needed due to the limited space remaining on site to accommodate the detention and still construct a viable project.

(7) *The development must be in keeping with the Village's Comprehension Plan*

Response: As previously addressed in the Site Plan and Proposed Use section, the proposed plan complies with the Village's Northfield Corridor Plan, which recommends a change from the current M-1 Light Manufacturing Zoning District, to R-6 Multi-family Residential.

ZONING

A. Zoning Request: A comparison of the Proposed Plan to the R-6 Standards

We are requesting from the Village authorities, the approval of the following:

- 1) A **Zoning Map Amendment** to Change the Property's classification from M-1 Light Industrial to R-6, Multi-family Residential District; and
- 2) A **Special Use Permit** to allow a **Planned Development** with the aforementioned underlying Zoning District of R-6, Multi-family Residential.

ZONING

Zoning	PROPOSED	R-6 PUD	Compliance
Site Area	2.16 acres	1.5 acres	yes
Dwelling Type	Townhouse	Special Use	SU
Area Per Unit	2,767 sf	5,000 sf	no
Units Proposed (3 Bedroom)	34	37	yes
Max / Mean Building Heights	41'6" / 36' 1"	35'	no
Front Yard Setback	25'	30'	no
Perimeter Setback East Side	40'	6'	yes
Perimeter Setback West Side	27'	6'	yes
Rear Setback	29'	25'	yes
Rear Interior Separation	34'	25'	yes
Side Interior Separation	8' & 12'	12' (6'&6')	no
Lot Coverage	70%	50%	no
Floor Area Ratio	0.86	0.35	no
Parking	2.3 per unit	2 per unit	yes

ZONING

Sec. 17-1: PURPOSE.

- *“The planned unit development should provide amenities not otherwise required in this appendix A and establish facilities and open space greater than the minimum otherwise required.”*

Response: The proposed development provides a logical planning response to specific characteristics of this “infill” site, including public utilities on the west; floodplain at the northwest portion of the site; light manufacturing uses to the north; single family residential along the northeast; and attached single family along the east. The disparate nature of these adjacent uses presents challenges to the development of the site that can best be addressed with a planned development approach. As proposed, the number and orientation of the buildings (and the resulting unit count) establish an internal courtyard and a cohesive perimeter that effectively address these adjacent influences while providing a residential enclave that is aesthetically pleasing from the outside as well as within the courtyard.

- *“As a condition for approval, each planned unit development must be compatible with the character and objectives of the zoning district within which it is located and each planned unit development shall be consistent with the objectives of the village's comprehensive plan.”*

Response: The proposed plan is compatible with the adjoining R-6 neighborhood immediately adjacent and east of the property and offers a continuation of structures that are similar in height and scale along the visible frontage of the property. In addition, the proposed zoning change to R-6 is consistent with the recommendations set forth in the Northfield Road Corridor Plan, adopted by the Village in March, 2016.

ZONING

Sec. 17-3: OBJECTIVES.

A. A residential planned unit development shall:

(1) Offer residential settings that promote appropriate architecture features and encourage the placement of structures in proper relationship to the natural characteristics of the site;

Response: As explained in prior sections, the type, number and orientation of the buildings establish an internal courtyard and cohesive perimeter that coherently and effectively address the site specific conditions (including floodplain and the ATT easement), as well as the adjacent influences, while also providing a residential enclave that is aesthetically pleasing from the outside as well as within, and that is consistent with the scale of housing to the east along the Winnetka Road frontage.

(2) Preserve natural environmental areas that achieve a sense of spaciousness and counteract the effects of urban monotony, congestion and paving; and

Response: The site plan accounts for the floodplain and offers a configuration that substantially eliminates garage views and the majority of the paved areas, while providing an internal courtyard for occupants whose outdoor areas are oriented to this area.

(3) When located within an established neighborhood, provide harmonious architecture and site design at a scale, character and density that are appropriate to the site and surrounding areas.

Response: The architecture, site design, density and scale will be entirely harmonious with the adjoining residential uses. Each unit and building plays a material role in establishing the courtyard and/or buffering adverse influences. These perimeter units account for 24 of the 34 proposed, and are the only units that will be visible to the neighboring properties. The remaining 10 units are essential to making this lower density plan and use feasible, as compared to an alternate four or five story apartment building(s) that would include substantially greater density and greater height.

ZONING

Sec. 17-4: STANDARDS FOR CONSIDERATION.



(1) Site Design. A planned unit development shall be laid out and developed with an integrated overall design concept. The design shall provide for the safe, efficient, convenient and harmonious grouping of structures, uses and facilities. The design of both interior and exterior space shall be appropriate to the intended uses and the community.

Response: As explained previously, the proposed plan reflects more than a year of planning and numerous studies to achieve a harmonious and complementary integration of the new homes with the adjoining properties. Access and circulation within the community and onto Winnetka Road will reduce the number of curb curbs from 3 to 2 and will promote the efficient and safe means of ingress and egress.

ZONING

(2) Open Space. Common open space in the planned unit development shall be integrated into overall design. Such space shall have a direct functional or visual relationship to the main building(s) and not be isolated either spatially or in character. The following shall not be deemed to be common open space for purposes of this standard: (a) Areas reserved for the exclusive use or benefit of an individual tenant or owner; (b) Dedicated streets, alleys and other public rights of way; (c) Vehicular drives, parking, loading and storage area; or (d) strips of land that are unusable because of their narrowness or irregular shape.

Response: The size, location, and site conditions inherent to this infill parcel impose limitations on the amount of open space that can be provided, while addressing other requirements, including storm water management. That said, the proposed plan incorporates a central courtyard green area between buildings F and G, accessible to all occupants. The plan will also provide for landscaped and hardscaped perimeter buffers to create an aesthetically pleasing integration of the buildings with the surrounding area. Altogether, the proposed plan will substantially enhance the area, when compared to the current site conditions.

RATIONALE FOR THE PROPOSED USE?

1. Economic Obsolescence of Current Use
2. Northfield Corridor Plan
3. Transitional Location / Adjacent Uses
4. Redevelopment Costs /Market Value of the Property
5. Best Plan for our neighbors (evolution of plan over 1.5 years)
6. Opportunity and Capacity to Enhance Community

ZONING

(3) Functional and Mechanical Features. Storage areas, trash and garbage retainers, mechanical equipment, service areas, loading areas, utility buildings, and similar accessory areas and structures shall be specifically accounted for in the design of the planned unit development. These shall be designed with special planting or other screening methods to ensure that they are unobtrusive and blend seamlessly with the project and surrounding properties.

Response: Parking, trash, and other such functional and mechanical features will be located internal to the site, and/or appropriately screened by landscaping.

(4) Visual and Acoustical Privacy. The planned unit development shall provide for reasonable visual and acoustical privacy. Fences, insulation, walks, barriers and landscaping shall be used to reduce noise, enhance aesthetics, provide privacy to occupants and to screen objectionable views.

Response: The site plan will incorporate fences along the north and east boundaries, in addition to existing vegetation and supplemental landscaping and hardscape. Landscaping will be used to establish the boundaries and buffers along the western and southern perimeters.

ZONING

(5) Environmental Conservation. The planned unit development shall conserve and enhance special landscape features on the site such as trees, streams, ponds, wetlands, groves and animal habitat.

Response: The urban infill nature of the site does not entail any substantive natural features. The plan will, however, seek to protect mature trees where possible and will address the floodplain in the northwest quadrant of the property.

(6) Drives, Parking and Circulation. Vehicular and pedestrian circulation shall, in each instance, be the subject of a separately drawn and titled architectural or engineering plan. Special attention shall be given to the location and number of access points to the public streets and the width and access points of interior drives. This shall include general interior circulation patterns, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles and arrangement of parking areas that are safe, convenient and aesthetically pleasing both on site and off site. Designs which integrate improvements in parking, vehicular traffic and pedestrian movements within the area are strongly encouraged.

Response: The plan consolidates three curb cuts into two and employs a circular internal drive to provide efficient internal circulation and access for fire/safety vehicles. Guest parking is provided within the courtyard and along the southern perimeter in the ROW along Winnetka Road. The plan incorporates sidewalks, including one walkway that extends along the western perimeter and connects to the existing sidewalk along Winnetka Road.

Zoning Analysis

(7) Surface Water Drainage. Special attention shall be given to surface drainage to ensure that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Systems which improve the general drainage, quality of water runoff and/or detention capacity within a watershed area are strongly encouraged.

Response: Currently, a substantial portion of the site is paved impervious surface with no designated detention improvements. The proposed plan will offer an underground detention vault and the engineering will be designed to protect neighboring properties from uncontrolled runoff. All of these changes, including compensatory storage and a ratio greater than 1:1, will improve storm water management in the area.

(8) Comprehensive Plan. The planned unit development shall conform with the planning policies, goals and objectives stated within the village's comprehensive plan.

Response: As noted previously, the proposed plan complies with the recommendations set forth in the Village's adopted Northfield Road Corridor study, which recommends a change to R-6 Multi-family Residential. The study suggests two four-story buildings, or, in the alternative, a townhome development. The proposed plan contemplates the latter.

(9) Personal to the Petitioner. Unless specifically stated otherwise, each planned unit development shall be personal and limited to the petitioner. Upon a change in or transfer of ownership, the planned unit development shall lapse. For purposes of this section, change in ownership shall occur when the person to

Response: Understood and agreed.

ZONING

Sec. 17-5: MANDATORY FINDINGS.

In order for the plan and zoning commission to make a positive recommendation and for the corporate authorities to approve an application for a planned unit development, an affirmative finding must be made with respect to each of the following matters:

(1) The establishment, maintenance and operation of the planned unit development will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

Response: The proposed plan entails a use, configuration, and massing that will comply with the above standard. It is the intention of the petitioner to own and manage the property as a long term investment, and to assure that it is maintained as an attractive luxury rental community.

(2) The planned unit development will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor diminish or impair property values within the neighborhood.

Response: The proposed development, with the change from M-1 zoning to R-6 will protect and improve the values of the adjoining residential properties over and above the current and possible new light manufacturing uses that would differ substantially from the adjoining residential uses.

ZONING

(3) The planned unit development will not impede the normal and orderly development and improvement of surrounding property for those uses that are specifically permitted in the district.

Response: The proposed development will neither impede nor adversely impact the normal and orderly development and improvement of surrounding property. To the contrary, the proposed development will offer a substantial improvement to the existing conditions, with a residential use that is entirely compatible with the neighborhood.

(4) Adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.

Response: The proposed plan and the engineering will improve the current conditions and comply with the above requirements.

(5) Ingress and egress either has been or pursuant to mandatory conditions shall be designed to minimize traffic congestion in the public streets.

Response: The traffic study confirms that the proposed development will have no adverse impact on the traffic congestion or safe operation of the public streets.

ZONING

(6) The planned unit development conforms in all respects to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the corporate authorities after considering the recommendations of the plan and zoning commission.

Response: The proposed plan will meet this requirement.

(7) Provisions or penalties are in place to assure that the planned unit development is maintained in strict compliance with the minimum standards established by the planned unit development ordinance. This shall be the requirements of an ongoing legal entity such as a homeowners' association, owner or management entity whose responsibilities for the planned unit development requirements run with the land. (Ord. 03-1155, 3-18-2003)

Response: As noted above, it is the intention of the applicant to own, operate, and maintain the development as a long term investment that will be properly maintained as a luxury rental community. The owner/operator will offer the community a single point of contact to address any community issues or concerns.

ZONING

Sec. 17-7: AREA REGULATION VARIATIONS.

In the case of any planned unit development, the plan and zoning commission may recommend and the village board may authorize any exceptions to the applicable area regulations of this appendix A that they deem appropriate within the boundaries of such planned unit development, provided that:

(1) The exception shall be solely for the purpose of promoting an integrated site plan that is no less beneficial to the occupants of such development and neighboring properties than would be obtained under the bulk regulations of this appendix A for buildings developed on discreet zoning lots.

Response: The plan, with its configuration and unit count will not impose any hardships or detriment to the occupants or the neighboring properties. Conversely, the proposed use and configuration will offer a superior improvement to the current and possible future uses, were the property to remain in its current condition or re-developed for an M-1 permitted use.

ZONING

(2) All setbacks and yards shall be provided as required by the regulations of the underlying district in which the development is located along the boundaries of the planned unit development. (Ord. 03-1155, 3-18-2003)

Response: The plan provides setbacks that substantially exceed the minimum required along the eastern perimeter where the majority of the adjoining residential units are located. The setback proposed for along the north, where the remaining residential units are located exceeds the minimum required (29 vs 25 feet). The same is true along the west. The only variation to perimeter setbacks is along Winnetka Road along the south, where the proposed setback is 25 feet versus 30 per the ordinance. This variation results from the goal to provide a central storm water detention vault. Notably, the proposed southern perimeter setback is substantially greater than the setback of buildings along Winnetka Road at Happ Road at the Landmark community. It is acknowledged that this stems from the fact that the Landmark is a corner lot, and as such its frontage along Winnetka is considered a side yard where the minimum setback is 6 feet. Importantly, the impact of the five foot variation along the south is mitigated by the fact that the proposed six unit building is located forty (40) feet from the eastern property line, more than 6x the required distance. Thus, there is no impact on any views, nor any shadows or other adverse consequences of this variation to the neighboring property.

SURROUNDING USES



NEIGHBORHOOD LAND USES & MARKET FORCES



Summary: Transitional area, characterized by multiple land uses:

- Light industrial
- Institutional
- Education
- Recreation
- Municipal
- Open Space /Forest Preserve

Market Forces affecting immediate area:

- Quality of Schools Economic obsolescence of current office/light industrial.
- Evolving retail environment (e-commerce)
- Evolving consumer housing preferences

NORTHFIELD ROAD CORRIDOR PLAN

- 2015: Village Initiates Northfield Road Corridor Study, includes extensive community outreach and engagement efforts:
 - Project Website
 - 10 Stakeholder Meetings (July 15-16, 2015)
 - 3 Advisory Committee Meetings (July 16, September 3, and Oct. 15, 2015)
 - 1 Public Openhouse (July 20, 2015)
 - 1 Community Workshop (Sept. 30, 2015)
- March 2016: Northfield Road Corridor Plan Adopted by Village



NORTHFIELD ROAD CORRIDOR PLAN

- Key Findings and Recommendations for the Subject ATT Property:

LAND USE AND ZONING

RECOMMENDATION 3:

Consider redeveloping the current AT&T site into a multi-family development.



The site is currently occupied by an industrial use (one-story AT&T facility) with surplus parking and little benefit to the Village. A multi-family development would integrate with adjacent uses and would provide more variety in housing stock to the area.

One possible concept (shown in Figure 11) has (2) four-story buildings with 48 total units. The development would have 48 first floor parking spaces and 48 surface spaces, with a 2.0 per unit parking ratio. The development accommodates the regulated floodplain. The concept considers a connection to adjacent properties along Harding Road to extend the residential development in the future as interest and market demand permits.

While the final form and intensity of development would be considered as part of a development proposal to the Village, alternative types of use and key design concepts also should be considered. For example, this concept could be a typical multi-family building, be age-targeted or developed specifically for seniors, particularly with complementary adjacent uses at the North Shore Senior Center and House of Welcome. From site planning and urban design perspectives, options for connecting (at least for pedestrians) to possible future residential redevelopment to the north should be maintained. In addition, notions of providing on-site open space and sustainable landscape treatments (especially given stormwater issues) should be considered.

While greater than allowed under current residential zoning, a higher intensity of development is required to address the unique development conditions of the site, including the restricting flood plain. The October 2015 report from Gruen Gruen + Associates confirms that a higher density, as suggested with this recommendation, is necessary for a financially feasible project. Beyond fiscal concerns, a somewhat more intensive development on this site merits consideration given the multi-family character of uses to the south, the higher traffic volumes on Winnetka Road, and proximity to the ComEd utility lines to the west.

Another alternative considered was to redevelop the current AT&T site to an owner occupied townhome development. The site accommodated fourteen rear loaded townhomes with private garage parking and public surface parking, but the development was limited by floodplain and 100' setback requirements as mandated by the MWRD. In fact the October 2015 report from Gruen Gruen + Associates (Real Estate Economic Analysis of Zoning Options for Northfield Road) notes that a density higher than suggested in the townhome scenario would be required to encourage redevelopment. Site constraints, including the 100 year flood plain, would restrict density required to generate a fiscally responsible project.

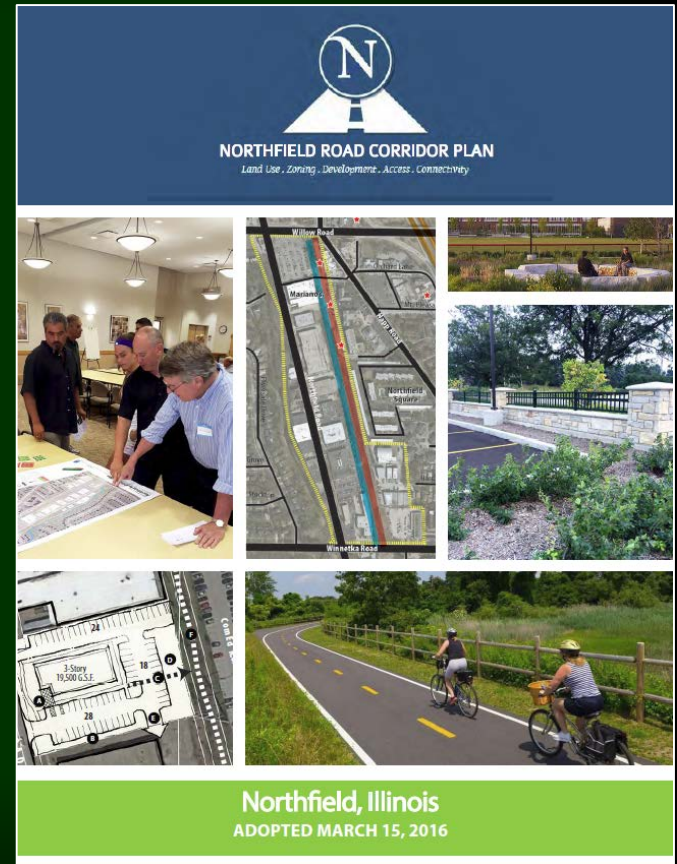


Northfield, Illinois
ADOPTED MARCH 15, 2016

NORTHFIELD ROAD CORRIDOR PLAN

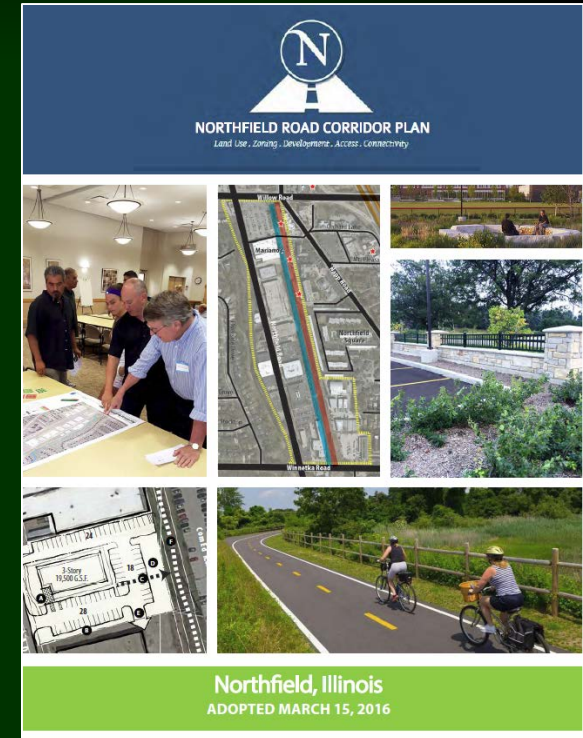
Recommendation 3: (For Subject ATT Property - Pg. 23 of Plan)

1. “A multi-family development would integrate with adjacent uses and would provide more variety of housing stock to the area.”
2. “One possible concept ... has (2) four-story buildings with 48 total units.”
3. “ While greater than allowed under current residential zoning, a higher intensity of development is required to address the unique development conditions of the site....”
4. “ The October 2015 report from Gruen Gruen + Associates confirms that a higher density, as suggested with this recommendation, is necessary for a financially feasible project.
5. “ Beyond fiscal concerns, a somewhat more intensive development on this site merits consideration given the multi-family character of uses to the south, the higher traffic volumes on Winnetka Road, and proximity to the Com Ed utility lines to the west.”



ACQUISITION & PLANNING HISTORY

- Late 2014/Early 2015, James initiates efforts to locate owner contact for Property to discuss possible site acquisition.
- Spring of 2015, James successfully reaches owner representative to discuss purchase and sale, submits offer.
- June, 2015, property listed with Broker, and JLL begins marketing process and receives numerous offers.
- James secures contract, November, 2015.
- James appears before the Village's Preliminary Plan Review Committee Meeting in mid-November to present concept plans for 60-80 unit 4-story apartment building.



DEVELOPMENT PROPOSAL / PRELIMINARY PLAN REVIEW

NOVEMBER 2015 PRESENTATION



- Four-story building with enclosed parking below grade
- Units will have balconies.
- Roof will be a false hip/mansard to reduce height.
- Height: Objective is to get as close to 50 feet or less.
- Unit Ceilings: 9 foot clear
- Luxury interior finishes, with in-unit washer/dryer/disposals
- Exterior materials: Masonry with Hardie Siding

Rentable Area: Approximately 88,900 SF
Unit Count: 60-80 units
Mix: 2/3, 1/3, 2BR, 1BR
Amenities: Fitness, Lounge, Gathering Room
Elevator Cabs: Two
Enclosed Parking: 105 spaces
Guest Parking: 19 spaces
Total Parking: 124



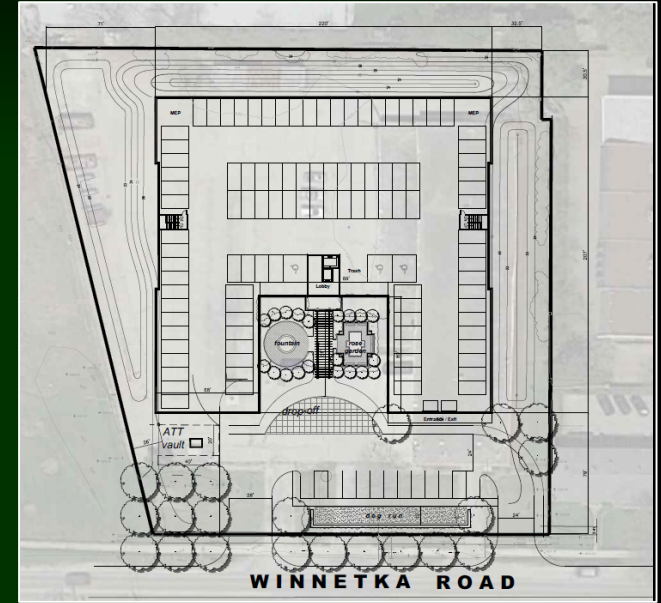
1725 WINNETKA AVENUE

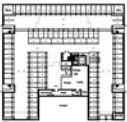

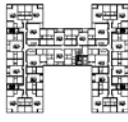
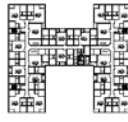

EDWARD R JAMES COMPANIES

ACQUISITION & PLANNING HISTORY

- James acquires property in January 2016
- Detailed Planning and Costing studies take place in 2016.
- Spring/Early summer 2016, James determines that storm water, floodplain and desired parking ratios will make underground parking economically infeasible.
- Mid-2016, efforts initiated to create a new design with above ground parking and partial 5th story. Concurrently, begin to study alternative townhome concepts.
- Revised “H” shaped plan completed in September 2016.

REVISED "H"-SHAPED LUXURY RENTAL



Unit Matrix and Areas

Type	Unit	NSF	GSP	# Units	Total NSF	Total GSP
1 BR	B1	552	510	1	552	510
2 BR	A1	798	814	9	2,274	2,442
3 BR	A2	808	880	8	6,624	7,136
	A3	935	997	6	5,610	5,982
4 BR	A4	1024	1096	8	8,144	8,376
	B1	1080	1159	7	7,560	8,113
2 BR	B2	1204	1282	24	28,896	30,768
	B3	1209	1281	16	19,344	20,496
4 BR	B4	1383	1476	2	2,766	2,952
	Total			73	79,775	85,035

122 Total Bedrooms

	Garage	Floor 02	Floor 03	Floor 04	Floor 05	Total
Common Areas	424	3,243	3,099	3,099	2,693	12,668
Amenities / Lobbying	1908	2,209			1,159	5,176
Vertical Circulation	1621	1,113	1,113	1,113	1,113	6,073
MEP Spaces	1021	464	464	464	464	3,377
Transfer Storage		876	876	876	876	3,564
Net Rentable	20,328	22,980	22,980	22,980	13,488	79,775
Gross Building	29,581	30,036	30,036	29,710	115,363	
Gross For Sale					85,035	
Net Efficiency					75.46%	
Sale Efficiency					80.23%	

	Garage	Floor 02	Floor 03	Floor 04	Floor 05	Total
Exterior Terraces	435	10,808			8,803	21,125
Unit Balconies		1,198	1,318	1,318	859	4,672
Structured Parking	35,853					35,853
Garage Spaces						195
Exterior Spaces						12
Total Spaces						117
Parking Ratio						1.6:1

1.6 Car / Unit 36 Car / Bedroom

Building Assembly Matrix **Winnetka Road Residences**
Northfield, IL

PREPARED BY: EDWARD R. JAMES COMPANIES
DATE: 09-13-2016
BSB PROJECT # 171124

1725 WINNETKA AVENUE

EDWARD R JAMES COMPANIES

ACQUISITION & PLANNING HISTORY

- Revised “H” shaped plan completed in September 2016.
- James begins preparations to initiate formal zoning process.
- Fall 2016, James re-considers plans, based on height and massing impacts to adjoining neighbors. Revisits townhome plan possibilities.
- Fall 2016-Summer 2017, multiple townhome plans and elevations designed, engineered and budgeted, culminating in proposed plan.
- Total time to plan eclipses 18 months.

NEIGHBORHOOD CONCERNS

1. Traffic



2. Density



TRAFFIC

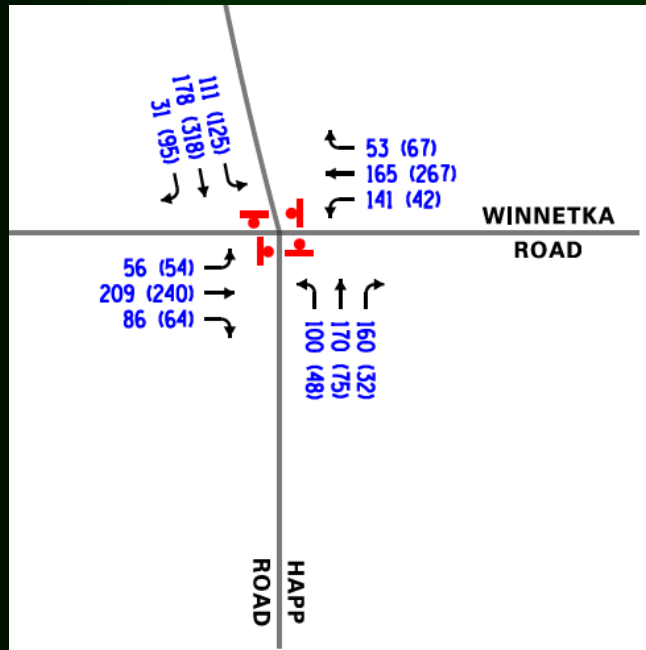
TOTAL UNITS	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
34 Townhomes	4	18	22	17	8	25

Source: Table 2, KLOA Traffic Analysis

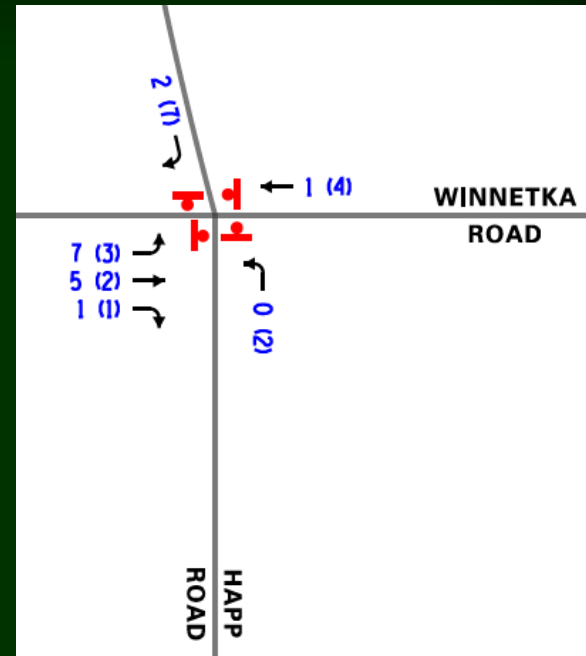
- AM peak hour, on average, one car exits every 3.3 minutes.
- PM peak hour, on average, one car enters every 3.5 minutes.
- A 20% reduction in density would reduce AM and PM peak traffic by approximately 4.5 - 5.0 cars per hour, or one car every 12 minutes.

TRAFFIC: WINNETKA & HAPP ROAD

Existing AM & PM Traffic Distribution



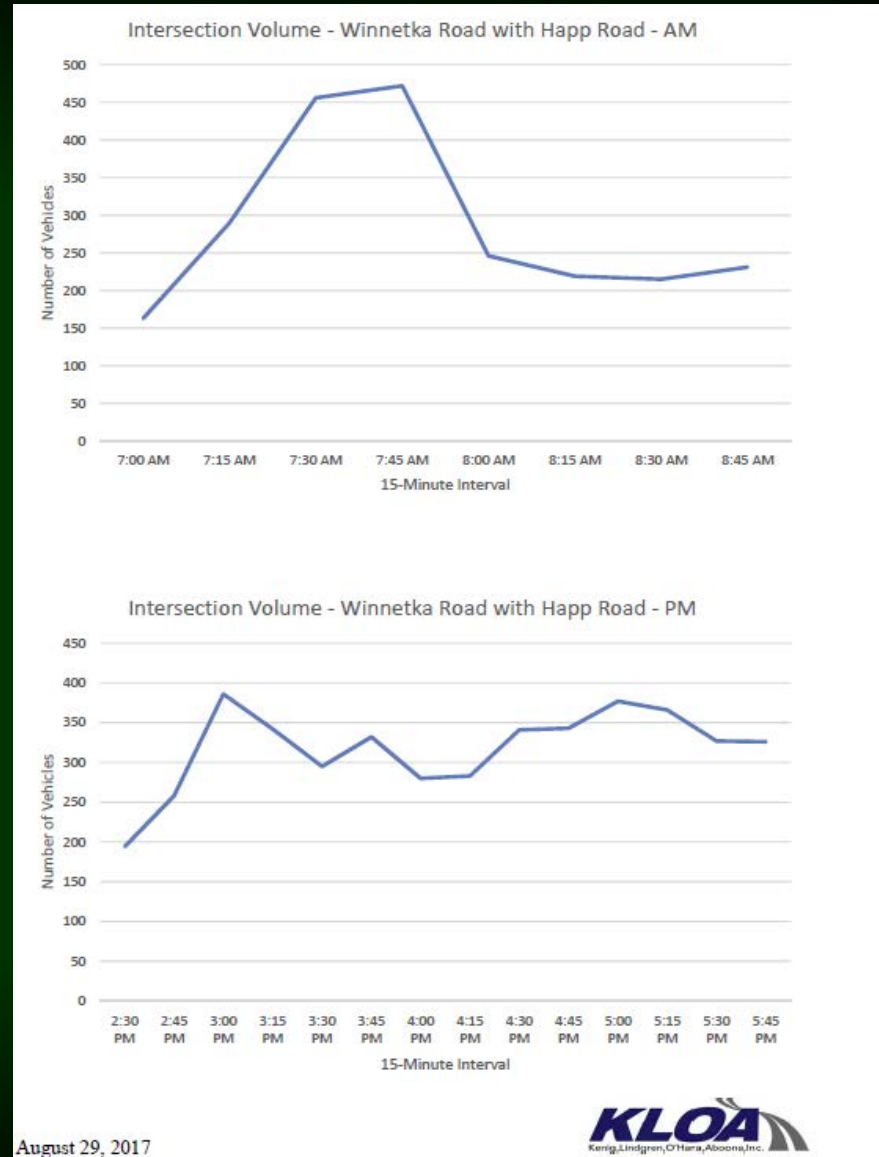
Incremental AM & PM Traffic Distribution



1. The incremental traffic from 34 townhomes amounts to about 1% of the existing traffic.
2. A decrease of 10 units to 24 would have a potential traffic reduction of approximately 4.7 cars in the AM and 5.5 cars in the PM, spread out over an hour.
3. What this means, is that an approximate 29% reduction in density would result on average in 5 less cars during the peak hours, equivalent to about an 0.35% change in the average peak hour volume using the Winnetka Road and Happ Road intersection.

TRAFFIC

NEW TRIER TRAFFIC: Temporary Peaks that dissipate quickly



TRAFFIC

KLOA Traffic Consultants Findings and Conclusions: **Winnetka Road & Happ Road**

“... this intersection currently operates at level of service (LOS) D during the weekday morning peak hour and at LOS C during the weekday evening peak hour. “

“Under Year 2023 conditions, this intersection overall is projected to continue operating at existing levels of service with increases in delay of approximately four seconds or less.”

“...the eastbound approach currently operates at LOS E during the weekday morning peak hour and is projected to continue operating at LOS E under Year 2023 conditions with increases in delay of approximately eight seconds.”

“The 95th percentile queues for the eastbound approach are projected to be approximately 250 feet which is approximately one car length longer than existing 95th percentile queues. Additionally, these queues do not extend to Arbor Lane or the location of the proposed easterly full movement access drive.”

“...the increases in delay at this intersection are mostly attributed to the background growth as the development traffic will result in approximately one percent increase in the traffic traversing the intersection. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.”

TRAFFIC

KLOA Traffic Consultants Findings and Conclusions: **Winnetka Road & Arbor Lane**

“The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during the weekday morning and evening peak hour.”

“Under Year 2023 conditions, the northbound approach is projected to operate at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with increases in delay of approximately one and two seconds, respectively.”

“...westbound left-turns onto Arbor Lane are projected to continue operating at LOS A during both peak hours with 95th percentile queues of one to two vehicles.

“As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.”

TRAFFIC

KLOA Traffic Consultants Findings and Conclusions: **Winnetka Road & Northfield Road**

“The results of the capacity analysis indicate that the southbound approach currently operates at LOS C during the weekday morning and evening peak hours.”

“Under Year 2023 conditions, the southbound approach is projected to continue operating at LOS C during both peak hours with increases in delay of approximately one second or less.”

“Additionally, eastbound left-turns onto Northfield Road are projected to continue operating at LOS A during both peak hours with 95th percentile queues of one to two vehicles.”

“As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.”

TRAFFIC

Comparative Traffic Volumes for Apartments and Permitted Uses

By comparison, the proposed plan generates less than 50% of the traffic from the alternative uses.

Table A ESTIMATED SITE-GENERATED TRAFFIC VOLUMES - TOWNHOMES								
ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
230	Townhomes (34 Units)	4	18	22	17	8	25	252

Table B ESTIMATED SITE-GENERATED TRAFFIC VOLUMES - APARTMENTS								
ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
220	Apartments (70 Units)	8	30	38	36	20	56	548

Table C ESTIMATED SITE-GENERATED TRAFFIC VOLUMES – OFFICE								
ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
710	Office (45,000 s.f)	89	12	101	22	107	129	716

TRAFFIC

Gewalt Hamilton (Village Traffic Consultant) Findings

#16. *“The KLOA study follows guidelines published by the Institute of Transportation Engineers (ITE). We concur with the KLOA findings regarding existing conditions and appreciate them providing the crash history, which indicates a low number of accidents in the immediate site area.”*

#17. *“We concur with the KLOA findings regarding the development traffic evaluation components, including trip distribution, site traffic generations, traffic assignments, and capacity analysis results.”*

#18. *“We concur with KLOA that the development will have a limited impact on traffic operations in the site vicinity. and will not trigger the need for any geometric improvements on Winnetka Road at the site access drives.”*

TRAFFIC

Gewalt Hamilton (Village Traffic Consultant) Findings

#19. “We concur with KLOA that one inbound and one outbound lane will adequately the site traffic volumes at the two access locations. Exiting site traffic should have Stop control.”

Response: The revised traffic impact study includes the recommendation to have outbound movements from the proposed access drives under stop-sign control.

#20. “We concur that the parking supply can adequately meet the normal guest parking demand, both by Village code and industry standards. However, we recommend that the developer provide a method for off-site parking to accommodate large events.”

Response: The proposed plan complies with codes. Nonetheless, we are working to procure special event off-site parking.

TRAFFIC

Gewalt Hamilton (Village Traffic Consultant) Findings

#21. “Has the developer considered providing full access at the eastern site drive intersection with Winnetka Road? The low volume of turning traffic should not represent a significant conflict problem with Arbor Lane. Providing full access would help distribute site traffic more evenly depending upon which townhome the resident lives in. It would also be very difficult to avoid residents from turning left illegally into and out of the eastern access if it is the shortest travel path.”

Response: The revised traffic impact study reflects an updated site plan in which both of the proposed access drives provide full access to the site.

#22. “The 20-foot wide private streets will accommodate the limited site traffic demands and will allow for sufficient maneuvering room for the guest parking spaces. However, a 24-foot pavement should be provided at the site access intersections with Winnetka Road to assist turns in/out of the development.”

The site plan has been revised to provide 24-foot pavement at the site access intersections with Winnetka Road.

TRAFFIC

Gewalt Hamilton (Village Traffic Consultant) Findings

#23. “The 20-foot clear pavement must be maintained at all times for emergency vehicles. It is not clear how the site will accommodate delivery vehicles.”

Noted.

#24. “The fire truck turning exhibits appear to indicate that there will be some encroachment beyond the private street pavement.”

Noted.

#25. “Due to the posted speed limit of 35-mph on Winnetka Road, the proposed five on-street parking spaces on the north side of Winnetka Road are a safety concern. Vehicles performing parking maneuvers will force rather high speed through traffic to stop quickly and usually unexpectedly.”

These spaces are not required to comply with code, and as such will be removed from the plan, if requested by the Village.

TRAFFIC

Gewalt Hamilton (Village Traffic Consultant) Findings

#26. "Has there been any correspondence with Cook County regarding the site access and the proposed on-street parking on Winnetka Road?"

The required application has been submitted and we are awaiting response.

#27. "Please indicate how snow would be removed/stored on site."

An Exhibit has been prepared showing areas where snow can be shoveled.

TRAFFIC

TRAFFIC PROBLEMS THAT MAY BE CREATED BY THE DEVELOPMENT:

The impact on traffic appears that it will a minor impact on traffic .

5. GENERAL COMMENTS:



William K. Lustig
Chief of Police

CUT-THROUGH TRAFFIC / POSSIBLE SOLUTION

- Used at Fox Meadow and at Westgate.
- Transponder controlled.
- Location mid-development; will not prevent neighbors from accessing but will stop cut-thru.
- Can be left up during non-peak times.
- Can be inter-commed for deliveries or code accessed.



TRAFFIC: CONCLUSIONS

1. The proposed development will generate a limited number of trips during the weekday morning and evening peak hours, approximately 22 and 25 trips, respectively.
2. The development generated traffic is only approximately (1%) one percent of the traffic traversing the intersection of Winnetka Road and Happ Road.
3. The development generated traffic will not have a significant impact on area roadways.
4. A reduction in density will not result in any meaningful reduction in traffic at the Winnetka/Happ Road traffic.
5. A reduction in density will not cause any change to the level of service.
6. Providing two full movement access drives off Winnetka Road will be adequate in accommodating the development generated traffic and will ensure that an efficient access is provided.
7. The proposed 80 parking spaces on site and the five parking spaces off-site (on Winnetka Road) will be adequate in accommodating the projected parking demand of the proposed townhome development.
8. Any development of the site will involve traffic.
9. Under current zoning, permitted uses could involve more than 2X the proposed traffic.
10. Under current zoning, the type (e.g. freight in/out), frequency, and distribution could be materially different and could impose greater impacts on the area.

NEIGHBORHOOD CONCERNS: DENSITY



1725 WINNETKA AVENUE

EDWARD R JAMES COMPANIES

NEIGHBORHOOD RESIDENTIAL CHARACTERISTICS

COMMUNITY	ACRES	UNITS	UNITS/ ACRE	CURRENT ZONING	Residential Permitted "Of Right"	Residential Permitted as Special Use
LANDMARK	2	25	12.5	R-6: Residential	YES	NA
1695-1699 WINNETKA RD	0.4	7	17.5	M-1: Manufacturing/ Light Industrial	NO	NO
MEADOWLAKE	12.2	180	14.8	OR: Office/ Research	NO	NO
TOTALS	14.6	212	NA			
AVERAGES	4.87	70.7	14.52			
PROPOSED 1725 WINNETKA RD	2.16	34	15.74	M-1	Proposed Map Amendment to R- 6	NA

1. Higher Density Residential:
 - Average Density: 14.52 Units /Acre
 - Highest Density: 17.50
 - Lowest Density: 12.50
2. Predominantly:
 - For Sale
 - Multi-family (Townhomes and Condos)
 - Older (+25 years)

DENSITY

“While greater than allowed under current residential zoning, a higher intensity of Development is required to address the unique development conditions of the site, including the restricted flood plain. The October 20125 Gruen Gruen & Associates confirms that a higher density, as suggested with this recommendation is necessary for a financially feasible project. Beyond fiscal concerns, a somewhat more intensive Development on this site merits consideration given the multi-family character of uses to the south, the higher traffic volumes on Winnetka Road, and proximity to the Com Ed utility lines to the west.”

Page 23, Northfield Road Corridor Study, Adopted March 2016.

DENSITY

“Assuming that the study area is acceptable as a residential location, the results of the real estate economic analysis of prototypical townhome uses at varying densities per acre suggest a density of at least 16 units per acre would be required to encourage the redevelopment of representative properties currently used for industrial and/or office space.... If building costs increase above the base estimates, if as is likely, costs of debt increase, or return requirements are higher because the area is not an established residential location and perceptions of risks could be heightened, a density of 20 units per acre could be required to encourage the redevelopment of typical existing properties. (See Chapter V).”

*Page 2, Real Estate Economic Analysis Zoning Options for Northfield Road / A Report to the Village of Northfield,
Gruen + Gruen Associates, October 2015.*

DENSITY

“The dollars available to pay for existing property are high enough at 16 to 20 units per acre to suggest the potential for redevelopment of existing uses. The 12 unit density scenario would not generate enough residual land value to support the purchase of the existing uses, demolition of existing Improvements, and creation of new townhome uses.”

Page, 36, Real Estate Economic Analysis Zoning Options for Northfield Road / A Report to the Village of Northfield, Gruen + Gruen Associates, October 2015

DENSITY

Conclusions:

1. The proposed density of 15.7 units lies at the bottom threshold of what the Village's own consultant concluded is necessary (16-20 units/acre) to make townhome development feasible for the study area.
2. The proposed density is entirely consistent with profile of the immediate multi-family communities, which have an average density of just over 14.5 units per acre.
3. The fact that the proposed 15.7 units per acres is slightly above that average accounts for the increased costs of development today, versus the 1980's and 1990's when the neighboring communities were completed, including increased land and building costs, as well as more stringent storm water regulations and building codes.



FINAL THOUGHTS



1. We are local, long-time area residents. We aspire to enhance the neighborhood and community, and ask not for trust, but simply to look at our prior work. Most of all, we value our reputation and our friendships, several of whom are immediate neighbors.
2. The subject property is uniquely defined by a diversity of adjacent land uses and conditions.
3. The proposed development is consistent with the Village's Northfield Corridor Plan, in terms of recommended possible multi-family uses, and the range of densities.
4. By comparison to the contemplated multi-story building, initially presented in November, 2015, the proposed plan is lower in height, and less than half of the density contemplated in that plan 60-80 units.
5. The proposed density is substantially consistent with the nearby multi-family communities, including Meadowlake, Landmark, and the adjoining rental MF.
6. Any redevelopment will impose traffic. Some permitted uses (office) could impose more substantially more traffic.
7. The proposed plan will not impose any material change in volume of traffic, or the level of service for the nearby intersections, or to community safety in regards to access. These are the professional assessments from two respected traffic experts (including the Village's consultant), and the Village's Police Chief.
8. The majority of the peak traffic is school related, a use that pre-dates substantially all of the adjoining development. This peak traffic, fortunately, is for discrete, relatively brief intervals, occurring during the school year. The proposed development will have no impact on that.
9. The proposed development will increase tax revenues for the local taxing bodies, will solve for some existing drainage issues, will visually enhance the area, and will remove uncertainty with respect to the future use of the subject property.

THE EDWARD R JAMES COMPANIES



1725 WINNETKA AVENUE

EDWARD R JAMES COMPANIES