Village of Winnetka

Planned Development Commission Special Meeting

January 22, 2024 at 7:00 PM
Winnetka Village Hall Council Chambers
510 Green Bay Road

AGENDA

1. **Call to Order & Roll Call**
2. **Approval of Minutes**
   a. August 14, 2023, Special Meeting Minutes
3. **Public Comments**
4. **Community Development Report**
5. **New Applications**
   a. **Case No. 23-05-PD: 791 Elm Street - JPMorgan Chase Bank - Preliminary Planned Development:** An application seeking the following approval of subdivision and zoning relief to allow the construction of a new three-story commercial-use building: (1) a plat of consolidation to create one lot of record; and (2) preliminary planned development plan approval with the following zoning exceptions and special use approvals: (a) an exception from the maximum permitted building height; (b) an exception from the maximum front yard setback requirement; (c) an exception from the maximum corner yard setback requirement; (d) an exception from the minimum interior side yard setback requirement; (e) an exception from the minimum rear yard setback requirement; (f) an exception from the rear yard landscaped area requirement; (g) a special use to allow parking at street level; (h) a special use to allow a bank use within the C-2 Commercial Overlay District. The Village Council has final jurisdiction on this request.
6. **New Business**
   a. February 7, 2024, Regular Meeting - Quorum Check
7. **Adjournment**

NOTICE

Public comment is permitted on all agenda items at the meeting. If you wish to provide testimony or comments prior to the meeting, you may provide them one of two ways: (1) by sending an email to planning@winnetka.org; or by sending a letter to Community Development, Village of Winnetka, 510 Green Bay Road, Winnetka, IL 60093. All agenda materials are available at www.villageofwinnetka.org/agendacenter.

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities contact the Village ADA Coordinator at 510 Green Bay Road, Winnetka, Illinois 60093, (Telephone (847) 716-3543; T.D.D. (847) 501-6041).

WINNETKA PLANNED DEVELOPMENT COMMISSION SPECIAL MEETING MINUTES
AUGUST 14, 2023

Members Present:	Matt Bradley, Chairman Mamie Case Layla Danley Chris Foley John Golan Lynn Hanley Liz Kunkle Mike Nielsen
Members Absent:	Todd Vender
Village Attorney:	Benjamin Schuster
Village Staff:	David Schoon, Director of Community Development Ann Klaassen, Assistant Director of Community Development

Call to Order:
The meeting was called to order by Chairman Bradley at 7:00 p.m. Ms. Klaassen took roll call of the Planned Development Commission Members present.

Approval of Minutes:
a. Draft July 19, 2023, Planned Development Commission Meeting Minutes.
Chairman Bradley asked for a motion to approve the Draft July 19, 2023, meeting minutes. A motion was made by Ms. Danley to approve the Draft July 19, 2023, Planned Development Commission meeting minutes and seconded by Ms. Case. A vote was taken and the motion unanimously passed, 8 to 0:
AYES: Bradley, Case, Danley, Foley, Golan, Hanley, Kunkle, Nielsen
NAYS: None

Public Comments:
No comments were made at this time.

Community Development Report:
Mr. Schoon stated there is no Community Development Report.

Continued Applications:
a. **Case No. 22-25-PD: 714-16, 718-732, 736 & 740 Elm Street and 511 & 515 Lincoln Avenue - One Winnetka Preliminary Planned Development**: An application seeking the following approval of subdivision and zoning relief to allow the construction of a new four-story mixed-use building: (1) a plat of consolidation to create one lot of record, which consolidation requires an exception to allow a side lot line to abut a rear lot line; and (2) preliminary planned development plan approval with the following zoning exceptions and special use approvals: (a) an exception from the maximum permitted building height; (b) an exception from the maximum front yard setback requirement; (c) an exception from the maximum corner yard setback requirement; (d) an exception from the minimum rear yard setback requirement; (e) an exception from the rear yard landscaped area requirement; (f) an exception from the

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minimum fourth story setback requirement; (g) a special use to allow parking on the ground floor level; (h) a special use to allow medical office uses within the C-2 Commercial Overlay District; and (i) a special use to allow financial service office uses within the C-2 Commercial Overlay District. The Village Council has final jurisdiction on this request. This item was continued from the July 19, 2023, Planned Development Commission special meeting.

David Schoon, Community Development Director, reviewed with the Commission what occurred at the July 19 Planned Development Commission meeting. He summarized that the Commission generally spoke in support of the project and that Commission members discussion focused on the commercial parking lot and the Applicant's request for Village approval of medical special uses and financial services special uses without knowing specific tenants. Mr. Schoon very briefly summarized the Applicant's request leaving it to the Applicant to review in more detail.

John Murphy and Hal Francke, attorney for the applicant, introduced themselves to the Commission. Mr. Franke stated in terms of the special use approval they are requesting for the medical uses and financial uses, they are attempting to get further down the line in the special use process but not asking for final approval of the special uses. He stated they want the project to appear more "shovel ready." Mr. Franke explained that it helps to finance and lease up the project and that this has been done in other communities. He also stated it helps the project to be more successful.

Chairman Bradley asked how the special uses they are requesting meet the first three standards. Mr. Franke stated the question with these three standards is whether these uses would be acceptable in this location. Chairman Bradley stated financial services are very broad and it is the same with medical uses. He explained it is difficult to know whether a use is appropriate when the specifics are unknown or where the uses would be located. Mr. Murphy stated it might be difficult to set the location because of the lessee's specific needs (i.e., window lines, etc.). He asked whether the limits they are suggesting are too loose.

Chairman Bradley stated the natural spots for special uses would be on the east and south ends of the commercial space. Mr. Murphy stated their preference is visibility for financial uses but there would not be a problem with bookending the medical uses on the east and south ends. He also stated financial services do not want to be on the ends. Mr. Murphy stated they would be fine with firming up the criteria.

Mr. Francke stated they would still have to come back before the Commission in connection with each financial service use or medical use request as the tenants will need to prove they meet the remaining special use standards. Ms. Hanley stated the ones they want waived are the substantive standards. She also stated they have a problem without knowing what the use is. Mr. Francke stated they are asking for approval for a certain use, not users. Mr. Schuster stated that different uses would have different impacts and there are different types of uses for medical and financial services in terms of how they operate. Ms. Hanley stated there would be a need to assess the intensity of the use. Mr. Golan asked if the applicant is requesting the Commission to approve a medical spa and if the tenant would have opaque windows, would they have to go through the full special use review. Mr. Francke responded yes and that there are certain criteria which must be met.

Mr. Nielsen asked if both medical and financial uses could be located on the east end so they are not at a corner. He referred to them only being allowed on the east end of Elm Street and that they want to protect the Lincoln frontage as well. Mr. Murphy indicated bookending the uses would work better. He stated

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having financial services is critical to them in terms of getting the project financed. Ms. Hanley stated she would be fine with it if it is only allowed in certain locations and for medical uses to be located on the far east side and that she is less concerned with the financial uses because they vary so much.

The Commission then began discussing a possible time limit for the special uses to occupy space and the applicant's suggestion of 15 years. Mr. Murphy stated a term of 15 years for the "approval of appropriateness of financial and medical/dental office uses" would get to the second lease renewal term. Chairman Bradley asked why it cannot be limited to the first user. Mr. Murphy responded they could do that. He stated they are trying to preserve it and it could be the initial lease term which will be approximately 10 years.

Chairman Bradley then asked for public comment. He swore in those speaking to this matter.

Bob Horn, 340 Birch, noted his familiarity of the creation of the Overlay District and his experience in commercial development. He stated that this project will bring the best of the best to Winnetka. Mr. Horn stated the applicant needed to be given flexibility to sign tenants. No additional public comments were made at this time.

Mr. Foley stated he is hesitant because they do not know what this will be and questioned whether a medical use would be located next to another medical use. He also stated they do not necessarily want that and it represented a balancing act with their being enthusiasm for the project. Ms. Kunkle stated she is less concerned in general and is concerned even less if the medical uses was removed from consideration. She also stated she would like to limit it to the first tenant. Ms. Case stated she is not in favor of pre-approval without conditions being placed on it. She agreed such uses should be pushed to the edges and reiterated she would like to see conditions. Mr. Golan described it as prime retail space and they are not going to get a group of internists or urologists. He stated they are going to get high quality tenants and added there has not been retail in this location for over five years.

Mr. Nielsen stated he is generally in favor and the developer needs approval of the financial uses so they can get financing. He reiterated he would prefer for medical uses to be located on the east end. Ms. Hanley stated she is definitely on board with standards (a)-(g) and they can come to terms with financial services. She indicated she is less excited about medical uses and referred to standard (h). Ms. Hanley then stated she had no problem with suggesting conditions and there needed to be a good balance of retail and other uses. Ms. Hanley added she did not want the broader area to be the medical district of Winnetka. Ms. Danley stated she had no problem with the financial uses but would want to talk through conditions. Chairman Bradley stated financial uses are the most important and they would likely want to consider that they are able to market a glide path for special use approval for financial services although they would still have to come back to approve the other standards. He suggested changing the 15 year time limit to the initial term for the tenant and that they could be grandfathered in if the tenant needed to sublet. Chairman Bradley also stated he would not designate it to specific areas. He then asked the Commission Members how they felt about requiring conditions.

Chairman Bradley then stated that the proposed condition that no individual use be greater than 6,500 square foot could be reduced to 6,166 square feet or 6,200 square feet. He indicated he could get behind medical uses if they claw back some of the standards. He also suggested limiting it to the first tenant or sublessee, and 6,200 square feet. Chairman Bradley stated they need to make it as commercially viable as possible.

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Ms. Hanley confirmed for the record there are already four medical uses on Lincoln and if they were to claw back one of the standards, she would recommend it be standard no. 2, of the regular special use standards. She also stated it would be less so for financial services but it should definitely be applied for medical uses. Mr. Golan asked the Commission Members why they were so against having medical uses which generate a lot of foot traffic and suggested medical uses not be distinguished.

Ms. Danley responded the financial uses are important to the applicant in terms of their financing where medical uses are not. She then stated she would be fine with not taking back on the financial use but with a medical use, she would want to see standard no. 1 be clawed back as well as standard no. 2.

Chairman Bradley questioned whether it would be possible to limit it to the first and second sub-tenant which would be the same sort of business and for no medical office to occupy no more than 6,200 square feet. Mr. Schuster stated if they want to go above 6,500 square feet, then they would have to go back through the special use process. The Commission Members discussed at length how the square footage can be divided up. Chairman Bradley suggested to hold the square footage at a maximum of 6,200 square feet and no more than 50% of the GFA. Chairman Bradley and Ms. Danley agreed they should pull back standard no. 1. Ms. Case suggested they throw out medical uses which will have an impact but would not be as significant as financial uses. Mr. Murphy stated medical uses would have an impact but it would not be as significant as financial uses.

Chairman Bradley stated the proposal is to condition recommending approval on standards (a)-(i) with special conditions applying to standards (h) and (i) that include the appropriateness of it to be limited to the first tenant and successor tenant on either standard (h) or (i) for no one individual use to exceed 6,200 square feet before which they would need to go through the special use process for any additional square footage. He stated the only remaining issues related to medical offices and whether any of the standards be un-italicized for the pre-approval glide path for medical uses. Ms. Case suggested any medical use should come back before the Commission.

Chairman Bradley asked the applicant with regard to the medical use, how important is it to the financing and viability of the project. Mr. Murphy responded the medical use impact would not be as profound as the financial services portion and suggested if the criteria can be tightened up to meet the Commission members' requirements, he would be able to relay to the bank they have the ability to do it which is necessary. Chairman Bradley asked if they could create a standard for a square footage maximum with regard to medical uses. Mr. Murphy agreed with Chairman Bradley's suggestion. He informed the Commission the likelihood of a dentist occupying the space is very remote since they would be paying a significant amount for rent.

Chairman Bradley then asked the Commission Members for their comments on a proposal keeping in exceptions (h) and (i) and to add a condition that states: "3. No individual Financial Use shall occupy more than 1/3 of the gross commercial square footage, or 6,500 square feet, of the building" with the Commission adding an additional item which reads: "No individual medical use shall occupy more than 3,250 square feet" outlining the limitation for the tenant and subtenant.

Commission members, Village Attorney, and Mr. Murphy discussed lease terms and how that would relate to the term for the "approval of appropriateness" that is being requested. Mr. Schoon provided clarification in what appeared the Commission was confusing tenant lease terms with the term for the period of time the Applicant is requesting "approval of appropriateness" of certain special use standards for the medical and financial service uses. The 15 years in the applicant's proposal is not about lease

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terms for tenants, but it is about the length of time that initial "approval of appropriateness of financial and medical/dental office uses" would be good for. That after 15 years, all financial uses and medical uses requiring special use approval, would need to demonstrate that they comply with all 12 of the special use standards. Up until that point in time, specific special use standards have found to be met. The Commission Members and the applicant discussed the difference between 10 and 15-year term limits from this perspective and whether it is critical to the application. Chairman Bradley asked if there were any other comments. Ms. Hanley suggested they go with a 10 year term. Mr. Nielsen agreed with a 10 year term. Ms. Danley indicated she would be more inclined to have a 10 year term over 15 years. Mr. Foley stated he is indifferent as to a 10 or 15 year term.

Chairman Bradley stated the Commission is in support of recommending approval on the application as stated on pages 7- 11 of the staff report with the following amendments:

1. That C-2 Overlay special use standard iii. on page 9, but restated as follows:

   iii. The proposed special use at the proposed location will provide for active display windows, provided that the street facing windows remain open and transparent as viewed from the sidewalk into the tenant space.

   The proposed special use at the proposed location will provide for facades, signage and lighting similar in nature and compatible with that provided by retail uses.

2. That Section F.1.c. on page 10 be amended to read as follows:

   No individual Financial Use shall occupy more than one third of the gross commercial square footage, or 6,500 square feet, of the building.

3. That a new subsection be added to Section F.1 on page 10:

   d. No individual Medical Use shall occupy more than 3,250 square feet of gross commercial square footage of the building.

4. What now becomes section F.1.e on page 10 (formerly F.1.d.), be amended to read as follows:

   e. Approval of the appropriateness of Financial Uses and Medical Uses for the Planned Development will be limited to 10 years from the effective date of any ordinance the Village Council may adopt approving the Final Planned Development.

Chairman Bradley asked if there was a motion to that effect. A motion to recommend approval as stated by Chairman Bradley was made by Ms. Hanley. The motion as seconded by Ms. Kunkle. A vote was taken and the motion unanimously passed, 8 to 0:

AYES: Bradley, Case, Danley, Foley, Golan, Hanley, Kunkle, Nielsen
NAYS: None

New Business:

a. September 6, 2023, Regular Meeting - Quorum Check.

Mr. Schoon confirmed there are no agenda items for the September meeting.

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b. October 4, 2023, Regular Meeting - Quorum Check.

The Commission Members discussed their availability.

Adjournment:

Chairman Bradley asked for a motion to adjourn. A motion was made and seconded. A vote was taken and the motion unanimously passed, 8 to 0:

AYES: Bradley, Case, Danley, Foley, Golan, Hanley, Kunkle, Nielsen

NAYS: None

The meeting was adjourned at 9:21 p.m.

Respectfully submitted,

Antionette Johnson
Recording Secretary

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MEMORANDUM
VILLAGE OF WINNETKA
COMMUNITY DEVELOPMENT DEPARTMENT

TO: PLANNED DEVELOPMENT COMMISSION

FROM: ANN KLAASSEN, ASSISTANT DIRECTOR

DATE: JANUARY 18, 2024

SUBJECT: 791 ELM STREET – JPMORGAN CHASE BANK
PLANNED DEVELOPMENT – PRELIMINARY PLAN REVIEW
(CASE NO. 2023-05-PD)

INTRODUCTION

On January 22, 2024, the Planned Development Commission is scheduled to hold a public hearing on a **preliminary planned development plan application** filed by Riverside Investment and Development Company (the "Applicant"), as the designee of the property owner, JPMorgan Chase Bank, National Association (the "Owner"), who owns 791 Elm Street. The designated architect for the project is Gensler. The proposed planned development consists of a new **three-story commercial use planned development** on the Subject Property, which consists of the following elements:

a) 8,500 square feet of retail bank and lobby on the ground floor level;

b) 18,000 square feet of corporate offices on the second and third floor levels; and

c) a total of 31 parking spaces consisting of 7 spaces at street level and 24 spaces on the lower (underground) level.

The Applicant has filed an application (**Attachment A**) seeking approval of the following subdivision and zoning relief:

A. A plat of consolidation to create one lot of record;

B. Preliminary planned development plan approval with the following zoning exceptions and special use approvals:
   a. An exception from the maximum permitted building height;
   b. An exception from the maximum front yard setback requirement;
   c. An exception from the maximum corner yard setback requirement;
   d. An exception from the minimum interior side yard setback requirement;
   e. An exception from the minimum rear yard setback requirement;
   f. An exception from the rear yard landscaped area requirement;
   g. A special use to allow parking at street level; and
   h. A special use to allow a bank use within the C-2 Commercial Overlay District.

Details of the requested exceptions and special uses are provided later in the report.

Figure 1 – Perspective from Green Bay Road

The Design Review Board held two public meetings regarding the certificate of appropriateness for the proposed development. A summary of its recommendation is provided later in this report.

A sign has been posted on the Subject Property and a newspaper notice was published in the *Winnetka Talk* on January 4, 2024, indicating the time and date of the Planned Development Commission public hearing. A mailed notice has also been sent to property owners within 500 feet of the Subject Property. As of the date of this memo, staff has not received any written comment from the public regarding this application.

PLANNED DEVELOPMENT PROCESS

As the Commission may recall from a relatively recent preliminary planned development application considered by the Commission in 2023, the review process consists of the following major steps:

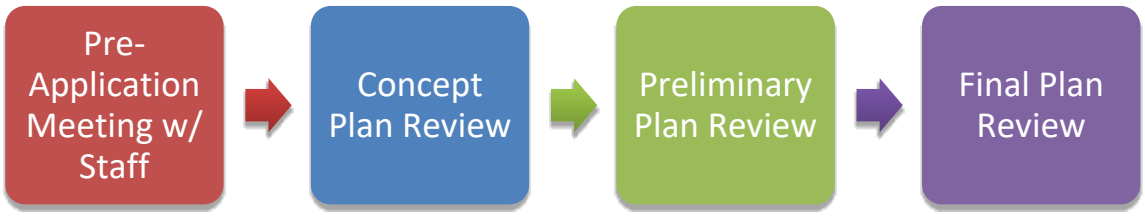


Figure 2 – Concept Plan Review

Concept Plan Review. The concept plan review step is conducted by the Village Council. The purpose of the Village Council's review of the concept plan application is to broadly acquaint the Council with an applicant's proposal. This step also provides the applicant with any preliminary concerns members of the Council may have early in the process when adjustments are still possible and prior to the applicant expending the funds necessary to prepare the complete documentation required for a preliminary plan application. After hearing the comments and suggestions from the Village Council, the applicant decides whether or not to proceed with the project. If they do proceed, the applicant then must submit a preliminary planned development application with all the required documents for review and recommendation by the Planned Development Commission and the Design Review Board.

On June 20, 2023, the Village Council conducted the concept plan review of the proposed three-story commercial building. The current preliminary proposal is generally consistent with the site layout and building floor plans as presented at the June 20, 2023, concept plan review; however, the design of the building façade has changed in response to comments from Council members. Copies of a couple images from the June 2023 concept plan review are below and on the following page.

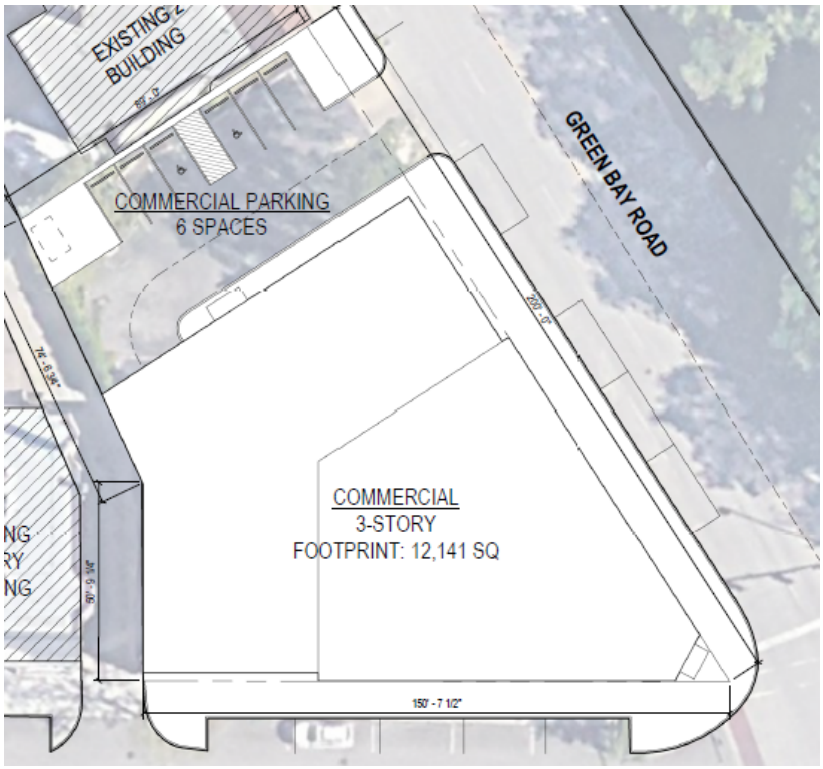


Figure 3 - Concept Plan - Site Plan Presented to Council June 20, 2023

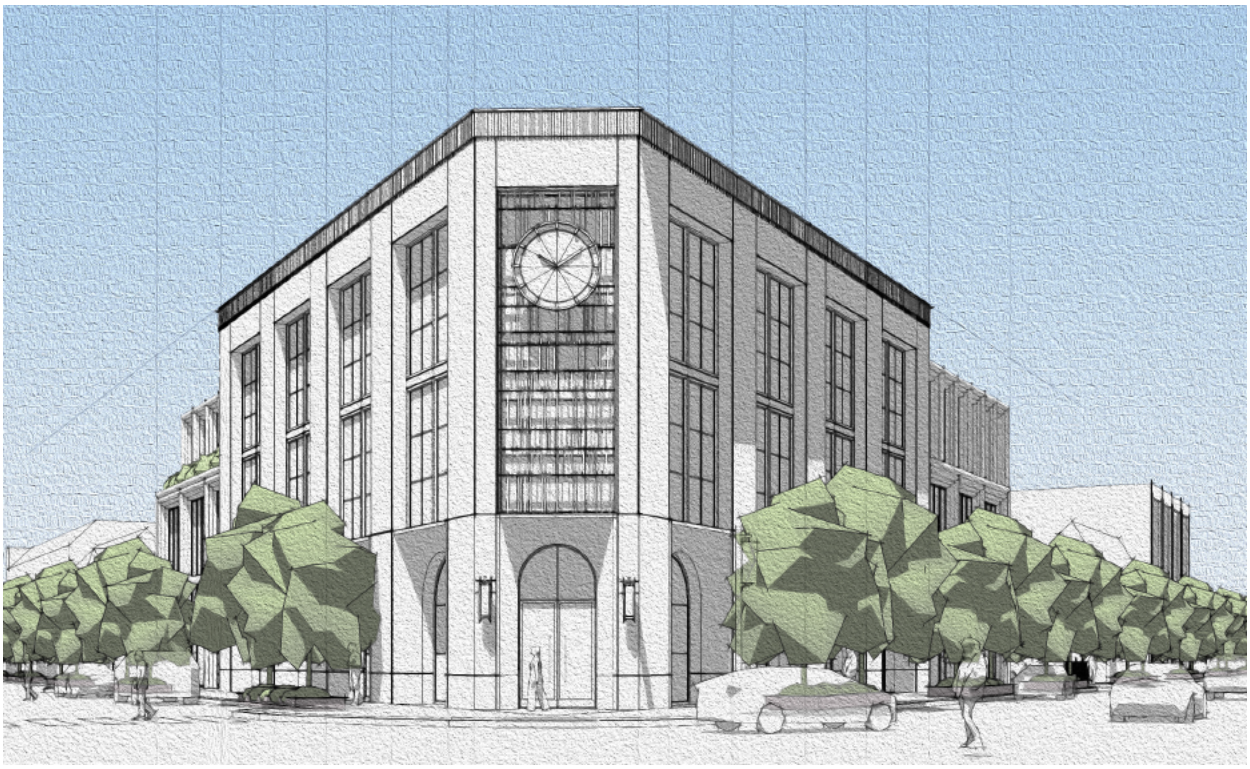


Figure 4 - Concept Plan – Perspective Drawing Presented to Council June 20, 2023

During the concept plan review, Council members expressed that they were generally open to the proposed development and the design of the building; however, ***individual Council members*** stated that the following issues should be carefully considered during the preliminary planned development process:

a) In general, Council members liked the direction the architectural design was taking, while a few thought a little more work could be done, such as:
    a. A couple of trustees indicated that they liked the contemporary art deco design; others expressed reservations and questioned if the design and proposed materials could be more contextual to Winnetka.
    b. Most of the trustees were concerned with the proposed height; however, they did not express concern regarding the setback exceptions. The Applicant was encouraged to reconsider the height of the parapet and consider additional articulation to minimize the appearance of building height.
    c. A few trustees noted that they like the clock at the corner, while another trustee thought it felt decorative and non-functional.

b) Regarding the commercial office space:
    a. Most of the trustees commented on parking. Two asked how many employees would be working on site and where they would park. While another trustee commented that the location of the transformer limited parking and that the Village needs to really start thinking about parking and what it expects from an applicant. Ultimately, the Applicant was encouraged to be mindful of parking.

A copy of the staff report for the Council's June 20, 2023, meeting as well as a copy of the meeting minutes are included as **Attachment B.**

Preliminary Plan Review. As previously stated, the Applicant has applied for preliminary planned development approval. Preliminary plan review includes the following steps:

Figure 5 – Preliminary Plan Review

Design Review Board. The Design Review Board's role is to provide a recommendation to the Village Council regarding the design of buildings, structures, signage, and landscaping that are part of a proposed planned development in the context of the requested zoning relief.

On October 16, 2023, the Design Review Board (DRB) held its first public hearing to consider a certificate of appropriateness to allow the construction of the proposed commercial-use planned development. After hearing from Village staff, the Applicant, no members of the public were in attendance, the DRB discussed the project. The Board members suggested that: (i) the building façade be in brick and limestone, rather than terracotta and limestone; (ii) the overall building height be minimized by reducing the height of the first floor, and where possible by reducing the height of the upper floors; (iii) the amount of glass be minimized, particularly on the first floor; and (iv) a general consideration be given to the overall design and scale that this is a village, not the City.

At the Applicant's request, the DRB continued the item to the November 16, 2023, DRB meeting to provide the Applicant time to respond to the Board's comments. At the November meeting the Applicant presented revised design elements in response to the Board's comments at the October meeting. No members of the public were present. The Board expressed appreciation to the Applicant for addressing its concerns, and after a brief discussion with the Applicant regarding the revised design elements, the Board recommended approval by a vote of 4-0.

The staff reports with limited original attachments and minutes from the DRB meetings are included in **Attachment C**.

Planned Development Commission. As part of the preliminary plan review stage for a planned development, the Planned Development Commission's role is to provide a recommendation to the Village Council regarding proposed subdivision and zoning relief. The following should be noted regarding the Planned Development Commission's review:

1. A quorum of the commission consists of seven (7) members.
2. The Commission may not recommend approval of a preliminary planned development unless it has considered the application at no fewer than two public meetings.
3. The affirmative vote of five (5) Commission members is required to make a recommendation on a planned development.

Final Plan Review. The final plan review step of the planned development process is to ensure the plan to be constructed is consistent with the approved preliminary planned development plan. Final plan review consists of the following steps:

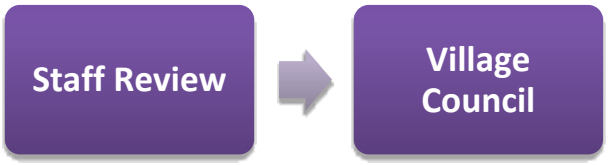


Figure 6 – Final Plan Review

During the final plan review process, the Council *may* choose to return the final application to the Planned Development Commission and/or the Design Review Board for further consideration and recommendations to the Village Council.

DESCRIPTION OF PROPERTY

The Subject Property, which is approximately 0.39 acres in size, is generally located on the northwest corner of Elm Street and Green Bay Road (Figure 7) and contains an existing two-story commercial building that is currently occupied by the Owner with retail banking on the first floor and corporate offices on the second floor. On the north side of the building is a surface parking lot that accommodates approximately 20 vehicles for bank patrons.

Figure 7 – Aerial Map

The Subject Property is zoned C-2 General Retail Commercial ("C2 District"), and a portion is located in the C-2 Commercial Overlay District ("C-2 Overlay District") as shown on the following page in Figure 8.

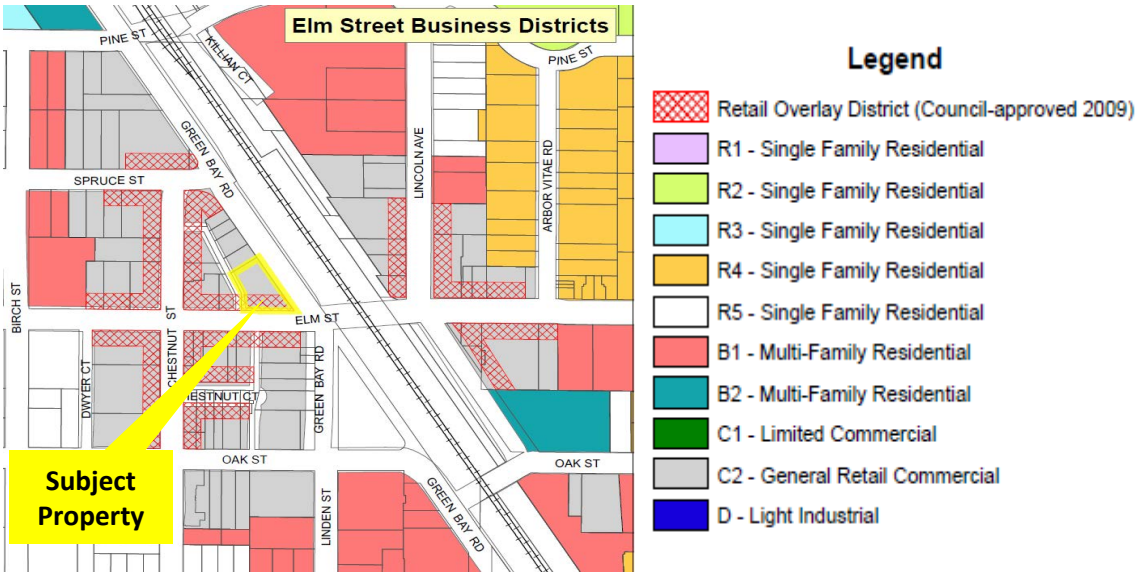


Figure 8 – Zoning Map

The Village's Comprehensive Plan designates the Subject Property as appropriate for commercial and mixed-use land uses as shown in Figure 9.

Figure 9 – Comprehensive Plan Land Use Plan – Winnetka Futures 2040 Plan

In addition to the Comprehensive Plan Future Land Use Map, the Winnetka Futures 2040 Plan contains vision statements and goals that are relevant to the proposed application, including the following:

> <u>Vibrant Business Districts Vision Statement</u>: A community with a strong commitment to supporting and enhancing its unique, walkable, mixed-use business districts, which serve both as the community's commercial and social centers.

Goal 2.3: The Village will continue to encourage the highest-quality design, materials, and maintenance for building exteriors, landscaping, and signage in the commercial districts and along the Green Bay Road corridor.

Goal 2.4: The Village will provide a business environment focused on retaining successful existing businesses, attracting businesses to the community that meet a market need, and assisting start-up business through local permitting and licensing processes.

Mobility and Connectivity Vision Statement: A progressive community with forethought in developing safe and efficient local and regional mobility connections for all through public transportation, regional trails and pedestrian and bike friendly neighborhood street networks.

Goal 8.4: The Village will continue to support quality transit service and encourage increased ridership.

Goal 8.5: The Village will manage its parking assets to support the success of its business districts while balancing parking location and supply with the needs of the distinctive walkable and transit-oriented character that is uniquely Winnetka.

CURRENT PROPOSED PLAN

As previously stated, the Applicant has submitted a preliminary planned development plan for a three-story commercial-use building which consists of the following:

- 8,500 square feet of retail banking and lobby area on the ground floor level;
- 18,000 square feet of corporate office space on the second and third floor levels; and
- 31 parking spaces; 7 spaces at street-level and 24 spaces on the lower-level (underground).

Site Design & Building Layout

The retail banking space would occupy the majority of the ground floor level and would be located along both Elm Street and Green Bay Road. The primary pedestrian entrance to the bank would be from a lobby accessed from Elm Street, with a secondary entrance lobby accessed from the surface parking lot on the north side of the building. The surface parking lot would be located along the north property line, in the same general location as the existing parking lot. The lower-level parking would be accessed from Green Bay Road along the north side of the building with a two-way drive aisle. The vehicular access to and from Green Bay Road would be from a single curb-cut. Currently the site has two curb-cuts; one for entering the parking lot, the other for exiting.

The lower-level, which consists of 24 parking spaces, would extend to fill nearly the entire site below grade. The second and third floor levels would consist of corporate offices to be occupied by the Owner. Given the request involves retail banking it is important to note that a drive-through it not included in the proposed plan.

There is an existing utility pole located at the northwest corner of the Subject Property that is to remain as it provides electric and telecommunication services to neighboring properties. A pad-mounted transformer is proposed in this same corner of the site, as well as trash and recycling containers that would be screened with a 6-foot high decorative fence. The Applicant is working with Village staff to provide the necessary utility easement for the proposed pad-mounted transformer and the existing utility pole. As of the date of this memo, a "Permanent Utility Easement Agreement", drafted by Village legal counsel, is being reviewed by the Applicant. In addition to providing the necessary facilities to service the Subject Property, the easement rights granted by the easement agreement would allow the Village to use the Permanent Easement and the

facilities to serve other properties in the Village. The Applicant understands that it is a long-term goal of the Village to underground overhead utilities and is proposing that the transformer, which would be located on the Subject Property, be utilized in the future for other properties within the immediate vicinity that are currently serviced from the pole-mounted transformer.

Given the limited land area in the commercial districts, the Village is interested in securing easements over transformer location sites to allow other potential nearby redevelopment sites to tie into it or an upgraded transformer on that site in the future. The Village sees the provision of such easements as a public benefit so that limited land in the commercial districts does not need to be used for multiple transformer locations.

Although stormwater detention is not required for the Subject Property because the site is nearly 100% impermeable, located within a Commercial District, and less than 5 acres, a stormwater retention tank is proposed underneath the lower level parking on the west side of the property, as part of a greywater program the Applicant intends to utilize for the building.

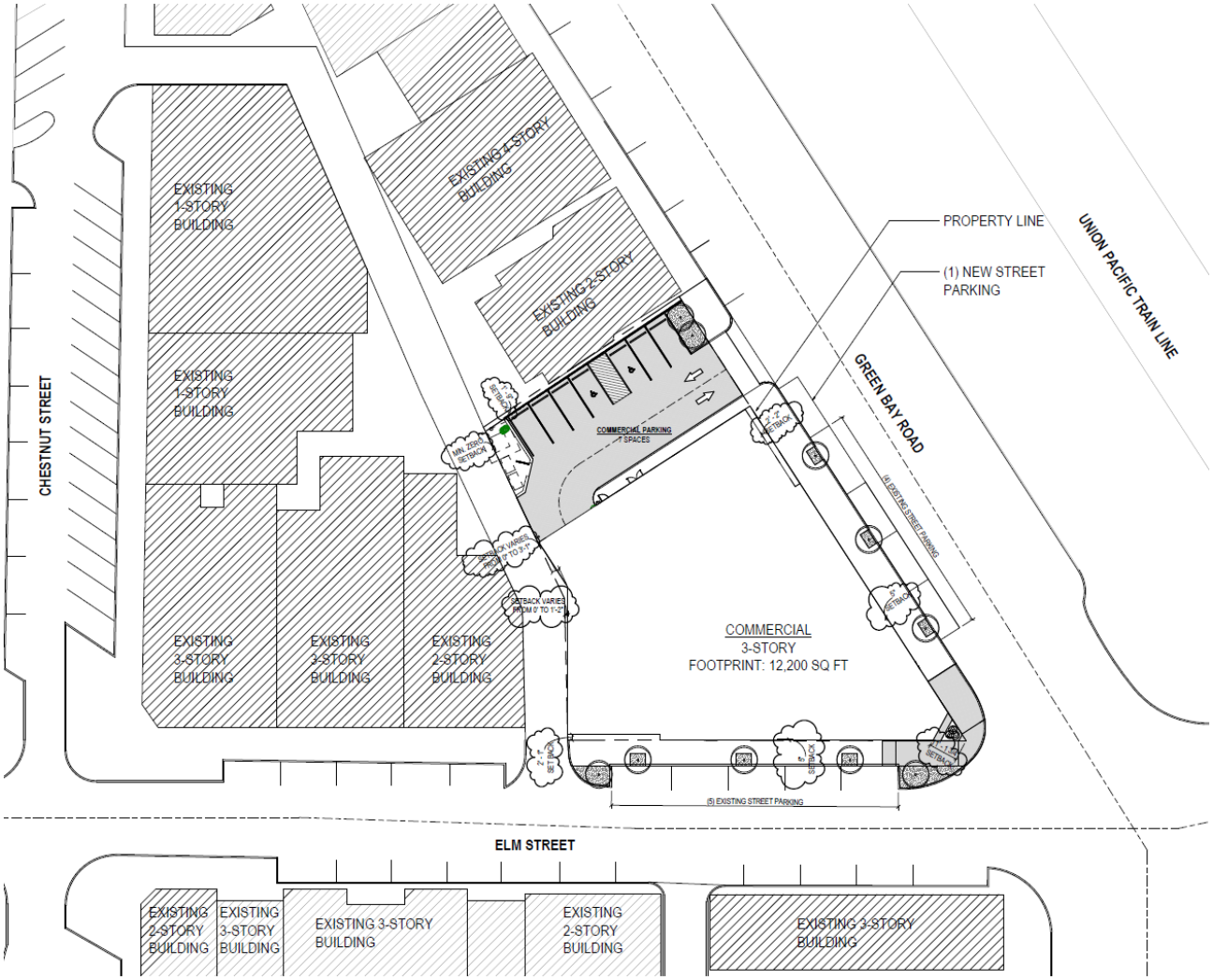


Figure 10 – Preliminary Plan – Site Plan

The proposed building materials include brick and limestone. The first floor level would consist of limestone, with the two upper floor levels in brick. The corner of the building at Green Bay Road and Elm Street would be the focal point of the building and would be setback at the corner, while also being the tallest portion of the building. The roof would be flat with the potential of a green roof tray installation. The application materials include further description of the design team's approach to the design.

Figure 11 – Preliminary Plan – Elm Street Elevation

Figure 12 – Preliminary Plan – Green Bay Road Elevation

Figure 13 – Preliminary Plan – North Elevation

Proposed Use of Building

The proposed initial uses of the building are retail banking on the ground floor, wealth management services on the second and third floors, and parking below grade. As described in the parking study, a total of approximately 45 employees are assigned to the existing bank building. Chase estimates between 70 to 75 employees will be assigned to the redeveloped bank building with a maximum of 75 to 80% of the employees working at the bank at any given time for a total of approximately 55 employees. The number of employees

for the new retail banking facility will be roughly the same as the existing retail bank, which is 25 employees. The remaining 45 to 50 employees would be for the wealth management operation. In terms of the hours of operation, the ground floor retail bank facility will keep standard banking hours, while on average the wealth management operation would be 9am – 5pm, but with flexibility based on client needs. Chase conservatively projects ("worst-case) that the number of bank customers/wealth management clients will increase by 25 percent with the new building.

According to the owner (Chase), currently 25% of employees commute to work via public transportation or alternative modes of transportation.

Traffic, Circulation, & Parking

As previously mentioned, the proposed plan includes one level of underground parking in the building, consisting of 24 spaces, as well as 7 surface parking spaces. Two of the surface parking spaces would be designated as ADA parking, one surface parking space would include an EV charging station that would be available to the public. The four remaining surface parking spaces would be signed as 30-minute parking for bank customers only. The Applicant intends to use five of the below-grade parking spaces for specific senior employees and the remaining 19 spaces for bank customers and wealth management clients. Both the surface and below-grade parking would be accessed from Green Bay Road along the north side of the building with a two-way drive aisle. Access to the public alley will be prohibited, with signage posted to that effect.

Regarding required parking, the Applicant is proposing to provide a total of 31 parking spaces, which is the same number as required by code for the commercial use of the building, which is two spaces per 1,000 square feet of floor area, excluding areas used for storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off-street parking and loading and related aisles, ramps and maneuvering space.

The Village's commercial parking requirement for new buildings is based upon the fact that the Village also provides on-street parking spaces as well as public parking lots for customers and employees of the businesses in the business district. To maintain pedestrian-oriented commercial districts and to facilitate redevelopment at the allowed intensities within the districts, the Village provides on-street parking and centralized parking lots so that each individual parcel is not consumed by parking to meet its potential demand for parking. As the Applicant notes in the parking study, 31 employees of the existing JPMorgan Chase Bank facility have "A" parking permits, which allows those employees to park in the public parking lots designated for employees of businesses in the district. Given the limited on-site private parking lots in the Village's business districts, employees of many businesses secure these parking permits. For instance, employees of other financial service businesses, whether it is in the Elm Street, Indian Hill, or Hubbard Woods business districts, have parking permits for the public lots (e.g., as of January 3, 2024: BMO Bank – 32 permits; Baird – 23; Charles Schwab – 10; Citibank – 6; North Shore Community Bank – 7; Northern Trust – 41).

In addition to providing 31 parking spaces on-site for the proposed commercial use, the site would also be served by the on-street public parking in the area as well as by public parking lots in the West Elm Business District. With the consolidation of the two existing driveways on Green Bay Road to one, the number of on-street public parking spaces along Green Bay Road would increase by one, while the number along Elm Street would remain the same at five (5) public on-street spaces.

The Applicant has submitted a traffic study prepared by KLOA to illustrate the impact of the development on traffic, as well as a separate parking study also prepared by KLOA, which are included with the Applicant's materials (Attachment A). The Village's Director of Engineering has reviewed both the traffic and parking studies to determine if both were performed based upon acceptable traffic and parking study standards. **Attachment D** includes the Director of Engineering's memo regarding the traffic and parking studies. The Director of Engineering has concluded the following:

I have reviewed KLOA's data and conclusions and concur with the findings that permitting this special use will not result in an impairment of parking within the West Elm Business District or create traffic concerns.

The proposed building is providing the minimum required number of parking spaces required for the proposed commercial use of the building, and the Applicant has provided a parking study that concludes that with the 31 parking spaces that are being provided on-site and the available public parking in the district there will be sufficient parking to meet the projected demand for customer/client and employee parking in the West Elm Business District.

Streetscape & Landscaping Design

The Applicant proposes streetscape improvements within the Village right-of-way along Elm Street and Illinois Department of Transportation (IDOT) right-of-way along Green Bay Road. The Applicant is proposing installation of pavers at the corner of Elm Street and Green Bay Road, to match the Village's Downtown Master Streetscape Plan. Additionally, the Applicant's landscape plan includes adding two Sternberg pedestrian light fixtures along Green Bay Road, consistent with the Village's streetscape plan. It should be noted that IDOT will need to approve any proposed streetscape improvements within its right-of-way.

In terms of landscaping, the Applicant is proposing a small landscaping bed at the northeast corner of the Subject Property to provide a visual buffer of the surface parking lot along Green Bay Road. This landscaping would consist of deciduous shrubs and ornamental grasses with an 18-inch ornamental fence surrounding the landscape bed. Additionally, the Applicant is proposing removing the two existing trees within the Green Bay Road right-of-way and replacing them with three trees. One tree is proposed to be replaced with two trees within the Elm Street right-of-way, as well as additional landscaping within the existing bump-outs on Elm Street. A planter is also proposed on the Subject Property at the corner of Elm Street and Green Bay Road that would contain low growing perennials.

The Applicant is proposing installation of a 6-foot tall solid wood fence along the north property line and a 6-foot tall ornamental metal fence is proposed to screen the pad-mounted transformer and the trash and recycling containers located in the northwest corner of the site.

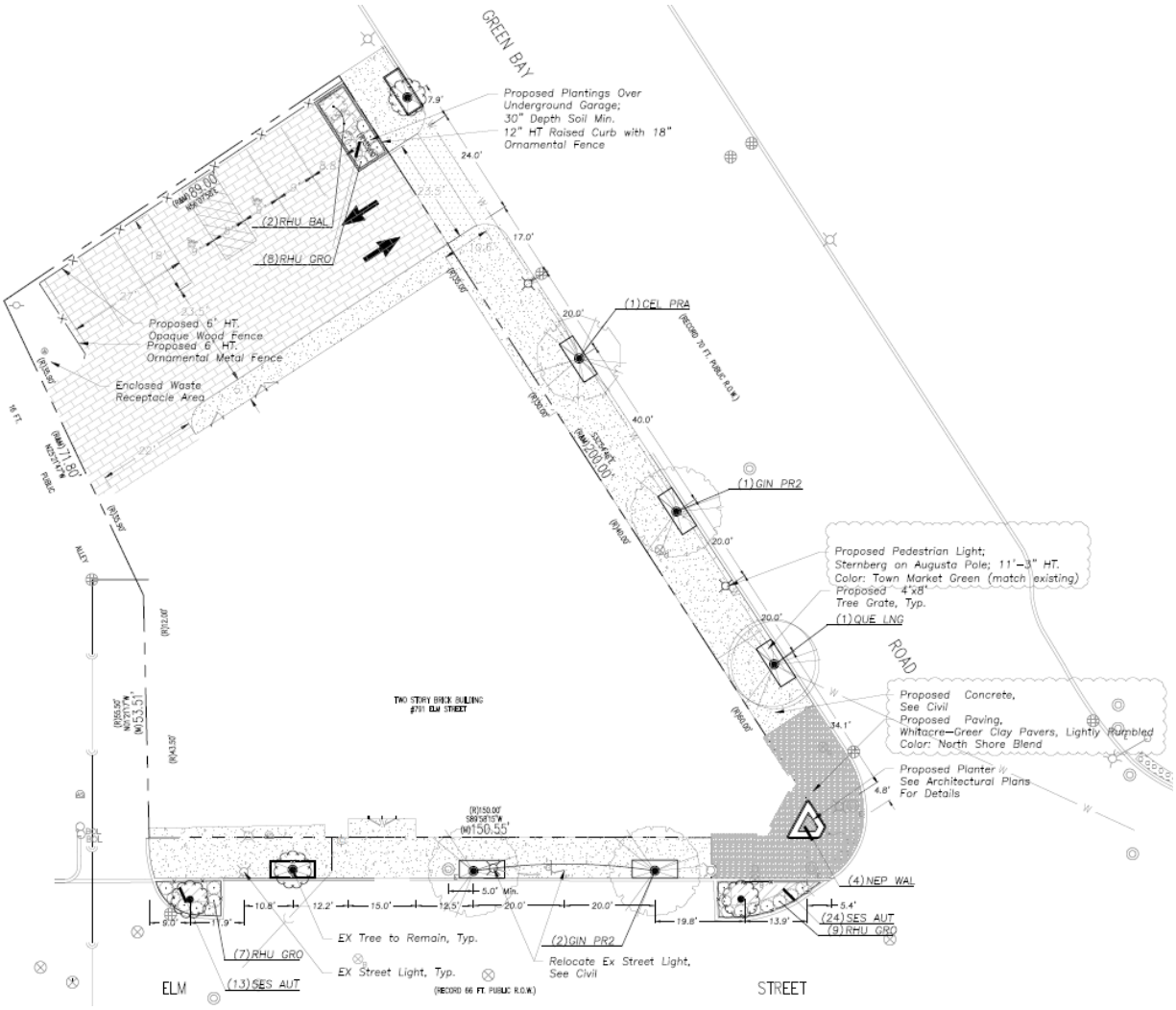


Figure 14 – Preliminary Plan – Landscape Plan

VILLAGE STAFF REVIEW

The various Village departments have reviewed the proposed plans and any comments they had have either been addressed or are technical issues that will be addressed at the time of final plan approval.

REQUIRED SUBDIVISION & ZONING RELIEF

Based upon staff's review of the preliminary plan submitted to date, the following subdivision and zoning relief has been identified:

A. Approval of a Plat of Consolidation – The existing parcels that make up the Subject Property will need to be consolidated into a single lot of record.

B. Approval of a Planned Development for a commercial-use development, which includes consideration and approval of the following ***exceptions*** from the requirements of the Zoning Ordinance and ***special uses***:

   a. The maximum **building height** allowed is 45 feet and 4 stories; the Applicant proposes a 3-story building at the following height:

      i. Building (Top of Parapet) – 51'-5" (southeast corner of building)
      ii. Building (Top of two secondary parapets) – 50'-3"
      iii. Building (Top of parapet between corner and secondary parapets) – 46'

b. The maximum **front yard setback** and **corner yard setback** shall be no more than 3 feet; the Applicant proposes the building to be setback 11'-1¾" at the southeast corner of the property.

   The purpose of a maximum front yard setback and corner yard setback in the commercial districts is to create a more consistent storefront wall as one walks along the street level of a commercial district. Having buildings setback too far from the pedestrian sidewalk breaks up this continuity. However, there may be instances when these requirements may prevent providing a public amenity or the provision of utilities to a site. In part, the Applicant proposes a greater setback at the corner to provide a landscape planter and additional walkway pavement.

c. No **side yard setback** is required, but when a side yard is provided it must be at least 3 feet; the Applicant proposes the building to be setback more than zero feet, but less than 3 feet from portions of the westerly property line along the public alley, due to the west property line not being perpendicular to the south property line or parallel to the east property line.

d. The minimum **rear yard setback** requirement is 10 feet; the Applicant proposes the building to be setback 1'-9" along the northerly property line to accommodate the lower-level parking that would be below the surface parking lot. The above grade portion of the building is setback approximately 48 feet from the rear (northerly) property line.

e. A **landscaped area** at least five feet deep is required along a rear property line; the Applicant proposes not to include such a landscaped area.

   It would appear the original intent of this required landscaped area is to provide a landscape buffer at the rear of all commercial properties. The Applicant is requesting a significant reduction in the required rear yard setback in order to construct the proposed below-grade parking within 1'9" of the northerly property line, hence the requested exception from the landscaping buffer requirement.

f. **Parking located on street-level** requires special use approval; the Applicant proposes ground-level surface parking on the north side of the building.

   In order to encourage below-grade parking, which is allowed by right, the Zoning Ordinance requires off-street parking located at street-level to receive approval of a special use permit. As previously noted, the proposed parking would be provided in both the surface parking lot at street-level and the lower-level parking garage, both of which would be accessed from a two-way driveway off Green Bay Road.

g. **Financial Uses** such as a bank or credit union without drive-through facilities require special use approval when located in the C-2 Overlay District; the Applicant requests special use approval to allow the retail bank on the ground level.

Special Use Approval for Financial Use.

The Zoning Ordinance provides for the Planned Development Commission to conduct public hearings regarding all special use applications received by the Village concurrently with an application for approval of a planned development. This application includes special use approval to allow (a) parking on street-level, and (b) Financial Uses in the C-2 Overlay District. This section of the report focuses on the Applicant's use requests within the C-2 Overlay District.

The C-2 Overlay District applies to the first 50 feet of a property along the street property line in portions of the C2 District. The figure on the following page shows approximately where the C-2 Overlay District falls on

the Subject Property. As previously stated, the retail banking operation will have 25 employees and the wealth management operation will have 45 to 50 employees at most on-stie at one time.

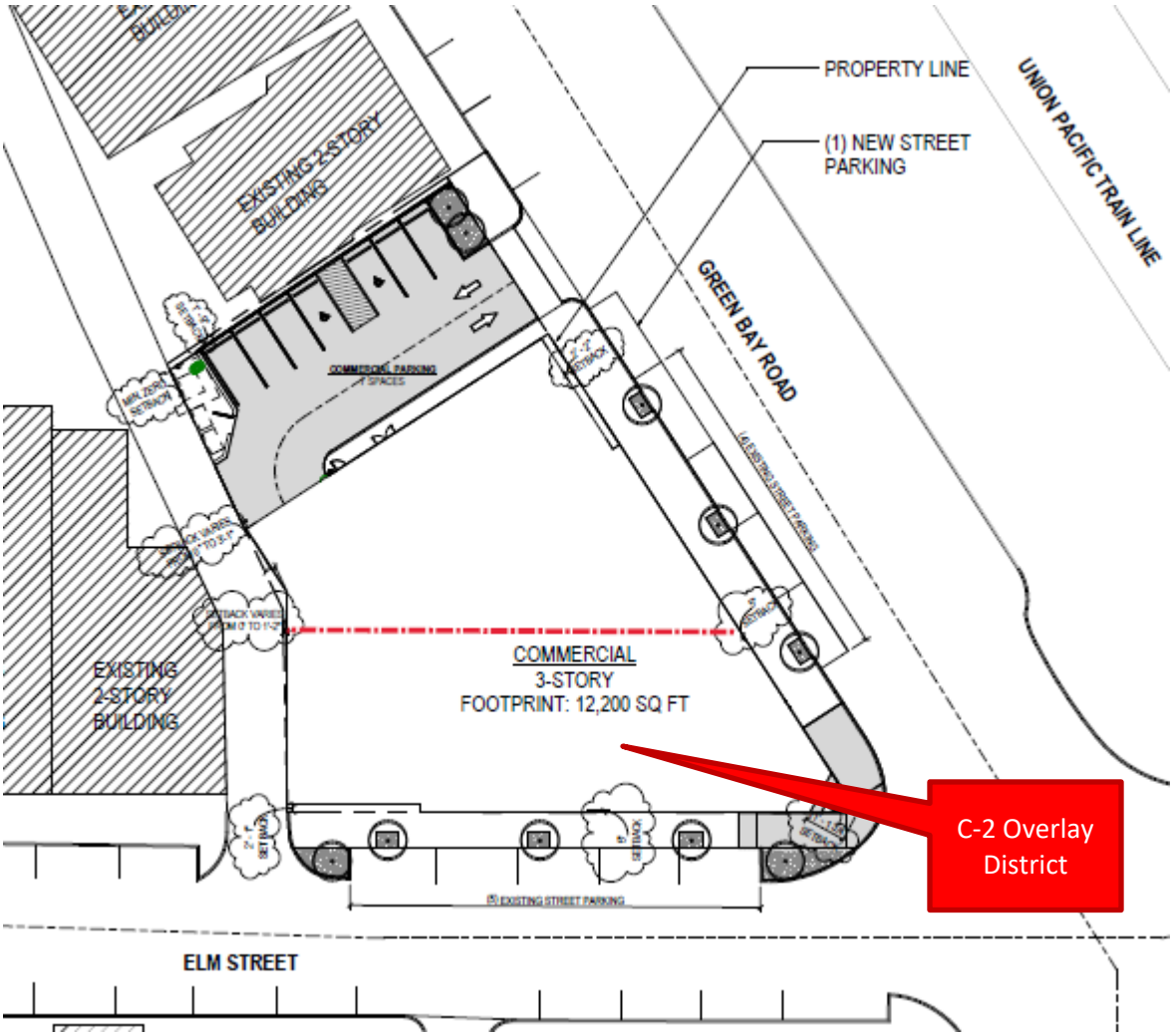


Figure 15 – Subject Property – C-2 Overlay District

As the Commission considers the special use request for the Financial Use (retail bank on the ground floor level, without a drive-through), the Commission will want to take into consideration the special use standards the Commission is to consider for all special uses and those additional standards for special uses that fall within the C-2 Overlay District, both of which are provided below.

Special Use Standards for All Special Uses

1. That the establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, comfort, morals or general welfare;
2. That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
3. That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways;

5. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided; and
6. That the special use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes.

Additional Standards for Special Uses Within the Overlay District

1. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses.
2. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage.
3. The proposed special use at the proposed location will provide for active display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses.
4. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from street in such a fashion as to invite customers to browse or dine.
5. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be twenty (20) feet with a minimum gross floor area of four hundred (400) square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation.
6. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses.

PLANNED DEVELOPMENT STANDARDS, EXCEPTIONS STANDARDS, AND COMPENSATING BENEFITS

When considering a planned development, the Commission is to consider the standards for approving a planned development and the standards for granting exceptions associated with a planned development. No special use permit for a planned development shall be recommended by the Planned Development Commission or approved by the Village Council unless it is found:

1. That the proposed development and the use or combination of uses furthers the goals and objectives of the Comprehensive Plan;
2. That the establishment, maintenance and operation of the planned development will not be detrimental to or endanger the public health, safety, health, comfort, morals or general welfare, or have a negative environmental impact on the neighborhood or Village;
3. That the planned development will not unreasonably impede the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor unreasonably diminish or impair property values in the immediate vicinity;
4. That the establishment of the planned development will not unreasonably impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
5. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways;
6. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the planned development exist or are to be provided; and
7. That the planned development in all other respects conforms to the applicable regulations of this and other applicable Village ordinances and codes.

In addition to the general standards for considering a planned development, the following standards shall be considered in reviewing any request for exceptions to the subdivision regulations or underlying zoning district

use, lot, space, bulk, yard, and parking regulations, as each standard may be applicable:

1. The proposed exception will enhance the overall quality of the development, the design of the structures, and the site plan to further the goals and objectives of the Comprehensive Plan and the Design Guidelines;
2. The proposed exception will enable the development to offer environmental and pedestrian amenities available to all residents of the Village;
3. The proposed exception will not cause an adverse impact on neighboring properties that outweigh the public benefits of the development;
4. The proposed exception will contain a proposed design and use, or combination of uses, that will complement the character of the surrounding neighborhood; and
5. The proposed exception will provide a public benefit to the Village, as described in Section 17.58.120.B of this Code.

Section 17.58.120.B talks about public benefits in terms of a compensating benefit, the purpose of which is to advance the Village's physical, cultural, environmental and social objectives in accordance with the Comprehensive Plan and other plans and policies. The Code section provides a non-exclusive list of potential compensating benefits that may include:

1. The provision of community amenities for public use, such as plazas, malls, formal gardens, places to congregate, outdoor seating, and pedestrian facilities;
2. The preservation of existing historic features;
3. The dedication and provision of public open space and public recreational amenities, such as recreational open space, including accessory buildings, jogging trails, playgrounds, and similar recreational facilities;
4. The adaptive reuse of existing buildings;
5. The provision of public car and/or bike share facilities;
6. The provision of off-street public parking spaces;
7. The provision of affordable housing units;
8. The incorporation of building and site elements that enhance the environment and increase sustainability; and
9. The provision of uses, spaces, or infrastructure that provide a benefit to the public and which there is a demonstrated public need.

In support of its request, the Applicant has provided the attached application materials which include a narrative addressing the standards and compensating benefits. The Applicant has identified the **compensating benefits** for this project as:

a) *The high sustainability targets proposed will not only enhance the environment but will reduce the overall burden on the municipal utilities including energy, water, stormwater, and waste management.*
b) *The provision of (1) EV charging station at surface level parking to be used by the community.*
c) *The provision of (1) additional on-street parking spot, that currently does not exist.*
d) *To promote the Village's goal to transfer all overhead utilities to underground, the project proposes to provide a pad-mounted "shared" electrical transformer within the project property lines and a Utility Easement to the Village; so that power may be distributed to other properties in the alley currently served by the pole-mounted transformer.*

In addition, the Applicant has provided additional information to support its application, including the following studies:

a. Fiscal Analysis Report
b. Traffic Impact Study

c. Parking Study
d. Building Shadow Study

Based upon the written application materials submitted by the Applicant, the information the Applicant presents during the public hearing, and the comments provided by the public, the Commission will need to determine if the proposed development conforms with the standards for approving a planned development and the requested zoning exceptions as well as the standards for approving special uses.

RECOMMENDATION

At the January 22, 2024, Planned Development Commission meeting, the Commission is scheduled to consider the Applicant's proposed planned development and associated exceptions and special uses as well as the plat of consolidation.

After hearing from the Applicant and the public, the Commission may decide to act on one of three options:

1) Continue the public hearing to a specific date to provide the Applicant and/or staff with additional time to address questions and comments from the Commission.

2) Continue the public hearing to a specific date for consideration of a motion recommending approval of the planned development and associated exceptions. As previously noted, the Commission may not recommend approval of a preliminary planned development unless it has considered the application at no fewer than two public meetings. A draft of such a motion is provided on the following pages for future reference.

3) Consider a motion recommending denial of the planned development and associated exceptions. A draft of such a motion is provided on the following pages.

Staff and the Applicant will be present at the January 22 meeting to present a summary of the application and to answer any questions.

ATTACHMENTS

Attachment A: Application Materials
Attachment B: June 20, 2023, Village Council Review of Concept Plan for Subject Property
Attachment C: October 16, 2023, and November 17, 2023, Design Review Board Review of Preliminary Plan Staff Reports (with limited attachments) and Meeting Minutes
Attachment D: Village Engineer Memo Regarding Traffic & Parking Studies and Stormwater Management

Recommendation of Approval [Only provided for information; must wait until subsequent meeting to adopt.]

The Planned Development Commission **recommends approval** of the preliminary plan for the JPMorgan Chase Bank Planned Development to be located at 791 Elm Street, and it adopts the following findings of fact:

A. The JPMorgan Chase Bank Planned Development ***is in conformity*** with the standards set forth in Section 17.58.110 of the Zoning Ordinance:

   1. That the proposed development and the use or combination of uses furthers the goals and objectives of the Comprehensive Plan;
   2. That the establishment, maintenance and operation of the planned development will not be detrimental to or endanger the public health, safety, health, comfort, morals or general welfare, or have a negative environmental impact on the neighborhood or Village;
   3. That the planned development will not unreasonably impede the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor unreasonably diminish or impair property values in the immediate vicinity;
   4. That the establishment of the planned development will not unreasonably impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
   5. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways;
   6. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the planned development exist or are to be provided; and
   7. That the planned development in all other respects conforms to the applicable regulations of this and other applicable Village ordinances and codes.

B. The following zoning exceptions that are part of the JPMorgan Chase Bank Planned Development:

   1. Building height of 51'-5" and 3 stories, whereas a maximum of 45 feet and 4 stories is permitted [Section 17.46.020.B – Height];
   2. Front yard setback from Elm Street of 11'-1¾", whereas a maximum of three feet is allowed [Section 17.46.030 – Table 17-3 - Front Yard Setback];
   3. Corner yard setback from Green Bay Road of 11'-1¾", whereas a maximum of three feet is allowed [Section 17.46.030 – Table 17-3 - Corner Yard Setback];
   4. Side yard setback greater than zero feet, but less than three feet, from portions of the westerly property line along the public alley [Section 17.46.030 – Table 17-3 – Interior Side Yard Setback];
   5. Rear yard setback of 1'-9" from the northerly property line; whereas a minimum of 10 feet is required, [Section 17.46.030 – Table 17-3 - Rear Yard Setback]; and
   6. No landscape area provided along the rear yard; whereas a landscaped area at least five feet deep is required [Section 17.46.130 –- Landscaping];

   are in conformity with the standards set forth in Section 17.58.120 of the Zoning Ordinance:

      a. The proposed exception will enhance the overall quality of the development, the design of the structures, and the site plan to further the goals and objectives of the Comprehensive Plan and the Design Guidelines;

b. The proposed exception will enable the development to offer environmental and pedestrian amenities available to all residents of the Village;

c. The proposed exception will not cause an adverse impact on neighboring properties that outweigh the public benefits of the development;

d. The proposed exception will contain a proposed design and use, or combination of uses, that will complement the character of the surrounding neighborhood; and

e. The proposed exception will provide a public benefit to the Village, as described in Section 17.58.120.B of this Code.

C. The following special use that is part of the JPMorgan Chase Bank Planned Development:

1. Parking on street-level.

is in conformity with the standards set forth in Section 17.56.120 of the Zoning Ordinance:

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

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

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

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

e. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided; and

f. That the special use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes.

D. The following special use that is part of the JPMorgan Chase Bank Planned Development and is located in the C-2 Commercial Overlay District:

1. Financial Use that includes a bank without drive-through facilities.

is in conformity with the standards set forth in Section 17.56.120 of the Zoning Ordinance:

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

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

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

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

e. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided; and

f. That the special use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes;

and is in conformity with the standards set forth in Section 17.44.020 of the Zoning Ordinance:

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

b. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage.

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

d. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from street in such a fashion as to invite customers to browse or dine.

e. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be twenty (20) feet with a minimum gross floor area of four hundred (400) square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation.

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

E. The requested Plat of Consolidation of the Subject Property to create one lot of record, ***does meet*** the standards set forth in Section 16.12.010 of the Subdivision Code.

F. [The Planned Development Commission finds the inclusion of the following additional conditions is warranted in order to adopt a recommendation of approval.

1.

2. **]**

Recommendation of Denial

The Planned Development Commission **recommends denial** of the preliminary plan for the JPMorgan Chase Bank Planned Development to be located at 791 Elm Street, and it adopts the following findings of fact:

A. The JPMorgan Chase Bank Planned Development ***is not in conformity*** with the standards set forth in Section 17.58.110 of the Zoning Ordinance, which are set forth below:

1. That the proposed development and the use or combination of uses furthers the goals and objectives of the Comprehensive Plan;
2. That the establishment, maintenance and operation of the planned development will not be detrimental to or endanger the public health, safety, health, comfort, morals or general welfare, or have a negative environmental impact on the neighborhood or Village;
3. That the planned development will not unreasonably impede the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor unreasonably diminish or impair property values in the immediate vicinity;
4. That the establishment of the planned development will not unreasonably impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
5. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways;
6. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the planned development exist or are to be provided; and
7. That the planned development in all other respects conforms to the applicable regulations of this and other applicable Village ordinances and codes.

B. The following zoning exceptions that are part of the JPMorgan Chase Bank Planned Development:

1. Building height of 51'-5" and 3 stories, whereas a maximum of 45 feet and 4 stories is permitted [Section 17.46.020.B – Height];
2. Front yard setback from Elm Street of 11'-1¾", whereas a maximum of three feet is allowed [Section 17.46.030 – Table 17-3 - Front Yard Setback];
3. Corner yard setback from Green Bay Road of 11'-1¾", whereas a maximum of three feet is allowed [Section 17.46.030 – Table 17-3 - Corner Yard Setback];
4. Side yard setback greater than zero feet, but less than three feet, from portions of the westerly property line along the public alley [Section 17.46.030 – Table 17-3 – Interior Side Yard Setback];
5. Rear yard setback of 1'-9" from the northerly property line; whereas a minimum of 10 feet is required, [Section 17.46.030 – Table 17-3 - Rear Yard Setback]; and
6. No landscape area provided along the rear yard; whereas a landscaped area at least five feet deep is required [Section 17.46.130 –- Landscaping].

are not in conformity with the standards set forth in Section 17.58.120 of the Zoning Ordinance:

a. The proposed exception will enhance the overall quality of the development, the design of the structures, and the site plan to further the goals and objectives of the Comprehensive Plan and the Design Guidelines;

b. The proposed exception will enable the development to offer environmental and pedestrian amenities available to all residents of the Village;

c. The proposed exception will not cause an adverse impact on neighboring properties that outweigh the public benefits of the development;

d. The proposed exception will contain a proposed design and use, or combination of uses, that will complement the character of the surrounding neighborhood; and

e. The proposed exception will provide a public benefit to the Village, as described in Section 17.58.120.B of this Code.

C. The following special use that is part of the JPMorgan Chase Bank Planned Development:

1. Parking on street-level.

is <u>not</u> in conformity with the standards set forth in Section 17.56.120 of the Zoning Ordinance:

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

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

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

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

e. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided; and

f. That the special use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes.

D. The following special use that is part of the JPMorgan Chase Bank Planned Development and is located in the C-2 Commercial Overlay District:

1. Financial Use that includes a bank without drive-through facilities.

is <u>not</u> in conformity with the standards set forth in Section 17.56.120 of the Zoning Ordinance:

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

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

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

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

e. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the special use exist or are to be provided; and

f. That the special use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes;

and is <u>not</u> in conformity with the standards set forth in Section 17.44.020 of the Zoning Ordinance:

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

b. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage.

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

d. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from street in such a fashion as to invite customers to browse or dine.

e. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be twenty (20) feet with a minimum gross floor area of four hundred (400) square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation.

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

E. The requested Plat of Consolidation of the Subject Property to create one lot of record, ***does <u>not</u> meet*** the standards set forth in Section 16.12.010 of the Subdivision Code.

[Note: If the Planned Development Commission elects to recommend denial, a motion should be made and seconded to recommend denial. Following such a motion, and prior to voting on the motion, Commission members may wish to identify those standards which they find the project to be inconsistent.]

ATTACHMENT A

Application Materials Submitted by Applicant for the JPMorgan Chase Bank Project
January 22, 2024, Planned Development Commission

1. Statement of Objectives and Proposed Use, Compensating Benefits Narrative & Sustainability Strategies dated August 18, 2023
2. Planned Development Standards, Exception Standards, & Special Use Standards for Parking on Street-level dated December 22, 2023
3. Special Use Permit Application – Street-Level Parking Narrative, dated September 18, 2023
4. Special Use Permit Application – Commercial Overlay District – Financial Use Narrative, dated September 18, 2023
5. Riverside Investment & Development Overview
6. Architectural plan sheets, lighting plan sheet, plat of survey, preliminary engineering plans, landscape plan sheets, construction logistics and schedule
7. Plat of Consolidation, prepared by Chicago Guarantee Survey Company, dated January 10, 2024
8. Traffic Impact Study, prepared by KLOA, dated August 14, 2023
9. Parking Study, prepared by KLOA, dated January 10, 2024
10. Fiscal Analysis, prepared by Teska Associates, dated, August 11, 2023
11. Phase 1 Environmental Assessment, prepared by Environmental Consulting Group, Inc., dated April 5, 2023. *(**Available for Review in the Winnetka Community Development Department**)*
12. Planned Development Preliminary Plan Application form, dated August 16, 2023
13. Application forms for Plat of Consolidation, Street-Level Parking SUP, and Financial Use SUP

STATEMENT OF OBJECTIVES AND PROPOSED USE

Owner: JPMorgan Chase
Developer: Riverside
Architect: Gensler
Project Address: 791 Elm Street
Use: Retail Branch Bank and Corporate Offices

The proposed development will replace the existing building at 791 Elm Street, currently occupied by JPMorgan Chase ("JPMC"). The current building has increasingly become too small and no longer suits their future business and growth needs. JPMC prefers to remain at the current location in downtown Winnetka. JPMC will be directly funding the project in full.

The new building will be a build-to-suit development to meet the needs of JPMC. The program will comprise of approximately 8500sf of Retail Branch Bank and Lobby on ground floor and approximately 18,000sf of Corporate Offices on the 2nd and 3rd floors. Below grade parking will be accommodated in a 16,600sf basement garage.

At the intersection of Green Bay Road and Elm Street, the new building serves as a gateway into Winnetka's central business district and a highly visible landmark in the community. The proposed design carefully considers the context and character of the surrounding neighborhood and seeks to create a building that seamlessly integrates into the fabric of the community while also reflecting the forward-thinking needs of JPMC.

To achieve this, the design breaks down the scale of the building to create visual interest along the highly walkable Elm Street corridor. By using a variety of materials, textures, and shapes, the building's façade responds to the rhythm and scale of the adjacent neighborhood, creating a harmonious and visually appealing streetscape.

At the corner, the building acknowledges the more vehicular-dominated Green Bay Road by creating a double-height space that showcases the active spaces of the building's interior. This feature creates a strong visual connection between the building and the street, drawing attention to the building and creating a sense of arrival for visitors.

The building's material palette includes warm, natural colors and textures that complement the surrounding environment and create a sense of warmth and welcome for visitors, while also matching the tonality of the Central Business District's existing buildings.

In addition, the design pays homage to Winnetka's architectural heritage by incorporating contextual influences into the building's design. These features create a timeless and sophisticated look that reflects the village's history and character while also remaining modern and innovative.

The new building will be designed with ambitious sustainable targets such as: reduce energy use by at least 50%; reduce embodied carbon by a min. 20%; reduce potable water use by at least 35%; detain and/or treat stormwater on site; and divert 80% of construction waste from the landfill. See the Sustainable Strategies drawing for more specifics. All of these strategies are intended to reduce the overall burden on the Village's utility infrastructure as well provide a positive environmental impact by reducing the amount of carbon emissions the project will produce.

Conformity of Comprehensive Plan:

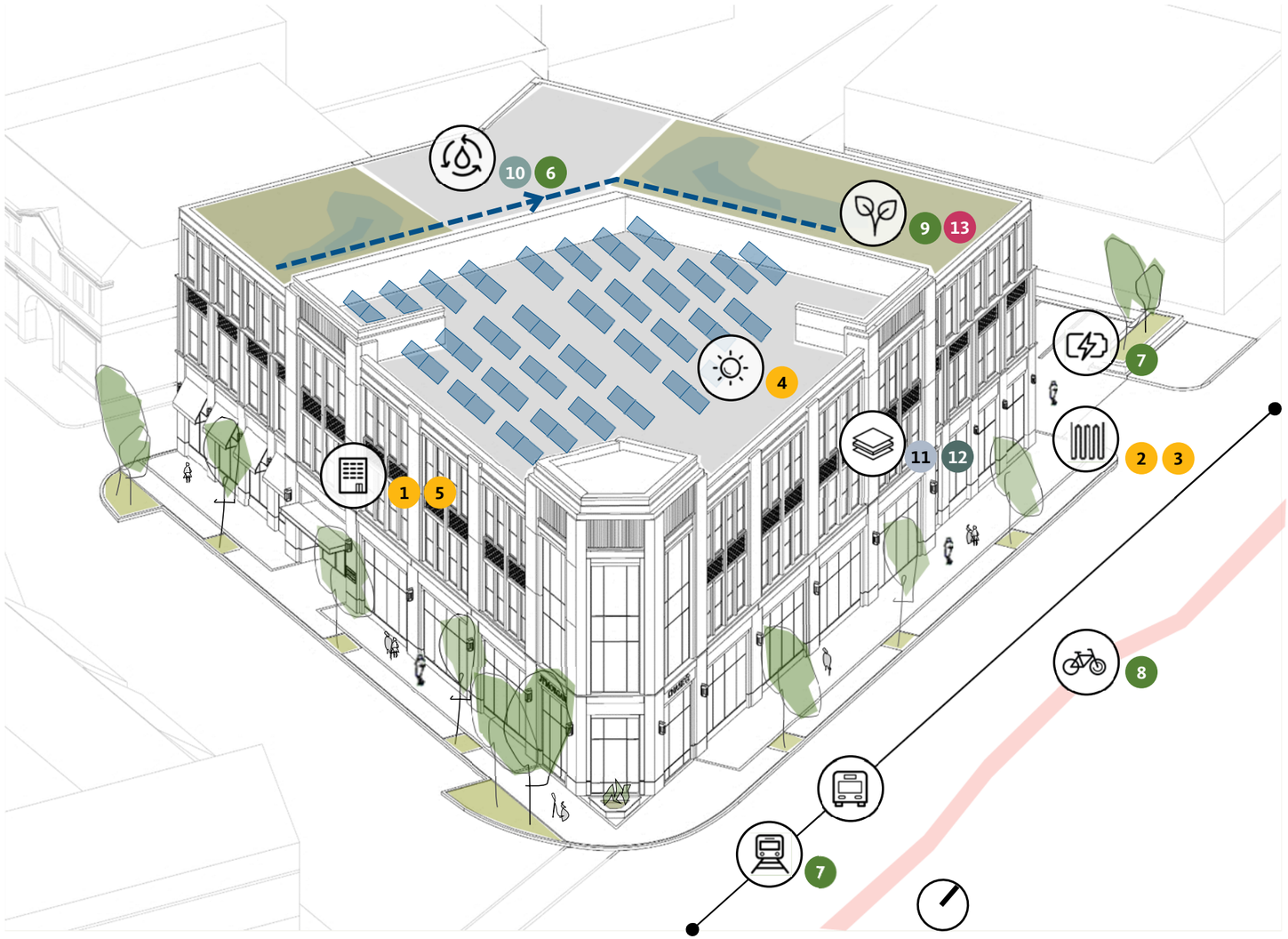
The existing use of the site is a retail bank on the 1st floor and banking offices on the 2nd floor. The new development will be expanding the overall footprint of the building to accommodate the future growth in Winnetka. The building will provide many sustainable goals which have previously been discussed in the application. Within the Village of Winnetka's comprehensive plan map the existing and future zoning/land use for this site remains unchanged. The project will far exceed the future sustainable and environmental goals set forth in the Village of Winnetka's Comprehensive plan.

We propose the following as **Compensating Benefits**:

- The high sustainability targets proposed above will not only enhance the environment but will reduce the overall burden on the municipal utilities including Energy, Water, Stormwater, and Waste Management.
- Provide (1) EV charging station at surface level parking to be used by the community.
- Provide (1) additional street parking spot, that currently does not exist.
- To promote the Village's goal to transfer all overhead utilities to underground, the project proposes to provide a pad mounted "shared" Electrical Transformer within the project property lines and a Utility Easement to the Village; so that power may be distributed to other properties in the alley currently served by the pole-mounted transformer.

See attached for the current plat of survey.

SUSTAINABLE STRATEGIES



Designing to the principles of
LEED and **ILFI CORE**

CORE
GREEN BUILDING
CERTIFICATION

Zero Carbon (Scopes 1, 2, and 3)

Building Operational Carbon

1. Low energy use building
2. Considering geothermal (efficient heating and cooling system)
3. All-electric development without on-site combustion
4. Solar panels

Building Embodied Carbon

5. Mass timber structure (low-carbon)
   - Dedicating demolished material towards recycling programs
   - Interior materials with lower than industry average global warming potential

Site and Landscape

6. On-site stormwater retention
7. Sustainable transit network, EV chargers
8. Bike parking (open to visitors)
9. Considering green roofs with native vegetation

Potable Water

10. Indoor water use reduction with low-flow fixtures and rainwater reuse
    - Water treatment without any chemicals

Occupant Health, Wellness, & Experience

- Universal and inclusive design principles, human scaled pedestrian experience
- Access to quality daylight and views

11. Biophilic design elements (natural materials and patterns, daylit spaces)
    - Enhanced indoor air quality and occupant comfort

Material Management

- Construction waste diversion, recycle and compost collection
- Use of certified healthy and responsible materials

12. Materials which support local business and reduce transportation related carbon

Community Impact

- Inclusive workforce

13. Passive design strategies and green infrastructure make the building resilient

PLANNED DEVELOPMENT STANDARDS AND EXCEPTION STANDARDS

	Zoning Requirements	Proposed	
Land Use **Special Use Required:** **Retail Bank;** **Parking at street level;**	C-2 Commercial Overlay		
Development Site Size	17,002 sq.ft. = 0.39 acre		
Building Gross Floor Area			
Excluding Parking		34,800	sq.ft.
With Parking		51,400	sq.ft.
Level 01		10,400	sq.ft.
Level 02		12,200	sq.ft.
Level 03		12,200	sq.ft.
Basement		16,600	sq.ft.
Building Height **Exception Required**	45 ft. and 4 stories	51' - 5". and 3 stories	
On-Site Parking	Commercial Use	Required	Provided
	2 spaces/1,000 sq.ft.	x 15,400* sq.ft. = 31 spaces	31 spaces
Setbacks			
Front Yard Setbacks (along Elm Street and GB Road) **Exception Required**	0-3 ft.	0 ft. >3' at southeast corner	
Side Yard Setbacks (along west property line) **Exception Required**	0 ft. (3 ft.)	varies from 0' to 3'5"	
Rear Yard Setbacks (along north property line) **Exception Required**	10ft. Minimum	>10 ft. above grade 2 ft. below grade	
Landscaping			
Along Rear Property Line **Exception Required**	5 ft. minimum	0 ft.	
* estimated floor area, follow zoning ordinance Section 17.46.110.F.3, excluded areas used for storage, MEP, restrooms, common areas, and hallways, see Appendix A			

APPLICATIONS FOR APPROVAL OF SPECIAL USE PERMITS FOR A PLANNED DEVELOPMENT, GROUND FLOOR RETAIL BANKING AND ON-SITE PARKING AT STREET-LEVEL IN THE C-2 COMMERCIAL OVERLAY DISTRICT 791 ELM STREET, WINNETKA, ILLINOIS

I. SATISFACTION OF STANDARDS IN SECTION 17.58.110 (Planned Developments)

No special use permit for a planned development shall be recommended by the Planned Development Commission or approved by the Village Council unless it is found that:

(1) That the proposed development and the use or combination of uses furthers the goals and objectives of the Comprehensive Plan;

Response: The proposed development will further the goals and objectives of the Comprehensive Plan by enhancing the character of the surrounding commercial district and utilizing sustainable development strategies that will far exceed the sustainability goals stated in the Village's comprehensive plan. The proposed design incorporates existing architectural features and utilizes a variety of fixtures and materials to create a harmonious and visually appealing streetscape. The intended use conforms to the commercial nature of the surrounding area and furthers the goals set forth in the Comprehensive Plan for commercial expansion.

(2) That the establishment, maintenance and operation of the planned development will not be detrimental to or endanger the public health, safety, health, comfort, morals or general welfare, or have a negative environmental impact on the neighborhood or Village;

Response: The proposed development will not be detrimental to or endanger the public health, safety, health, comfort, morals or general welfare, or have a negative environmental impact on the neighborhood or Village. The same high-quality care, attention and standards currently exemplified will carry over to the new building. The proposed development will have a positive impact on the safety, health and welfare of the surrounding neighborhood by contributing to the pedestrian nature of the area and reducing the need for street parking. This will benefit surrounding business owners by increasing access to street parking for their patrons. Further, current plans place an emphasis on sustainability, thereby minimizing the environmental impact to the surrounding area.

(3) That the planned development will not unreasonably impede the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor unreasonably diminish or impair property values in the immediate vicinity;

Response: The property is currently operated as a retail bank with a portion being corporate banking offices. This remains the intended use for the new building. The proposed development maximizes the utility of the site to provide services related to the existing use. The building improvements were designed to incorporate significant architectural features that contribute to the aesthetic of the neighborhood. Furthermore, the addition of on-site parking, will benefit surrounding business by increasing the availability of on-street parking in the neighborhood.

(4) That the establishment of the planned development will not unreasonably impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

Response: The property is currently operated as a retail bank with a portion being corporate banking offices. This remains the intended use for the new building. The proposed development will not unreasonably impede development and improvement of surrounding properties. All planned improvements will be restricted to the subject site, including those related to on-site parking.

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

Response: Pedestrian and vehicular traffic will not be substantially impacted by the new development. The main entrance for the bank on Elm Street will remain in place in the new development. In addition, the existing entrance for vehicular traffic from Green Bay Road will remain. In accordance with the Traffic Impact report prepared by KLOA, the existing northern access point for ingress and egress is sufficient to accommodate the anticipated traffic generated by the development. Furthermore, the elimination of the southern access point will eliminate congestion and enhance the flow of pedestrian and foot traffic along the roadway.

(6) That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the planned development exist or are to be provided; and

Response: The proposed development will increase the amount of existing parking and ensure that adequate parking, utilities, access roads, drainage and other facilities are present on site in order to operate the building. The development also incorporates plans to provide a pad mounted "shared" Electrical Transformer within the project property lines and grant a Utility Easement to the Village so that power may be distributed to surrounding properties in the alley currently served by the pole-mounted transformer. This will further the Village's goal of converting existing overhead utilities to underground alternatives.

(7) That the planned development in all other respects conforms to the applicable regulations of this and other applicable Village ordinances and codes.

Response: The proposed development will comply with all applicable zoning ordinances and building codes, except only for those exceptions specifically included in this request.

IA. <u>SATISFACTION OF STANDARDS IN SECTION 17.58.120 (Planned Development Exceptions)</u>

Further, the following standards shall be considered in reviewing any request for exceptions to the subdivision or underlying zoning district use, lot, space, bulk, yard, and parking regulations, as each standard may be applicable:

(1) The proposed exceptions will enhance the overall quality of the development, the design of the structures, and the site plan to further the goals and objectives of the Comprehensive Plan and the Design Guidelines;

Response: The proposed exceptions will enhance the quality of the development, design of the structure and further the goals of the Comprehensive Plan and Design Guidelines by permitting the Applicant to incorporate certain key elements of the existing structure and limiting the expanded footprint of the new building, allowing the building to fit seamlessly into the surrounding neighborhood.

(2) The proposed exceptions will enable the development to offer environmental and pedestrian amenities available to all residents of the Village;

Response: The proposed exceptions will allow the development to retain significant aspects of the existing historic structure while also modernizing the building's exterior in a manner that compliments and enhances the design elements of the surrounding neighborhood. The requested exceptions will also permit construction of expanded on-site parking, which will alleviate congestion on surrounding roadways and enhance both vehicular and pedestrian travel to nearby businesses. Furthermore, the proposed development will implement several sustainable strategies that will far exceed the goals stated within the Comprehensive Plan for the surrounding area.

(3) The proposed exception will not cause an adverse impact on neighboring properties that outweigh the public benefits of the development;

Response: The proposed exception will not cause an adverse impact on neighboring properties that outweigh the public benefits of the development. The existing use will remain, which enhances the nature of surrounding uses. The proposed development will alleviate street

parking occupied by patrons of the existing retail bank, and enhance the flow of vehicular and pedestrian traffic within the surrounding public rights-of-way. Furthermore, the development will emphasize sustainability to eliminate the environmental impact to surrounding properties and advance the Village's sustainability goals for the neighborhood.

(4) The proposed exceptions will contain a proposed design and use, or combination of uses, that will complement the character of the surrounding neighborhood; and

Response: The property is currently operated as a retail bank with a portion being corporate banking offices. This remains the intended use for the new building and complements the commercial nature of the surrounding neighborhood.

(5) The proposed exception will provide a public benefit to the Village, as described in Section1 7.58.120.B of this Code.

Response: The proposed exception will provide a public benefit to the Village by helping to preserve historic features, providing additional off-street parking, and incorporating building and site elements that increase sustainability.

II. SATISFACTION OF STANDARDS IN SECTIONS 17.56.120 & 17.44.020(B)(2)(b) (On-site parking at street level)

An application to establish a Special Use listed in Section 17.46.010 [Table of Uses] to be located on the ground floor in the C-2 Commercial Overlay District must establish in detail how the proposed occupancy and its operation will be in compliance with the following standards:

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

Response: The establishment, maintenance, and operation of on-site parking at the street level will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare as evidenced by the fact that on-site parking at street level already exists on the property and has existed there for years.

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

Response: History has shown that the provision of on-site street level parking on the property has not been substantially injurious to the use and enjoyment of other property in the immediate vicinity of the property which are permitted by right in the district or districts of concern, nor has it substantially diminished or impaired property values in the immediate vicinity.

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

Response: The establishment of new on-site parking at the street level will not impede the normal and orderly development or improvement of other property in the immediate vicinity of the property for uses permitted by right in the district or districts of concern, as all of the surrounding properties are already improved and the establishment of new on-site street level parking will not impede any redevelopment of those properties.

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

Response: The main entrance for the bank on Elm Street and the existing entrance for vehicular traffic from Green Bay Road are sufficient to accommodate the needs of the new development and will remain.

(5) That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the special use exists or are to be provided;

Response: The proposed development will increase the amount of existing parking and ensure that adequate parking, utilities, access roads, drainage and other facilities are present on site. Furthermore, the sustainable goals for this development will effectively reduce the overall demand on the municipality's utilities.

(6) That the special use in all other respects conforms to the applicable regulations of this and other village ordinances and codes;

Response: The proposed street-level on-site parking will comply with all applicable zoning ordinances and building codes.

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

Response: The property is currently operated as a retail bank with corporate banking offices and with existing on-site street level parking. This use of the property will continue after the property is redeveloped in the manner being proposed. The siting and configuration of the existing improvements on the property have enhanced the pedestrian nature of the area and the improvements which are planned to be newly constructed will do likewise.

(8) The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage;

Response: The planners and architects for the new development have designed the plan of redevelopment to minimize the break in block frontage for the proposed on-site street level parking.

(9) The proposed special use at the proposed location will provide for active display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses;

Response: The nature of the proposed special use (i.e., an on-site street level parking lot) makes it impossible to provide active display windows and facades. Nevertheless, signage and lighting on the parking lot will be consistent with existing signage and lighting improvements in the West Elm Business District.

(10) If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from the street in such a fashion as to invite customers to browse or dine;

Response: N/A.

(11) If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be 20 feet with a minimum gross floor area of 400 square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation; and

Response: N/A.

(12) The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses.

Response: The proposed parking lot will provide on-site parking for the bank's customers and clients which will reduce the need for those parties to park on the streets of the West Elm Business District. This will help maximize the availability of existing street parking spaces in the district for patrons wishing to patronize existing retail businesses in the district.

Re: 791 Elm Street, Special Use Permit
Surface Parking Special Use

On behalf of JPMorgan Chase ("JPMC"), Riverside Investment and Development (Development Manager) is pleased to submit Special Use Permit Applications for on-site parking at the street level within a Commercial Overlay District for 791 Elm Street.

The proposed development will replace the existing building at 791 Elm Street, currently occupied by JPMorgan Chase. The current building has increasingly become too small and can no longer support their future business and growth needs. JPMC prefers to remain at the current site in downtown Winnetka.

The new building will be a build to suit development to meet the needs of JPMC. The program will comprise of approximately 8,500sf of retail branch bank and lobby on the ground floor and approximately 18,000sf of corporate offices on the 2nd and 3rd floor. There will also be 16,600sf of below grade parking and a total of 32 parking spaces which includes 7 parking spaces at street level.

The project conforms to Winnetka's comprehensive plan. The use of the site will remain the same after the new development is complete. The existing building provides retail banking services on the ground floor and private banking services on the 2nd floor. The new development will expand the existing building foot print to accommodate the ongoing business operations as well as the future growth of the bank's business units. The comprehensive plan zoning map does not change the intended land use for this site. The project will far exceed the future sustainable and environmental goals set forth in the Village of Winnetka's Comprehensive plan.

The project adheres to the regulations set forth in the special use permit standards for a C-2 Commercial Overlay District. As outlined in the description above, the current functionality of the building will remain unchanged, with the ground floor continuing to serve as a retail bank and the second and third floors housing corporate offices for Chase. Presently, the building falls short in terms of parking capacity. However, the forthcoming development will rectify this issue by incorporating an underground parking garage that complies with the stipulated code requirements for minimum parking spaces. Furthermore, to cater to guests, there will be a total of seven surface parking spots, two of which will be designated as accessible parking spaces. The new development will not change the pedestrian and vehicular entry points. Pedestrians will still enter the building off of Elm Street and traffic will enter off of Green Bay Road. We are seeking special permission to utilize street-level parking to meet the minimum parking spaces on the premises.

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Re: 791 Elm Street, Special Use Permit
Retail Banking on Ground Level

On behalf of JPMorgan Chase ("JPMC"), Riverside Investment and Development (Development Manager) is pleased to submit Special Use Permit Applications for ground floor retail banking and on-site parking at the street level within a Commercial Overlay District for 791 Elm Street.

The proposed development will replace the existing building at 791 Elm Street, currently occupied by JPMorgan Chase. The current building has increasingly become too small and can no longer support their future business and growth needs. JPMC prefers to remain at the current site in downtown Winnetka.

The new building will be a build to suit development to meet the needs of JPMC. The program will comprise of approximately 8,500sf of retail branch bank and lobby on the ground floor and approximately 18,000sf of corporate offices on the 2nd and 3rd floor. There will also be 16,600sf of below grade parking and a total of 32 parking spaces which includes 7 parking spaces at street level.

The project conforms to Winnetka's comprehensive plan. The use of the site will remain the same after the new development is complete. The existing building provides retail banking services on the ground floor and private banking services on the 2nd floor. The new development will expand the existing building foot print to accommodate the ongoing business operations as well as the future growth of the bank's business units. The comprehensive plan zoning map does not change the intended land use for this site. The project will far exceed the future sustainable and environmental goals set forth in the Village of Winnetka's Comprehensive plan.

The new building design will target various degrees of environmental goals, such as a reduction in overall energy use, reduction of embodied carbon emissions, reduction of potable water use and detaining and treating stormwater for the possibility of re-use in non-potable water situations.

The project abides by the special use permit standards in a C-2 Commercial Overlay District as evidenced below:

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

   Response:

   The new development will not be detrimental to the public health, safety, comfort, moral or general welfare of the surrounding area. The same high quality care that the current building operates will carry over to the new development.

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

   Response:

   The existing building operates as a retail bank with a portion being corporate banking offices. The use will remain the same in the new building development.

RIVERSIDE
INVESTMENT & DEVELOPMENT

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

   Response:

   The existing building currently operates as a retail bank with a portion being corporate banking offices. The use will remain the same in the new building development.

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

   Response:

   Pedestrian and vehicular traffic will remain the same in the new development. The main entrance for the bank is on Elm street today and will remain in the same spot in the new development. In addition vehicular traffic currently enters off of Green Bay road and will remain.

5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the special use exists or are to be provided;

   Response:

   There is adequate parking utilities, access roads and drainage in order to operate the building. In addition, with the sustainable goals for this development we are reducing the overall demand on the municipality's utilities. Furthermore, we are increasing the amount of available parking that currently exists on the site.

6. That the special use in all other respects conforms to the applicable regulations of this and other village ordinances and codes;

   Response:

   The proposed development will comply with all applicable zoning ordinances and building codes

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

   Response:

   The existing building currently operates as a retail bank with a portion being corporate banking offices. The use will remain the same in the new building development.

8. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage;

   Response:

   The existing main entrance for the bank is on Elm street today and will remain in the same spot in the new development. There is only one main entrance point with a secondary back of house entry that opens into the surface parking lot. In addition, the vehicular traffic currently enters off of Green Bay road and will remain.

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

   Response

   Agreed – the ground floor level that will house the retail bank will provide similar active display windows, façade, signage to what exists today and similar to nearby retail banks

10. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from the street in such a fashion as to invite customers to browse or dine;

    Reponses:

    Main reception is planned off of the elm street entrance point which is located directly off of the pedestrian sidewalk. The proposed entrance is also located in the same spot as it exists today.

11. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be 20 feet with a minimum gross floor area of 400 square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation; and

    Response:

    The proposed ground floor will consist of 2 uses with only 1 main entrance off of Elm Street. The first and main use is the retail bank which will be the majority of the ground floor usable space. The second is the main reception area where guests / clients will check in and then go up to their meeting/banker. Refer to the attached plans for reference.

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

Response:

The existing building operates as a retail bank with a portion being corporate banking offices. The use will remain the same in the new building operation. The proposed development will increase the amount of available onsite parking for guests of the bank. This will not diminish the availability of parking for others in the district.

OVERVIEW

Riverside Investment & Development

Together, We Deliver

RIVERSIDE
INVESTMENT & DEVELOPMENT

150 North Riverside Plaza
Chicago, Illinois 60606

312.788.1800
riversideid.com

Welcome to Riverside

Together, We Deliver

Riverside Investment and Development collaborates with our partners in design, engineering, construction, finance and tenant representation to deliver projects that establish the highest qualitative standards in the market, and enhance the tenant experience for efficiency, technology and wellness.

Our Story

Founded in 2010 by John O'Donnell, Riverside pursues complex office development and redevelopment opportunities. Together with third-party partners across industry disciplines, Riverside has successfully initiated over 4.5 million rentable square feet of developments in its short history.

RIVERSIDE
INVESTMENT & DEVELOPMENT

About Riverside

What is Riverside?

Riverside Investment and Development is a real estate investment firm headquartered in Chicago. Riverside is dedicated to creating value for our investors and delivering advanced, tenant-focused buildings.

What We Do

Riverside delivers a differentiated investment approach through our development expertise, leasing relationships, and asset management experience. Our team targets opportunities that are strategically positioned capture future growth in sought after submarkets.

Riverside prioritizes quality, efficiency, occupant health and safety, and amenities to create a sense of space and enhance the tenant experience.

Recognitions

A selection of the awards and recognition our developments have since our founding in 2010.

150 North Riverside

- NAIOP 2016 Office Development of the Year
- CCREA 2017 Commercial Development of the Year Award
- CTBUH 2018 Global Award of Excellence – Best Tall Building
- 2018 Global Finalist, Best Office Building, MIPIM Global Real Estate Awards
- AIA 2019 Distinguished Building/Honor Award
- Plus 37 additional awards and honors

110 North Wacker

- NAIOP 2020 Office Development of the Year
- IREJ 2020 Office Development of the Year
- CCREA 2020 Office Development of the Year
- ASHRAE Illinois 2021 Excellence in Engineering
- Pro+ Awards, 2021 Best Commercial Building Global, Platinum + Gold
- Americas Property Awards 2022 Best Office Development USA, National
- Plus 13 additional awards and honors

320 South Canal

- CCREA 2022 Office Development of the Year
- Chicago Athenaeum Museum of Architecture & Design 2022 American Architecture Award, Global
- IREJ 2022 Develop Office Development of the Year
- IREJ 2022 People's Choice Award All Categories
- ENR Midwest's 2022 Best Office/Retail/ Mixed Use Award
- Chicagoland AGC 2022 Project of the Year Award

The Riverside Story

2010

When John O'Donnell retired in 2010, he began investigating investment opportunities in distressed land sites in the wake of the Global Financial Crisis. Upon acquiring his first two sites, John quickly built small but highly focused teams around these two transactions and Riverside was born. Despite the scale of the projects, Riverside remains nimble, entrepreneurial and keenly focused on the core capabilities of Office and Multifamily Development, Asset Management and Leasing; outsourcing all onsite management and other functions to long-standing, third-party relationships.

The Riverside Approach

The firm's office development strategy is tenant-centric, catering to the needs of the residents, companies and employees occupying each building as well as their respective clients, customers, and visitors. Riverside provides a premium occupant experience by selecting transit-oriented urban sites and designing them from the "inside out", while prioritizing health, safety, efficiency, and technology.

HEALTH & WELLNESS

Setting Standards in Wellness and Safety

Our developments go above and beyond in terms of tenant wellbeing and health, offering a range of features and innovations.

Air Quality

- Hospital grade filtration systems
- Fresh air rates that significantly exceed national codes
- Secondary air purification to protect occupants from pathogens
- Continuously monitored and measured, with real-time feedback to occupants

Touchless Environment

- Automatic building entries
- Hands free security
- Elevators without buttons
- Touchless restroom fixtures

Destination Dispatch Elevators

- Groups passengers to minimize stops and passengers per elevator
- Efficiently transports passengers to destination floors during peak arrival time, with wait times under 30 seconds
- Enhanced security and control via bluetooth communication of mobile device

Natural Daylight and Outdoor Space

- Abundant natural daylight within office space improves occupant sleep, mood, and cognition
- Common area and tenant specific outdoor space

DESIGN

Buildings Designed From the Inside Out

Riverside designs its projects around the tenant experience first, and the results speak for themselves.

Lobby Experience

- Sense of place
- Interaction with public plaza
- Public art

Efficiency

- Efficient core for optimal space utilization
- Through-core toilet rooms
- Rectilinear design

Maximize Light and Air

- Floor-to-ceiling glass and best-in-market ceiling heights
- Column-free corners created by cantilevers
- Ideal lease spans which enable daylighting for each office space on a floor and flexible space configurations

TECHNOLOGY

Emphasis on State-of-the-Art Technology

Riverside makes a point of adopting the latest and greatest tech features in all office developments, so the projects can better cater to tenant needs.

Frictionless Access Control

- Destination dispatch elevators
- Digital credentials via mobile device bluetooth
- Integrated access control with elevator systems
- Allows no touch access and circulation throughout building

Connected

- Distributive cellular antenna system providing 5G enabled connection throughout building
- Fiber delivered direct to tenant premises
- WiFi throughout common areas
- Ability to work from anywhere in building

Redundant Infrastructure

- Multiple substation feeds with automatic-transfer switch and back-up power
- District cooling with redundant feeds

WiredScore PLATINUM

INTERNATIONAL WELL BUILDING INSTITUTE™ WELL PLATINUM 2015

SUSTAINABILITY

Built Sustainably

Sustainable design improves employee comfort, experience, and productivity while reducing demand on the environment.

Location & Transportation

- Multi-modal access
- Bicycle facilities
- Access to public transit

Indoor Environment

- Maximizes light and air
- Utilizes setbacks to maximize view corridors

Energy Efficiency

- Conserves resources
- Shrinks carbon footprint
- Reduces building operating expenses

Sustainability

- Green roofs
- Open space utilization

DEVELOPMENT HISTORY

2016

The Main

Evanston

The Main is a mixed-use development project located at the southeast corner of Chicago Avenue and Main Street in Evanston, Illinois

- 200K GBA
- 112 Residential Units
- 25K SF Office/Retail
- Within Walking Distance from Downtown Evanston and Northwestern University

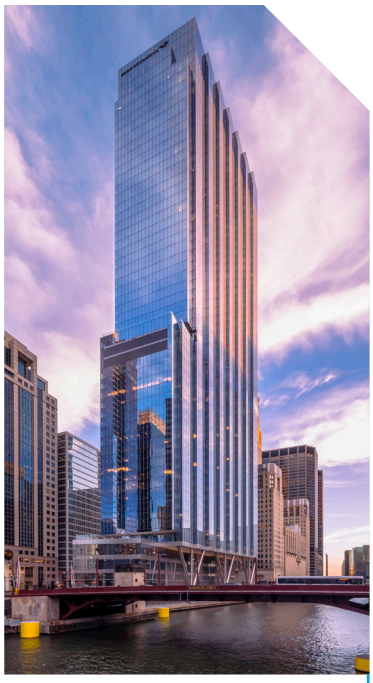
2017

150 North Riverside

Chicago

150 North Riverside is a 54-story "Class A" office development located in the West Loop in Chicago, Illinois. The iconic building construction was designed by award-winning Goettsch Partners and developed by Riverside Investment & Development, Wanxiang America Real Estate Group.

- 1.22 Million RSF
- 99% Leased
- William Blair, Hyatt
- 1.5-acre Public Park



2020

110 North Wacker

Chicago

110 North Wacker is a 55-story "Class A" office development located in the West Loop submarket in Chicago, Illinois. The Goettsch Partners designed project was developed and completed in September 2020 by Riverside Investment & Development in conjunction with venture partner Howard Hughes Corporation.

- 1.51 Million RSF
- Sold in 2022
- Bank of America
- Riverwalk and Public Park at the Base of the Building

2021

320 South Canal

Chicago

320 South Canal is a 50-story office tower located adjacent to Union Station in Chicago, Illinois. Designed by renowned architecture firm, Goettsch Partners, this "Class A" office property was developed through a partnership between Riverside Investment & Development and Convexity Properties.

- 1.49 Million RSF
- 68% Leased
- BMO Harris
- Largest 1.5-acre Public Park in the West Loop

2024 - Q1

1900 Lawrence

Denver

1900 Lawrence is a "Class A", 30-story office tower located in Denver, Colorado. Designed by renowned Goettsch Partners, the project features multiple floors with tenant terrace opportunities that feature views within the urban environment of the Front Range, Coors Field, and Skyline Park.

- 700,000 RSF
- Groundbreaking April 2022
- West CBD Submarket
- Walkscore of 96, Transit Score of 98, and Bike Score of 95

2025 - Q3

1111 South Tryon

Charlotte

Morehead & Tryon is a two tower mixed-use development located within Charlotte's South End neighborhood, one of the fastest growing urban submarkets in the country. Morehead & Tryon will become the new market standard for technology, efficiency, and occupant health and wellness.

- 525,000 RSF
- Groundbreaking Q2 2023
- 21,000 SF of Retail
- 409 Luxury Multifamily Units

5 Million SF Delivered Since 2016

Our Team

It takes a talented team of experts to make complex transactions run smoothly, on schedule and under budget. Meet the people behind the work.

/tēm/

noun
noun: team; plural noun: teams

a group of people who perform interdependent tasks to work toward accomplishing a common mission or specific objective.

Quick Facts

13
Years
How Long Riverside has been in business.

21
Years
Average Experience of Riverside Employess.

6
Billion
Capitalized

Executive Team

John O'Donnell
Chief Executive Officer

John founded Riverside Investment & Development Company in 2010. During his career, Mr. O'Donnell has managed development or redevelopment in excess of 40 million square feet with capital transactions in excess of $10 billion.

Tony Scacco
Chief Operating Officer

Tony has more than 20 years of development and project management experience, He has helped lead developments totaling more than 13 million square feet of office, multifamily, hospitality and mixed-use projects in multiple markets on two continents.

Rafael Carreira
Executive Vice President

Rafael is a real estate professional with over 25 years of experience developing highly profitable, award winning, complex urban projects, including office, mixed-use, residential, retail, and educational properties. At riverside he provides asset management from the onset through the end of the project.

Kent Swanson
Executive Vice President

Kent is a real estate professional with over 35 years of experience in the office, residential, retail and hotel sectors.

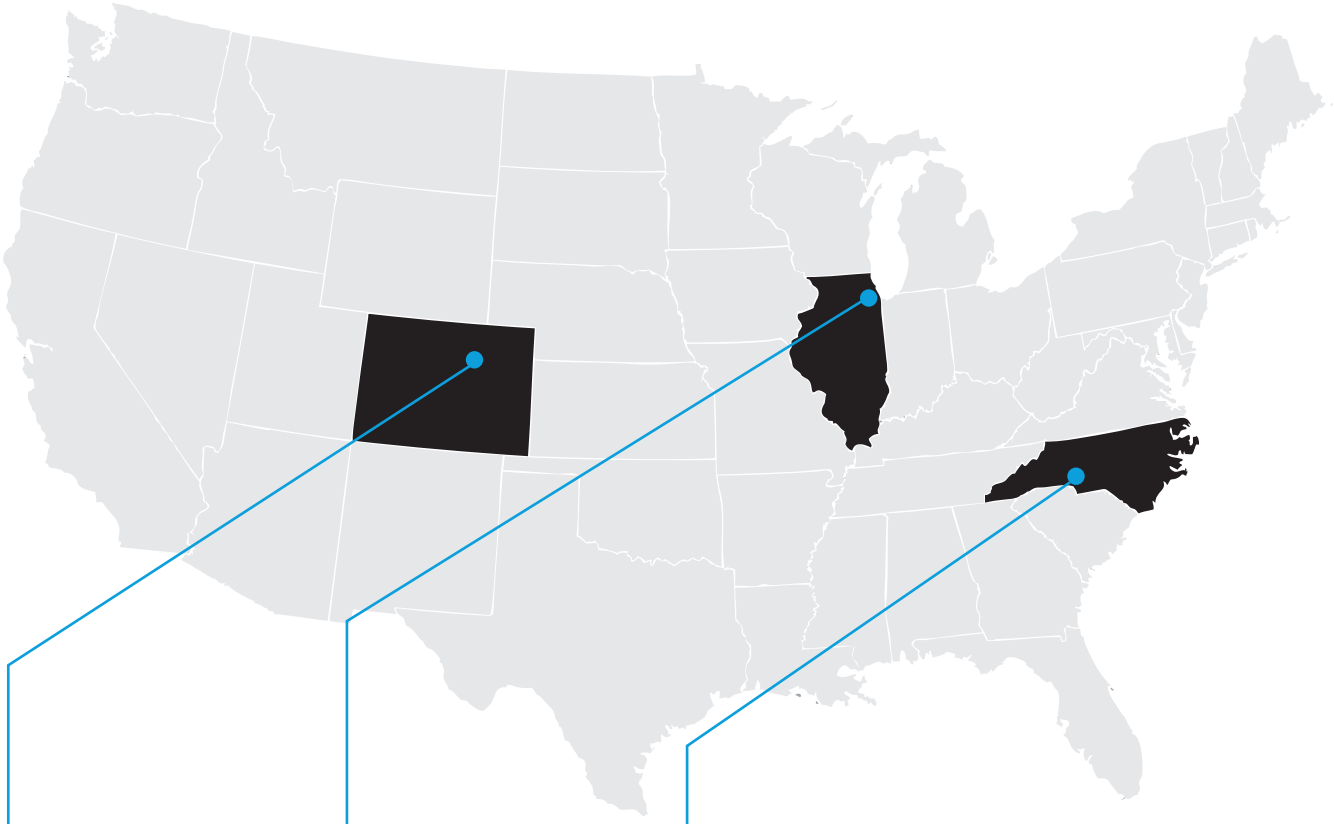
Drew Nieman
Executive Vice President

Drew is a real estate professional with over 35 years of experience concentrated in leasing and leads the firm's office properties.

Rob Stanek
Executive Vice President

Rob has 20 years of commercial real estate experience he focuses on sourcing new business opportunities including acquiring and capitalizing the firm's assets.

Our Growth



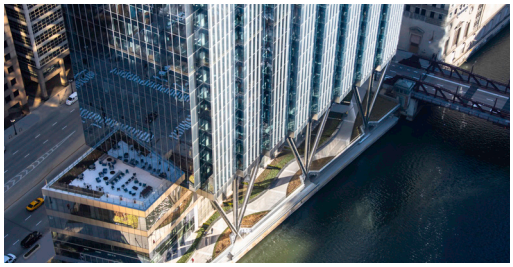
- Denver, Colorado
- Established 2021
- 1900 Lawerence
  Being Developed
- 1900lawerence.com

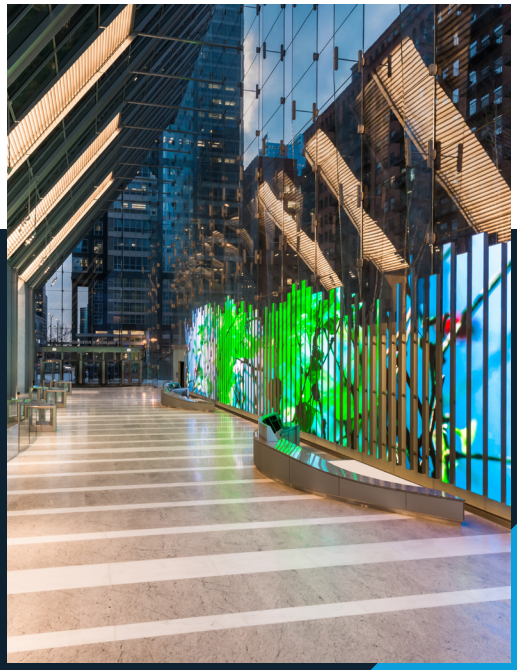
- Chicago, Illinois
- Corporate Headquarters
- Established 2010
- riversideid.com

- Charlotte, North Carolina
- Established 2022
- 1111 South Tryon
  Office & Residential Tower
  Being Developed
- queensbridgecollective.com

Representative Clients

Bank of America
BMO Harris Bank
Hyatt
William Blair
Morgan Lewis
Jones Day
JLL
Perkins Coie
Lincoln International
Brookfield
King & Spalding
faegre drinker
The Pritzker Organization
Cooley
Heitman
Chapman and Cutler LLP
Holland & Knight
Navigant
Linden
CoStar Group
Polsinelli
Thomabravo





BMO
BMO

RIVERSIDE

INVESTMENT & DEVELOPMENT

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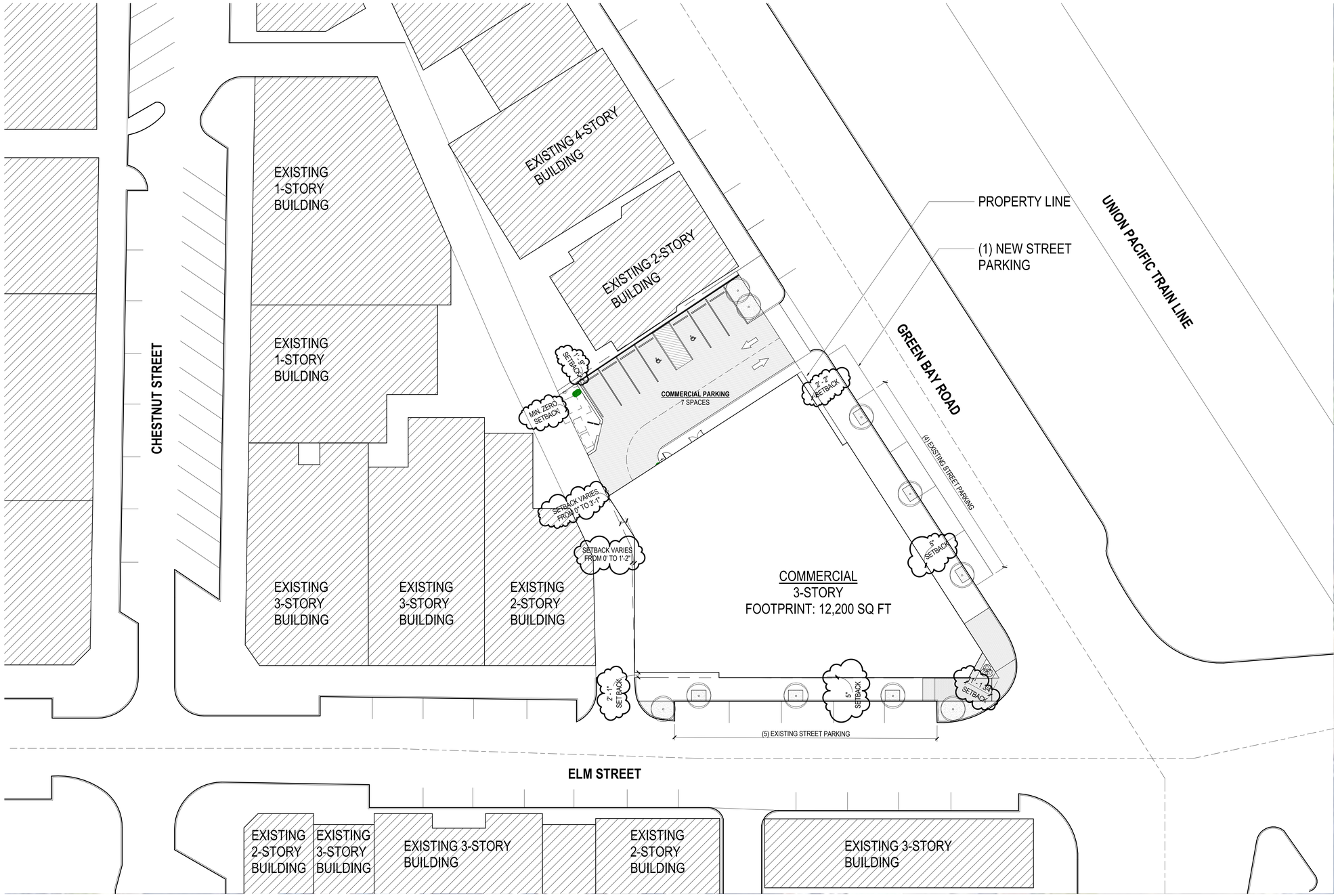

DRAWING INDEX

Sheet Number	Sheet Name
PPR1.100	SITE PLAN
PPR1.101	FLOOR PLANS
PPR1.102	FLOOR PLANS
PPR1.103	ROOF PLAN
PPR1.201	EXTERIOR LIGHTING PLANS
PPR2.100	MASSING STRATEGIES
PPR2.101	BUILDING ELEVATIONS
PPR2.102	BUILDING ELEVATIONS AND SIGN ELEVATIONS
PPR2.103	BUILDING CROSS SECTIONS
PPR2.300	SHADOW STUDY
PPR2.301	STREETSCAPE ELEVATIONS
PPR2.401	BUILDING RENDERINGS

DEVELOPMENT SUMMARY

SITE AREA:	17,002 SQ = 0.39 ACRE.
TOTAL SF:	**34,800 SF**
LEVEL 01:	10,400 SF
LEVEL 02:	12,200 SF
LEVEL 03:	12,200 SF
BASEMENT:	16,600 SF
TOTAL PARKING:	**31**
SURFACE PARKING:	7
BELOW-GRADE PARKING:	24

EXCEPTIONS REQUIRED:

- EXCEPTION TO REDUCE THE MINIMUM REQUIRED REAR YARD SETBACK (NORTH PROPERTY LINE) OF 10 FEET TO ALLOW A PARKING STRUCTURE IN THE REAR YARD
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK MORE THAN 3 FEET FROM THE SOUTH AND EAST PROPERTY LINES AT THE SOUTHEAST CORNER.
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK BETWEEN 0 TO 3 FEET ALONG WEST PROPERTY LINE, DUE TO WEST PROPERTY LINE IS NOT PERPENDICULAR TO SOUTH PROPERTY LINE, AND WEST PROPERTY LINE IS NOT PARALLEL TO EAST PROPERTY LINE.
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED LANDSCAPING AREA OF AT LEAST 5 FEET DEEP ALONG THE REAR PROPERTY LINE.
- EXCEPTION TO EXCEED HEIGHT LIMIT AT CORNER.

SPECIAL USE REQUIRED:

- RETAIL BANK
- PARKING AT STREET LEVEL

N

1 SITE PLAN
SCALE: 1" = 20'-0"

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791 Elm St, Winnetka, IL 60093

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Date	Description
08/18/2023	Issued For Village PD
12/22/2023	2nd Revision For Village PD
01/12/2024	3rd Revision For Village PD

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NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SITE PLAN

Scale
As indicated

PPR1.100

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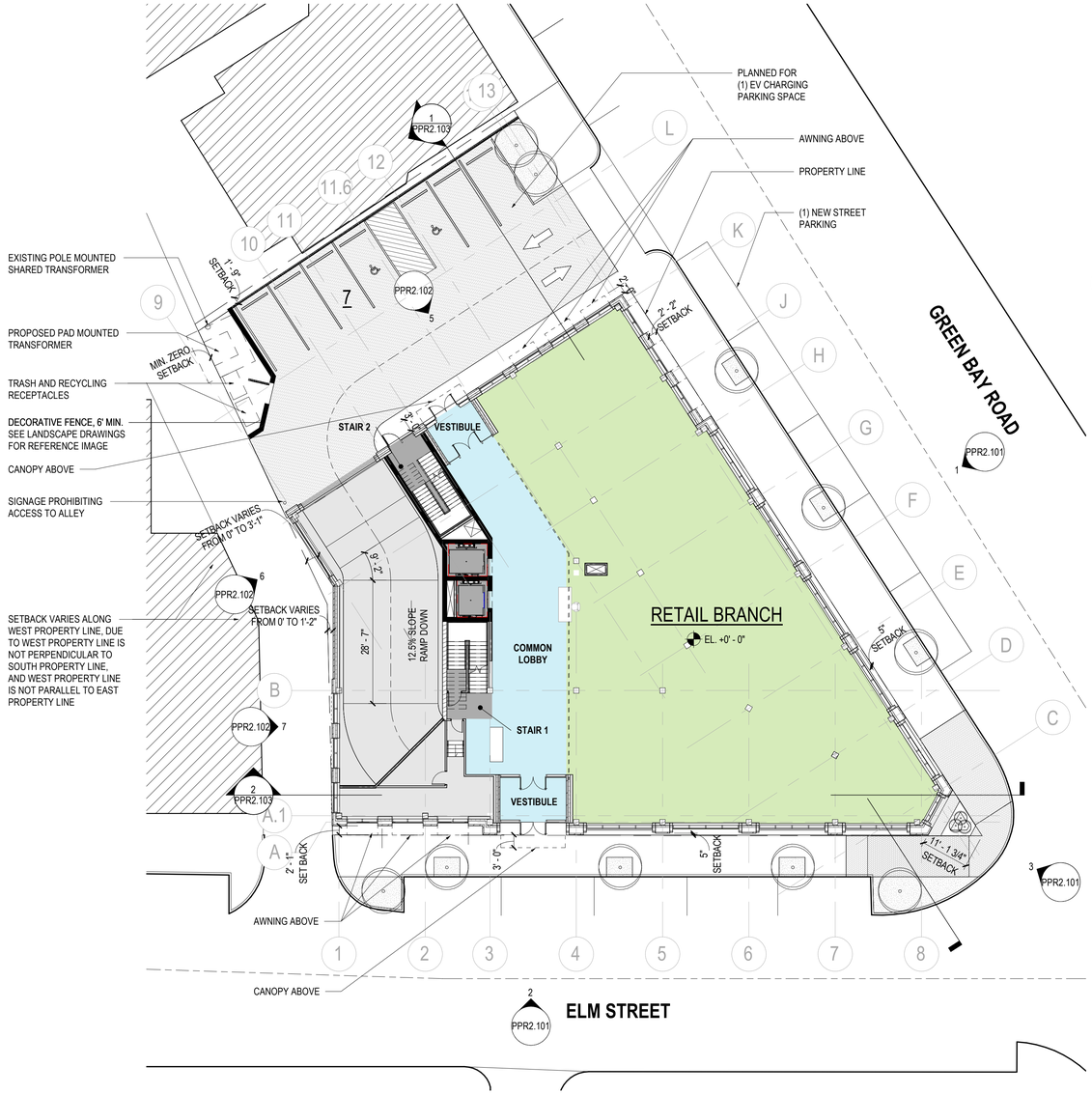
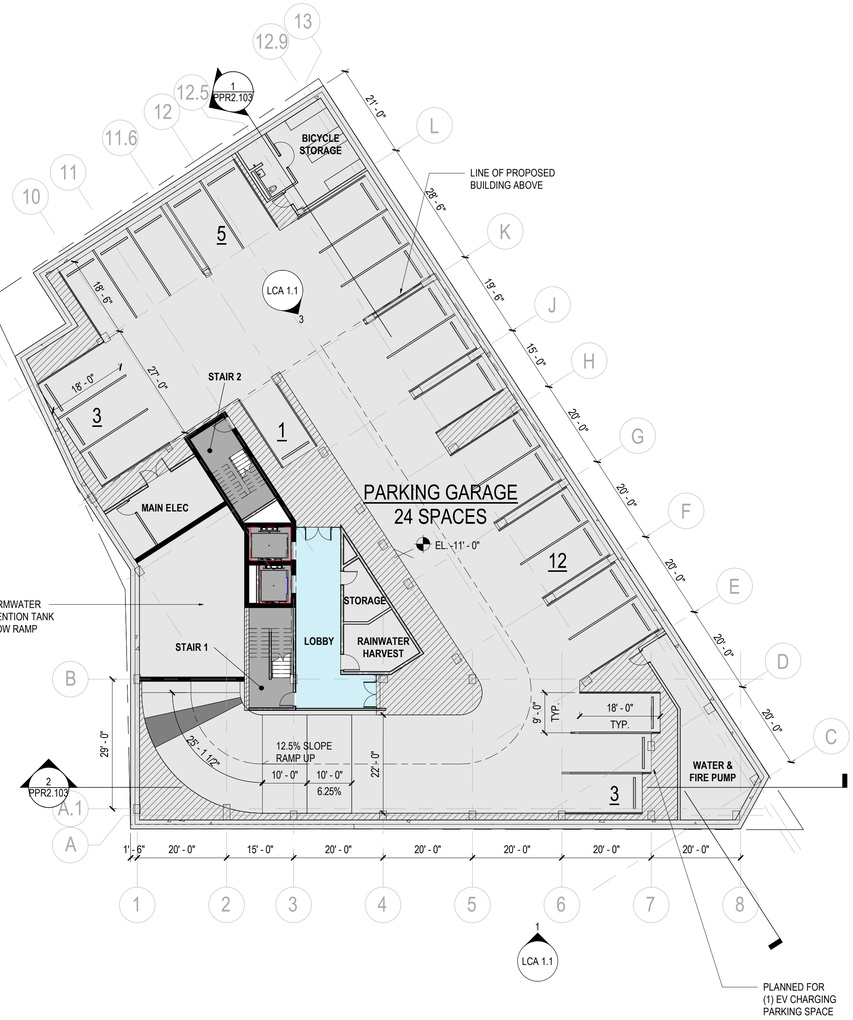


GSF: 10,400 SF
Floor Area calculated for parking*: 5,000 SF (Appendix A)

1 FLOOR PLAN / SITE PLAN - LEVEL 01
SCALE: 1/16" = 1'-0"



GSF: 16,600 SF
Floor Area calculated for parking*: 0 SF (Appendix A)

2 FLOOR PLAN - LOWER LEVEL 01
SCALE: 1/16" = 1'-0"

N

DEVELOPMENT SUMMARY

SITE AREA:	17,002 SQ = 0.39 ACRE.
TOTAL SF:	**34,800 SF**
LEVEL 01:	10,400 SF
LEVEL 02:	12,200 SF
LEVEL 03:	12,200 SF
BASEMENT:	16,600 SF
TOTAL PARKING:	**31**
SURFACE PARKING:	7
BELOW-GRADE PARKING:	24

EXCEPTIONS REQUIRED:
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED REAR YARD SETBACK (NORTH PROPERTY LINE) OF 10 FEET TO ALLOW A PARKING STRUCTURE IN THE REAR YARD
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK MORE THAN 3 FEET FROM THE SOUTH AND EAST PROPERTY LINES AT THE SOUTHEAST CORNER
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK BETWEEN 0 TO 3 FEET ALONG WEST PROPERTY LINE, DUE TO WEST PROPERTY LINE IS NOT PERPENDICULAR TO SOUTH PROPERTY LINE, AND WEST PROPERTY LINE IS NOT PARALLEL TO EAST PROPERTY LINE
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED LANDSCAPING AREA OF AT LEAST 5 FEET DEEP ALONG THE REAR PROPERTY LINE.
- EXCEPTION TO EXCEED HEIGHT LIMIT AT CORNER.

SPECIAL USE REQUIRED:
- RETAIL BANK
- PARKING AT STREET LEVEL

Note:
* Floor Area calculated for parking purposes follows zoning ordinance **section 17.64.110.F.3.** *"the gross floor area shall be measured from the interior faces of the exterior walls, excluding areas used for the storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off-street parking and loading and related aisles, ramps and maneuvering space."* Refer to Appendix A for detailed calculation.

JPMORGAN CHASE & CO.
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Date	Description
08/18/2023	Issued For Village PD
10/27/2023	1st Revision For Village PD
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Seal / Signature

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Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
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Description
FLOOR PLANS

Scale
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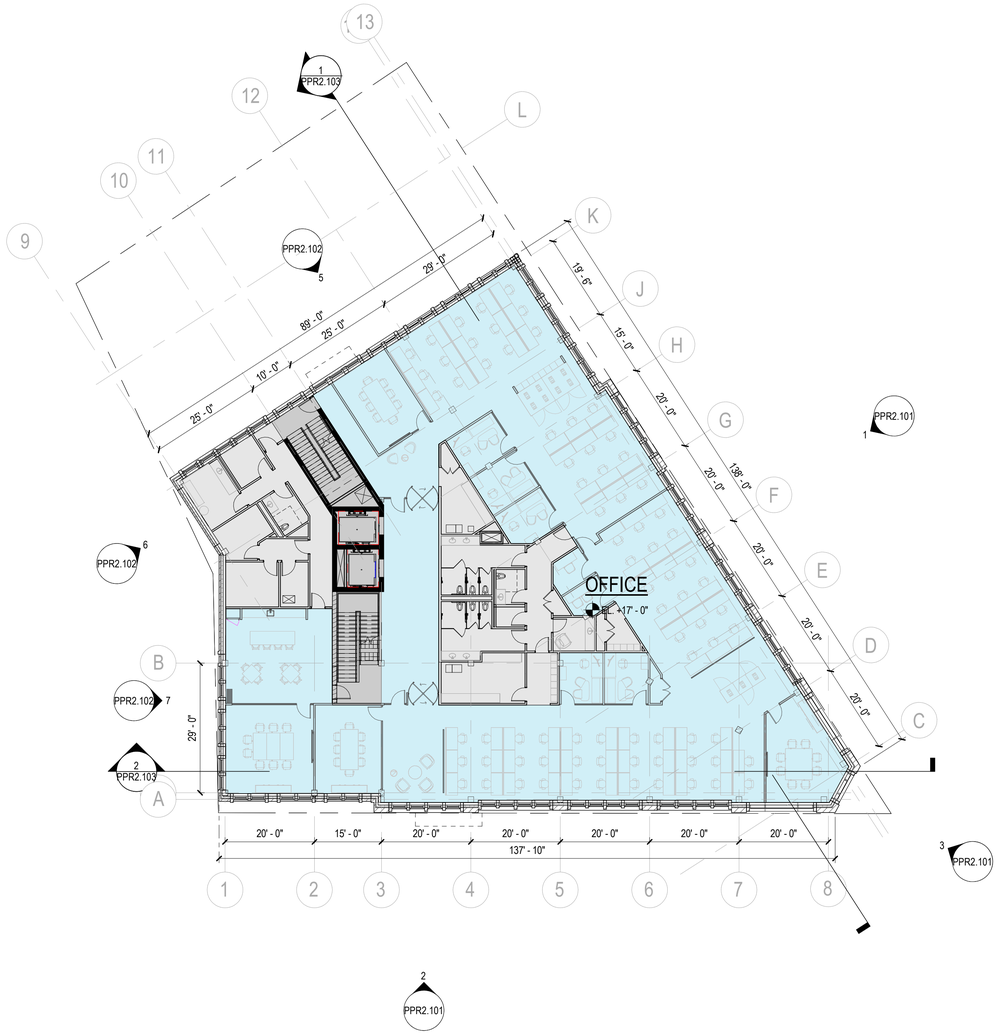

GSF: 12,200 SF
Floor Area calculated for parking*: 5,700 SF (Appendix A)

1 FLOOR PLAN - LEVEL 02
SCALE: 1/16" = 1'-0"

GSF: 12,200 SF
Floor Area calculated for parking*: 4,700 SF (Appendix A)

2 FLOOR PLAN - LEVEL 03
SCALE: 1/16" = 1'-0"

N

DEVELOPMENT SUMMARY

SITE AREA:	17,002 SQ = 0.39 ACRE.
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BASEMENT:	16,600 SF
TOTAL PARKING:	**31**
SURFACE PARKING:	7
BELOW-GRADE PARKING:	24

EXCEPTIONS REQUIRED:
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED REAR YARD SETBACK (NORTH PROPERTY LINE) OF 10 FEET TO ALLOW A PARKING STRUCTURE IN THE REAR YARD
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK MORE THAN 3 FEET FROM THE SOUTH AND EAST PROPERTY LINES AT THE SOUTHEAST CORNER.
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- EXCEPTION TO REDUCE THE MINIMUM REQUIRED LANDSCAPING AREA OF 25 FEET DEEP ALONG THE REAR PROPERTY LINE.
- EXCEPTION TO EXCEED HEIGHT LIMIT AT CORNER.

SPECIAL USE REQUIRED:
- RETAIL BANK
- PARKING AT STREET LEVEL

Note:
* Floor Area calculated for parking purposes follows zoning ordinance **section 17.64.110.F.3.** *"the gross floor area shall be measured from the interior faces of the exterior walls, excluding areas used for the storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off-street parking and loading and related aisles, ramps and maneuvering space."* Refer to Appendix A for detailed calculation.

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Date	Description
08/18/2023	Issued For Village PD
01/12/2024	3rd Revision For Village PD

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Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
FLOOR PLANS

Scale
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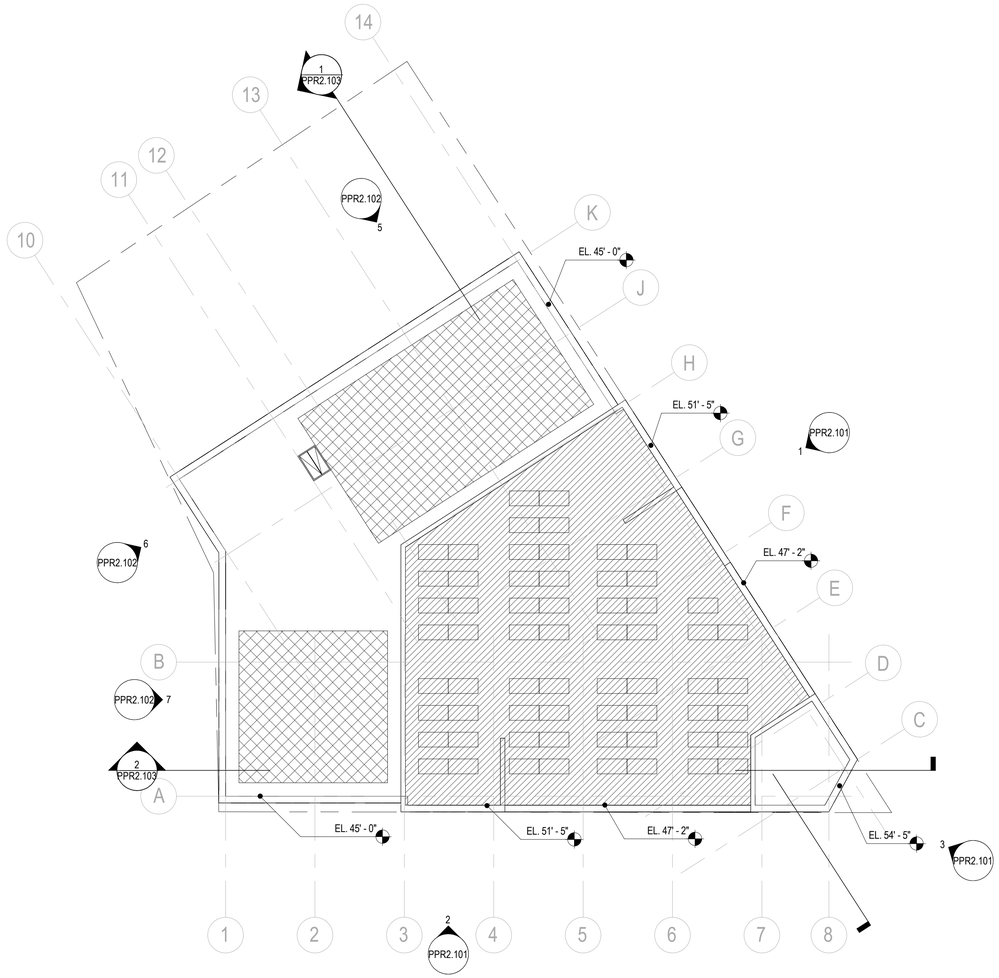

POTENTIAL GREEN ROOF (TRAY SYSTEM), PLANNED AREA: 3,000 SF

POTENTIAL PV PANEL, PLANNED AREA: 5,700 SF

N

1 FLOOR PLAN - ROOF

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

DEVELOPMENT SUMMARY

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- EXCEPTION TO EXCEED HEIGHT LIMIT AT CORNER.

SPECIAL USE REQUIRED:

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△	Date	Description
1	08/18/2023	Issued For Village PD

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NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
ROOF PLAN

Scale
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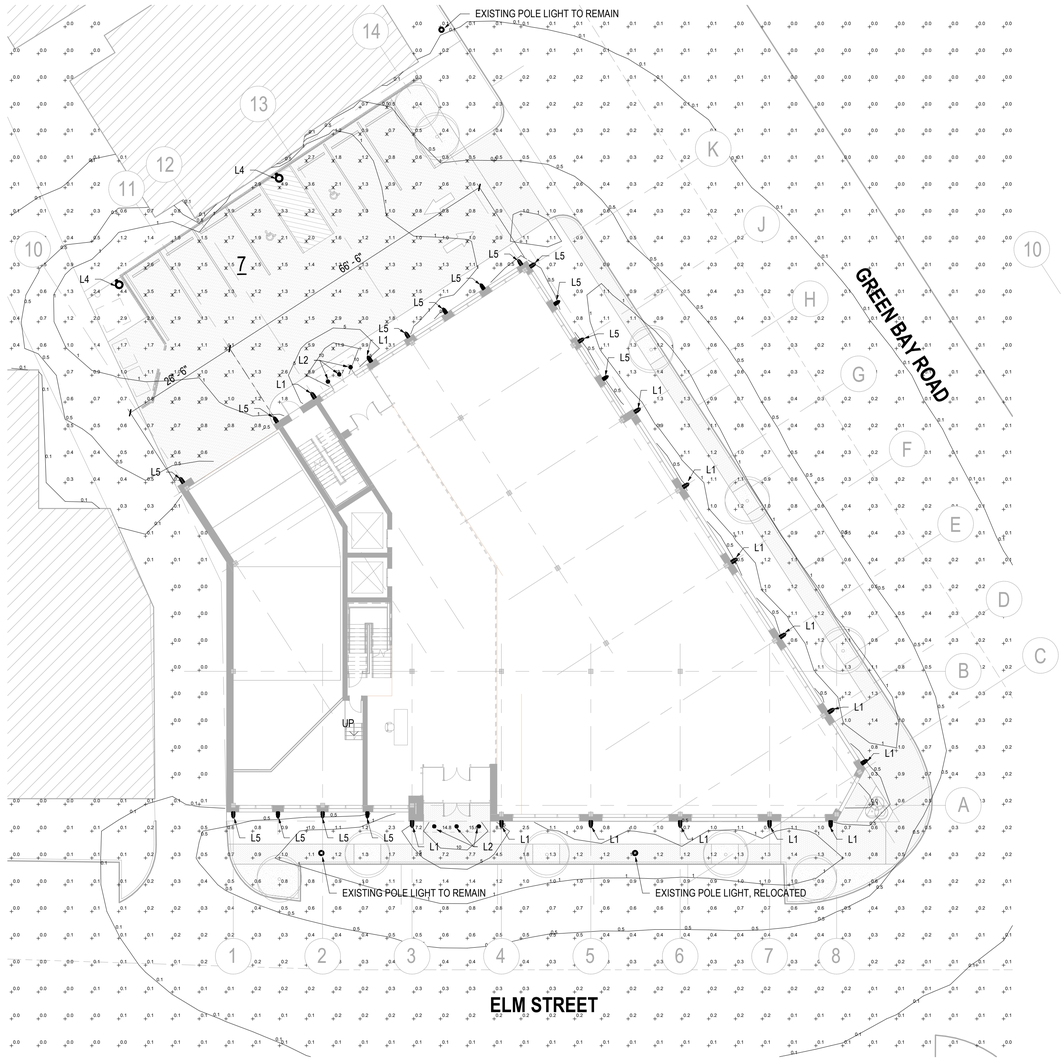
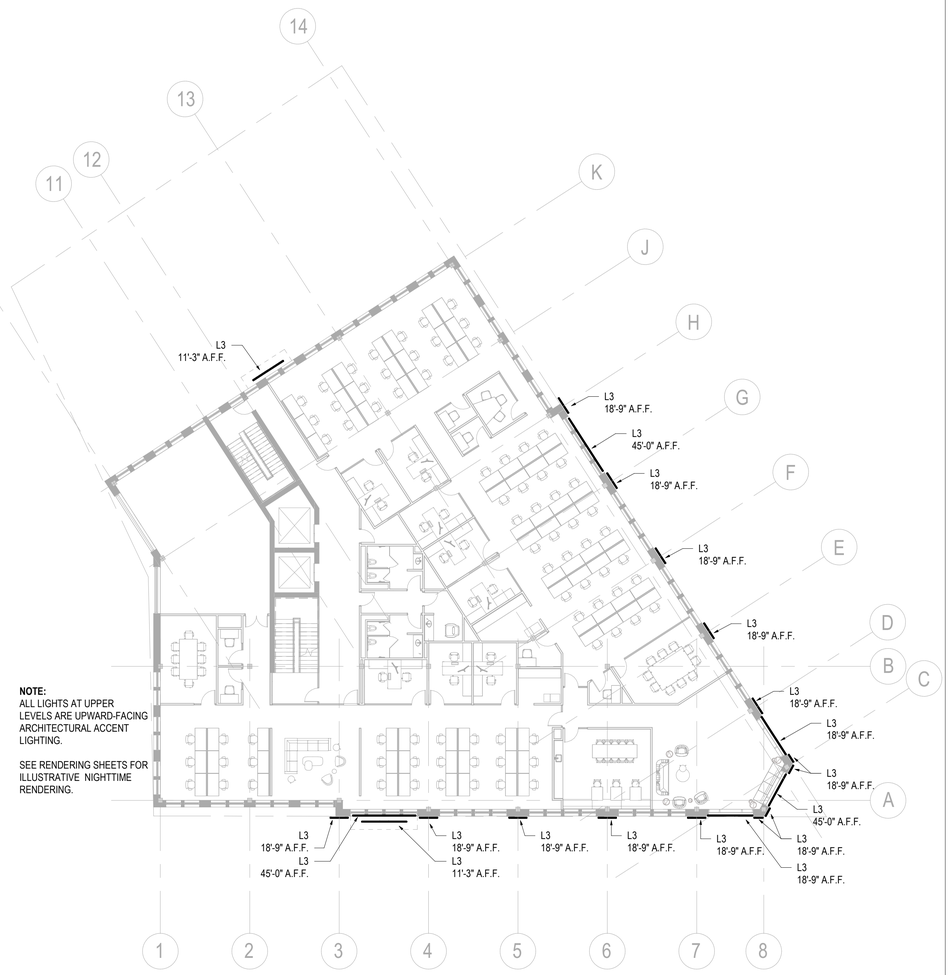


1 EXTERIOER LIGHTING PLAN - LEVEL 01

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



NOTE:
ALL LIGHTS AT UPPER LEVELS ARE UPWARD-FACING ARCHITECTURAL ACCENT LIGHTING.

SEE RENDERING SHEETS FOR ILLUSTRATIVE NIGHTTIME RENDERING.

2 EXTERIOR LIGHTING PLAN - UPPER LEVELS

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

JPMC WINNETKA Lighting Schedule

TYPE	DESCRIPTION	LAMP	DRIVER	DIMMED LEVEL	VOLTAGE	MANUFACTURER	CATALOGUE NUMBER	LOCATION	CUTSHEET LINK
L1	DECORATIVE LED EXTERIOR SCONCE	27W LED	0-10V	10%	UNV	VISUAL COMFORT & CO	CHO 2442BZ-CG	1ST LEVEL	https://www.visualcomfort.com/media/docs/spec_sheet/c/h/ts_cho2442bzcg.pdf
L2	5" RECESSED LED DOWNLIGHT TO EXTERIOR	12.7W LED / 3000K	0-10V	10%	UNV	BEGA	55 826 K3	CANOPY	https://bega-censhare.s3.us-east-2.amazonaws.com/userfiles/files/55826_BEGA_Spec.pdf
L3	LINEAR LED FAÇADE ACCENT LIGHT	4W/FT LED / 3000K	0-10V	10%	UNV	LUMENPULSE	LOGN 4W 48V XX" 30K 80 10x60 CL UMASN BRZ UCTL UL	FACADE	https://storage.googleapis.com/lumenpulse-medias/prod/document/products-2748-specsheet-fullspecsheet-na-en-imperial.pdf
L4	LED AREA LIGHT ON 16' POLE	26.6W LED / 3000K	0-10V	10%	UNV	BEGA	99 407 K3 / POLE: 16 RFNS1	PARKING LOT	https://www.bega-us.com/categories/exterior/pole-top/single-and-twin-160015/99407
L5	DECORATIVE LED EXTERIOR SCONCE	12W LED	0-10V	10%	UNV	VISUAL COMFORT & CO	CHO 2441BZ-CG	1ST LEVEL	https://www.visualcomfort.com/media/docs/spec_sheet/c/h/ts_cho2441bzcg.pdf

L1 - DECORATIVE SCONCE (LARGE)

L2 - RECESSED DOWNLIGHT

L3 - LINEAR ACCENT LIGHT

L4 - AREA POLE LIGHT

L5 - DECORATIVE SCONCE (MEDIUM)

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KSA | LIGHTING & CONTROLS

△	Date	Description
1	08/18/2023	Issued For Village PD

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NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
EXTERIOR LIGHTING PLANS

Scale
As indicated

PPR1.201

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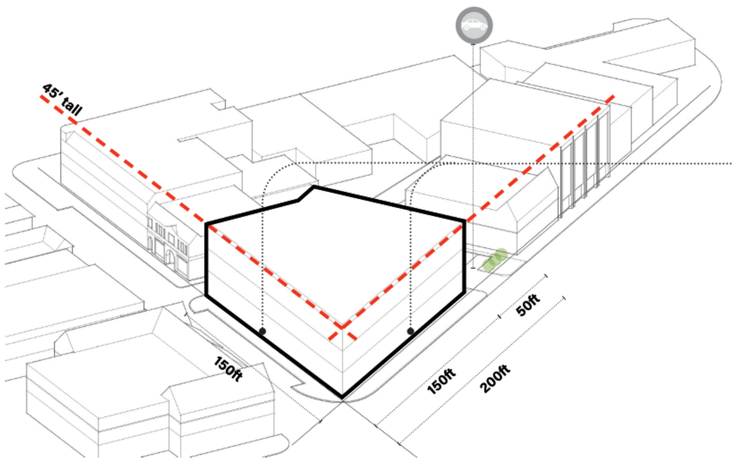
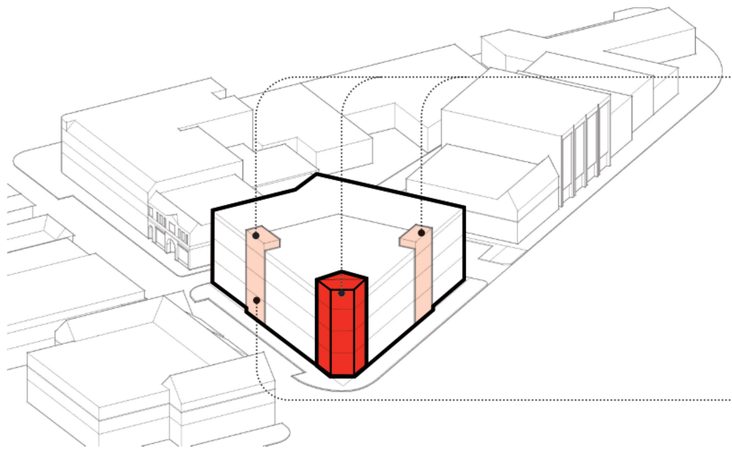
BUILDING MASS



Setbacks:
"A continuous 'street-wall' along primary commercial thoroughfares should be provided and building facades should be located to create this uniform setback."
- Winnetka Design Guideline V.a

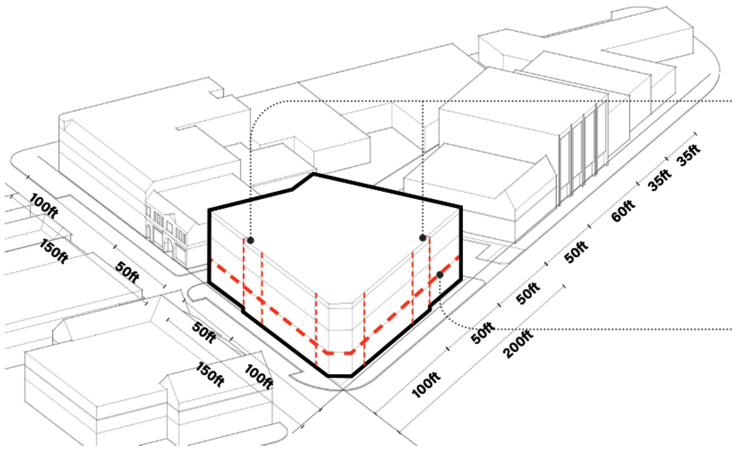
ARTICULATION



Hierarchy:
Apply special design feature at Green Bay and Elm corner to celebrate the most prominent corner at downtown Winnetka.
"The prioritization of certain building masses, components or elements over others."
- Winnetka Design Guideline VI.e

Entries
"Public entries should have a large-scale approach and be open and inviting. Public entrances should be located along the main thoroughfares and at corners."
- Winnetka Design Guideline VII.a

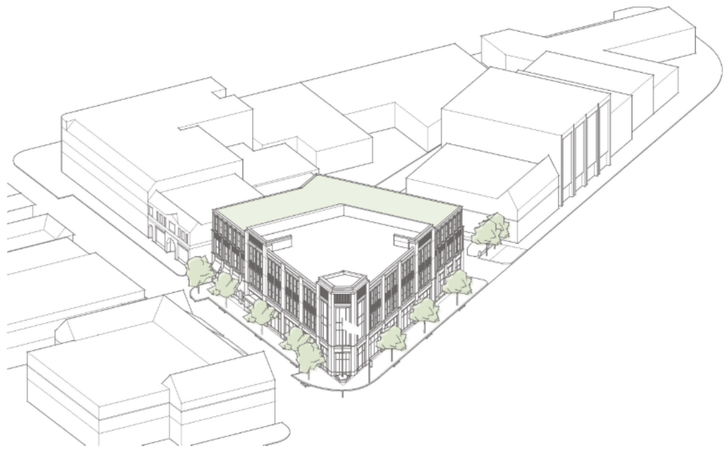
PROPORTION /SCALE



Vertical Rhythms:
"The breakdown of the building facades into vertical bays creates a sense of progression and scale to the street-wall as well as individual buildings."
- Winnetka Design Guideline VI.b

Horizontal Rhythms:
"The breakdown of the building facade into horizontal bands provides human scale and proportion to the facade."
- Winnetka Design Guideline VI.a

FIT IN THE CONTEXT



At the intersection of Green Bay Road and Elm Street, the new building serves as a gateway into Winnetka's central business district and a highly visible landmark in the community. The proposed design carefully considers the context and character of the surrounding neighborhood and seeks to create a building that seamlessly integrates into the fabric of the community while also reflecting the forward-thinking needs of JPMC.

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JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
MASSING STRATEGIES

Scale

PPR2.100

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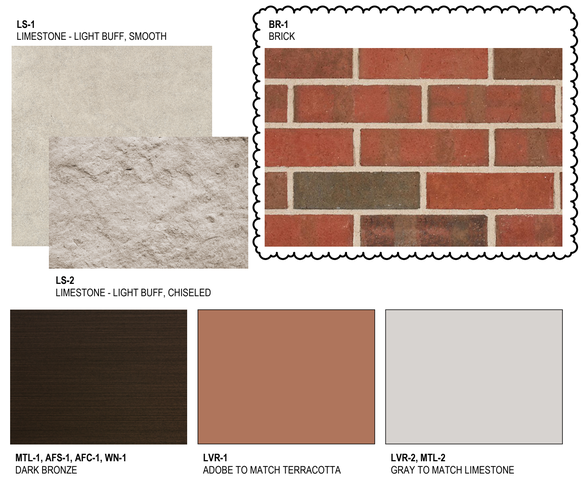
EXTERIOR MATERIAL SCHEDULE			
TAG	DESCRIPTION	COLOR	MANUFACTURER
AFS-1	ALUMINUM-FRAMED STOREFRONT	DARK BRONZE	KAWNEER OR EQ.
AFC-1	ALUMINUM-FRAMED CURTAIN WALL	DARK BRONZE	KAWNEER OR EQ.
WN-1	ALUMINUM-FRAMED WINDOW	DARK BRONZE	KAWNEER OR EQ.
LVR-1	LOUVER	ADOBE TO MATCH TC-1	CONSTRUCTION SPECIALTIES OR EQ.
LVR-2	ALUMINUM-FRAMED CURTAIN WALL	GRAY TO MATCH LS-1	CONSTRUCTION SPECIALTIES OR EQ.
BR-1	BRICK	REVERE BLEND	THE BELDEN BRICK COMPANY
LS-1	ANCHORED LIMESTONE CLADDING	LIGHT BUFF, SMOOTH	POLYCOR
LS-2	ANCHORED LIMESTONE CLADDING	LIGHT BUFF, CHISELED	POLYCOR
MTL-1	FORMED METAL CLADDING	DARK BRONZE	PURE FREEFORM
MTL-2	FORMED METAL CLADDING	NEUTRAL GRAY	PURE FREEFORM

1 ELEVATION - GREEN BAY RD

SCALE: 1/8" = 1'-0"

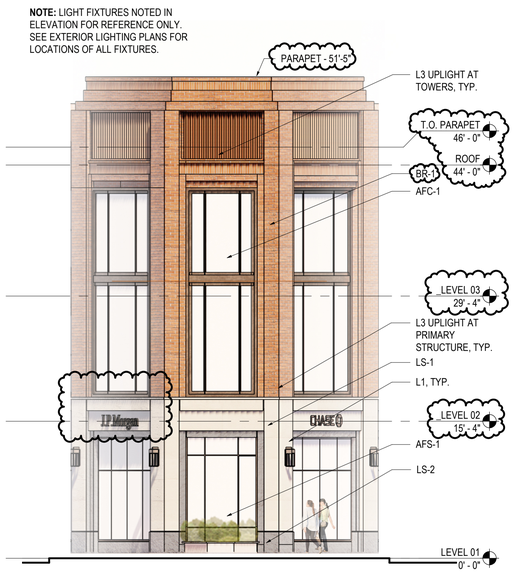


EXTERIOR MATERIALS

SCALE: 12" = 1'-0"

2 ELEVATION - ELM STREET

SCALE: 1/8" = 1'-0"



3 ELEVATION - SOUTHEAST CORNER

SCALE: 1/8" = 1'-0"

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△ Date	Description
1 08/18/2023	Issued For Village PD
2 10/27/2023	Revision for Village PD

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

JPMorgan Chase Private Bank, Winnetka

Project Number

21.1062.000

Description

BUILDING ELEVATIONS

Scale

As indicated

PPR2.101

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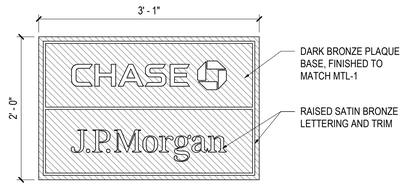
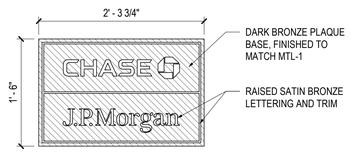
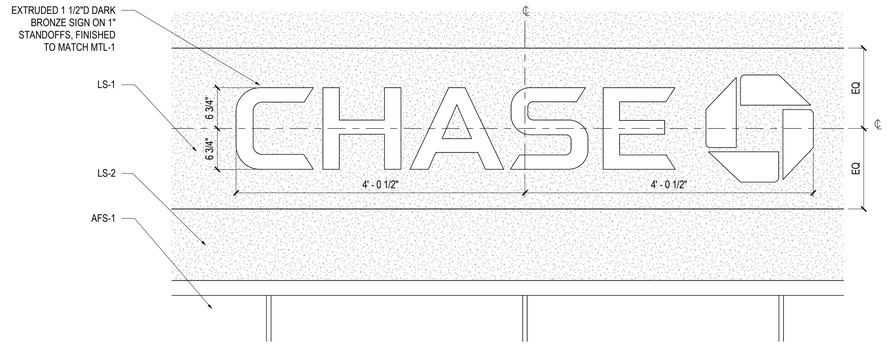


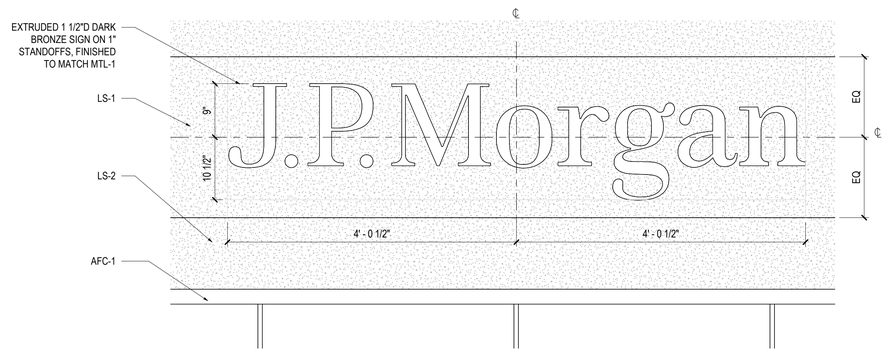
1 DETAIL - SIGNAGE - SOUTH ENTRY PLAQUE
SCALE: 1" = 1'-0"



3 DETAIL - SIGNAGE - NORTH ENTRY PLAQUE
SCALE: 1" = 1'-0"



2 SIGN ELEVATION - GREEN BAY RD
SCALE: 1" = 1'-0"

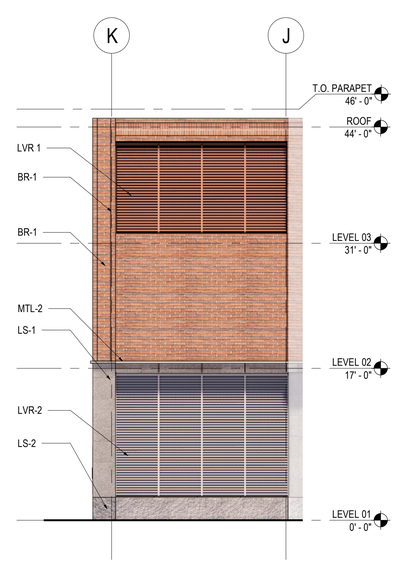


4 SIGN ELEVATION - ELM STREET
SCALE: 1" = 1'-0"

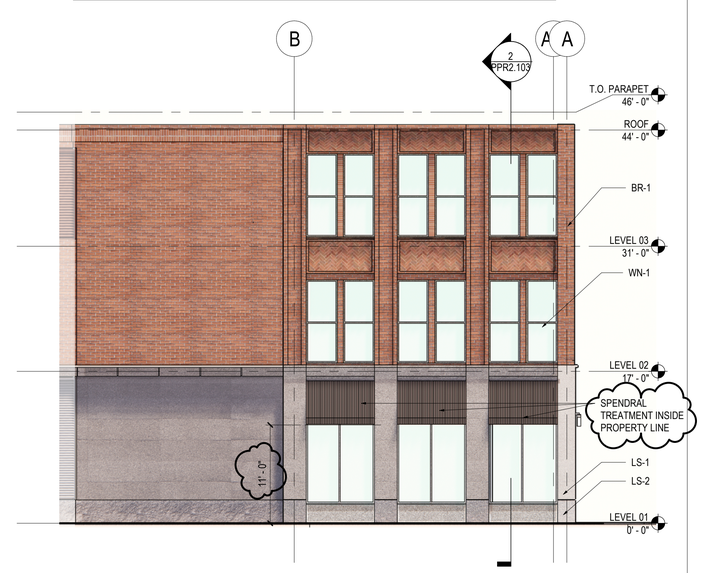
TAG	DESCRIPTION	COLOR	MANUFACTURER
AFS-1	ALUMINUM-FRAMED STOREFRONT	DARK BRONZE	KAWNEER OR EQ.
AFC-1	ALUMINUM-FRAMED CURTAIN WALL	DARK BRONZE	KAWNEER OR EQ.
WN-1	ALUMINUM-FRAMED WINDOW	DARK BRONZE	KAWNEER OR EQ.
LVR-1	LOUVER	ADOBE TO MATCH TC-1	CONSTRUCTION SPECIALTIES OR EQ.
LVR-2	ALUMINUM-FRAMED CURTAIN WALL	GRAY TO MATCH LS-1	CONSTRUCTION SPECIALTIES OR EQ.
BR-1	BRICK	REVERE BLEND	THE BELDEN BRICK COMPANY
LS-1	ANCHORED LIMESTONE CLADDING	LIGHT BUFF, SMOOTH	POLYCOR
LS-2	ANCHORED LIMESTONE CLADDING	LIGHT BUFF, SPLIT FACE	POLYCOR
MTL-1	FORMED METAL CLADDING	DARK BRONZE	PURE FREEFORM
MTL-2	FORMED METAL CLADDING	NEUTRAL GRAY	PURE FREEFORM

EXTERIOR MATERIALS
SCALE: 12" = 1'-0"

5 ELEVATION - NORTH
SCALE: 1/8" = 1'-0"



6 ELEVATION - ALLEY NORTH
SCALE: 1/8" = 1'-0"



7 ELEVATION - ALLEY SOUTH
SCALE: 1/8" = 1'-0"

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Date	Description
08/18/2023	Issued For Village PD
12/22/2023	2nd Revision For Village PD
01/12/2024	3rd Revision For Village PD

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
BUILDING ELEVATIONS AND SIGN ELEVATIONS

Scale
As indicated

PPR2.102

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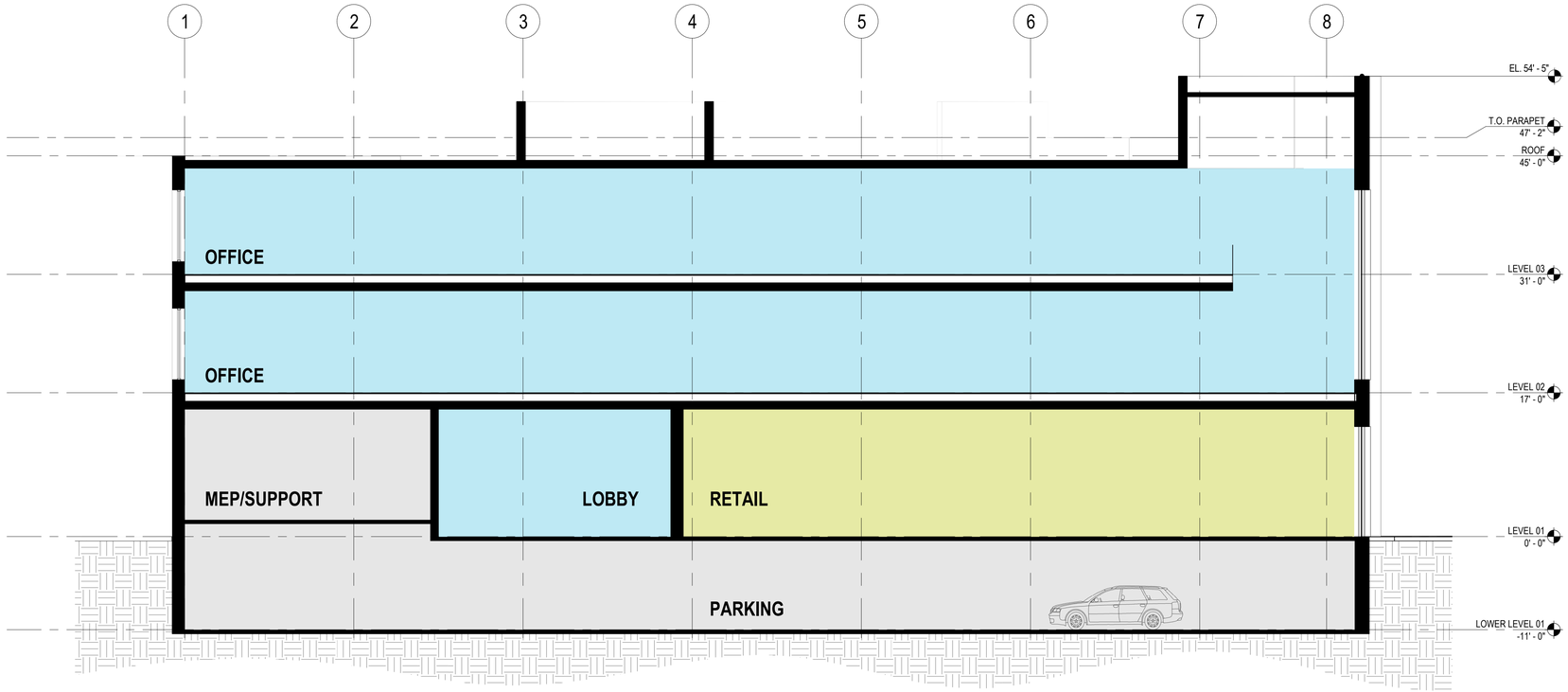
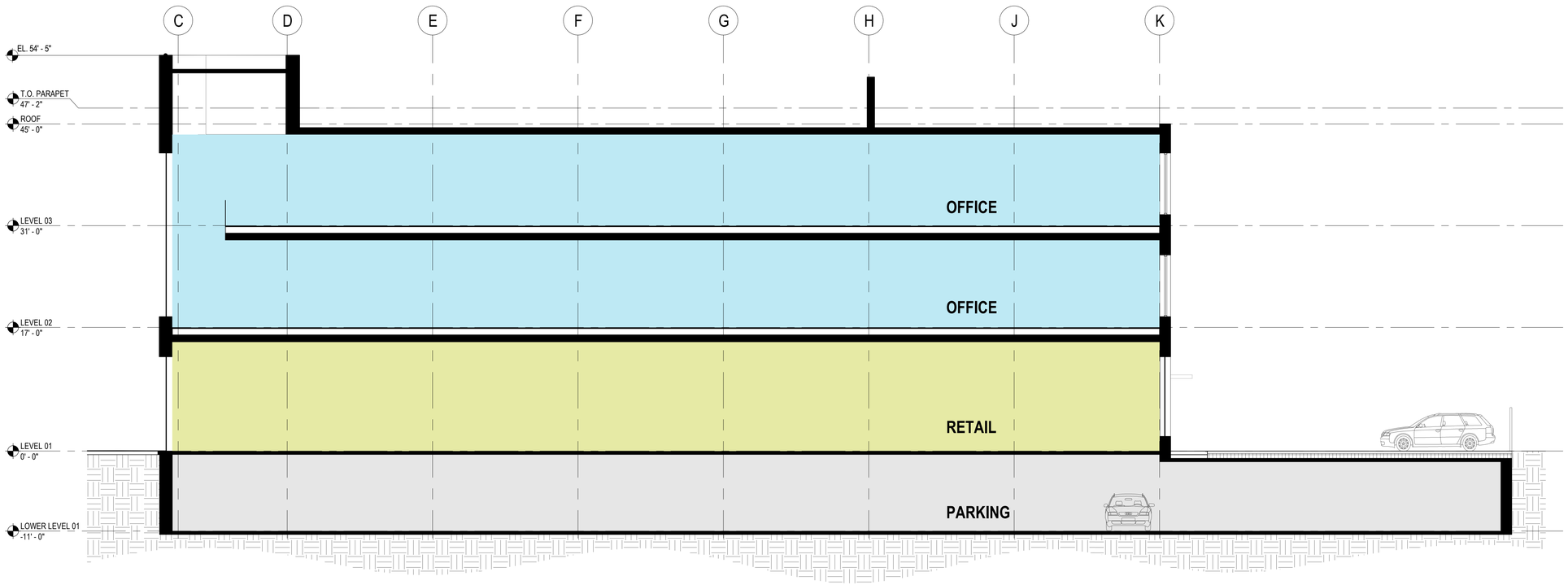


2 BUILDING SECTION - ELM STREET
SCALE: 1/8" = 1'-0"



1 BUILDING SECTION - GREEN BAY ROAD
SCALE: 1/8" = 1'-0"

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Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
BUILDING CROSS SECTIONS

Scale
1/8" = 1'-0"

PPR2.103

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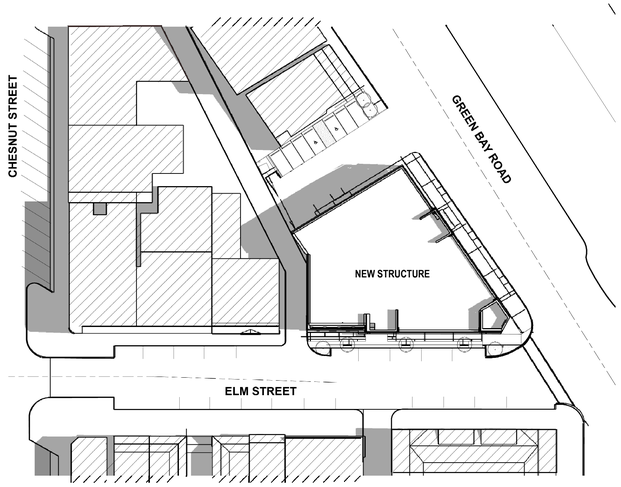
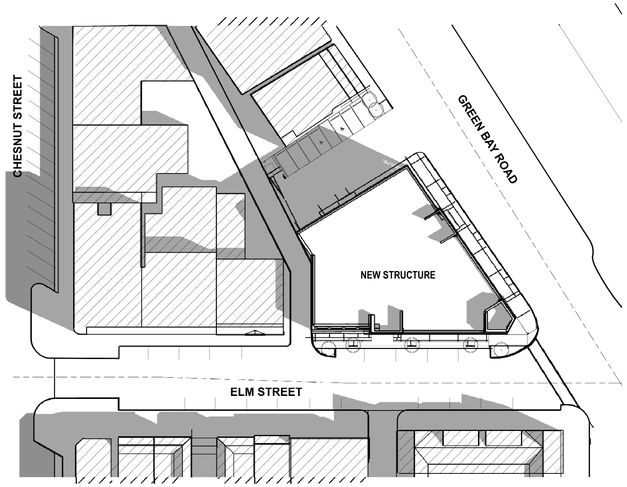
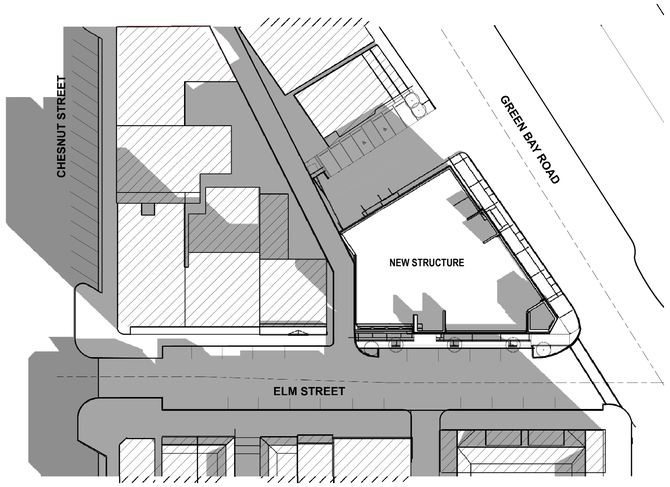


1 SHADOW STUDY - 06/21 - 9AM
SCALE: 1" = 50'-0"

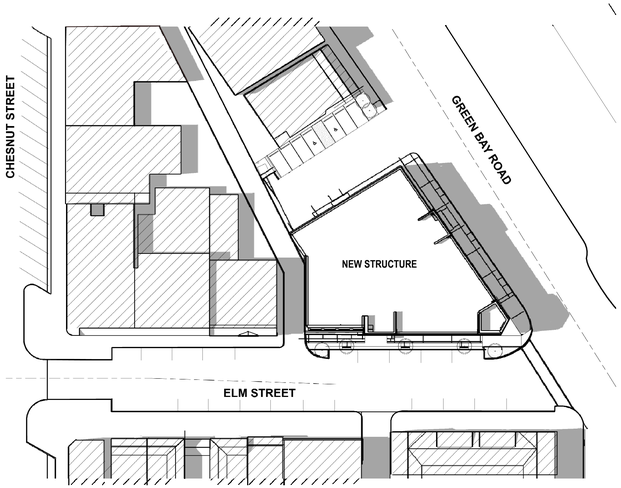


2 SHADOW STUDY - 03/21 & 9/21 - 9AM
SCALE: 1" = 50'-0"

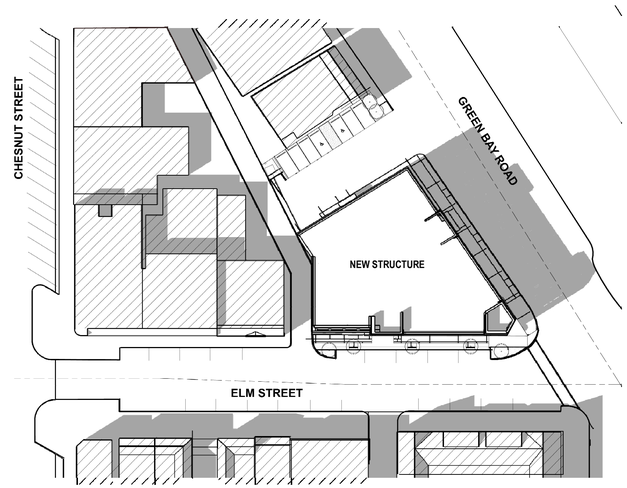
NOTE: SOLAR ALTITUDE IS EQUIVALENT AT VERNAL EQUINOX (MARCH 21ST) AND AUTUMNAL EQUINOX (SEPTEMBER 21ST)



3 SHADOW STUDY - 12/21 - 9AM
SCALE: 1" = 50'-0"

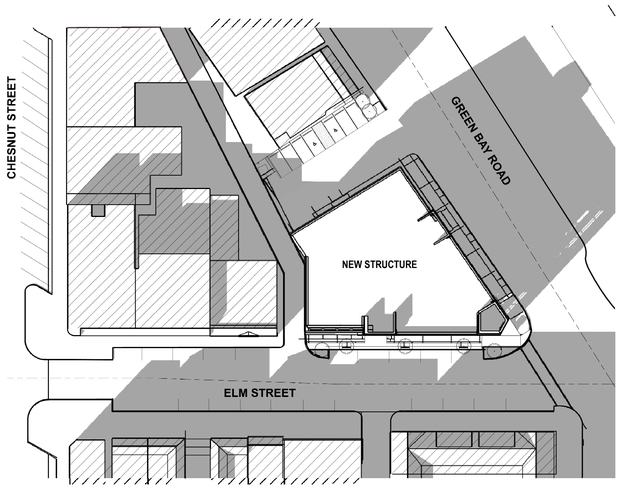


4 SHADOW STUDY - 06/21 - 3PM
SCALE: 1" = 50'-0"



5 SHADOW STUDY - 03/21 & 9/21 - 3PM
SCALE: 1" = 50'-0"

NOTE: SOLAR ALTITUDE IS EQUIVALENT AT VERNAL EQUINOX (MARCH 21ST) AND AUTUMNAL EQUINOX (SEPTEMBER 21ST)



6 SHADOW STUDY - 012/21 - 3PM
SCALE: 1" = 50'-0"

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1	08/18/2023	Issued For Village PD
2	10/27/2023	Revision for Village PD

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SHADOW STUDY

Scale
1" = 50'-0"

PPR2.300

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1 STREETSCAPE ELEVATION - GREEN BAY RD
SCALE: 1" = 20'-0"

2 STREETSCAPE ELEVATION - ELM ST
SCALE: 1" = 20'-0"

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JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
STREETSCAPE ELEVATIONS

Scale
1" = 20'-0"

PPR2.301

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1 RENDERING - ELM ST LOOKING EAST
SCALE: 1" = 200'-0"

2 RENDERING - PRIMARY INTERSECTION
SCALE: 1" = 200'-0"

3 RENDERING - GREEN BAY RD SOUTH
SCALE: 1" = 200'-0"

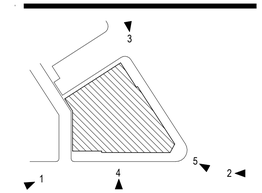
4 RENDERING - ELM STREET NIGHT
SCALE: 1" = 200'-0"

5 RENDERING - SOUTH CORNER
SCALE: 1" = 200'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN



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791 Elm St, Winnetka, IL 60093

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Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
BUILDING RENDERINGS

Scale
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LEGEND

- Storm MH
- Storm CB
- San MH
- Water MH
- Water Buffalo Box
- Water Hand Hole
- Water Meter
- Water Fire Hydrant
- Telephone MH
- Utility Pole
- Guy Anchor
- Electric Manhole
- Electric MH
- Electric Meter
- Electric Light Pole
- Electric Traffic Signal
- Electric Light Pole with Traffic Signal
- Electric Traffic Vault
- Electric Ground Light
- Electric Mounted Wall Light
- Gas Hand Hole
- Tree – Deciduous
- Sign Post
- Bumper Post
- Unclassified Manhole
- Auto Sprinkler
- Flag Pole
- Cut Cross
- Cut Notch
- JULIE Mark – Telephone
- Security Camera

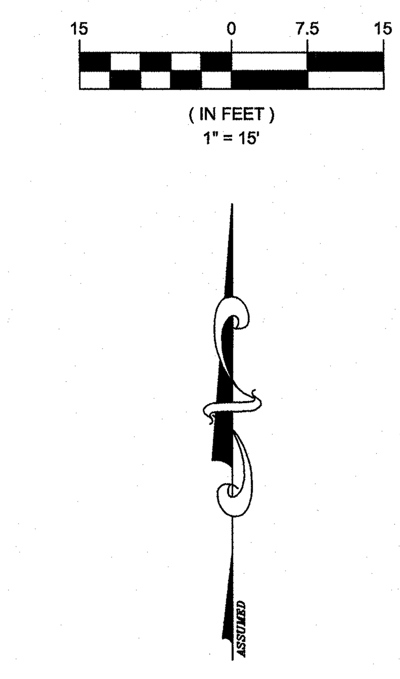
A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
FFE.=FINISHED FLOOR ELEVATION
W.=WALK ELEVATION
X.=CONCRETE ELEVATION
TOE.=TOP OF SLOPE ELEVATION
TOB.=TOP OF BANK ELEVATION
C.=CURB ELEVATION
G.=GUTTER ELEVATION
EL.=ELEVATION
TW.=TOP OF WALL ELEVATION
BK.=BRICK ELEVATION

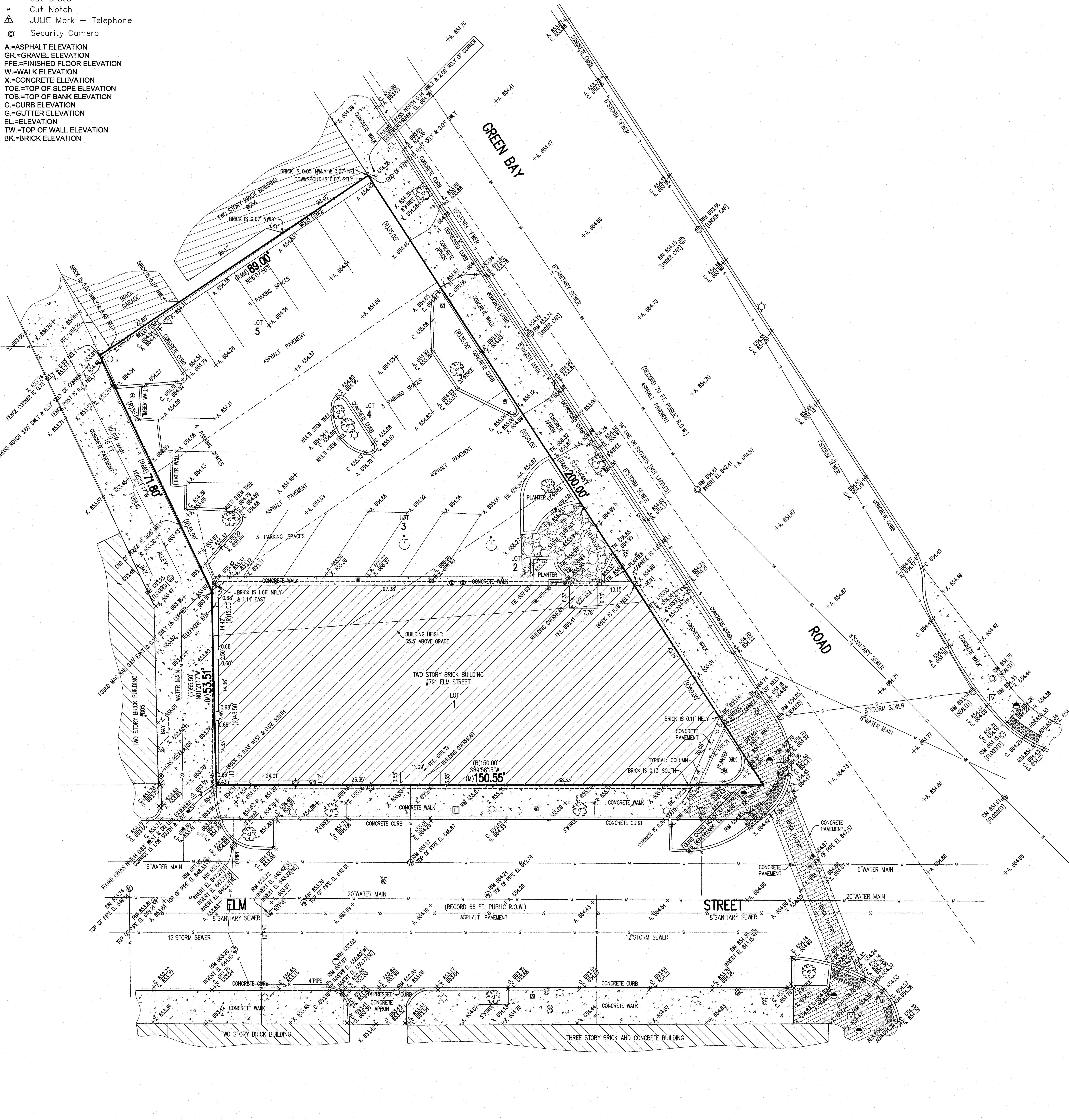
CHICAGO GUARANTEE SURVEY COMPANY
A DIVISION OF
PLCS Corporation
LICENSE NO. 184-005332
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (312) 986-9445 EMAIL: INFO@PLCS-SURVEY.COM

Plat of Survey

LOTS 1, 2, 3, 4 AND 5 IN DALE AND OTHER SUBDIVISION OF BLOCK 14 IN WINNETKA IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY, ILLINOIS.

CONTAINING 17,030 SQUARE FEET OR 0.390 ACRES MORE OR LESS.





UNDERGROUND UTILITY DATA ADDED AUGUST 3, 2023

ORDERED BY: RIVERSIDE INVESTMENTS & DEVELOPMENT	CHECKED: MD	DRAWN: RL
ADDRESS: 791 ELM STREET		
CHICAGO GUARANTEE SURVEY COMPANY, A DIVISION OF PLCS, CORPORATION, LICENSE NO. 184-005332, PROFESSIONAL LAND SURVEYORS, 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630, TELEPHONE: (312) 986-9445 EMAIL: INFO@PLCS-SURVEY.COM		
ORDER NO. 2023–31339–001	DATE: JULY 27, 2023 / SCALE: 1 INCH = 15 FEET	PAGE NO. 1 OF 1

G:\CAD\2023\2023–31339\2023–31339–001.dwg

SURVEY NOTES:

SURVEYOR'S LICENSE EXPIRES November 30, 2024

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

COPYRIGHT CHICAGO GUARANTEE SURVEY COMPANY 2023 "All Rights Reserved"

SURVEY NOTES:

BENCHMARK:
ELEVATION: 645.10

LOCATION: #742 PINE STREET.
ALUMINUM CAP IN CONCRETE.
MONUMENT IS 57.26' NELY OF IRON PIPE AT
NORTHWEST CORNER OF SECTION 21-42-13
N. 1,982,594.103
E. 1,147,444.453

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

STATE OF ILLINOIS)
COUNTY OF COOK)SS

WE, CHICAGO GUARANTEE SURVEY COMPANY, HEREBY CERTIFY THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIELD MEASUREMENTS COMPLETED ON JULY 27, 2023.

SIGNED ON AUGUST 3, 2023.

BY: [signature]

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

JP Morgan & Chase Co.
791 Elm St.
Winnetka, IL 60093

ARCHITECT:
Gensler
11 E. Madison St., Suite 300
Chicago, IL 60602
312-456-0123
Attn: Derek Hukill

CIVIL ENGINEER:
Eriksson Engineering Assoc., Ltd.
145 Commerce Dr., Suite A
Grayslake, IL 60030
847-223-4804
Attn: Mike Renner

OWNER:
Riverside Investments & Development
150 North Riverside Plaza, Suite 1800
Chicago, IL 60606
312-788-1800
Attn: Mike Spence

INDEX OF SHEETS

C0.00 CIVIL ENGINEERING COVER SHEET
C1.00 SITE DEMOLITION PLAN
C2.00 SITE GEOMETRY PLAN
C3.00 SITE UTILITY PLAN
C4.00 GRADING AND PAVING PLAN
C5.00 SOIL EROSION & SEDIMENTATION CONTROL PLAN
C6.00 SITE WORK DETAILS
C6.01 SITE WORK DETAILS – ILLINOIS DEPARTMENT OF TRANSPORTATION
C6.02 SITE WORK DETAILS – ILLINOIS DEPARTMENT OF TRANSPORTATION
C6.03 SITE WORK DETAILS – VILLAGE OF WINNETKA
L0.10 TREE PRESERVATION PLAN
L1.00 SITE LANDSCAPE PLAN
L2.00 LANDSCAPE DETAILS
L2.01 LANDSCAPE DETAILS

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By Chicago Guarantee Survey Company For Riverside Investments & Development on 07/27/2023. Order Number 2023-31339-001

PROJECT BENCHMARKS

1. Aluminum Cap in Concrete at 742 Pine St. Elevation 645.10

JPMORGAN CHASE & CO.
791 Elm St, Winnetka, IL 60093

Gensler
11 East Madison Street
Suite 300
Chicago, IL 60602
United States
Tel 312.456.0123
Fax 312.456.0124

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE: (847) 223-4804
FAX: (847) 223-4864
EMAIL: INFO@EEA-LTD.COM

Date	Description
1 08/18/2023	Issued For Village PD
2 10/27/2023	Permit Revisions

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
CIVIL ENGINEERING COVER SHEET

Scale
1" = 20'

C0.00

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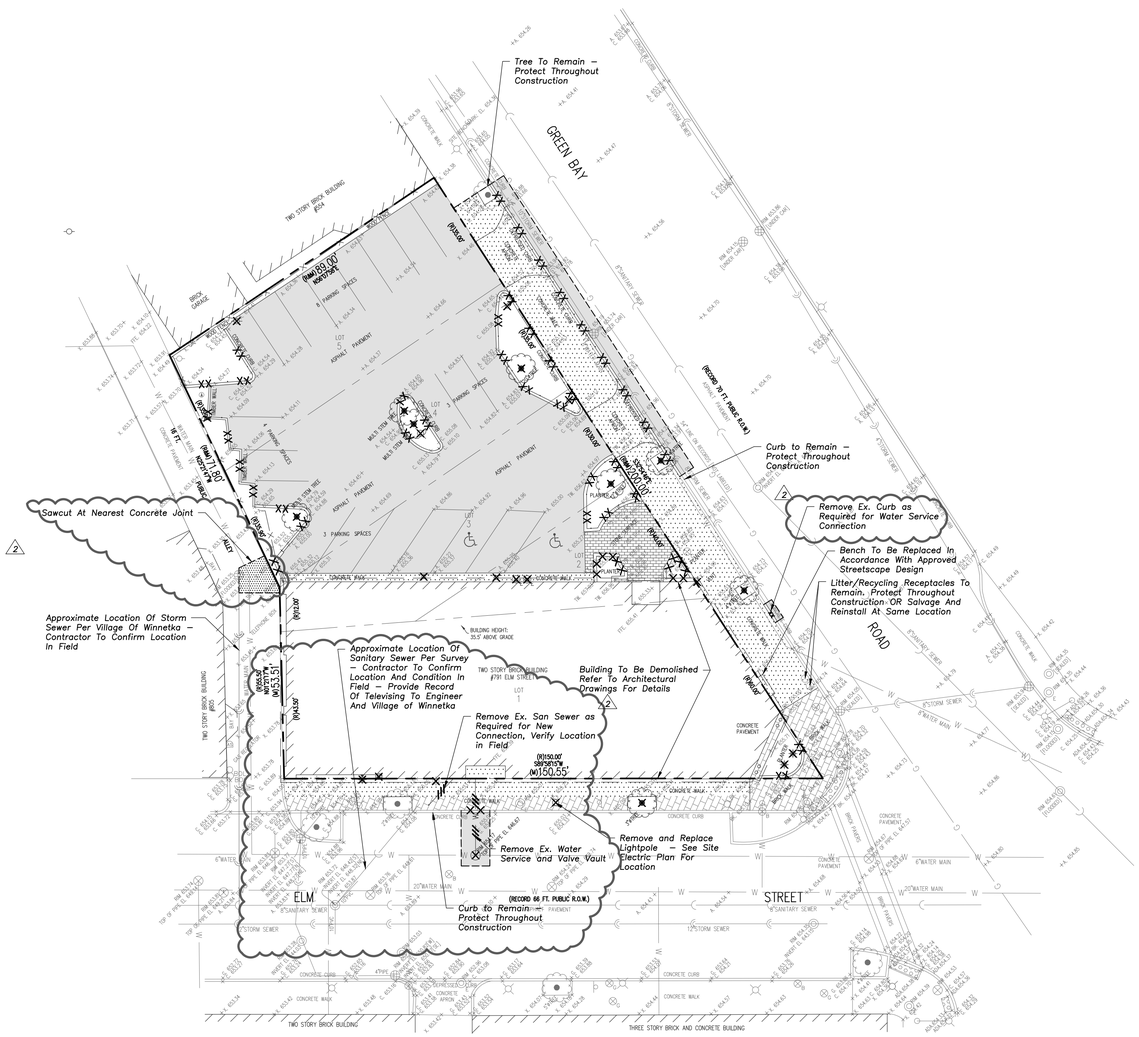

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2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. **Contractor Shall Provide Private Utility Locating Services for the Project Area.**
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6. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly. **Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.**
7. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
8. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
9. **Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.**
10. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All **Village** Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
6. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.
9. Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
10. Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.
11. Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.

N

20' 0' 20' 40' 60'

Scale: 1"=20'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Wall Hydrant	
	Camera	
	Guy Anchor	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	× 784.0
× T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Brick Walk Removal (Full Depth)
- Stone Surface Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal

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△ Date	Description
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Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SITE DEMOLITION PLAN

Scale
1" = 20'

C1.00

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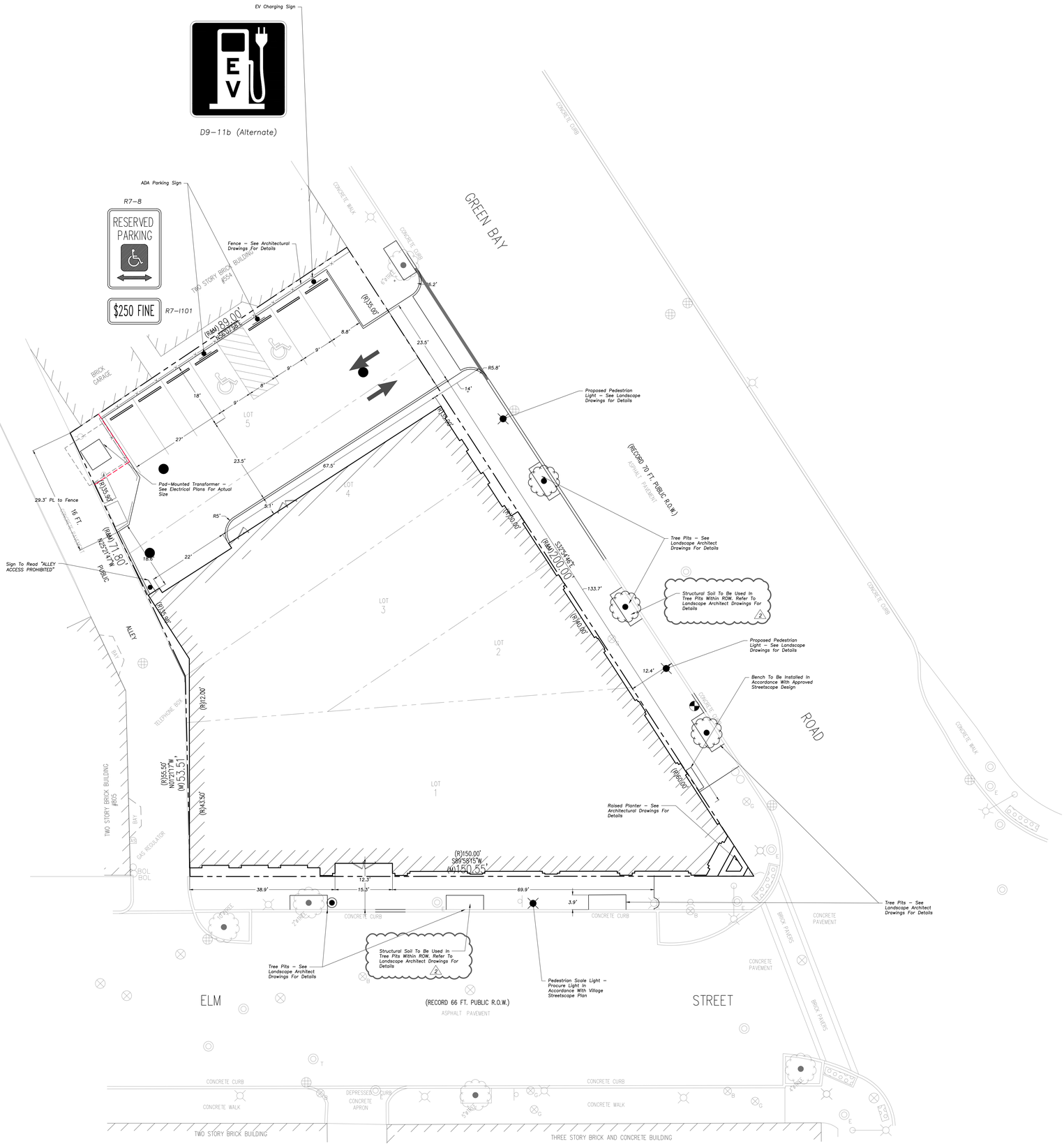

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, Two Coats for Latex Paints. All Cross Hatch Striping Shall Be 45° At 2'–0" Centers.
3. All Accessible Parking Signs (R7–8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U–Channel Posts, 2–lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.

N

10' 0' 10' 20' 30'

Scale: 1"= 10'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
	Water Main	
	Gas Line	
	Overhead Wires	
	Electrical Cable (Buried)	
	Telephone Line	
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
	Downspout	
	Bollard	
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Wall Hydrant	
	Camera	
	Guy Anchor	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
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Tel 312.761.5693

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MEPFP
233 S Wacker Dr #5300
Chicago, IL 60606
USA
Tel 312.372.1200

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Architecture Lighting Design
EBR & Sangamon Street, Chicago, IL 60607
www.zdesigngroup.com | 773.609.3130
LIGHTING
159 N. Sangamon Street
Chicago, IL 60607
USA
Tel 773.609.3130

Longman Lindsey
ACOUSTICS
200 West 41st Street, Suite 1100
New York, NY 10036
USA
Tel 212.315.6400

△ Date	Description
1 08/18/2023	ISSUED FOR VILLAGE PD
⚠ 10/27/2023	PERMIT REVISIONS
2 12/15/2023	ISSUED FOR 100% SD
⚠ 12/15/2023	PERMIT REVISIONS

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

Project Number

Description
SITE GEOMETRY PLAN

Scale

C2.00

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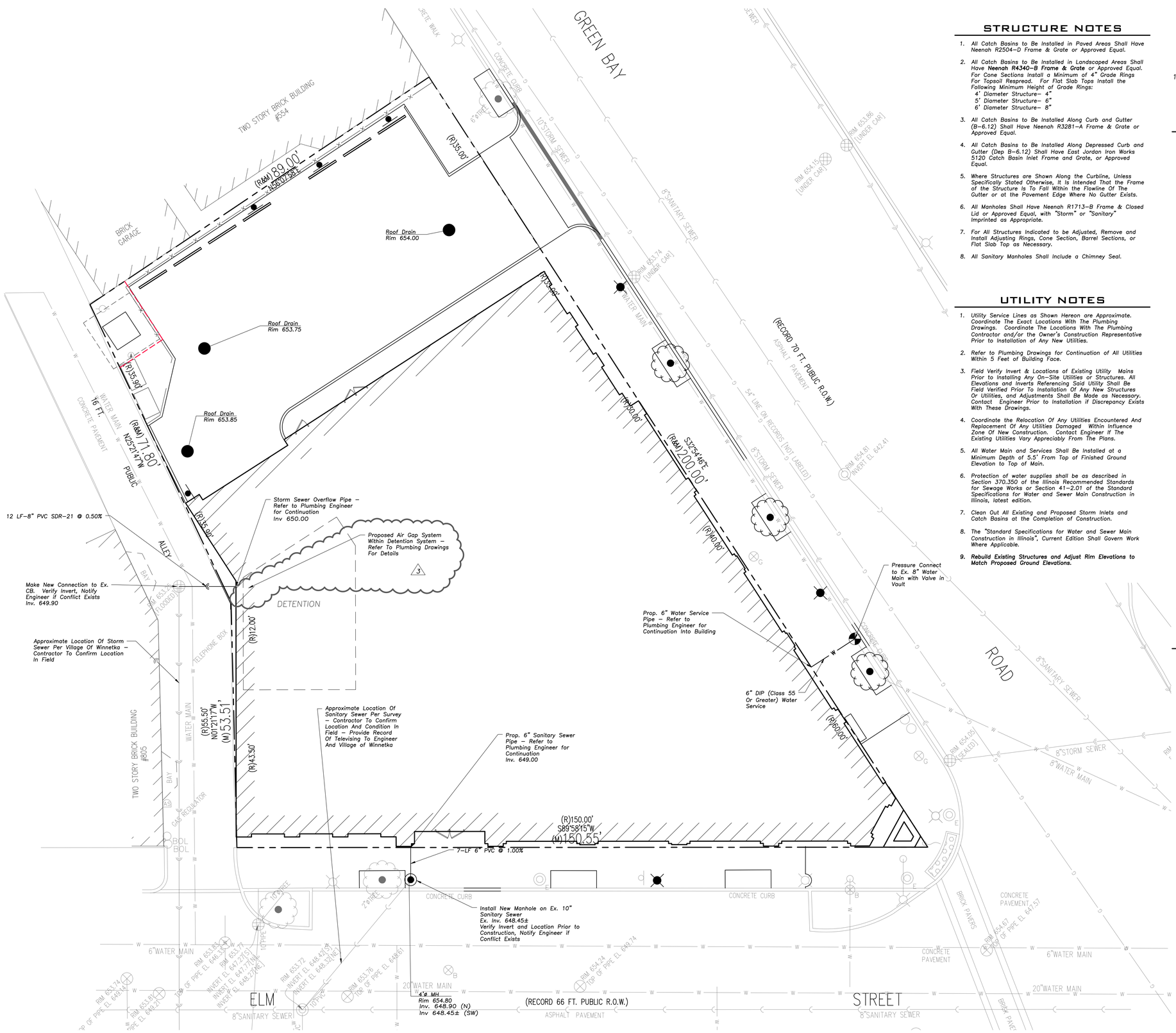

STRUCTURE NOTES

1. *All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504–D Frame & Grate or Approved Equal.*
2. *All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340–B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:*
   4' Diameter Structure– 4"
   5' Diameter Structure– 6"
   6' Diameter Structure– 8"
3. *All Catch Basins to Be Installed Along Curb and Gutter (B–6.12) Shall Have Neenah R3281–A Frame & Grate or Approved Equal.*
4. *All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B–6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.*
5. *Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, It Is Intended That the Frame of the Structure Is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.*
6. *All Manholes Shall Have Neenah R1713–B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.*
7. *For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.*
8. *All Sanitary Manholes Shall Include a Chimney Seal.*

UTILITY NOTES

1. *Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.*
2. *Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.*
3. *Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On–Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.*
4. *Coordinate the Relocation Of Any Utilities Encountered And Replacement Of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.*
5. *All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.*
6. *Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41–2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.*
7. *Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.*
8. *The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.*
9. ***Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.***

N

10' 0' 10' 20' 30'

Scale: 1"= 10'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
B	Buffalo Box	B
DS	Downspout	DS
BOL	Bollard	BOL
G	Gas Valve	
G	Gas Meter	
E	Electric Meter	
E	Electric Manhole	
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9. ***Provide An As–built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.***
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

JPMORGAN CHASE & CO.
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PHONE (847) 223-4804
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EMAIL INFO@EEA-LTD.COM

Date	Description
1 08/18/2023	Issued For Village PD
1 10/27/2023	Revision For Village PD
2 12/15/2023	2nd Revision For Village PD
3 01/12/2024	3rd Revision For Village PD

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SITE UTILITY PLAN

Scale
1" = 20'

C3.00

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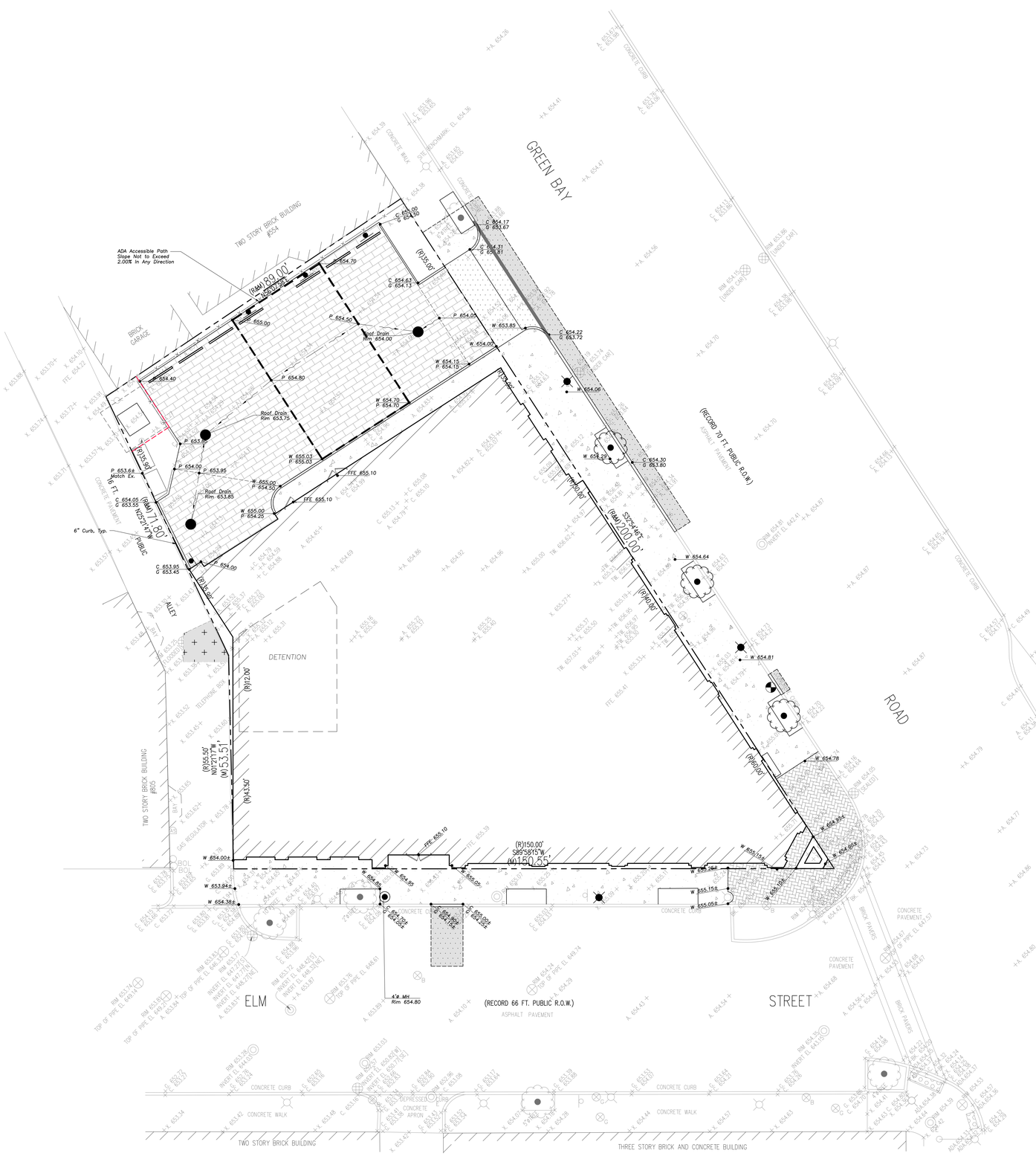

PAVING & SURFACE LEGEND

- **Concrete Sidewalk Section**
  5" Portland Cement Concrete
  4" Aggregate Base Course, Type B, Crushed
- **Concrete Driveway Section**
  8" Portland Cement Concrete
  6"x6" W2.9xW2.9 Welded Wire Fabric
  6" Aggregate Base Course, Type B, Crushed
- **Brick Paver Parking Lot Section**
  See Structural Drawings
- **Pavement Restoration in Public Way**
  1 ½" (Min.) Hot Mix Asphalt Surface Course
  8 ½" (Min.) Hot Mix Asphalt
  (Or Match Existing, Whichever Is Greater)
  4" (Min.) Subbase Granular Material
- **Pavement Restoration in Public Alley**
  9" (Min) Portland Cement Concrete
  (Or Match Existing, Whichever Is Greater)
  No.6 Epoxy Coated Dowel Bars, Min. 24" Long Grouted In Place At 24" C.C.
  4" (Min) Subbase Granular Material
- **Brick Paver Sidewalk Section**
  See Landscape Architect Drawings
- Ridge Line/High Point

GRADING NOTES

1. *The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.*
2. *All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and* ***Hydroseeded*** *Unless Noted Otherwise On The Landscape Drawings.*
3. *Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.*
4. *Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.*
5. ***Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.***

10' 0' 10' 20' 30'

Scale: 1"= 10'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
CO	Clean Out	CO
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Wall Hydrant	
	Camera	
	Guy Anchor	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x 784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

1. *The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately if Surface and/or Subsurface Features Are Different Than Shown On The Drawings.*
2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The* ***Village of Winnetka*** *A Minimum of 48 Hours In Advance of Performing Any Work.*
5. *All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.*
6. *These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly.* ***Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.***
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Chicago, IL 60607
USA
Tel 773.609.3130

Longman Lindsey
ACOUSTICS
200 West 41st Street, Suite 1100
New York, NY 10036
USA
Tel 212.315.6400

Date	Description
1 08/18/2023	ISSUED FOR VILLAGE PD
10/27/2023	PERMIT REVISIONS
2 12/15/2023	ISSUED FOR 100% SD
12/15/2023	PERMIT REVISIONS

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

Project Number

Description
SITE GRADING AND PAVING PLAN

Scale

C4.00

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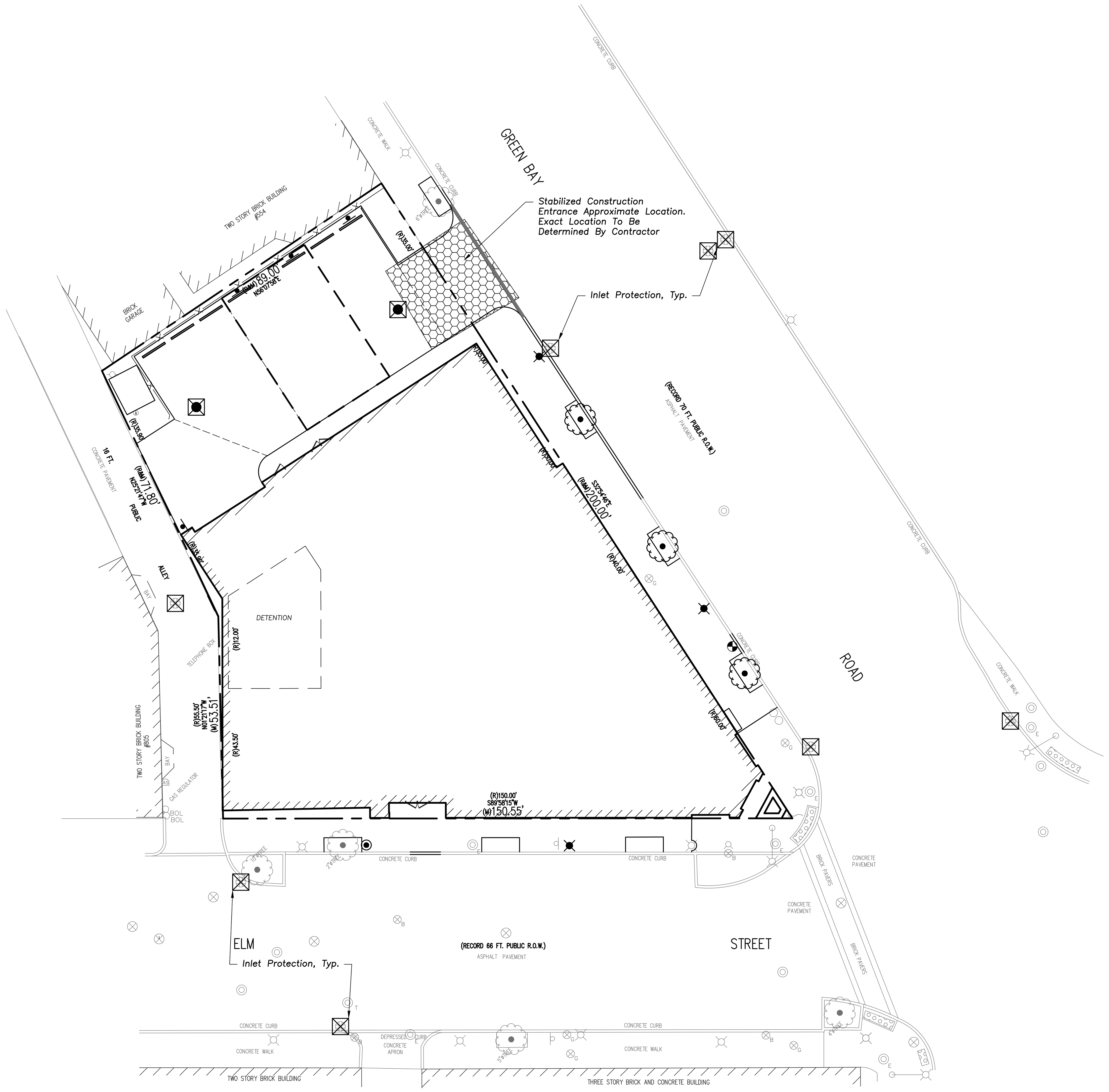

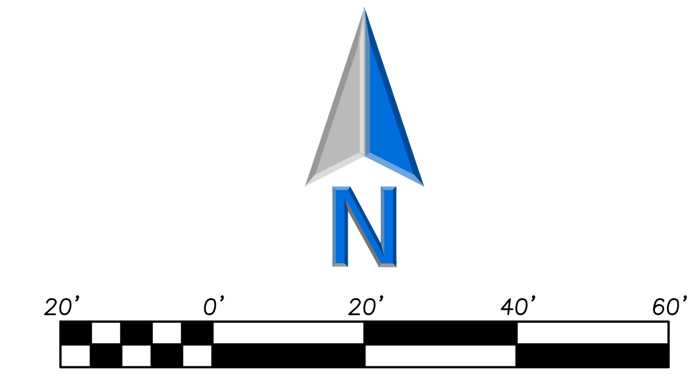

Scale: 1"= 20'

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SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
3. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
4. Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days, Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site Is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
5. All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization Is Achieved Or After The Temporary Measures Are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.
6. Final Site Stabilization Is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.
7. **All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Wattles Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Pork Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge Into Waterways.**
8. All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected In Conformance With All Applicable IEPA-NPDES Phase II.
9. Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.
10. Install And Maintain Silt Fence At The Perimeter Of The Construction Zone And Wetland Areas And As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.
11. **Contractor** Shall Provide Qualified Soil Erosion and Sediment Control Inspector Services in Accordance with NPDES and Governmental Requirements. Inspections Shall Occur at Every Seven Calendar Days Or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall Be Copied on Inspection Logs.
12. The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.
13. Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.
14. Report Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur In Accordance with IEPA NPDES Requirements.
15. All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
16. If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILR10 and Local and County Permits.
17. Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water Into Storm Sewers Tributary to Open Water.

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
B	Buffalo Box	B
DS	Downspout	DS
BOL	Bollard	BOL
G	Gas Valve	
G	Gas Meter	
E	Electric Meter	
E	Electric Manhole	
H	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
T	Telephone Pedestal	
T	Telephone Manhole	
	Wall Hydrant	
	Camera	
	Guy Anchor	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x 784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

	Construction Entrance
	Inlet Protection

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

1. Install Stabilized Construction Entrance
2. Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.
3. Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.
4. Cover and Stabilize Disturbed Areas As Soon As Possible.
5. When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.
6. Construct Sedimentation Basins and Structures.
7. Perform Grading Operations and Installation of Site Infrastructure and Pavement.
8. Install Permanent Seeding and Plantings.
9. Remove Accumulated Sediment From Basins and Along Silt Fence.
10. Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.
11. Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.

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Δ	Date	Description
1	08/18/2023	Issued For Village PD
2	10/27/2023	Permit Revisions

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SOIL EROSION AND SEDIMENTATION CONTROL PLAN

Scale
1" = 20'

C5.00

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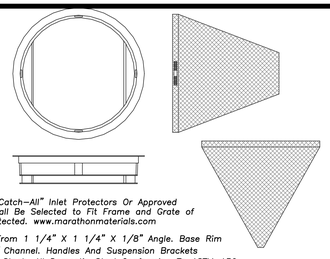


General Notes:

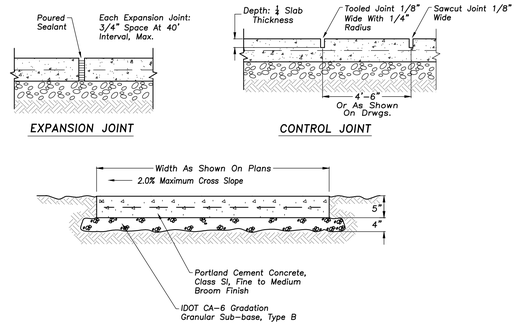
Use Marathon Materials, Inc., "Catch–All" Inlet Protectors Or Approved Equal. Inlet Protector Types Shall Be Selected to Fit Frame and Grate of Open Lid Structures to Be Protected. www.marathonmaterials.com

Frame: Top Flange Fabricated From 1 1/4" X 1 1/4" X 1/8" Angle. Base Rim Fabricated From 1 $\frac{1}{2}$" x $\frac{1}{2}$" x $\frac{1}{8}$" Channel. Handles And Suspension Brackets Fabricated From 1 $\frac{1}{4}$" x $\frac{1}{4}$" Flat Stock. All Domestic Steel Conforming To ASTM–A36

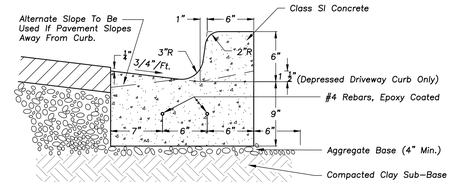
Sediment Bag: Bag Fabricated From 4 Oz./sq.yd. Non–woven Polypropylene Geotextile Reinforced With Polyester Mesh. Bag Secured To Base Rim With A Stainless Steel Strap And Lock.

Install Baskets In All Existing Storm Inlets Prior To Construction And All New Storm Inlets Immediately After Installation. Contractor Shall Maintain Throughout Construction Activities.

INLET PROTECTORS – SEDIMENT BAG



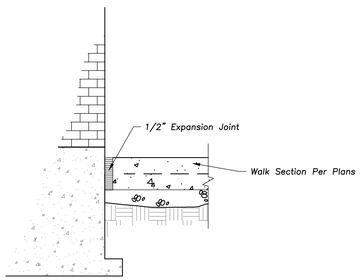
PORTLAND CEMENT CONC. SIDEWALK



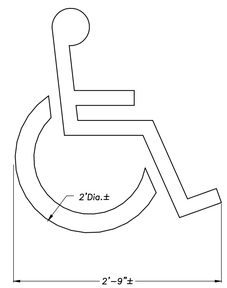
Notes:

1. A 1" Expansion Joint Shall Be Installed At All Points of Curvature For Short Radius (Under 25 ft.) Curves. Maximum Expansion Joint Spacing Is 50'. Expansion Joints Shall Be Constructed With 1" Thick Preformed Expansion Joint Filler Conforming To The Curb And Gutter Cross Section And Shall Be Provided With One,1 1/4"ø 18" Long, Coated Smooth Dowel Bar. The Dowel Bar Shall Be Fitted With A Cap With A Pinched Stop Which Provides A Minimum Of 1" Of Expansion.
2. Maximum Contraction (Control) Joint Spacing Shall Be 20'.

B–6.12 CURB & GUTTER

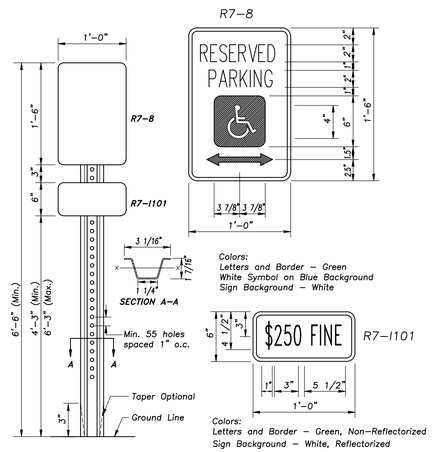


WALK ADJACENT TO BUILDING



Note: All Paint Shall Be 4" Wide Yellow Lines (Typ.)

ACCESSIBLE PARKING STALL PAVEMENT MARKING



Notes: Dimensions shown for cross sections are minimum.

All holes are 3/8" ø. Minimum section modulus about the x–x axis of the post shall be 0.223 in.

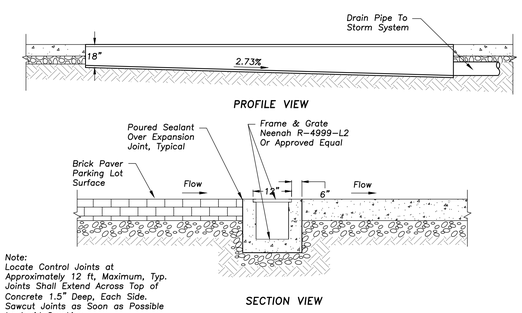
For posts in which holes are punched or drilled for more than half their length, the section modulus shall be computed for the net section.

3'–6" Post Bury Depth.

Post shall weigh 2.00 lb/ft length.

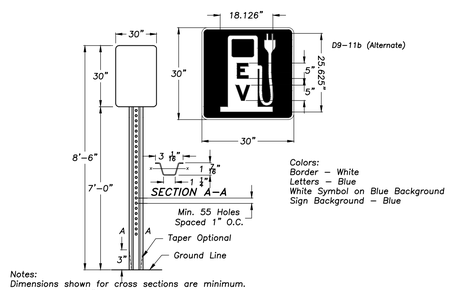
One in Six Accessible Parking Spaces Must be Van Accessible, Minimum of One, Van Accessible Spaces Have the Same Requirement Except They Must Also Have 96" of Clear Vertical Space.

ACCESSIBLE PARKING SIGN



Note:
Locate Control Joints at Approximately 12 ft, Maximum, Typ. Joints Shall Extend Across Top of Concrete 1.5" Deep, Each Side. Sawcut Joints as Soon as Possible to Avoid Cracking.

TRENCH DRAIN SECTION



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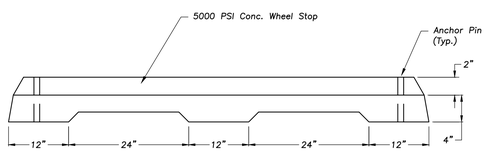
EV PARKING SIGN



CONCRETE WHEEL STOP

GENERAL NOTES

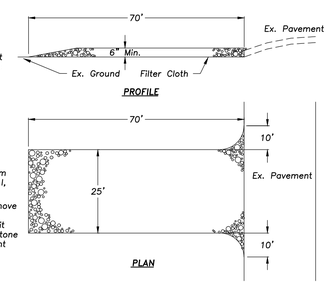
STONE SIZE – Use IDOT gradation CA–1 aggregate stone.

MAINTENANCE – The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights–of–way. This may require periodic top dressing with additional stone as conditions demand and repair and/or clean–out of any measures used to trap sediment. All sediment spilled, dropped, washed, or tracked onto public rights–of–way must be removed immediately.

FILTER CLOTH – Will be placed over the entire area prior to placing stone. Conform to Illinois Urban Manual Section 592, Type I, II, or IV.

WASHING – Wheels shall be cleaned to remove sediment prior to entrance onto public rights–of–way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

Periodic inspection and needed maintenance shall be provided after each rain.



STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

JPMorgan Chase & Co.
7911 Elm St, Winnetka, IL 60093

Gensler
11 East Madison Street
Suite 300
Chicago, IL 60602
United States
Tel 312.456.0123
Fax 312.456.0124

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM

△	Date	Description
1	08/18/2023	Issued For Village PD
2	10/27/2023	Permit Revisions

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SITE WORK DETAILS

Scale
1" = 20'

C6.00

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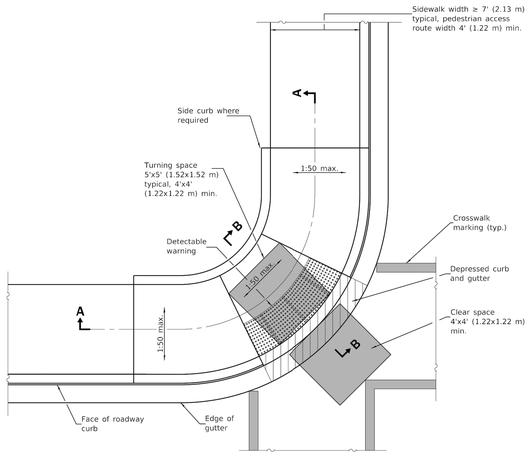
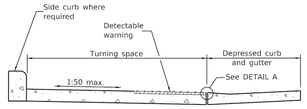
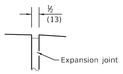


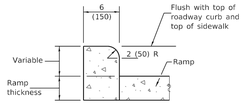
CORNER PARALLEL CURB RAMP



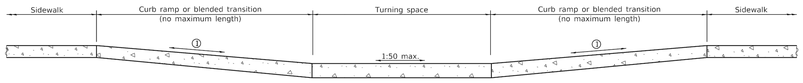
SECTION B-B



DETAIL A



SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

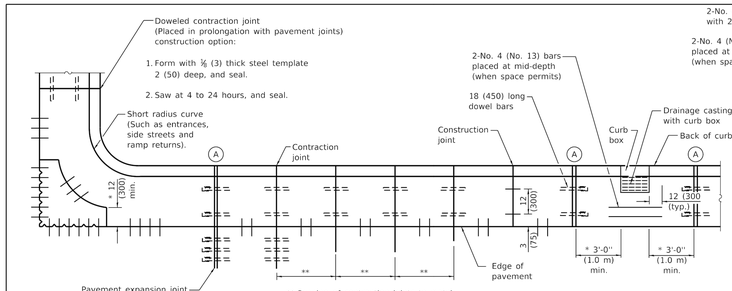
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

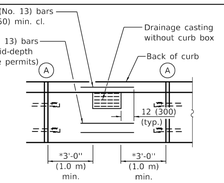
DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.
1-1-17	Revised sidewalk width to
	include 24 (610) buffer
	behind curb.

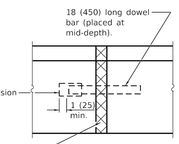
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-04

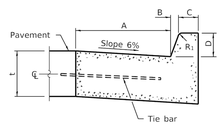


PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

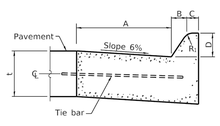




DETAIL Ⓐ
EXPANSION JOINT



BARRIER CURB



MOUNTABLE CURB

TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 ✱ (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

✱ For corner islands only.

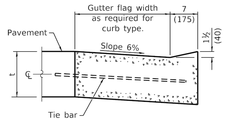
TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA

Illinois Department of Transportation

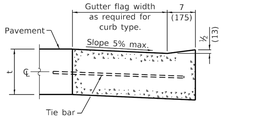
PASSED January 1, 2022
ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

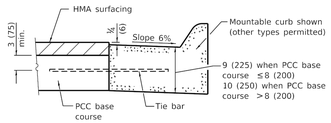
B.L.R. 28-1 03/05/21



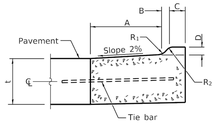
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

DOWEL BAR TABLE

PAVEMENT THICKNESS	DOWEL BAR DIAMETER
10 (250) and greater	1⅛ (38)
8.01 (201) to 9.99 (249)	1¼ (32)
8 (200) and less	1 (25)

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Pavement thickness.

Longitudinal joint tie bars shall be No. 5 (No. 16) at 24 (600) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands except reference to Standard 606001 does not apply.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-22	Revised contraction joint spacing
	adjacent to pcc pavt. and
	DOWEL BAR TABLE.
1-1-18	New standard.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

B.L.R. 28-1

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GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM

Date	Description
1 08/18/2023	Issued For Village PD
2 10/27/2023	Permit Revisions

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SITE WORK DETAILS - ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale
1" = 20'

C6.01

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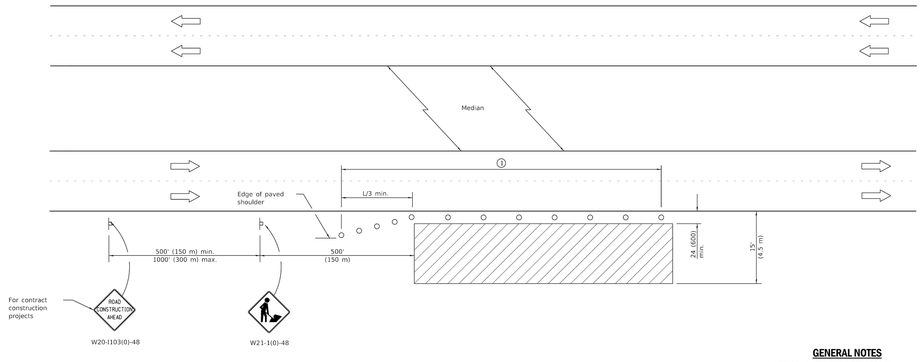


TYPICAL APPLICATIONS

Utility operations
Culvert extensions
Side slope changes
Guardrail installation and maintenance
Delineator installation
Landscaping operations
Shoulder repair
Sign installation and maintenance

③ When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

SYMBOLS

Work area
Sign
Cone, drum or barricade

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24 (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L=(W)(S)$	$L=0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

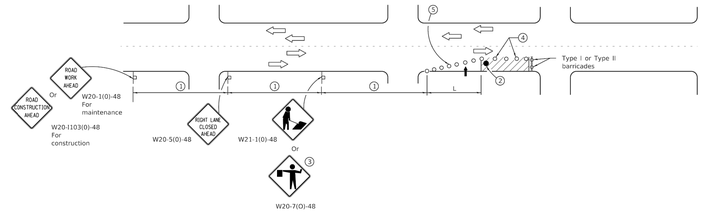
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT
D-81T (GD502)

DATE	REVISIONS
4-1-16	Corrected typo in title.
1-1-14	Revised workers sign
	number to agree with
	current MUTCD.

OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

STANDARD 701101-05



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

Arrow board
Cone, drum or barricade
Sign on portable or permanent support
Work area
Barricade or drum with flashing light
Flagger with traffic control sign.

① Refer to SIGN SPACING TABLE for distances.

② Required for speeds > 40 mph.

③ Use flagger sign only when flagger is present.

④ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.

⑤ Cones, drums or barricades at 20' (6 m) centers in taper.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L=(W)(S)$	$L=0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

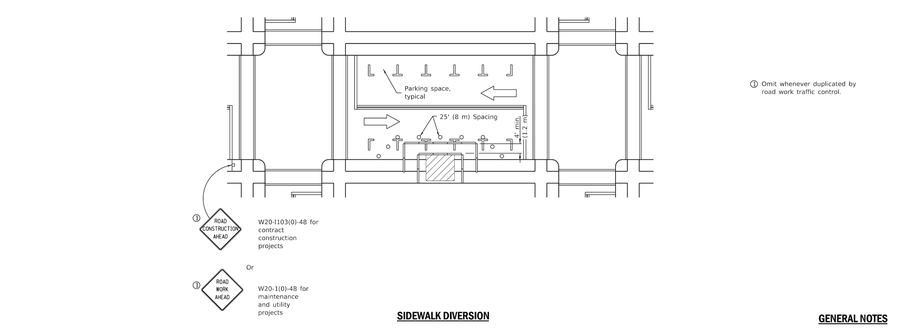
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 1, 2015
ENGINEER OF SAFETY ENGINEERING
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT
D-81T (GD502)

DATE	REVISIONS
1-1-15	Renamed standard. Moved
	case on Sheet 2 to new
	Highway Standard.
1-1-14	Revised workers sign
	number to agree with
	current MUTCD.

URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701606-10

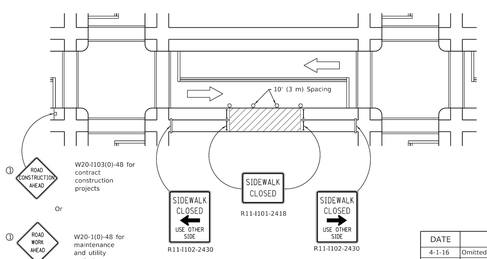


SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

SYMBOLS

Work area
Sign on portable or permanent support
Barricade or drum
Cone, drum or barricade
Type III barricade
Detectable pedestrian channelizing barricade



SIDEWALK CLOSURE

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

All dimensions are in inches (millimeters) unless otherwise shown.

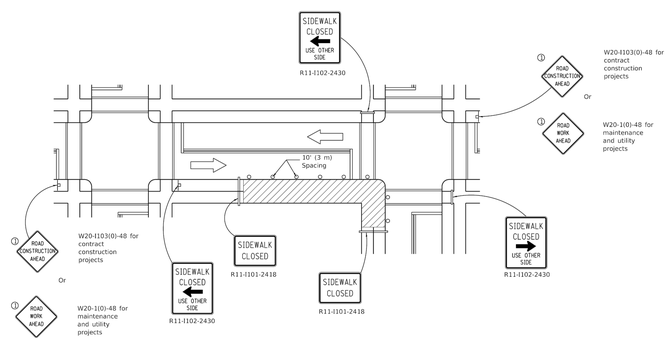
Illinois Department of Transportation
PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT
D-81T (GD502)

DATE	REVISIONS
4-1-16	Omitted orange safety fence
	from standard as this is
	covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION,
	Modified appearance of
	plan views. Renamed Std.

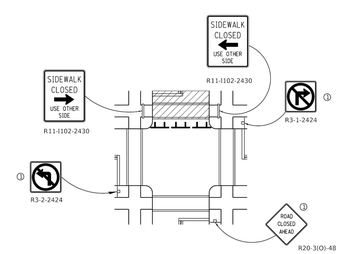
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation
PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT
D-81T (GD502)

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06

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145 COMMERCE DRIVE, SUITE A
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EMAIL INFO@EEA-LTD.COM

Date	Description
1 08/18/2023	Issued For Village PD
2 10/27/2023	Permit Revisions

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SITE WORK DETAILS - ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale
1" = 20'

C6.02

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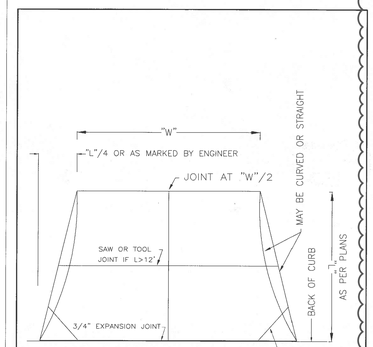


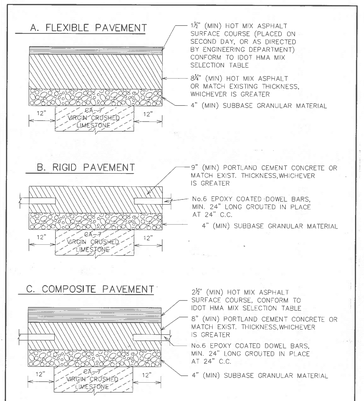
NOTES:

1.) USE 6" THICK, IDOT CLASS PV OR SI CONCRETE.
2.) USE 4" MIN. IDOT CA-6 CRUSHED STONE BASE

NOT TO SCALE

TYPICAL PCC DRIVEWAY

DATE: 2-20-2015



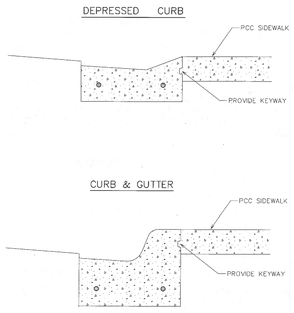
NOTE:

1. ALL PAVEMENT PATCHES SHALL BE SAWCUT FULL-DEPTH A MINIMUM OF ONE FOOT BEYOND THE LIMITS OF THE FAILED PAVEMENT IN ALL DIRECTIONS.
2. PORTLAND CEMENT CONCRETE SHALL CONFORM TO IDOT CLASS PP MIN. 3,500 PSI (6.1 BAG MIX) AT 14 DAYS, WITH 5 % TO 7 % AIR ENTRAINMENT.(NO FLY ASH ALLOWED)

NOT TO SCALE

PAVEMENT PATCH DETAIL

DATE: 2-20-2015



NOTES:

1. SEE TYPICAL DETAIL FOR CURB AND GUTTER FOR CURB DIMENSIONS AND SPECIFICATIONS.

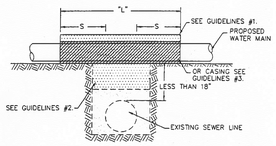
NOT TO SCALE

SIDEWALK AT CURB AND GUTTER

DATE: 2-20-2015

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE WITH LESS THAN 18" VERTICAL SEPARATION.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B



NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO EXISTING SEWER LINE.

GUIDELINES

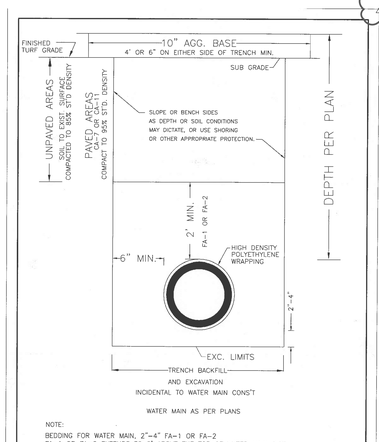
1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.
4. POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN CASING AND SEWER.

WATER AND SEWER SEPARATION REQUIREMENTS (VERTICAL SEPARATION)

DMS

DIV.V/STANDARD DRAWING NO.22

DIV: V
PAGE: 168



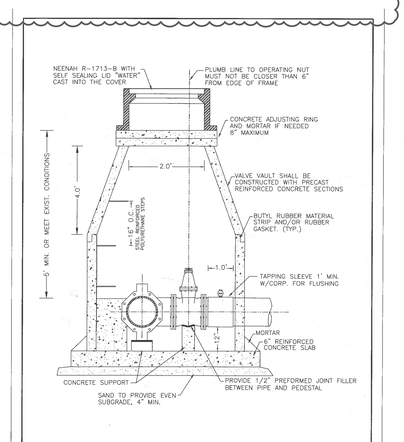
NOTE:

BEDDING FOR WATER MAIN, 2"-4" FA-1 OR FA-2
FA-1 OR FA-2 EXTENDS TO 2" ABOVE THE TOP OF WATER MAIN PIPE

NOT TO SCALE

WATER MAIN INSTALLATION

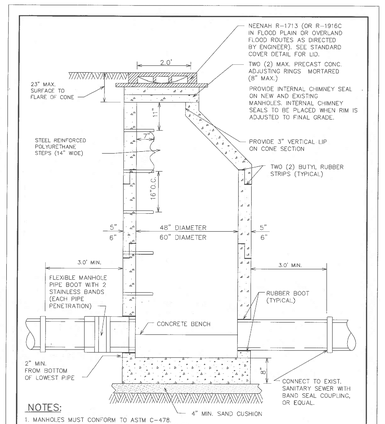
DATE: 2-20-2015



NOT TO SCALE

TYPICAL PRESSURE CONNECTION

DATE: 2-20-2015



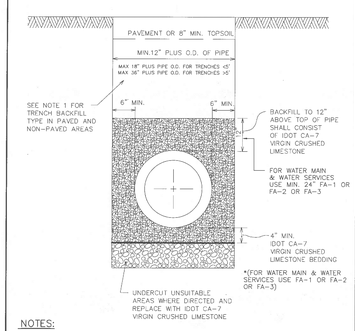
NOTES:

1. MANHOLES MUST CONFORM TO ASTM C-478.
2. MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
3. BENCHES MUST BE PROVIDED IN ALL SANITARY SEWER MANHOLES.
4. USE EXTERNAL LIFTING "HOLES" ONLY, BUT NOT FULL PENETRATION.
5. NON-PRECAST OPENINGS SHALL BE CORED AND RUBBER BOOTED.
6. PIPE PENETRATIONS TO BE RUBBER BOOTED AND INTERIOR MORTARED.
7. USE ECCENTRIC CONE ONLY.
8. PRIOR TO THE PLACEMENT OF FINAL LAYER OF ROADWAY, FRAMES AND ADJUSTING RINGS LOCATED WITHIN PAVED AREAS SHALL BE SET IN AN IDOT APPROVED CONCRETE "S" MIXTURE.

NOT TO SCALE

SANITARY MANHOLE DETAIL

DATE: 2-20-2015



NOTES:

1. TRENCH BACKFILL MATERIAL SHALL CONSIST OF CA-7 (VIRGIN CRUSHED LIMESTONE) UNDER PAVED AREAS OR WITHIN ZONE OF INFLUENCE, OR FA-6 (CLEAN BROWN BEACH SAND) IN NON-PAVED AREAS.
2. ALL MATERIALS SHALL BE PROPERLY COMPACTED PER SPECIFICATIONS (INUNDATION OR WATER JETTING NOT ALLOWED)
3. ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS

NOT TO SCALE

TYPICAL PIPE TRENCH DETAIL

DATE: 2-20-2015

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USA
Tel 212.315.6400

Date	Description
1 08/18/2023	ISSUED FOR VILLAGE PD
10/27/2023	PERMIT REVISIONS
2 12/15/2023	ISSUED FOR 100% SD
12/15/2023	PERMIT REVISIONS

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

Project Number

Description

SITE WORK DETAILS -
VILLAGE OF WINNETKA

Scale

C6.03

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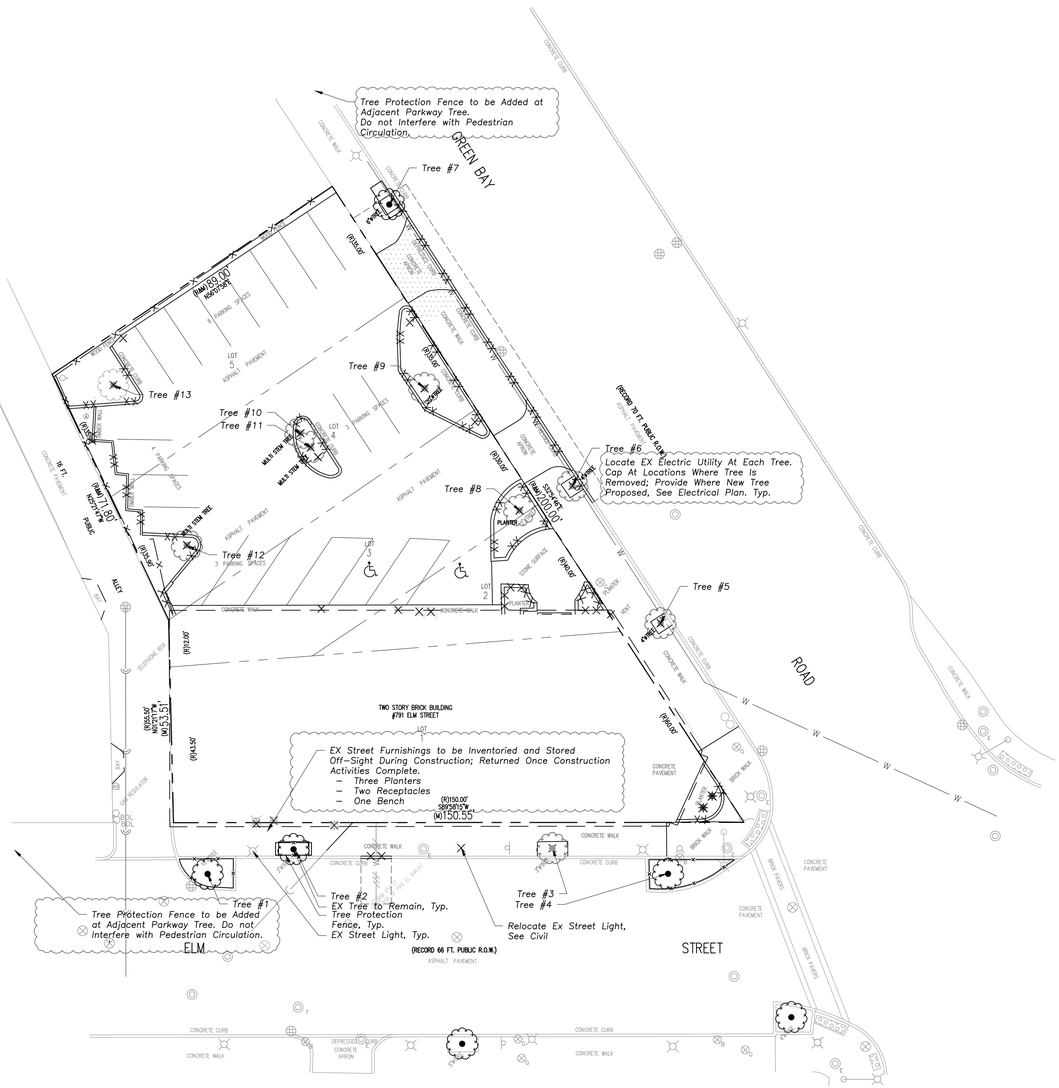

N

20' 0' 20' 40' 60'

Scale: 1"= 20'

TREE PRESERVATION NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
2. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
3. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
4. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
5. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
6. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
7. TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.
8. TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
9. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AS SHOWN IN PLAN.
10. REVIEW TREE PROTECTION FENCE INSTALLATION WITH LANDSCAPE ARCHITECT, CITY FORESTER OR OWNERS REPRESENTATIVE PRIOR TO START OF CONSTRUCTION ACTIVITIES.
11. CONTRACT/ CONSTRUCTION FENCE TO INCLUDE PERIMETER OF TREE PROTECTION FENCE WHERE THESE INTERSECT.
12. MAINTAIN TREE PROTECTION AND FENCE WITHIN CONSTRUCTION/WORK LIMIT FENCE FOR THE DURATION OF THE PROJECT.
13. NO STAGING, TRENCHING, DIGGING, TRAFFICKING, RE–GRADING OR OTHER IMPACT SHALL BE ALLOWED IN TREE PROTECTION AREA.
14. CONTRACTOR MUST COORDINATE PLACEMENT OF EROSION CONTROL FENCE WITH TREE PROTECTION TO ENSURE MAXIMUM PROTECTION OF ROOTS, AND SOIL IN CANOPY ZONE.
15. TREE MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF DEBRIS ABD DUST PROTECTION. WASH TREE AND LEAVES WITHIN 24 HOURS POST OVERSPRAY FROM DUST, PAINT, CONSTRUCITON RESIDUE.
16. TEMPORARILY TIE CANOPY IF NEEDED FOR OVERHEAD PROTECTION, NOT TOO EXCEED 24 HOURS PER WEEK.
17. WHEN CONSTRUCTION ACTIVITIES REQUIRE AGGREGATE FILL WITHIN PROTECTED CRITICAL ROOT ZONE, AN INERT STONE MATERIAL MUST BE USED. (AVOID LIMESTONE)
18. ROOT PRUNE WHERE ESTABLISHED TREE CRITICAL ROOT ZONES ARE IMPACTED BY CONSTRUCTION ACTIVITIES. TO BE DONE UNDER THE GUIDANCE OF A CERTIFIED ARBORIST.

TREE #	BOTANICAL NAME	COMMON NAME	TREE SIZE	Status	COMMENTS
1	Gymnocladus dioicus	Kentucky Coffee Tree	10" Cal.	To Be Preserevd	Parkway Tree
2	Gymnocladus dioicus	Kentucky Coffee Tree	2" Cal.	To Be Preserevd	Parkway Tree
3	Sorbus aucuparia	European Mountain Ash	3" Cal.	To Be Removed	Parkway Tree
4	Ulmus x	Elm species	6" Cal.	To Be Preserevd	Parkway Tree
5	Ulmus x	Elm species	4" Cal.	To Be Removed	Parkway Tree
6	Celtis occidentalis	Hackberry	4" Cal.	To Be Removed	Parkway Tree
7	Ulmus x	Elm species	6" Cal.	To Be Preserevd	Parkway Tree - Bark damage
8	Gleditsia triacanthos	Honey Locust	12" Cal.	To Be Removed	Internal Tree
9	Gleditsia triacanthos	Honey Locust	20" Cal.	To Be Removed	Internal Tree
10	Prunus virginiana	Canadian Choke Cherry	3"x3"x3"	To Be Removed	Internal Tree
11	Prunus virginiana	Canadian Choke Cherry	3"x3"x3"	To Be Removed	Internal Tree
12	Malus ionis	Prairie Crab Apple	3"x3"x3"	To Be Removed	Internal Tree
13	Tilia americana	American Basswood	6"x6" Cal.	To Be Removed	Internal Tree

PUBLIC ROW TREES REMOVED : 3 TREES
REPLACEMENT TREES : 5 TREES

PRIVATE REMOVAL INCHES : 42"
REQUIRED REPLACEMENT : 18"
PROPOSED REPLACEMENT : 0" (Below Grade Parking Lot Conflict)

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p: 847.223.4804 f: 847.223.4864 e: info@eea-ltd.com

△ Date	Description
1 08/18/2023	Issued For Village PD
2 10/27/2023	Permit Revisions

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

JPMorgan Chase Private Bank, Winnetka

Project Number

21.1062.000

Description

TREE PRESERVATION PLAN

Scale

L0.10

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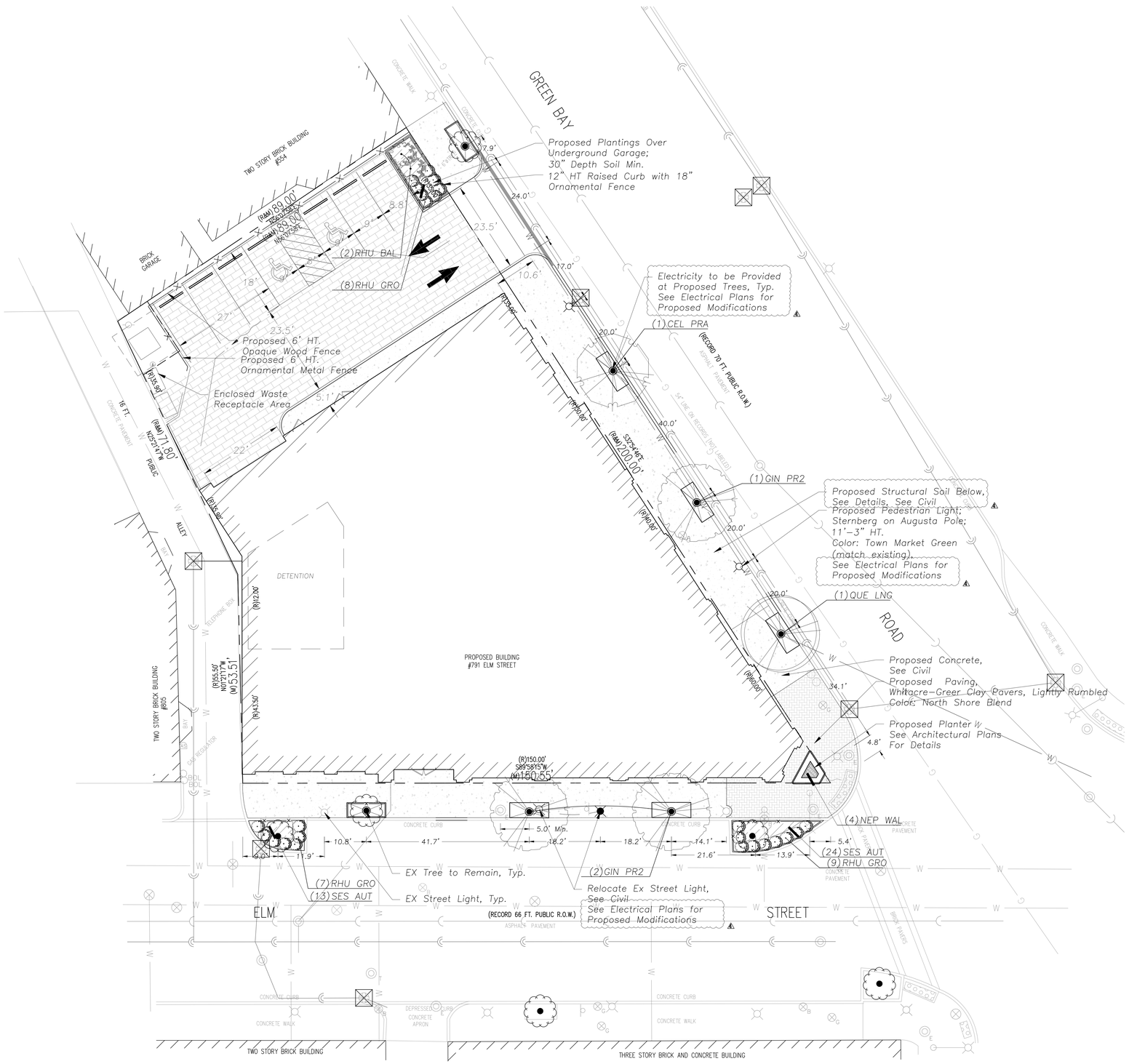

PLANT SCHEDULE SITE PLAN

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CANOPY TREES				
CEL PRA	CELTIS OCCIDENTALIS 'PRAIRIE PRIDE' / PRAIRIE PRIDE HACKBERRY	B & B	4" CAL.	1
GIN PR2	GINKGO BILOBA 'PNI 2720' / PRINCETON SENTRY® MAIDENHAIR TREE	B & B	4" CAL.	3
QUE LNG	QUERCUS ROBUR X BICOLOR 'LONG' / REGAL PRINCE® OAK	B & B	4" CAL.	1

CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS				
RHU GRO	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	B & B	24" HT.	24
RHU BAL	RHUS TYPHINA 'BALTIGER' / TIGER EYES® STAGHORN SUMAC	CONT.	#3	2

SYMBOL	CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
ORNAMENTAL GRASSES					
	SES AUT	SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS	CONT.	#1	67
PERENNIALS					
	NEP WAL	NEPETA X FAASSENII 'WALKER'S LOW' / WALKER'S LOW CATMINT	CONT.	#1	4

SHEET NOTES

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.
10. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
11. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
12. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE OWNER IN WRITING.
13. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF 3" OF A SOIL AMENDMENT ROTOTILLED TO A DEPTH OF 12", AND MULCHED WITH A MINIMUM OF 3" DEPTH OF LEAF MULCH TO MATCH EXISTING ON SITE. PLANTING BEDS TO BE AMENDED WITH MIDWEST TRADING "ONE STEP SOIL CONDITIONER" OR APPROVED EQUAL.
14. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
15. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN ESTABLISHED WITH SOD AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
16. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
17. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
18. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
19. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
20. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
21. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
22. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.

KEY PLAN

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Date	Description
1 08/18/2023	ISSUED FOR VILLAGE PD
2 10/27/2023	PERMIT REVISIONS
3 12/15/2023	ISSUED FOR 100% SD
4 12/22/2023	PERMIT REVISIONS

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
SITE LANDSCAPE PLAN

Scale

L1.00

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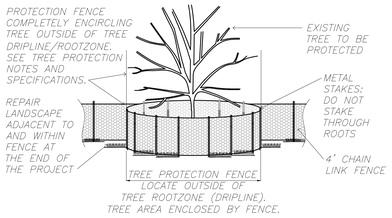
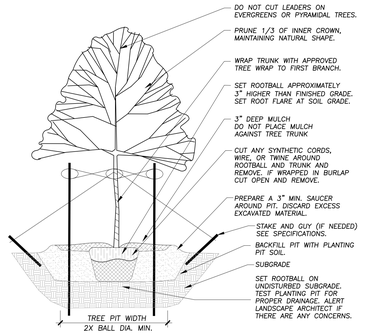
NOTES:

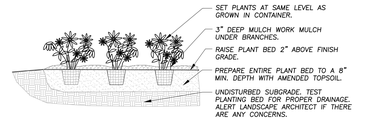
1. REVIEW TREE PROTECTION FENCE INSTALLATION WITH LANDSCAPE ARCHITECT, PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. CONTRACT/ CONSTRUCTION FENCE TO INCLUDE PERIMETER OF TREE PROTECTION FENCE WHERE THESE INTERSECT.
3. MAINTAIN TREE PROTECTION AND FENCE WITHIN CONSTRUCTION/WORK LIMIT FENCE FOR THE DURATION OF THE PROJECT.
4. NO STAGING, TRENCHING, DIGGING, TRAFFICKING, RE-GRADING OR OTHER IMPACT SHALL BE ALLOWED IN TREE PROTECTION AREA.
5. CONTRACTOR MUST COORDINATE PLACEMENT OF EROSION CONTROL FENCE WITH TREE PROTECTION TO ENSURE MAXIMUM PROTECTION OF ROOTS, AND SOIL IN CANOPY ZONE.
6. TREE MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF DEBRIS ABD DUST PROTECTION. WASH TREE AND LEAVES WITHIN 24 HOURS POST OVERSPRAY FROM DUST, PAINT, CONSTRUCITON RESIDUE.
7. TEMPORARILY TIE CANOPY IF NEEDED FOR OVERHEAD PROTECTION, NOT TOO EXCEED 24 HOURS PER WEEK.



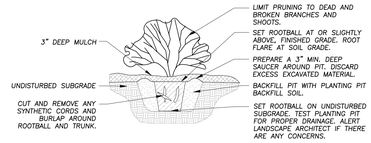
1 TREE PROTECTION DETAIL
NTS



2 TREE PLANTING DETAIL
Not To Scale 329343-01



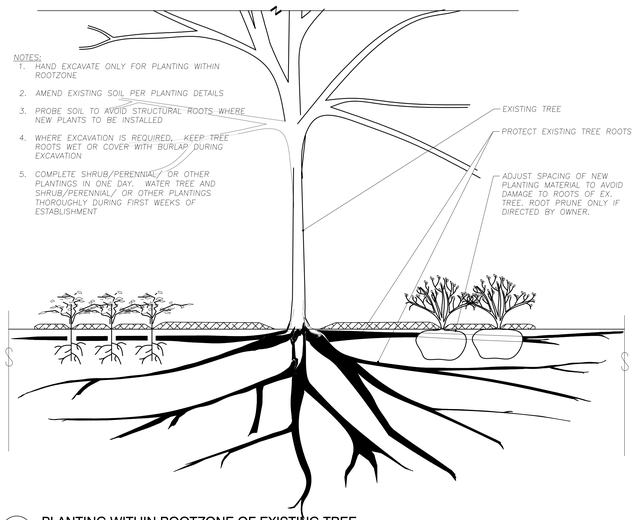
3 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL
Not To Scale 329381-03



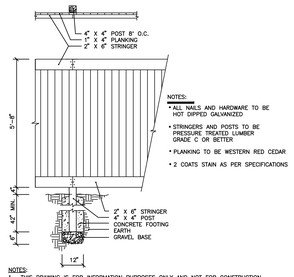
4 SHRUB PLANTING DETAIL
Not To Scale 329333-01

NOTES:

1. HAND EXCAVATE ONLY FOR PLANTING WITHIN ROOTZONE
2. AMEND EXISTING SOIL PER PLANTING DETAILS
3. PROBE SOIL TO AVOID STRUCTURAL ROOTS WHERE NEW PLANTS TO BE INSTALLED
4. WHERE EXCAVATION IS REQUIRED, KEEP TREE ROOTS WET OR COVER WITH BURLAP DURING EXCAVATION
5. COMPLETE SHRUB/PERENNIAL/ OR OTHER PLANTINGS IN ONE DAY. WATER TREE AND SHRUB/PERENNIAL/ OR OTHER PLANTINGS THOROUGHLY DURING FIRST WEEKS OF ESTABLISHMENT



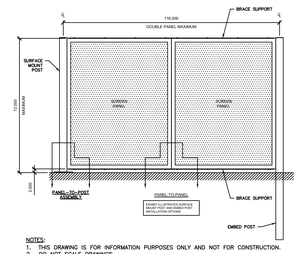
5 PLANTING WITHIN ROOTZONE OF EXISTING TREE
NOT TO SCALE 329383-12



NOTES:
* ALL NAILS AND HARDWARE TO BE HOT DIPPED GALVANIZED
* STRINGERS AND POSTS TO BE PRESSURE TREATED LUMBER GRADE C OR BETTER
* PLANKING TO BE WESTERN RED CEDAR
* 2 COATS STAIN AS PER SPECIFICATIONS

NOTES:
1. THIS DRAWING IS FOR INFORMATION PURPOSES ONLY AND NOT FOR CONSTRUCTION.
2. DO NOT SCALE DRAWINGS.

6 6` SOLID WOOD FENCE
NOT TO SCALE 323129.23-02



NOTES:
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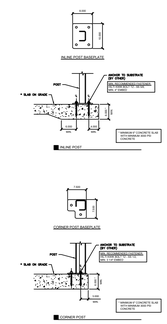
2. DO NOT SCALE DRAWINGS.
3. PRODUCT DESIGN : REVAMP PANELS "CURTAIN CALL" PATTERN

7 6` ORNAMENTAL METAL FENCE
NOT TO SCALE 323119-81



FENCE PATTERN

NOTES:
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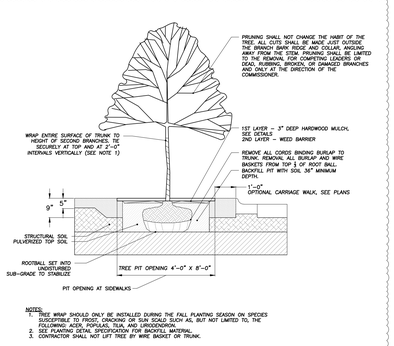
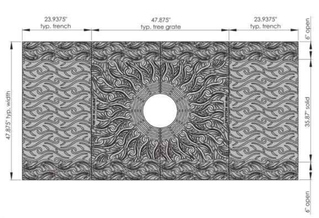
3. PRODUCT DESIGN : REVAMP PANELS "CURTAIN CALL" PATTERN

8 ORNAMENTAL METAL FENCE : MOUNT DETAILS
NOT TO SCALE 323119-82



NOTES:
1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING: ACER, POPULAS, TILIA, AND LIRIODENDRON.
2. SEE PLANTING DETAIL SPECIFICATION FOR BACKFILL MATERIAL.
3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.

9 TREE PIT DETAIL (4' X 8')
SCALE: Not to Scale 32 9343-30



10 TREE GRATE
Not To Scale DETAIL-FILE

SHEET NOTES

KEY PLAN

JPMorgan Chase & Co.

Gensler
11 East Madison Street
Suite 300
Chicago, IL 60602
United States
Tel 312.456.0123
Fax 312.456.0124

RIVERSIDE INVESTMENT & DEVELOPMENT
150 N. Riverside Plaza, Suite 1800
Chicago, IL 60606
USA
Tel 312.788.1800

ERIKSSON ENGINEERING ASSOCIATES, LTD.
CIVIL / LANDSCAPE
145 Commerce Drive, Suite A
Grayslake, IL 60030
USA
Tel 847.223.4804
Fax 847.223.4864

PIERCE ENGINEERS
STRUCTURE
350 N LaSalle, Suite 1010
Chicago, IL 60654
USA
Tel 312.761.5693

now Stantec
MEPFP
233 S Wacker Dr #5300
Chicago, IL 60606
USA
Tel 312.372.1200

ZD Architectural Lighting Design
EBB & Sanguinet Partners, Inc.
www.zdesignsuite.com | 773.609.3130
LIGHTING
159 N. Sangamon Street
Chicago, IL 60607
USA
Tel 773.609.3130

Longman Lindsey
ACOUSTICS
200 West 41st Street, Suite 1100
New York, NY 10036
USA
Tel 212.315.6400

Date	Description
1 08/18/2023	ISSUED FOR VILLAGE PD
2 10/27/2023	PERMIT REVISIONS
3 12/15/2023	ISSUED FOR 100% SD
4 12/22/2023	PERMIT REVISIONS

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

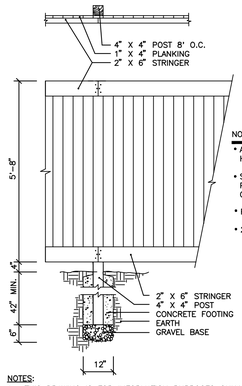
Project Number
21.1062.000

Description
LANDSCAPE DETAILS

Scale

L2.00

© 2015 Gensler



NOTES:
- ALL NAILS AND HARDWARE TO BE HOT DIPPED GALVANIZED
- STRINGERS AND POSTS TO BE PRESSURE TREATED LUMBER GRADE C OR BETTER
- PLANKING TO BE WESTERN RED CEDAR
- 2 COATS STAIN AS PER SPECIFICATIONS

NOTES:
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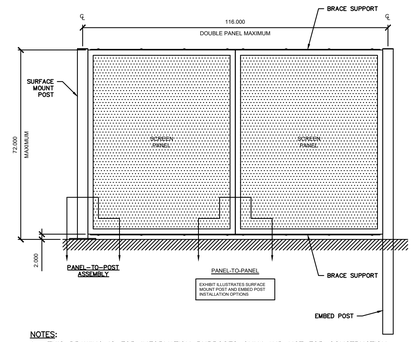
2. DO NOT SCALE DRAWINGS.

1 6` SOLID WOOD FENCE

NOT TO SCALE 323129.23-02



NOTES:
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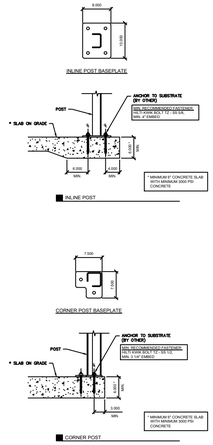
2. DO NOT SCALE DRAWINGS.
3. PRODUCT DESIGN : REVAMP PANELS 'CURTAIN CALL' PATTERN

2 6` ORNAMENTAL METAL FENCE

NOT TO SCALE 323119-81



FENCE PATTERN

NOTES:
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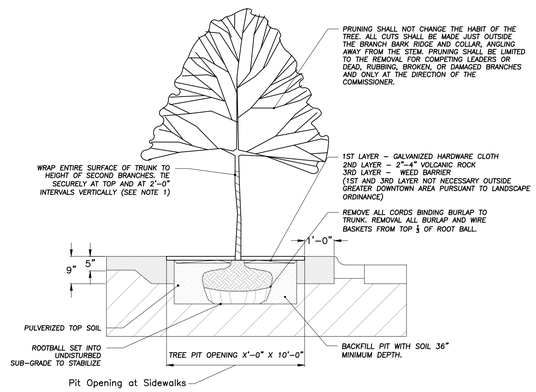
3. PRODUCT DESIGN : REVAMP PANELS 'CURTAIN CALL' PATTERN

3 ORNAMENTAL METAL FENCE : MOUNT DETAILS

NOT TO SCALE 323119-82



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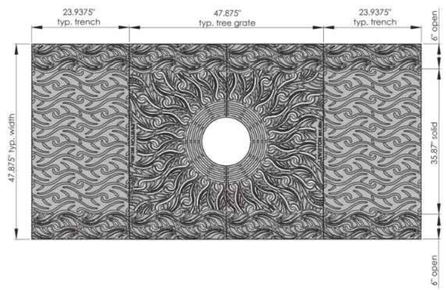
2. SEE PLANTING DETAIL SPECIFICATION FOR BACKFILL MATERIAL.
3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.

4 TREE PIT DETAIL (X' X 10')

SCALE: Not to Scale 329343-29



5 TREE GRATE

Not To Scale DETAIL-FILE

JPMorgan Chase & Co.

Gensler
11 East Madison Street
Suite 300
Chicago, IL 60602
USA
Tel +1 312-456-0123
Fax +1 312-456-0124

ERIKSSON ENGINEERING ASSOCIATES, LTD.
LANDSCAPE ARCHITECTURE
145 Commerce Drive, Suite A, Grayslake, IL 60030
p: 847.223.4804 f: 847.223.4864 e: info@eea-ltd.com

△ Date	Description
1 08/18/2023	Issued For Village PD
2 10/27/2023	Permit Revisions

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
LANDSCAPE DETAILS

Scale

L2.01

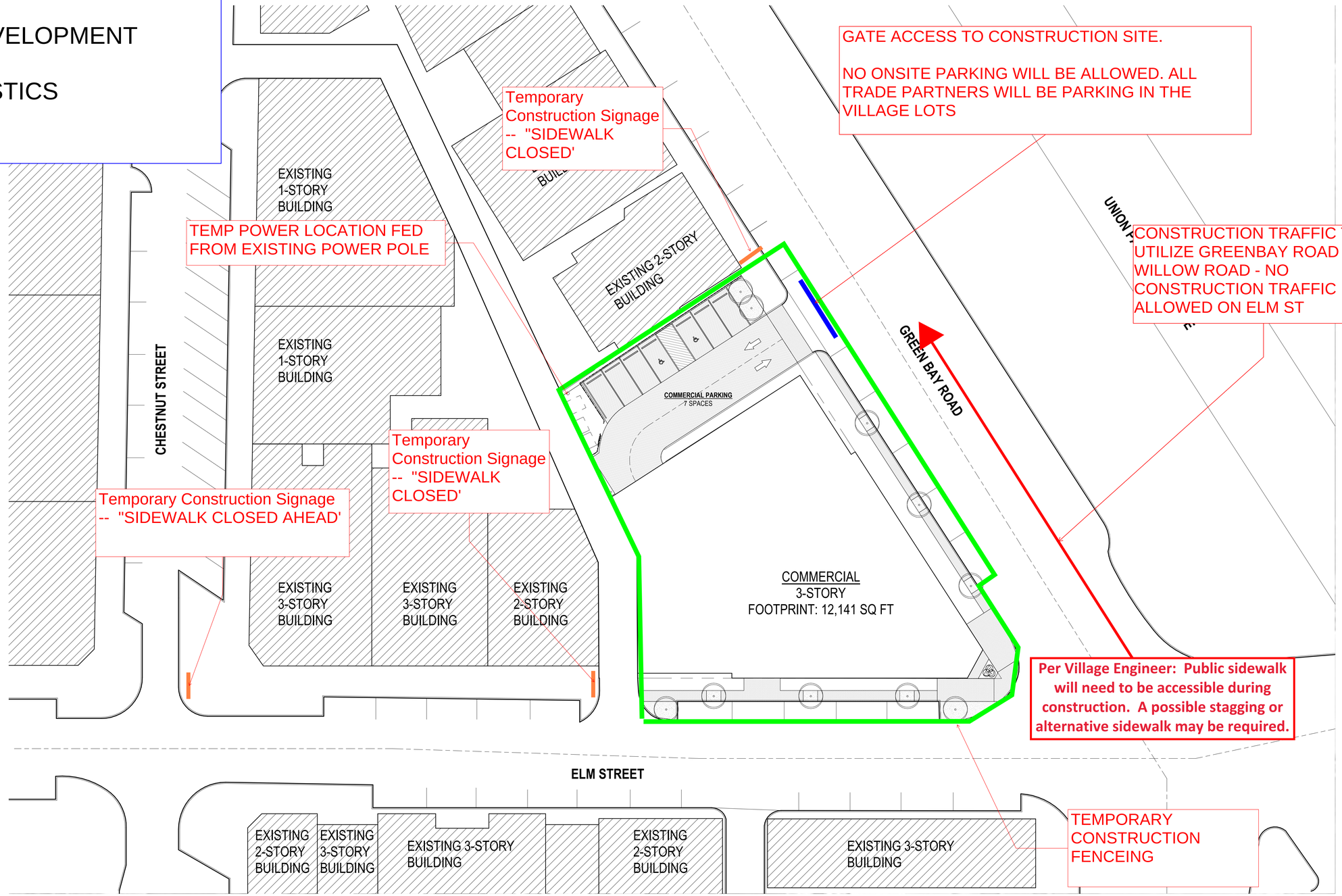
© 2015 Gensler

791 ELM STREET

JPMorgan Chase REDEVELOPMENT

CONSTRUCTION LOGISTICS

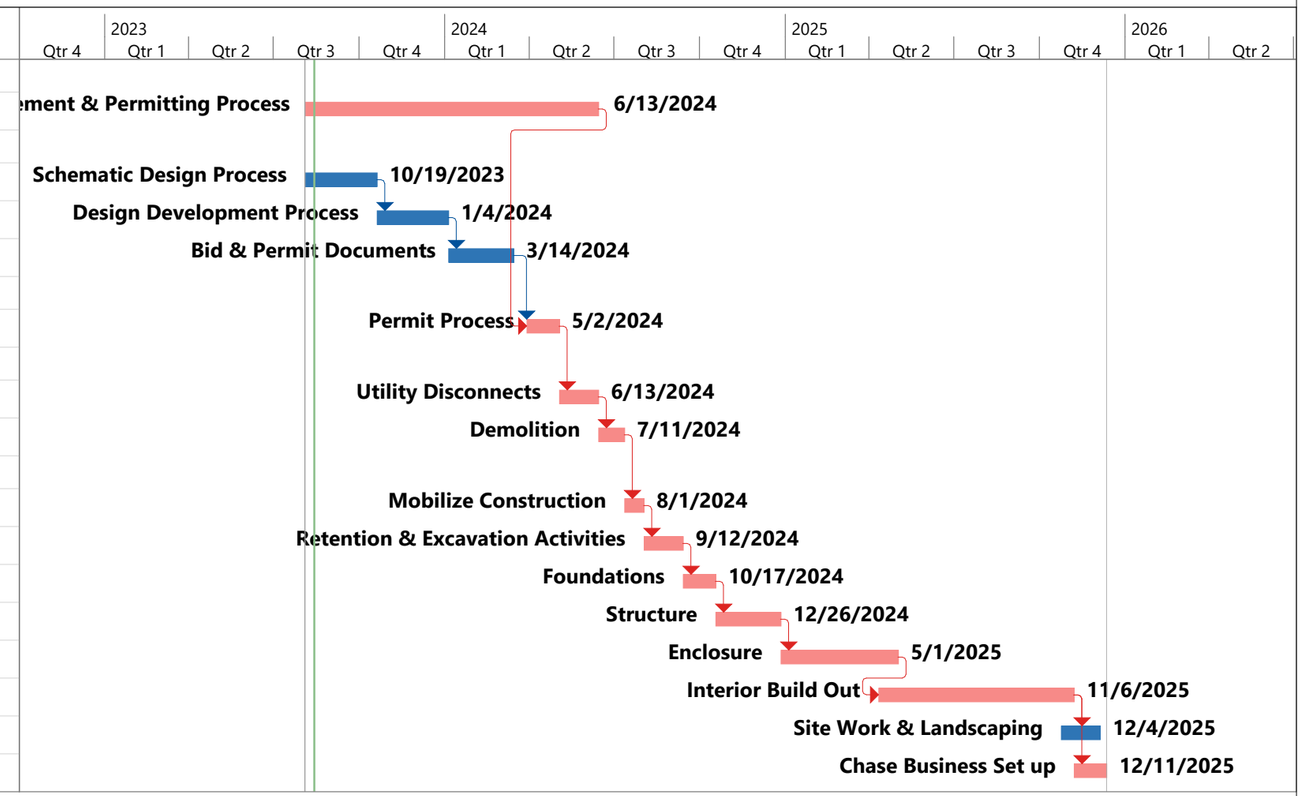
August 4th, 2023



1 SITE PLAN
SCALE: 1" = 20'-0"

JPM Chase Winnetka Redevelopment Schedule

ID	Task Mode	Task Name	Duration	Start	Finish
1					
2		Entitlement & Permitting Process	225 days	Fri 8/4/23	Thu 6/13/24
3					
4		Schematic Design Process	55 days	Fri 8/4/23	Thu 10/19/23
5		Design Development Process	55 days	Fri 10/20/23	Thu 1/4/24
6		Bid & Permit Documents	50 days	Fri 1/5/24	Thu 3/14/24
7					
8		Permit Process	25 days	Fri 3/29/24	Thu 5/2/24
9					
10		Utility Disconnects	30 days	Fri 5/3/24	Thu 6/13/24
11		Demolition	20 days	Fri 6/14/24	Thu 7/11/24
12					
13		Mobilize Construction	15 days	Fri 7/12/24	Thu 8/1/24
14		Retention & Excavation Activities	30 days	Fri 8/2/24	Thu 9/12/24
15		Foundations	25 days	Fri 9/13/24	Thu 10/17/24
16		Structure	50 days	Fri 10/18/24	Thu 12/26/24
17		Enclosure	90 days	Fri 12/27/24	Thu 5/1/25
18		Interior Build Out	150 days	Fri 4/11/25	Thu 11/6/25
19		Site Work & Landscaping	30 days	Fri 10/24/25	Thu 12/4/25
20		Chase Business Set up	25 days	Fri 11/7/25	Thu 12/11/25



Project: Preliminary Constructio
Date: Mon 8/14/23

Task	Inactive Task	Manual Summary Rollup	External Milestone	Manual Progress
Split	Inactive Milestone	Manual Summary	Deadline	
Milestone	Inactive Summary	Start-only	Critical	
Summary	Manual Task	Finish-only	Critical Split	
Project Summary	Duration-only	External Tasks	Progress	

JPMorgan Chase Plat of Consolidation

PINS:
05-20-208-018-0000

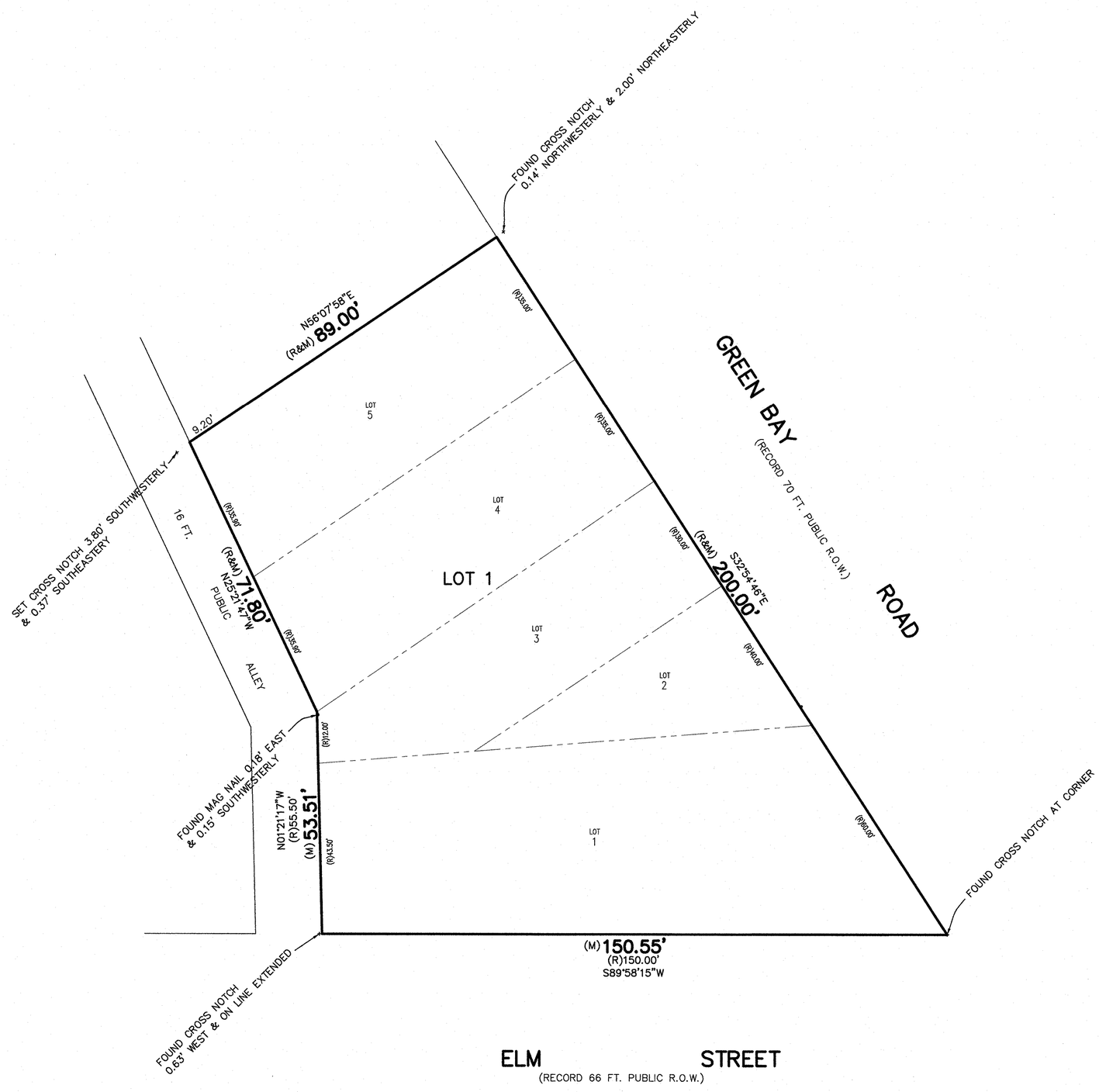
PLAT ORDERED BY:
MIKE SPENCE
150 N. RIVERSIDE PLAZA STE 1800
CHICAGO, ILLINOIS, 60606

OF LOTS 1, 2, 3, 4 AND 5 IN DALE AND OTHER SUBDIVISION OF BLOCK 14 IN WINNETKA IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY, ILLINOIS.

GRAPHIC SCALE
20 0 10 20
(IN FEET)
1" = 20'

AFTER RECORDING RETURN PLAT TO:
Village of Winnetka,
Community Development Department
510 Green Bay Road
WINNETKA, ILLINOIS 60093

SEND TAX BILL TO:
JPMorgan Chase Bank, N.A.
1111 Polaris Parkway
Mail Code OH1-1F00
Columbus, OH 43240
Attn: GRE Global Incentives Group



VILLAGE COUNCIL
STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE PRESIDENT AND VILLAGE COUNCIL
OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS,

THIS _____ DAY OF_____, 20____.

BY: _____ ATTEST: _____
VILLAGE PRESIDENT, WINNETKA, IL VILLAGE CLERK

PLANNED DEVELOPMENT COMMISSION CERTIFICATE
STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE VILLAGE OF WINNETKA PLANNED DEVELOPMENT COMMISSION

AT A MEETING HELD THE _____ DAY OF_____, 20____.

BY: _____
CHAIR

VILLAGE COLLECTOR CERTIFICATE
STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, VILLAGE COLLECTOR OF THE VILLAGE OF WINNETKA, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS THEREON THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT OF CONSOLIDATION
DATED THIS _____ DAY OF _____ , 20____

_____
VILLAGE COLLECTOR

VILLAGE ENGINEER CERTIFICATE
STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED THIS _____ DAY OF _____, 20___ BY THE VILLAGE ENGINEER OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

_____
VILLAGE ENGINEER

WATER AND ELECTRIC DEPARTMENT CERTIFICATE
STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED THIS _____ DAY OF _____, 20__
BY THE DIRECTOR OF THE WATER AND ELECTRIC DEPARTMENT OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

_____
WATER AND ELECTRIC DIRECTOR

COMMUNITY DEVELOPMENT DEPARTMENT CERTIFICATE
STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED THIS _____ DAY OF _____, 20____
BY THE DIRECTOR OF THE COMMUNITY DEVELOPMENT
DEPARTMENT OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

_____
COMMUNITY DEVELOPMENT DIRECTOR

OWNER'S CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF COOK)SS

JPMORGAN CHASE BANK DOES HEREBY CERTIFY THAT IT IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND THAT IT HAS CAUSED THE SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON.

DATED:_____A.D.20__.

JPMORGAN CHASE BANK

BY: _____
ITS:

STATE OF ILLINOIS)
COUNTY OF COOK)SS

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE SIGNED AND DELIVERED THE SAME INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT, AS OWNER OF THE PROPERTY, FOR THE USES AND PURPOSES THEREIN SET FORTH. GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____DAY OF_____ A.D.20_____.

_____
NOTARY PUBLIC

ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

"THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF PARAGRAPH 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____ _____
JOSE RIOS, P.E. DATE
REGION ONE ENGINEER

SURVEYORS CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF COOK)SS

I, ROBERT G. BIEDERMANN, A PROFESSIONAL ILLINOIS LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED:

LOTS 1, 2, 3, 4 AND 5 IN DALE AND OTHER SUBDIVISION OF BLOCK 14 IN WINNETKA IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY, ILLINOIS.

IN THE MANNER REPRESENTED ON THE PLAT HEREON DRAWN.

CONTAINING 17,030 SQUARE FEET OR 0.390 ACRES MORE OR LESS.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED HEREON IS LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF WINNETKA, ILLINOIS COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT ALL OF THE PROPERTY APPEARS IN ZONE X ON THE FLOOD INSURANCE RATE MAP, COOK COUNTY UNINCOPORATED AREAS, ILLINOIS, COMMUNITY PANEL NO. 17031C0251K, EFFECTIVE DATE OF SEPTEMBER 10, 2021.

DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIELD MEASUREMENTS COMPLETED ON JULY 27, 2023.

SIGNED ON JANUARY 11, 2024.

BY:

_____
PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802
MY LICENSE EXPIRES NOVEMBER 30, 2024

REVISED JANUARY 10, 2024 PER #2024-31784 (BB)
REVISED DECEMBER 19, 2023 #2023-31755 (BB)
REVISED DECEMBER 19, 2023 #2023-31755 (BB)
REVISED DECEMBER 11, 2023 PER EMAIL DATED 12/11/23 (BB)
REVISED DECEMBER 4, 2023 #2023-31720 (BB)
REVISED OCTOBER 24, 2023 PER EMAIL (BB)
REVISED OCTOBER 19, 2023 PER EMAIL (BB)
REVISED OCTOBER 13, 2023 PER EMAIL (BB)

ORDERED BY: RIVERSIDE INVESTMENT & DEVELOPMENT	CHECKED:	DRAWN: BB
ADDRESS: 791 ELM STREET		

CHICAGO GUARANTEE SURVEY COMPANY
A DIVISION OF
PLCS, CORPORATION
LICENSE NO. 184-005332
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (312) 986-9445 EMAIL: INFO@PLCS-SURVEY.COM

ORDER NO.	DATE:	PAGE NO.
2023-31506-001	SEPTEMBER 21, 2023	1 OF 1
	SCALE: 1 INCH = 20 FEET	

G:\CAD\2023\2023-31339\2023-31506-001.dwg

SURVEY NOTES:

MONUMENTATION AT ALL LOT CORNERS INDICATED BY SYMBOL OR NOTATION ESTABLISHED PRIOR TO PLAT RECORDATION.

IRON PIPE IS TO BE SET AT REMAINING LOT CORNERS AFTER PLAT RECORDATION UNLESS OTHERWISE INDICATED OR NOTED HEREON.

NO DIMENSIONS SHALL BE ASSUMED BY SCALE MEASUREMENT UPON THIS PLAT.

COPYRIGHT GREMLEY & BIEDERMANN, INC. 2015 "All Rights Reserved"

Traffic Impact Study
Chase Bank Building Redevelopment

Winnetka, Illinois

Prepared For:

RIVERSIDE

INVESTMENT & DEVELOPMENT

KLOA

Kenig, Lindgren, O'Hara, Aboona, Inc.

August 14, 2023

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed redevelopment of the existing Chase Bank located in Winnetka, Illinois. The approximately 16,000 square-foot existing building is located in the northwest corner of the intersection of Green Bay Road with Elm Street. As proposed, the existing building will be replaced with a new approximately 41,200 square foot building that will consist of approximately 6,800 square feet of retail bank space, 18,000 square feet of corporate office space, and 16,400 square feet of below-grade garage space. A total of 32 below grade and surface parking spaces are proposed as part of the new building provided via one-full access drive located on Green Bay Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed redeveloped building will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed redeveloped building.

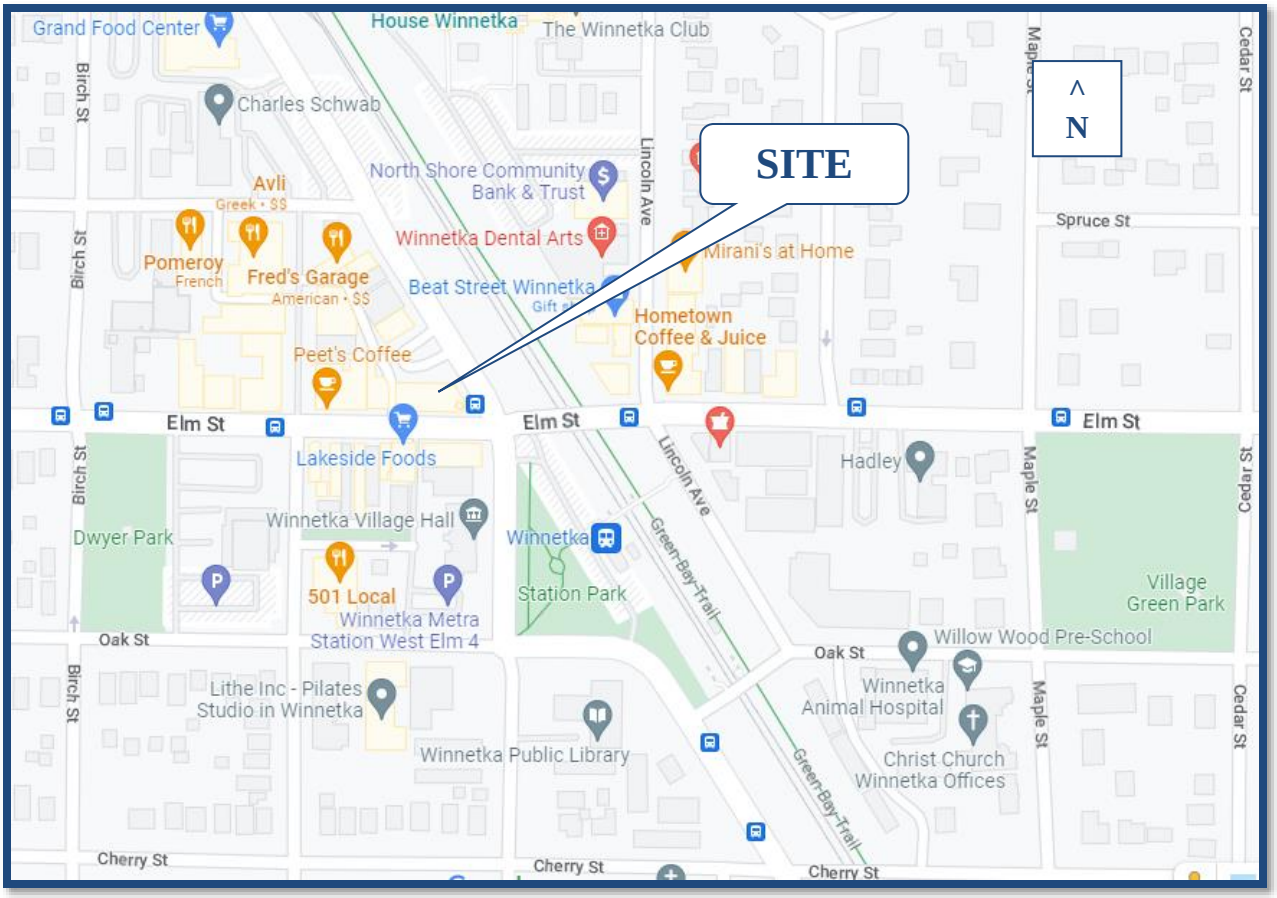
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed redeveloped building
- Directional distribution of the redeveloped building traffic
- Vehicle trip generation for the redeveloped building
- Future traffic conditions including access to the redeveloped building
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes.
2. Year 2029 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing peak hour traffic volumes increased by an ambient area growth not attributable to any particular development.
3. Year 2029 Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the net increase in traffic estimated to be generated by the proposed redeveloped building.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

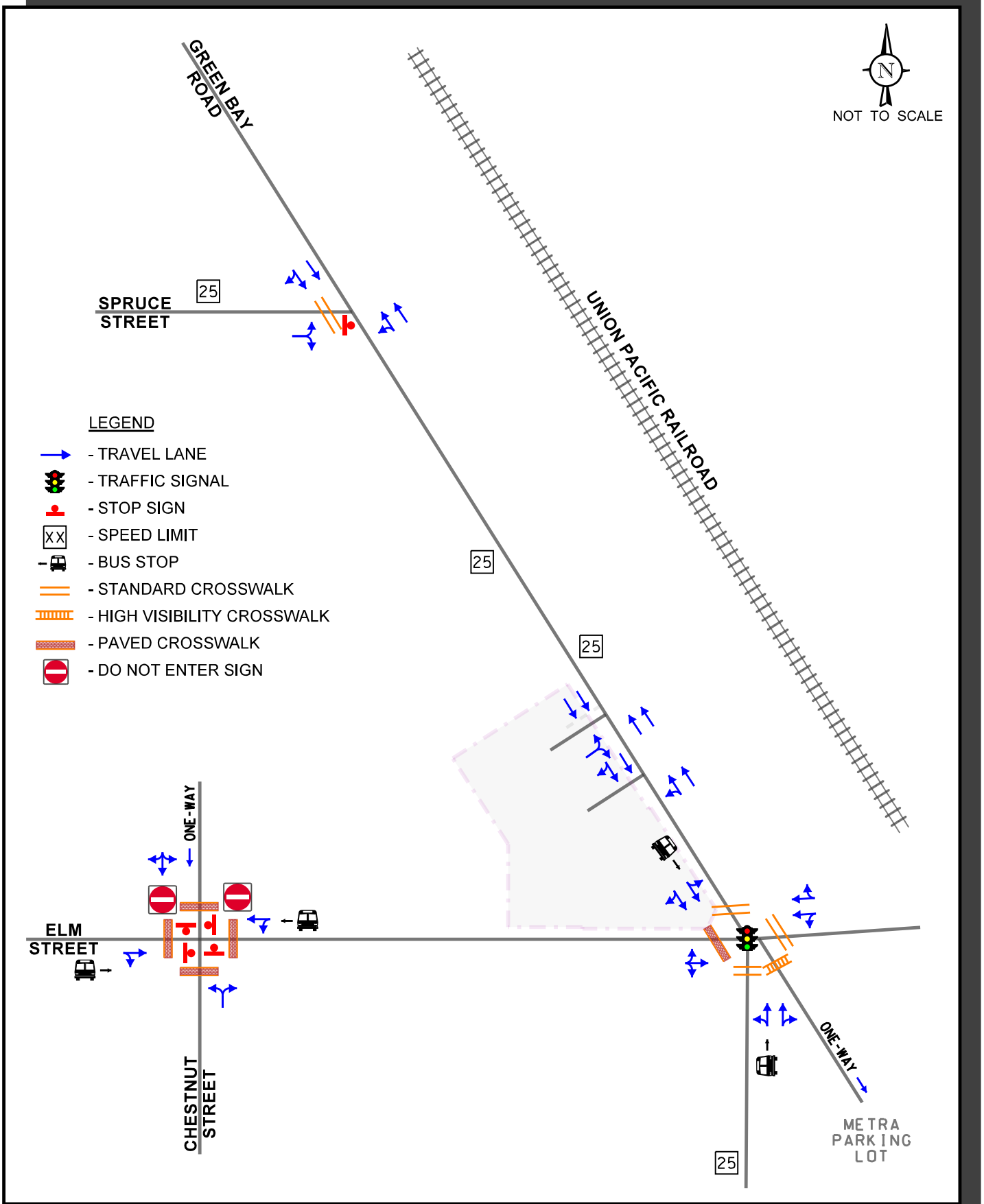
Site Location

The site currently contains the existing Chase Bank building which is located at 791 Elm Street in in the northwest quadrant of the intersection of Green Bay Road with Elm Street within downtown Winnetka. The approximately 16,000 square foot building primarily consists of approximately 6,000 square feet of retail bank space, 7,500 square feet of financial services office space, and 2,500 square feet of conference space. In addition, the site contains a 20-space surface parking lot with separate one-way inbound and outbound access drives located on Green Bay Road just north of Elm Street. The bank is currently open and operating. Area land uses include a mixed of uses, including residential, commercial, office, and governmental. The Union Pacific North Metra line runs parallel to the east side of Green Bay Road and is grade separated from the roadway system.

Existing Roadway System Characteristics

The characteristics of the existing roads that surround the proposed development are illustrated in **Figure 3** and described below.

Green Bay Road is a northwest-to-southeast, minor arterial roadway that generally provides two lanes in each direction with parking generally permitted on both sides of the road between Spruce Street and Oak Street. At its signalized intersection with Elm Street, Green Bay Road provides a combined left-turn/through lane and a combined through/right-turn lane on the northbound and southbound approaches. Standard-style crosswalks are provided on the north and south legs of the intersection. At its unsignalized intersection with Spruce Street, Green Bay Road provides a combined left-turn/through lane and a through lane on the northbound approach and a through lane and a combined through/right-turn lane on the southbound approach. Green Bay Road carries an Annual Average Daily Traffic (AADT) volume of 8,700 vehicles (IDOT 2022), is under the jurisdiction of the Illinois Department of Transportation (IDOT), and has a posted speed limit of 25 miles per hour.



Redevelopment of Chase Bank Winnetka, Illinois

Existing Roadway Characteristics

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-137 Figure: 3

Elm Street is an east-west, minor collector roadway that provides one lane in each direction with parking generally permitted on both sides of the road. At its signalized intersection with Green Bay Road, Elm Street provides a combined left-turn/through/right-turn lane on the eastbound and westbound approaches. The westbound approach is approximately 28-feet-wide and although not striped for such, operates as two lanes at its intersection with Elm Street. A standard-style crosswalk is provided on the east leg of the intersection and a paved crosswalk is provided on the west leg of the intersection. At its all-way stop sign controlled intersection with Chestnut Street, Elm Street provides a combined through/right-turn lane on the eastbound approach and a combined left-turn/through lane on the westbound approach. Paved crosswalks are provided on the east and west legs of the intersection. Elm Street carries an AADT of 1,800 vehicles (IDOT 2022), is under the jurisdiction of the Village of Winnetka, and has a speed limit of 25 miles per hour.

Chestnut Street is a north-south, local roadway that provides one southbound lane between Spruce Street and Elm Street and one lane in each direction south of Elm Street. Parking is generally permitted on both sides of the road. At its all-way stop sign controlled intersection with Elm Street, Chestnut Street provides a combined left-turn/right-turn lane on the northbound approach and a combined left-turn/through/right-turn lane on the southbound approach. Paved crosswalks are provided on the north and south legs of the intersection. Chestnut Street is under the jurisdiction of the Village of Winnetka.

Spruce Street is an east-west local, roadway that provides one lane in each direction with parking generally permitted on both sides of the road. At its unsignalized intersection with Green Bay Road, Spruce Street provides a combined left-turn/right-turn lane on the eastbound approach that is stop sign controlled. A standard-style crosswalk is provided on the west leg of the intersection. Spruce Street is under the jurisdiction of the Village of Winnetka and has a posted speed limit of 25 miles per hour.

Pedestrian Facilities

All of the roads within the immediate area have sidewalks on both sides of the road, with the exception of the east side of Green Bay Road north of Elm Street. Lastly, crosswalks are provided at all of the intersections within the immediate area. Pedestrian countdown traffic signals are provided at the intersection of Green Bay Road with Elm Street.

Public Transportation

The study area is served by the following public transportation:

- The Metra Union Pacific North line runs along Green Bay Road in the vicinity of the site on a below-grade right-of-way. Service is provided between Ogilvie Transportation Center in downtown Chicago and Kenosha, Wisconsin seven days a week, including holidays. The Winnetka station is located between Green Bay Road and Lincoln Avenue bounded by Elm Street on the north and Oak Street on the south.

- Pace Suburban Bus Route 213, which provides weekday and Saturday service between Highland Park Metra Station and the Howard CTA Red/Purple/Yellow Line station via Green Bay Road.

- Pace Suburban Bus Route 423 provides weekday service between the Harlem CTA Blue Line station and Linden CTA Purple Line station through the northwest side of Chicago and the towns of Niles, Morton Grove, Glenview, Northfield, Winnetka, and Wilmette.

Existing Traffic Volumes

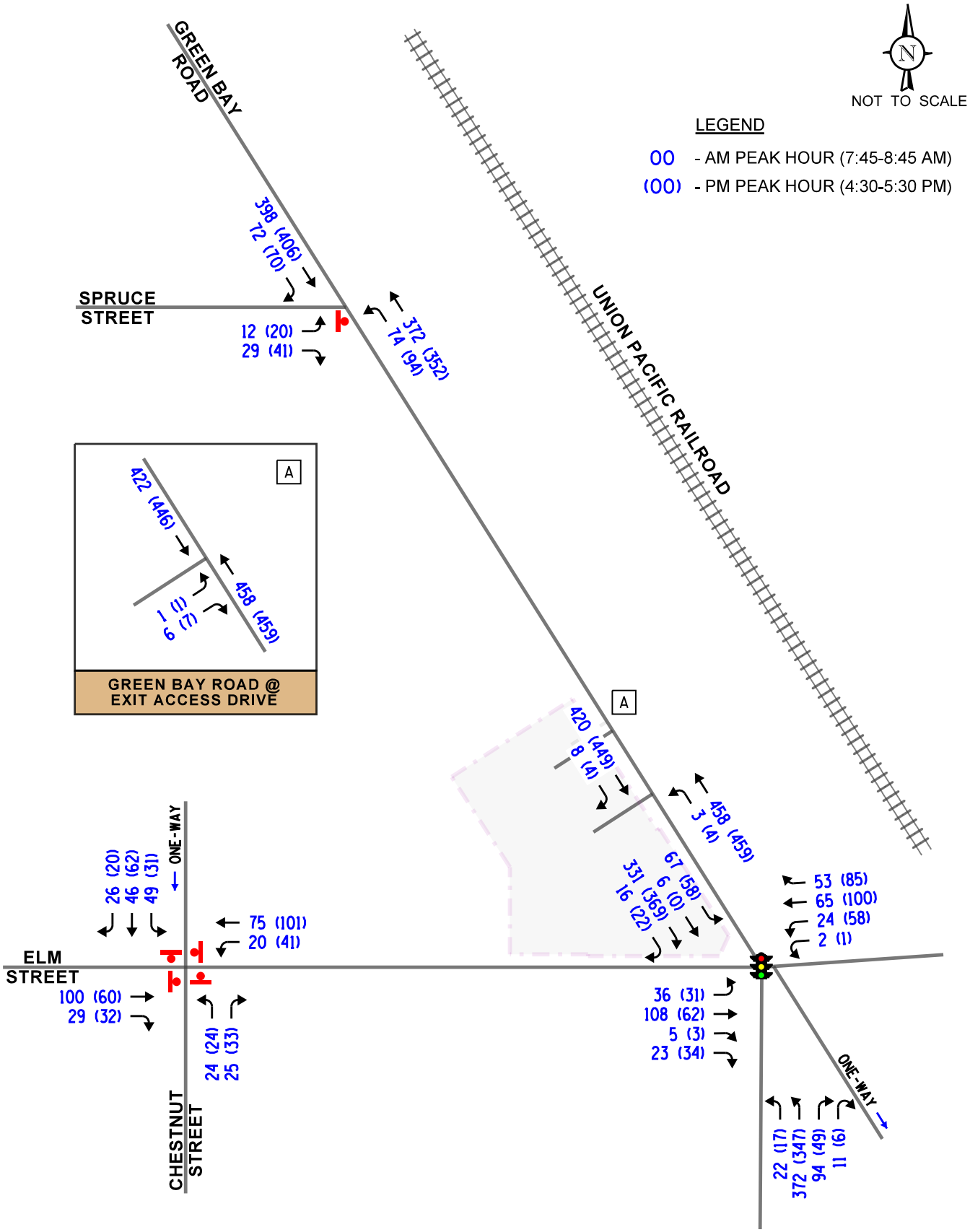
In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts during the morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods on Thursday, May 4, 2023 for the following intersections:

- Elm Street with Green Bay Road
- Elm Street with Chestnut Street
- Green Bay Road with Spruce Street
- Green Bay Road with Bank Access Drives

The results of the traffic counts show that the peak hours generally occur between:

- 7:45 A.M. and 8:45 A.M. during the weekday morning peak period
- 4:30 P.M. and 5:30 P.M. during the weekday evening peak period

The existing peak hour vehicle traffic volumes are shown in **Figure 4**. The existing peak hour pedestrian and bicycle traffic volumes are shown in **Figure 5**. Copies of the traffic count summary sheets are included in the Appendix.

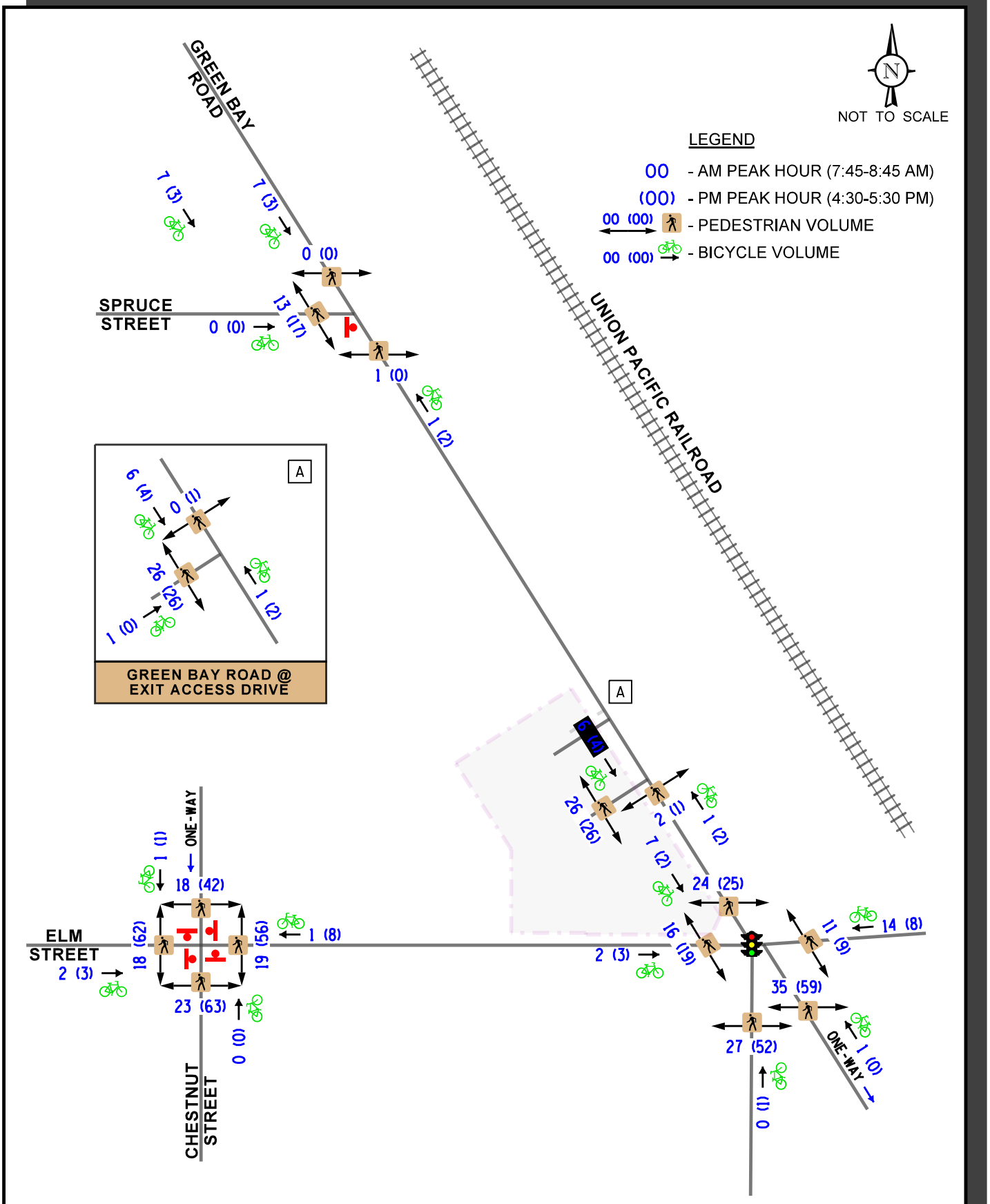


Redevelopment of Chase Bank Winnetka, Illinois

Existing Traffic Volumes

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-137 Figure: 4



Redevelopment of Chase Bank Winnetka, Illinois

Existing Pedestrian and Bicycle Traffic Volumes

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-137 Figure: 5

Crash Data Summary

KLOA, Inc. obtained crash data[1] from IDOT for the most recent available five years (2018-2022) for the intersections of Green Bay Road with Elm Street, Elm Street with Chestnut Street, and Green Bay Road with Spruce Street. No fatalities were reported at any of these intersections during the review period. **Tables 1** through **3** summarize the crash data.

Table 1
GREEN BAY ROAD WITH ELM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	1	1	2
2019	0	0	0	2	0	2	0	4
2020	0	0	0	1	0	1	0	2
2021	0	0	0	0	0	0	1	1
2022	1	0	1	1	1	1	0	5
Total	**1**	**0**	**1**	**4**	**1**	**5**	**2**	**14**
Average	**<1.0**	**0.0**	**<1.0**	**<1.0**	**<1.0**	**1.0**	**<1.0**	**2.8**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

Table 2
ELM STREET WITH CHESTNUT STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	1	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	1	0	1
2022	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**<1.0**	**<1.0**

Table 3
GREEN BAY ROAD WITH SPRUCE STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	1	0	1
2019	0	0	0	0	1	0	0	1
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**<1.0**

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site Plan

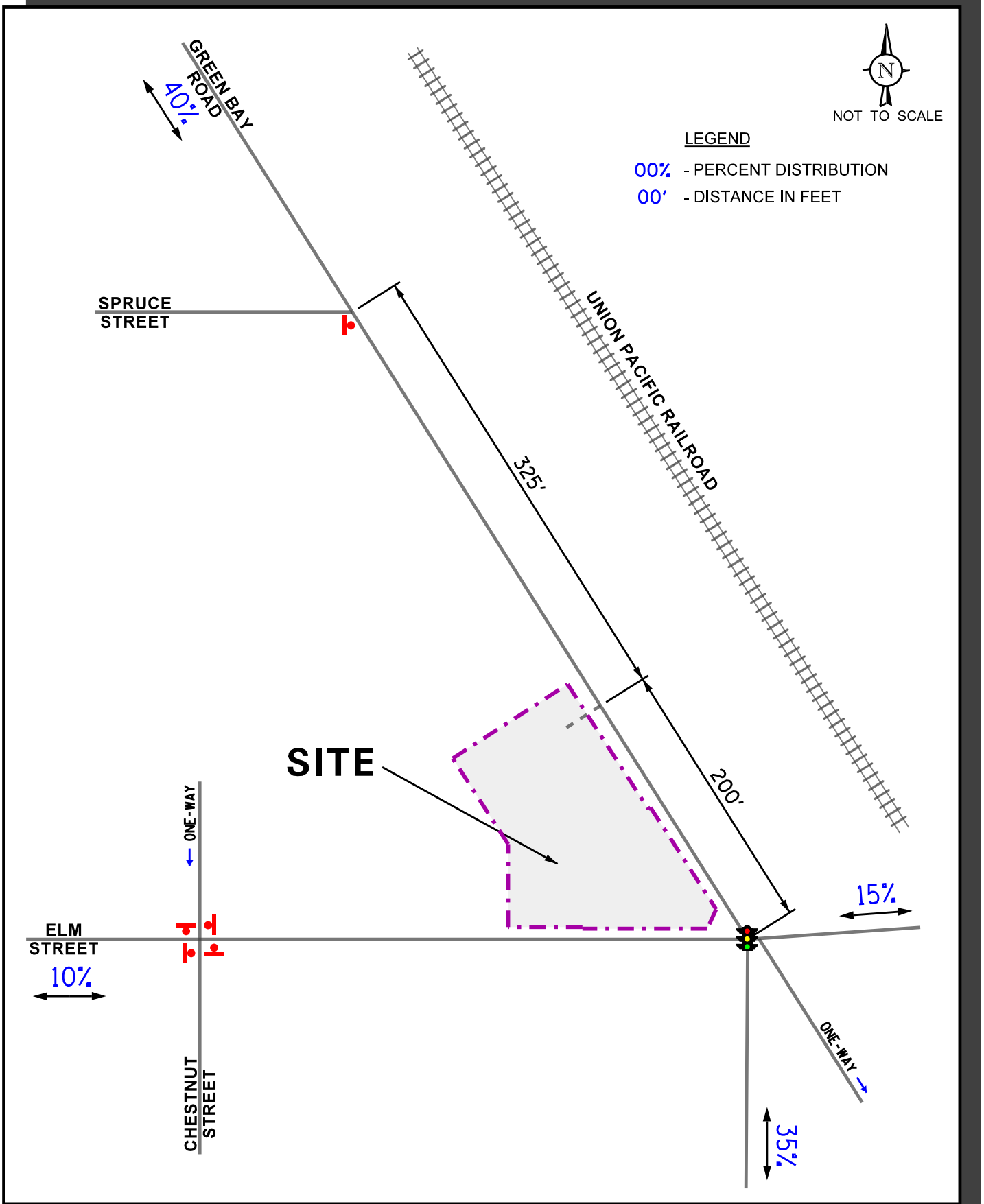
As proposed, the approximately 16,000 square-foot existing Chase Bank building will be demolished and replaced with an approximately 41,200 square-foot building with below-grade parking. The proposed building will consist of approximately 6,800 square feet of retail bank space, 18,000 square feet of corporate office space, and 16,400 square feet of below-grade garage space. The redeveloped building is proposed to provide a total of 32 parking spaces with seven surface parking spaces and 25 parking spaces in the below-grade garage.

Access to the redeveloped building will be provided via a single access drive located on the west side of Green Bay Road approximately 200 feet north of Elm Street at the location of the existing outbound access drive. This access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. The existing inbound only access drive will be eliminated and replaced with additional on-street parking. The elimination of the access drive will enhance the flow of pedestrian and vehicle traffic along Green Bay Road.

A copy of the proposed site plan is included in the Appendix.

Directional Distribution of Development Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on a combination of existing travel patterns and the orientation and physical restrictions of the surrounding roadway system. The estimated directional distribution for the proposed development is illustrated in **Figure 6**.



Redevelopment of Chase Bank Winnetka, Illinois

Directional Distribution

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-137 Figure: 6

Development Traffic Generation

As proposed, the redeveloped building will result in an increase in approximately 800 square feet of bank space and 8,000 square feet of office space. Since the current building is open and operating, the additional peak hour traffic to be generated by the redeveloped building was estimated based on the net increase in the square footage of the various uses and on trip generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. The "General Office Building" (Land-Use Code 710) rates were utilized for the office space and the "Walk-in Bank" (Land-Use Code 911) rates were used for the retail bank space. Copies of the ITE trip generation sheets are included in the Appendix.

Table 4 shows the estimated peak hour traffic to be generated by the proposed redeveloped building. It should be noted that to provide a worst-case analysis no reductions in the trip estimates were assumed to account for the public transportation serving the area and the location of the building within downtown Winnetka.

Table 4
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
710	General Office Building (8,000 s.f.)	17	2	19	3	17	20	130
911	Walk-in Bank (800 s.f.)	*9*	*9*	*18*	4	6	10	100
	Total	**26**	**11**	**37**	**7**	**23**	**30**	**230**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes increased by a regional ambient growth rate and the traffic estimated to be generated by the proposed redeveloped building.

Traffic Assignment for the Redeveloped Building

The additional peak hour traffic volumes projected to be generated by the proposed redeveloped building were assigned to the area roadways based on the directional distribution analysis (Figure 6). It should be noted that the additional traffic is anticipated to park both within the redeveloped building site and on the area roadways. However, to provide a worst-case analysis, it was assumed that all the additional traffic will park within the redeveloped building and will utilize the proposed full-movement access drive. **Figure 7** shows the assignment of the new traffic volumes to be generated by the redeveloped building.

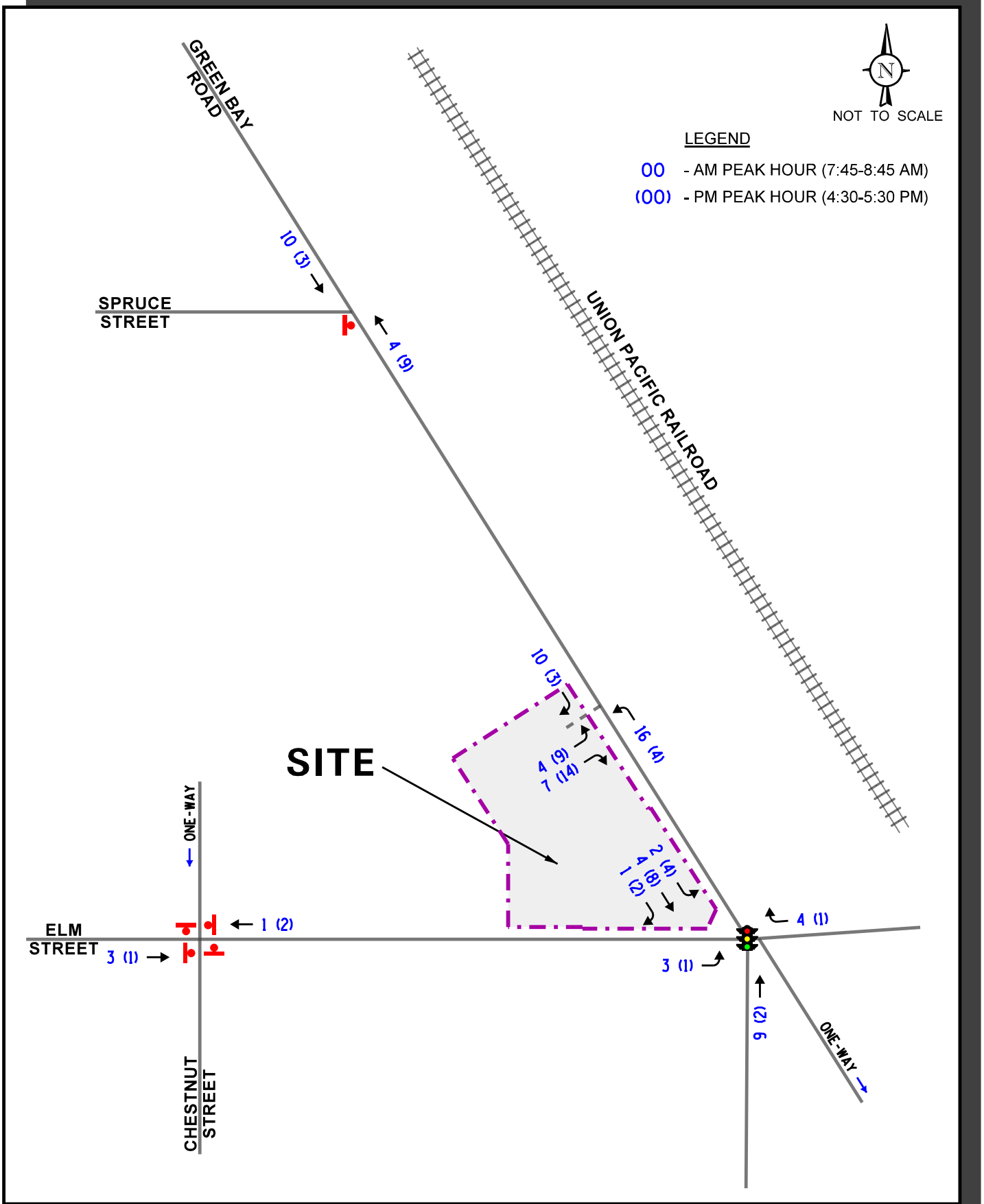
Background (No-Build) Traffic Volumes

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated May 25, 2023, the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.3 percent. As such, traffic volumes were increased by 2.0 percent (one year buildout plus five years) to represent Year 2029 no-build traffic volumes. In addition to the regional traffic volumes, the Year 2029 no-build traffic volumes include the traffic to be generated by the One Winnetka mixed-use development. As proposed, the mixed-use development is to consist of 59 residential units and approximately 19,480 square feet of commercial space with 113 underground residential parking spaces and 39 commercial parking spaces. The Year 2029 base traffic volumes and the One Winnetka traffic combined represent the Year 2029 no-build conditions.

Figure 8 illustrates the Year 2029 no-build traffic volumes. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The total projected traffic volumes include the no-build traffic volumes (Figure 8) and the additional traffic estimated to be generated by the proposed redeveloped building (Figure 7). **Figure 9** shows the Year 2029 total projected traffic volumes.



Redevelopment of Chase Bank Winnetka, Illinois

New Site Traffic Volumes

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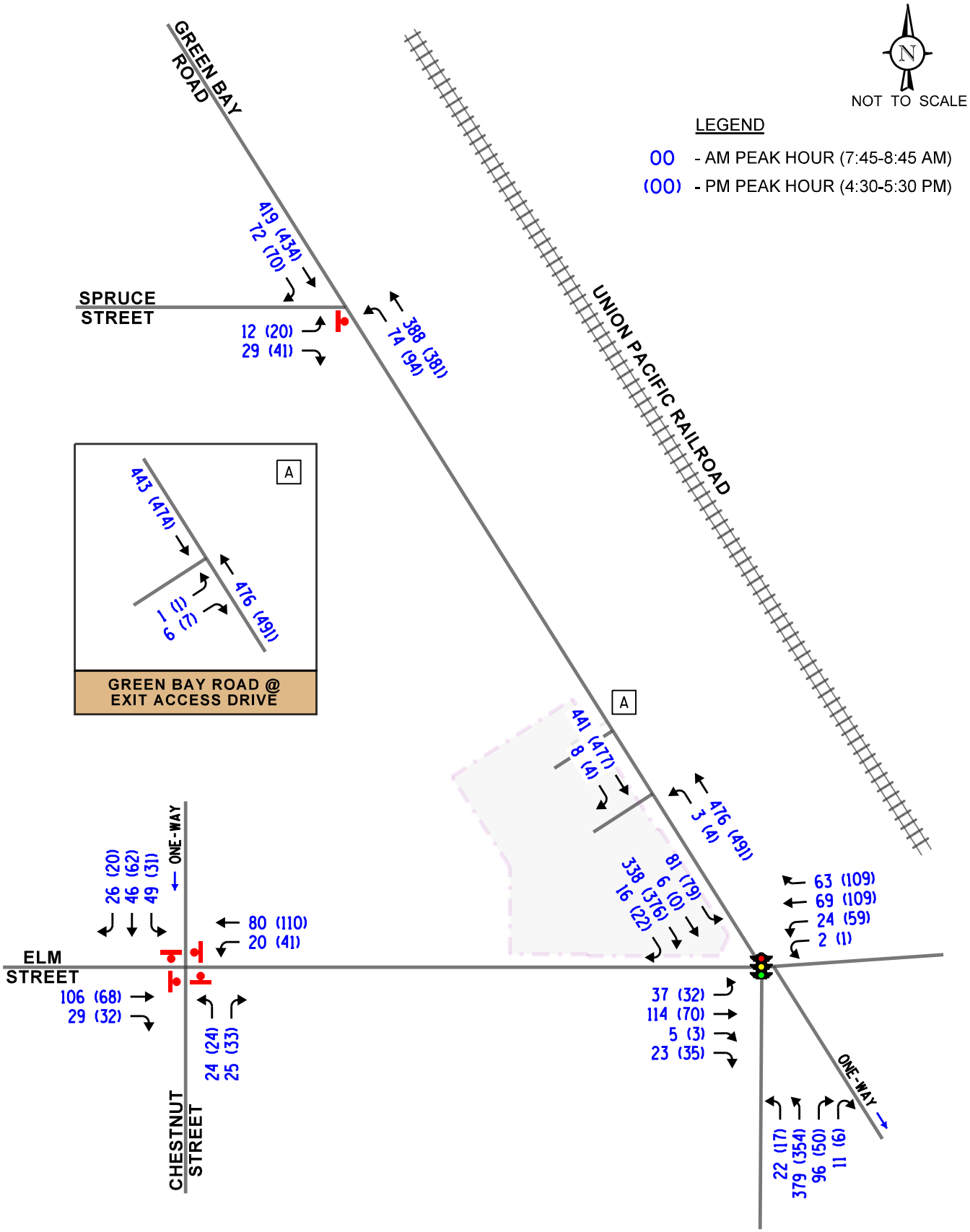
Job No: 23-137 Figure: 7



Redevelopment of Chase Bank
Winnetka, Illinois

Year 2029 No-Build Traffic Volumes

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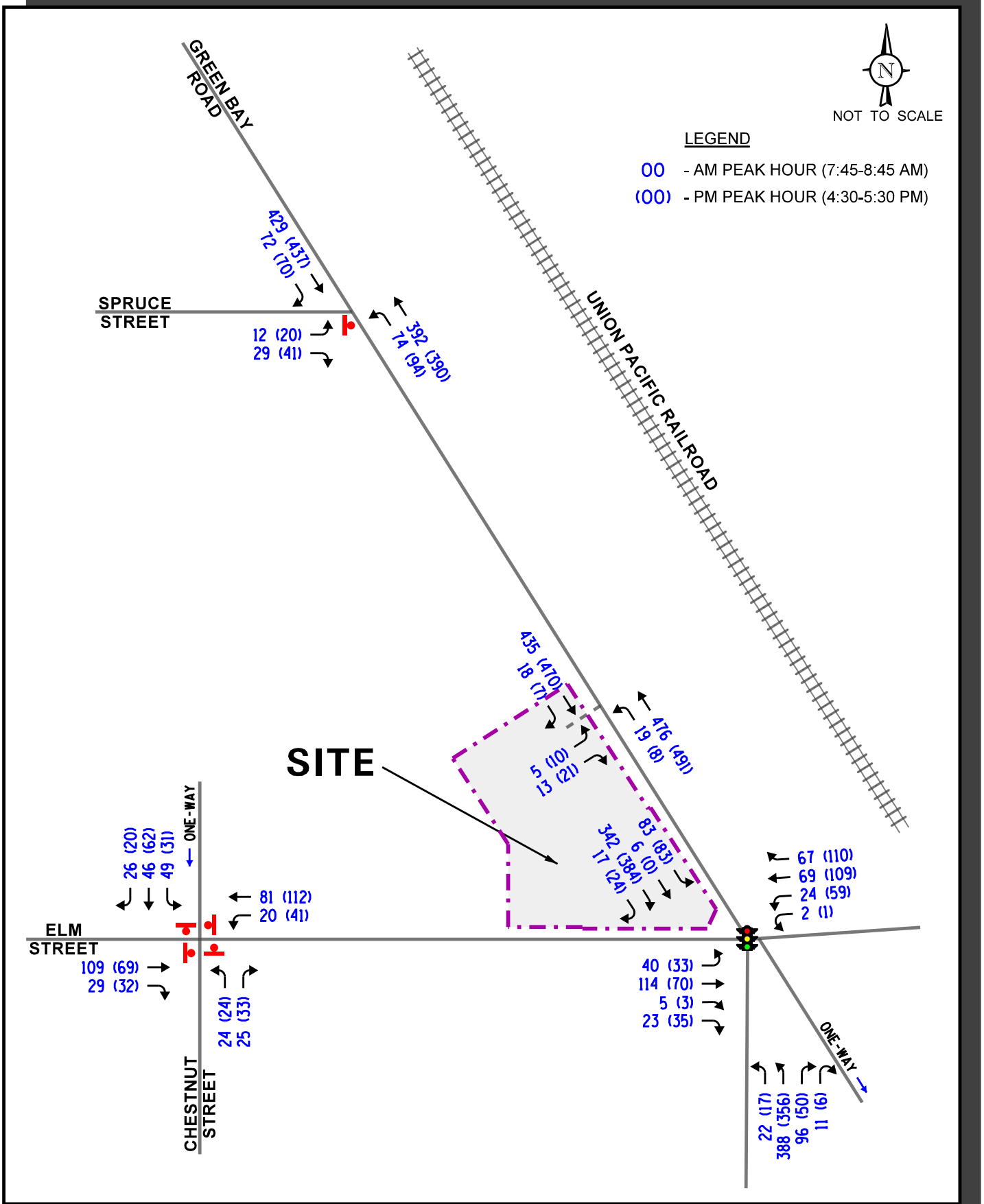
Job No: 23-137 Figure: 8



Redevelopment of Chase Bank
Winnetka, Illinois

Year 2029 Total Traffic Volumes

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Job No: 23-137 Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday afternoon peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and afternoon peak hours for the existing Year 2023, Year 2029 no-build, and Year 2029 total conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th* Editions and using Synchro/SimTraffic 11 software. The analyses for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analysis for the traffic-signal controlled intersections were accomplished using existing signal timing data to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing (Year 2023), Year 2029 no-build, and Year 2029 total projected are presented in **Tables 5** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix. A discussion of the intersections and recommendations follows.

Table 5
CAPACITY ANALYSIS RESULTS – GREEN BAY ROAD WITH ELM STREET – SIGNALIZED

	Peak Hour	Eastbound L/T/R	Westbound L/T/R	Northbound L/T/R	Southbound L/T/R	Overall
Existing Conditions	**Weekday Morning**	C – 34.6	C – 27.9	A – 7.2	A – 7.3	B 13.4
	Weekday Evening	C – 34.3	C – 32.4	A – 6.7	A – 6.9	B 14.7
Year 2029 No-Build Conditions	**Weekday Morning**	C – 34.6	C – 27.8	A – 7.4	A – 7.6	B 13.8
	Weekday Evening	C – 32.8	C – 31.7	A – 7.4	A – 7.8	B 15.3
Year 2029 Projected Conditions	**Weekday Morning**	C – 34.6	C – 27.7	A – 7.6	A – 7.8	B 13.9
	Weekday Evening	C – 32.9	C – 31.8	A – 7.4	A – 7.9	B 15.3

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 6
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Chestnut Street[1]				
• Overall	A	8.2	A	8.2
• Eastbound Approach	A	8.3	A	7.9
• Westbound Approach	A	8.2	A	8.6
• Northbound Approach	A	7.9	A	7.7
• Southbound Approach	A	8.3	A	8.3
Green Bay Road with Spruce Street[2]				
• Eastbound Approach	B	12.6	B	13.7
• Northbound Left Turn	A	8.9	A	9.0
Green Bay Road with Entrance Access Drive[2]				
• Northbound Left Turn	A	8.5	A	8.5
Green Bay Road with Exit Access Drive[2]				
• Eastbound Approach	B	10.2	B	10.1

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 7
CAPACITY ANALYSIS RESULTS – YEAR 2029 NO-BUILD – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Chestnut Street[1]				
• Overall	A	8.3	A	8.3
• Eastbound Approach	A	8.4	A	8.0
• Westbound Approach	A	8.3	A	8.7
• Northbound Approach	A	7.9	A	7.8
• Southbound Approach	A	8.4	A	8.4
Green Bay Road with Spruce Street[2]				
• Eastbound Approach	B	12.6	B	13.8
• Northbound Left Turn	A	9.0	A	9.1
Green Bay Road with Entrance Access Drive[2]				
• Northbound Left Turn	A	8.6	A	8.6
Green Bay Road with Exit Access Drive[2]				
• Eastbound Approach	B	10.2	B	10.2

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 8
CAPACITY ANALYSIS RESULTS – YEAR 2029 TOTAL PROJECTED – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Chestnut Street[1]				
• Overall	A	8.3	A	8.3
• Eastbound Approach	A	8.4	A	8.0
• Westbound Approach	A	8.3	A	8.7
• Northbound Approach	A	7.9	A	7.8
• Southbound Approach	A	8.4	A	8.4
Green Bay Road with Spruce Street[2]				
• Eastbound Approach	B	12.7	B	13.8
• Northbound Left Turn	A	9.0	A	9.1
Green Bay Road with Proposed Full-Movement Access Drive[2]				
• Eastbound Approach	B	11.3	B	11.3
• Northbound Left Turn	A	8.7	A	8.6

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – Two-way stop control

Discussion and Recommendations

The results of the capacity analyses show that with the addition of the redeveloped building traffic and the background growth in the area, all of the intersections are projected to continue to operate at an acceptable level of service. A discussion of each intersection is provided below.

Green Bay Road with Elm Street

The capacity analysis results indicates that this intersection currently operates at an overall Level of Service (LOS) B during the weekday morning and weekday evening peak hours. The eastbound and westbound approaches currently operate at LOS C during the peak hours. The northbound and southbound approaches currently operate at LOS A during the peak hours.

Under Year 2019 no-build and total projected conditions, the intersection is projected to continue to operate at LOS B during the weekday morning and weekday evening peak hours. All of the approaches are projected to continue operating at their current levels of service. As such, this intersection has sufficient capacity to accommodate the additional traffic estimated to be generated by the proposed redeveloped building and no roadway improvements or traffic control modifications are needed.

Elm Street with Chestnut Street

The capacity analysis results indicate that this intersection currently operates at an overall LOS A during the weekday morning and weekday evening peak hours. All the approaches operate at LOS A during both peak hours. Under Year 2029 no-build and total projected conditions, the intersection is projected to continue to operate at an overall LOS A during the peak hours. All the approaches are projected to continue operating at their current levels of service. As such, this intersection has sufficient capacity to accommodate the additional traffic estimated to be generated by the proposed redeveloped building and no roadway improvements or traffic control modifications are needed.

Elm Street with Spruce Street

The capacity analysis results indicate that the eastbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours. The northbound left-turn movement currently operates at LOS A during the peak hours. Under Year 2029 no-build and total projected conditions, the eastbound approach and northbound left-turn movements are projected to continue operating at their current levels of service. As such, this intersection has sufficient capacity to accommodate the additional traffic estimated to be generated by the proposed redeveloped building and no roadway improvements or traffic control modifications are needed.

Green Bay Road with Entrance Access Drive

The capacity analysis results indicate that the northbound left-turn movement to the existing site currently operates at LOS A during the weekday morning and weekday evening peak hours. Under Year 2029 no-build conditions, the northbound left-turn movements are projected to continue operating at LOS A during the peak hours. Under Year 2029 total projected conditions, this access drive will be eliminated, and all inbound traffic will utilize the proposed full-movement access drive.

Green Bay Road with Exit Access Drive/Proposed Full-Movement Site Access Drive

The capacity analysis results indicate that the eastbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours. Under Year 2029 no-build conditions, the eastbound approach is projected to continue operating at LOS B during the peak hours.

Under Year 2029 total projected conditions, this access drive will be replaced with a full-movement access drive serving the redeveloped building. The access drive is proposed to provide one inbound lane and one outbound lane with the outbound lane under stop sign control. Assumming the Year 2029 total conditions, the eastbound approach is projected to operate at LOS B during the weekday morning and weekday evening peak hours with 95th percentile queues of one to two vehicles. The northbound left- turn movement is projected to operate at LOS A during the peak hours. As such, this access drive is projected to provide efficient and orderly access to and from the redeveloped building with limited impact on the Green Bay Road through traffic.

6. Conclusion

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

- As proposed, the redeveloped building will result in an increase in approximately 800 square feet of bank space and 8,000 square feet of financial services office space.

- Access to the redeveloped bank will be provided via a single access drive located on the west side of Green Bay Road 200 feet north of Elm Street at the location of the existing outbound access drive. This access drive will provide one inbound lane and one outbound lane with the outbound movements will be under stop sign control. The existing inbound-only access drive will be eliminated under the proposed conditions.

- It should be noted that the existing southern access drive serving the existing building will be eliminated and replaced with parallel parking. The elimination of the access drive will enhance the flow of pedestrian and vehicle traffic along Green Bay Road.

- The proposed access drive will provide efficient and orderly access to the redeveloped building with limited impact on the Green Bay Road through traffic.

- The existing roadway system has sufficient reserve capacity to accommodate the additional traffic to be generated by the redeveloped building and no roadway improvements or traffic control modifications are required.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Green Bay Rd -- Elm St
Date: 5/4/2023
Site Code: 16193601

	Green Bay Rd Southbound					Elm St Westbound					Parking Lot Northwestbound					Green Bay Rd Northbound					Elm St Eastbound				
Start Time	Right	Thru	Left to Parking	Left	U-Turn	Right	Thru	Left	Left to Parking	U-Turn	Right to Elm St	Right to Green Bay Rd	Left to Elm St	Left to Green Bay Rd	U-Turn	Right to Parking	Right	Thru	Left	U-Turn	Right	Right to Parking	Thru	Left	U-Turn
07:00 AM	2	37	3	7	0	5	6	4	1	0	0	0	0	0	0	9	4	33	3	0	2	3	5	4	0
07:15 AM	3	47	4	10	0	4	9	4	0	0	0	0	0	0	0	7	10	63	2	0	3	1	14	4	0
07:30 AM	2	71	2	10	0	14	22	2	0	0	0	0	0	0	0	1	10	75	4	0	4	2	26	5	0
07:45 AM	4	99	3	12	0	9	15	6	1	0	0	0	0	0	0	3	23	88	4	0	4	2	29	11	0
08:00 AM	5	111	1	21	0	13	22	3	1	0	0	0	0	0	0	1	28	104	5	0	4	2	16	5	0
08:15 AM	2	53	1	14	0	18	19	5	0	0	0	0	0	0	0	4	18	98	6	0	10	0	35	10	0
08:30 AM	5	68	1	20	0	13	9	10	0	0	0	0	0	0	0	3	25	82	7	0	5	1	28	10	0
08:45 AM	1	46	1	15	0	24	25	16	0	0	0	0	0	0	0	0	24	74	3	0	3	0	16	8	0
Total	**24**	**532**	**16**	**109**	**0**	**100**	**127**	**50**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**142**	**617**	**34**	**0**	**35**	**11**	**169**	**57**	**0**

Peak Hour: 7:45 AM - 8:45 AM
Peak 15: 8:00 AM - 8:15 AM
PHF: 0.902778

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Green Bay Rd -- Elm St
Date: 5/4/2023
Site Code: 16193602

	Green Bay Rd Southbound					Elm St Westbound					Parking Lot Northwestbound					Green Bay Rd Northbound					Elm St Eastbound				
Start Time	Right	Thru	Left to Parking	Left	U-Turn	Right	Thru	Left	Left to Parking	U-Turn	Right to Elm St	Right to Green Bay Rd	Left to Elm St	Left to Green Bay Rd	U-Turn	Right to Parking	Right	Thru	Left	U-Turn	Right	Right to Parking	Thru	Left	U-Turn
04:00 PM	6	84	2	19	0	18	28	22	0	0	0	0	0	0	0	3	14	105	4	0	6	0	17	16	0
04:15 PM	6	73	0	11	0	20	26	15	0	0	0	0	0	0	0	0	10	99	4	0	7	0	24	12	0
04:30 PM	5	79	0	12	0	25	20	8	0	0	0	0	0	0	0	2	14	95	4	0	6	0	12	8	0
04:45 PM	10	88	0	15	0	15	24	17	1	0	0	0	0	0	0	3	15	64	2	0	7	1	21	7	0
05:00 PM	3	90	0	20	0	25	38	23	0	0	0	0	0	0	0	0	10	85	6	0	9	1	15	10	0
05:15 PM	4	112	0	11	0	20	18	10	0	0	0	0	0	0	0	1	10	103	5	0	12	1	14	6	0
05:30 PM	5	86	1	13	0	13	13	10	0	0	0	0	0	0	0	4	4	84	4	0	5	2	12	3	0
05:45 PM	2	70	0	14	0	18	7	9	0	0	0	0	0	0	0	1	10	60	6	0	7	1	10	13	0
Total	**41**	**682**	**3**	**115**	**0**	**154**	**174**	**114**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**87**	**695**	**35**	**0**	**59**	**6**	**125**	**75**	**0**

Peak Hour: 4:30 PM - 5:30 PM
Peak 15: 5:00 PM - 5:15 PM
PHF: 0.926866

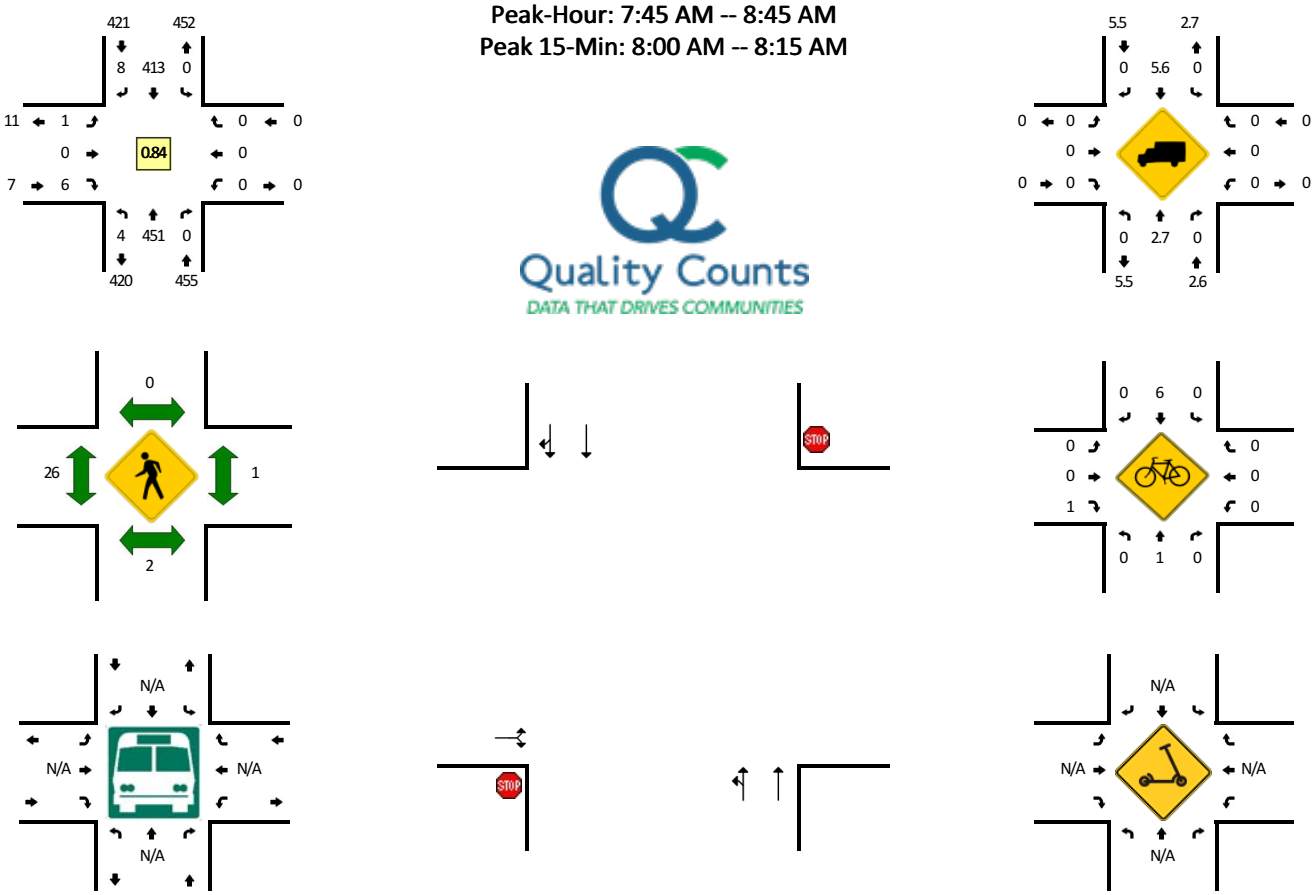
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Green Bay Rd -- Chase Entrance/Exit
CITY/STATE: Winnetka, IL

QC JOB #: 16193603
DATE: Thu, May 4 2023

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



15-Min Count Period Beginning At	Green Bay Rd (Northbound)				Green Bay Rd (Southbound)				Chase Entrance/Exit (Eastbound)				Chase Entrance/Exit (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	40	0	0	0	45	0	0	0	0	0	0	0	0	0	0	85	
7:15 AM	0	69	0	0	0	62	0	0	0	0	0	0	0	0	0	0	131	
7:30 AM	0	93	0	0	0	82	0	0	0	0	0	0	0	0	0	0	175	
7:45 AM	1	106	0	0	0	122	0	0	0	0	2	0	0	0	0	0	231	622
8:00 AM	1	118	0	0	0	140	3	0	0	0	2	0	0	0	0	0	264	801
8:15 AM	1	125	0	0	0	59	1	0	0	0	1	0	0	0	0	0	187	857
8:30 AM	0	102	0	1	0	92	4	0	1	0	1	0	0	0	0	0	201	883
8:45 AM	2	104	0	0	0	62	0	1	0	0	0	0	0	0	0	0	169	821

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	472	0	0	0	560	12	0	0	0	8	0	0	0	0	0	1056
Heavy Trucks	0	8	0		0	36	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		4				0				28				0			32
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 5/10/2023 1:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

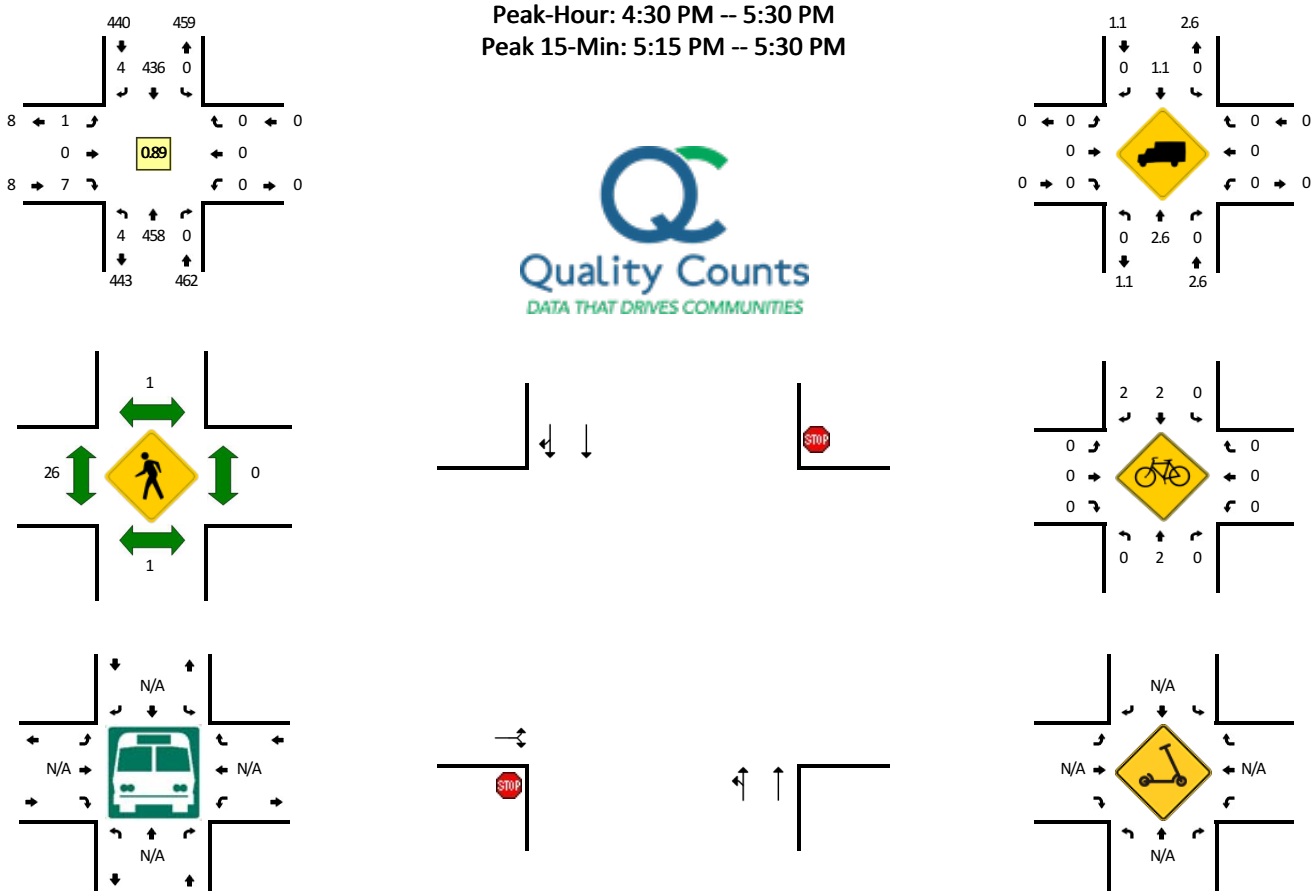
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Green Bay Rd -- Chase Entrance/Exit
CITY/STATE: Winnetka, IL

QC JOB #: 16193604
DATE: Thu, May 4 2023

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Green Bay Rd (Northbound)				Green Bay Rd (Southbound)				Chase Entrance/Exit (Eastbound)				Chase Entrance/Exit (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	136	0	0	0	103	0	0	1	0	2	0	0	0	0	0	243	
4:15 PM	0	131	0	0	0	91	1	0	0	0	3	0	0	0	0	0	226	
4:30 PM	2	126	0	0	0	91	3	0	0	0	4	0	0	0	0	0	226	
4:45 PM	1	84	0	0	0	110	0	0	0	0	2	0	0	0	0	0	197	892
5:00 PM	0	120	0	0	0	108	1	0	0	0	1	0	0	0	0	0	230	879
5:15 PM	1	128	0	0	0	127	0	0	1	0	0	0	0	0	0	0	257	910
5:30 PM	0	98	0	0	0	105	0	0	2	0	0	0	0	0	0	0	205	889
5:45 PM	0	90	0	0	0	92	0	0	0	0	0	0	0	0	0	0	182	874

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	512	0	0	0	508	0	0	4	0	0	0	0	0	0	0	1028
Heavy Trucks	0	20	0		0	16	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	4	8		0	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 5/10/2023 1:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

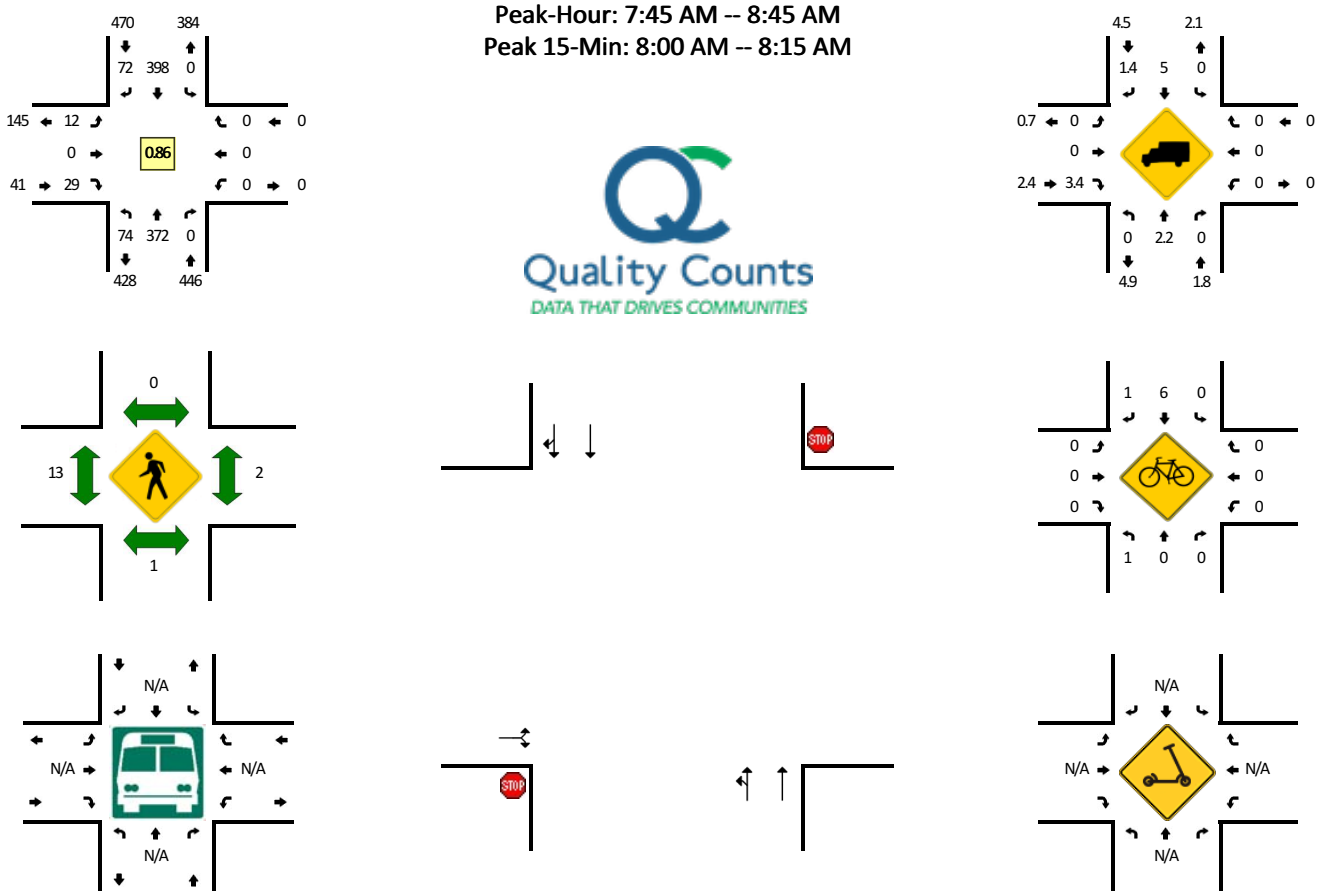
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Green Bay Rd -- Spruce St
CITY/STATE: Winnetka, IL

QC JOB #: 16193605
DATE: Thu, May 4 2023

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



15-Min Count Period Beginning At	Green Bay Rd (Northbound)				Green Bay Rd (Southbound)				Spruce St (Eastbound)				Spruce St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	35	0	0	0	45	15	0	1	0	4	0	0	0	0	0	107	
7:15 AM	13	51	0	1	0	57	13	0	1	0	5	0	0	0	0	0	141	
7:30 AM	19	81	0	0	0	81	12	0	1	0	5	0	0	0	0	0	199	
7:45 AM	14	89	0	1	0	120	18	0	4	0	7	0	0	0	0	0	253	700
8:00 AM	21	94	0	0	0	134	16	0	3	0	10	0	0	0	0	0	278	871
8:15 AM	23	100	0	0	0	56	21	0	2	0	3	0	0	0	0	0	205	935
8:30 AM	15	89	0	0	0	88	17	0	3	0	9	0	0	0	0	0	221	957
8:45 AM	17	79	0	1	0	64	14	0	3	0	0	0	0	0	0	0	178	882

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	376	0	0	0	536	64	0	12	0	40	0	0	0	0	0	1112
Heavy Trucks	0	8	0		0	28	4		0	0	0		0	0	0		40
Buses																	
Pedestrians		0				0				8				4			12
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 5/10/2023 1:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

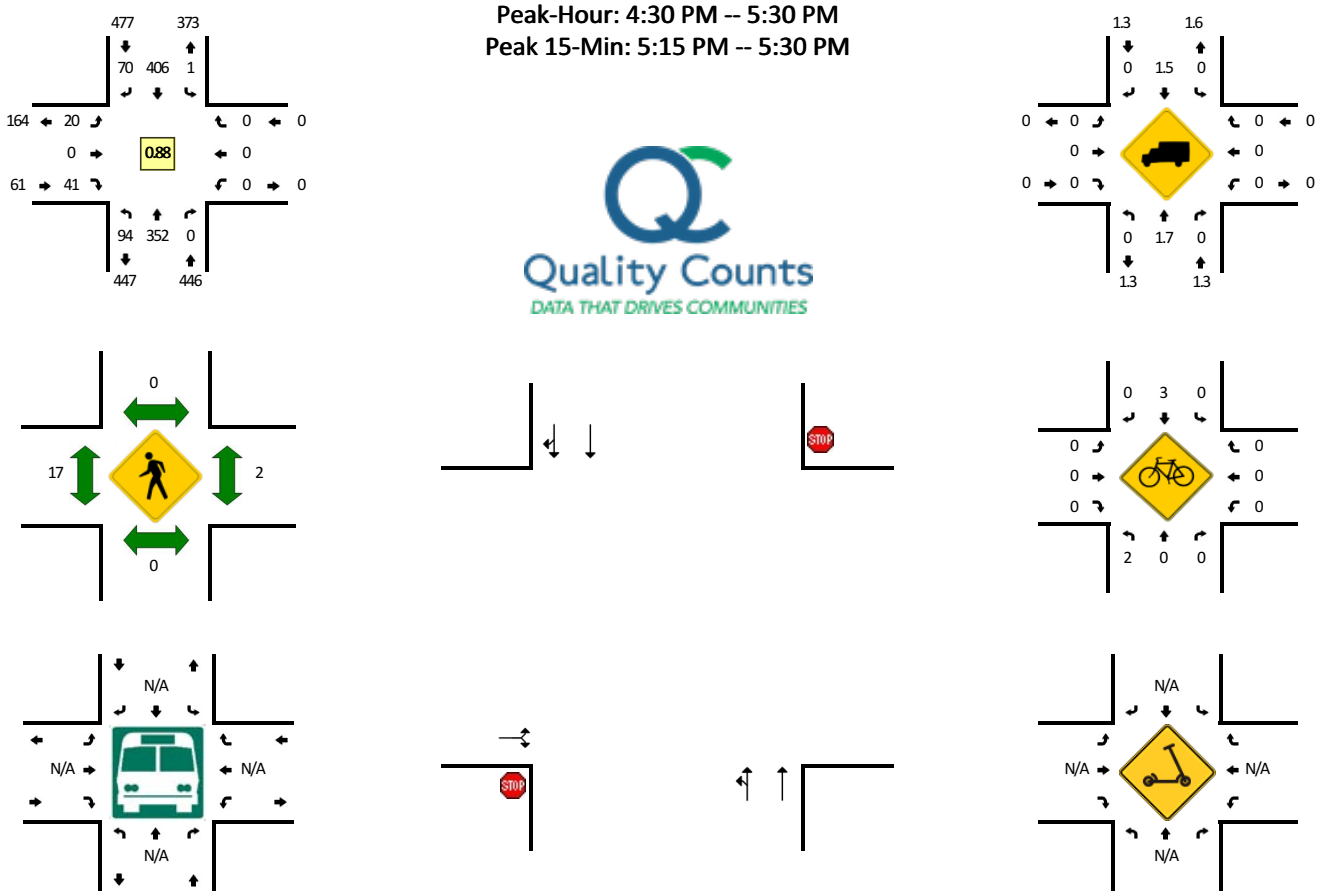
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Green Bay Rd -- Spruce St
CITY/STATE: Winnetka, IL

QC JOB #: 16193606
DATE: Thu, May 4 2023

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Green Bay Rd (Northbound)				Green Bay Rd (Southbound)				Spruce St (Eastbound)				Spruce St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	34	97	0	0	0	89	23	0	2	0	11	0	0	0	0	0	256	
4:15 PM	23	109	0	0	0	84	27	0	4	0	11	0	0	0	0	0	258	
4:30 PM	28	93	0	0	0	93	18	0	4	0	4	0	0	0	0	0	240	
4:45 PM	18	62	0	0	0	97	11	1	6	0	12	0	0	0	0	0	207	961
5:00 PM	22	96	0	0	0	101	22	0	5	0	11	0	0	0	0	0	257	962
5:15 PM	26	101	0	0	0	115	19	0	5	0	14	0	0	0	0	0	280	984
5:30 PM	19	84	0	0	0	96	15	0	3	0	7	0	0	0	0	0	224	968
5:45 PM	16	75	0	0	0	88	18	0	5	0	4	0	0	0	0	0	206	967

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	404	0	0	0	460	76	0	20	0	56	0	0	0	0	0	1120
Heavy Trucks	0	16	0		0	20	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				12				0			12
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 5/10/2023 1:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

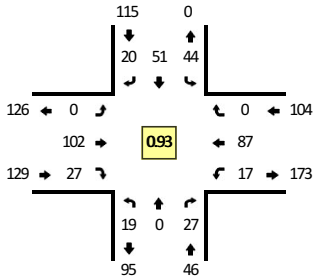
Type of peak hour being reported: Intersection Peak

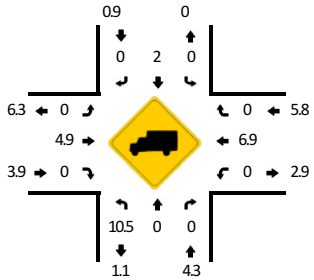
Method for determining peak hour: Total Entering Volume

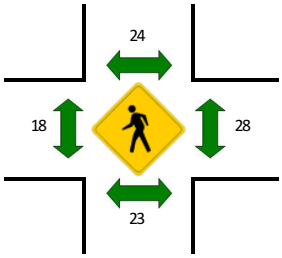
LOCATION: Chestnut St -- Elm St
CITY/STATE: Winnetka, IL

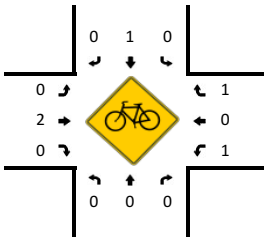
QC JOB #: 16193607
DATE: Thu, May 4 2023

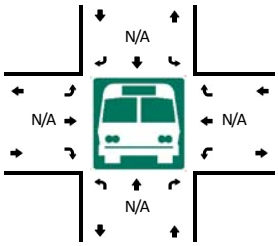
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

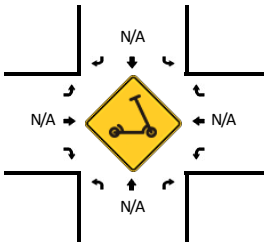












15-Min Count Period Beginning At	Chestnut St (Northbound)				Chestnut St (Southbound)				Elm St (Eastbound)				Elm St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	4	0	12	14	3	0	0	4	4	0	3	5	0	0	50	
7:15 AM	2	0	4	0	13	15	3	0	0	5	4	0	4	13	0	0	63	
7:30 AM	5	0	6	0	12	14	3	0	0	25	6	0	2	26	0	0	99	
7:45 AM	2	0	2	0	12	14	8	0	0	27	6	0	5	18	0	0	94	306
8:00 AM	8	0	11	0	8	11	5	0	0	15	9	0	3	25	0	0	95	351
8:15 AM	4	0	8	0	12	12	4	0	0	35	6	0	7	18	0	0	106	394
8:30 AM	10	0	4	0	17	9	9	0	0	23	8	0	5	14	0	0	99	394
8:45 AM	6	0	8	0	7	15	9	0	0	17	1	0	8	21	0	0	92	392

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	32	0	48	48	16	0	0	140	24	0	28	72	0	0	424
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	0	0		8
Buses																	
Pedestrians		16				4				20				16			56
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 5/10/2023 1:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

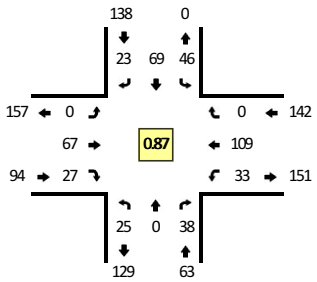
Type of peak hour being reported: Intersection Peak

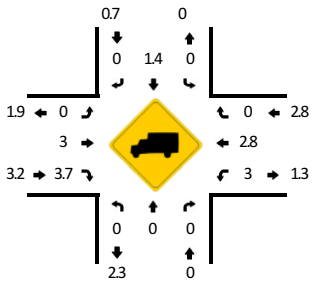
Method for determining peak hour: Total Entering Volume

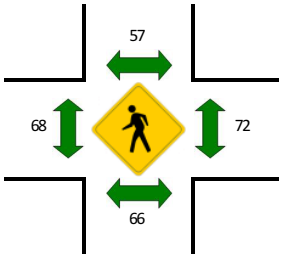
LOCATION: Chestnut St -- Elm St
CITY/STATE: Winnetka, IL

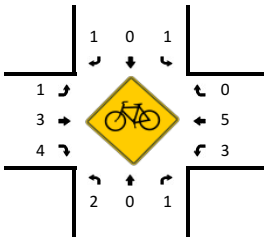
QC JOB #: 16193608
DATE: Thu, May 4 2023

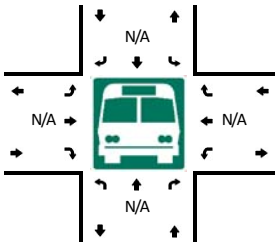
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

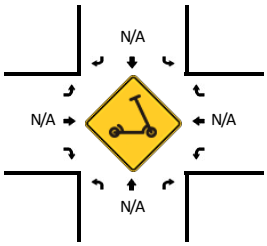












15-Min Count Period Beginning At	Chestnut St (Northbound)				Chestnut St (Southbound)				Elm St (Eastbound)				Elm St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	0	6	0	14	19	6	0	0	27	8	0	10	28	0	0	126	
4:15 PM	3	0	12	0	13	12	8	0	0	16	8	0	6	29	0	0	107	
4:30 PM	9	0	9	0	7	25	2	0	0	13	8	0	6	24	0	0	103	
4:45 PM	5	0	11	0	12	13	7	0	0	11	3	0	11	28	0	0	101	437
5:00 PM	5	0	7	0	2	12	5	0	0	19	12	0	14	31	0	0	107	418
5:15 PM	5	0	6	0	10	12	6	0	0	17	9	0	10	18	0	0	93	404
5:30 PM	4	0	2	0	6	11	5	0	0	13	4	0	9	15	0	0	69	370
5:45 PM	5	0	7	0	12	8	7	0	0	17	5	0	3	10	0	0	74	343

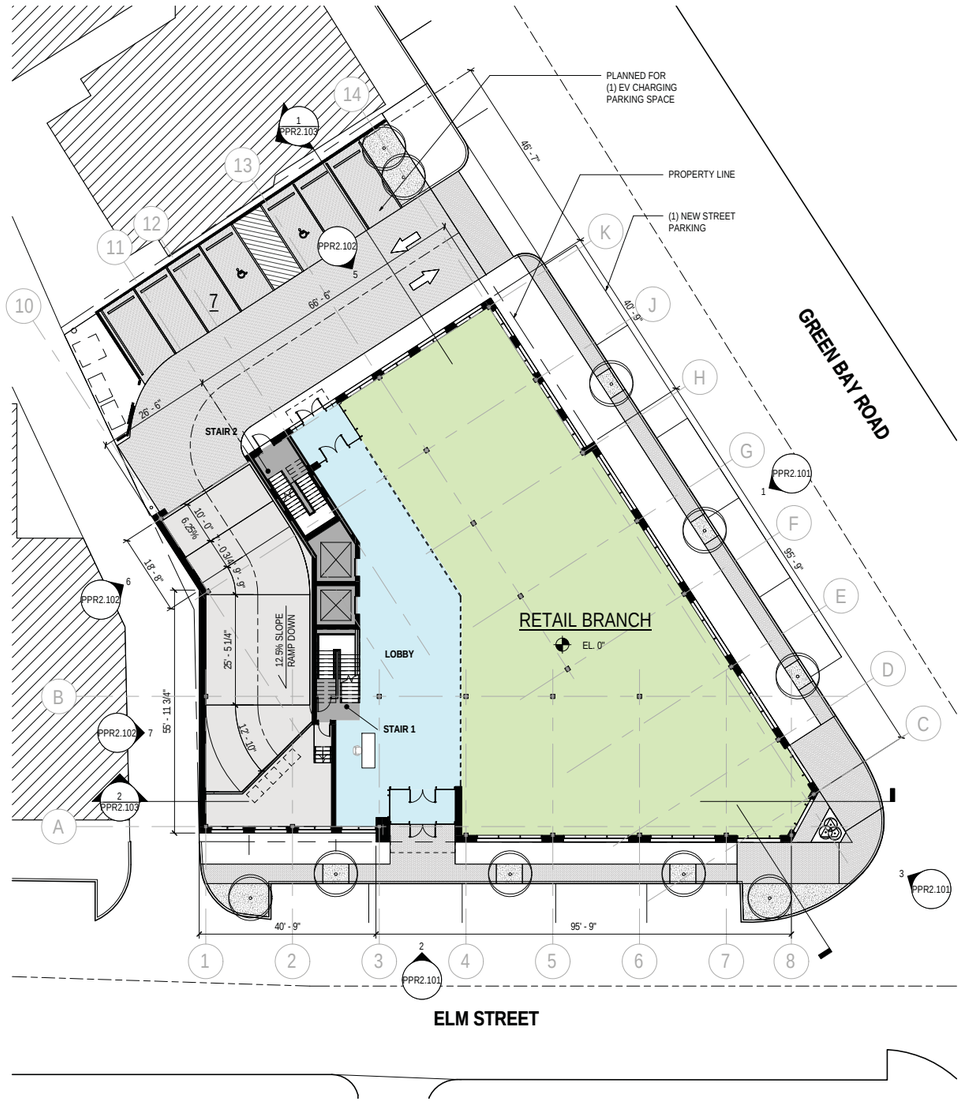
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	0	24	0	56	76	24	0	0	108	32	0	40	112	0	0	504
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Buses																	
Pedestrians		84				76				80				56			296
Bicycles	8	0	0		0	0	4		4	0	8		8	4	0		36
Scooters																	

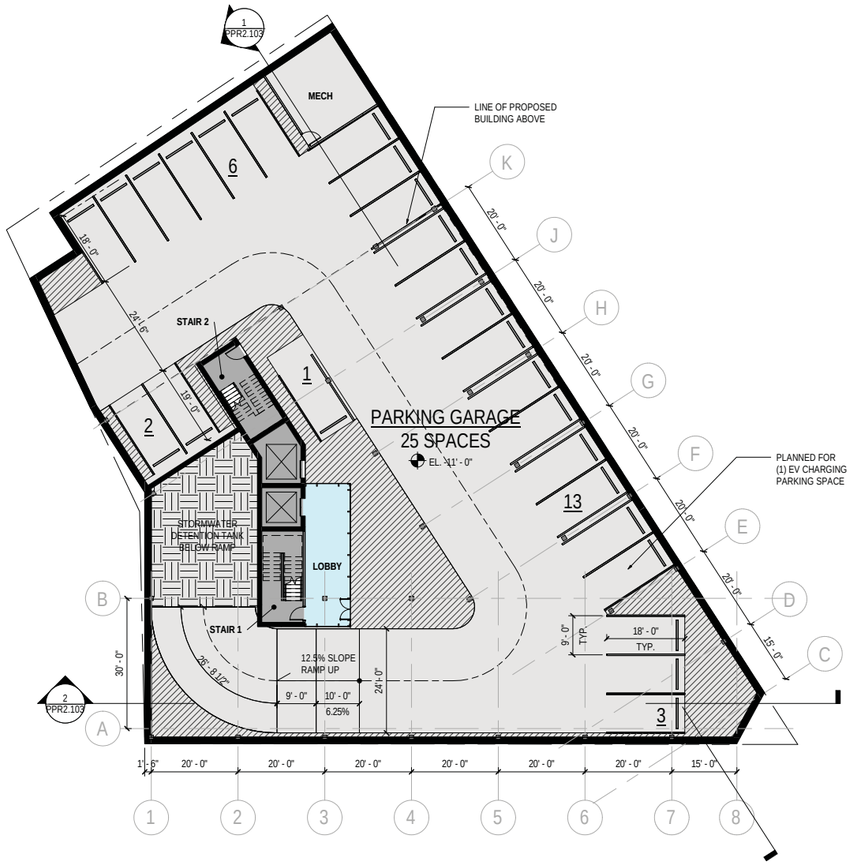
Comments:

Report generated on 5/10/2023 1:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Site Plan





GSF: 10,400 SF
Floor Area calculated for parking*: 5,100 SF (Appendix A)

1 FLOOR PLAN - LEVEL 01
SCALE: 1/16" = 1'-0"

GSF: 16,600 SF
Floor Area calculated for parking*: 0 SF (Appendix A)

2 FLOOR PLAN - LOWER LEVEL 01
SCALE: 1/16" = 1'-0"

DEVELOPMENT SUMMARY

SITE AREA:	17,002 SQ = 0.39 ACRE.
TOTAL SF:	**34,800 SF**
LEVEL 01:	10,400 SF
LEVEL 02:	12,200 SF
LEVEL 03:	12,200 SF
BASEMENT:	16,600 SF
TOTAL PARKING:	**32**
SURFACE PARKING:	7
BELOW-GRADE PARKING:	25

EXCEPTIONS REQUIRED:
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED REAR YARD SETBACK (NORTH PROPERTY LINE) OF 10 FEET TO ALLOW A PARKING STRUCTURE IN THE REQUIRED YARD
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK MORE THAN 3 FEET FROM THE SOUTH AND EAST PROPERTY LINES AT THE SOUTHEAST CORNER.
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED LANDSCAPING AREA OF AT LEAST 5 FEET DEEP ALONG THE REAR PROPERTY LINE.
- EXCEPTION TO EXCEED HEIGHT LIMIT AT CORNER.

SPECIAL USE REQUIRED:
- RETAIL BANK
- PARKING AT STREET LEVEL

Note:
* Floor Area calculated for parking purposes follows zoning ordinance **section 17.64.110.F.3.** *"the gross floor area shall be measured from the interior faces of the exterior walls, excluding areas used for the storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off-street parking and loading and related aisles, ramps and maneuvering space."* Refer to Appendix A for detailed calculation.

N

JPMORGAN CHASE & CO.
791 Elm St, Winnetka, IL 60093

Gensler
11 East Madison Street
Suite 300
Chicago, IL 60602
United States
Tel 312.456.0123
Fax 312.456.0124

△ Date	Description

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
FLOOR PLANS

Scale
As indicated

PPR1.101

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8/11/2023 3:54:46 PM Autodesk Docs://021.1062.300 - JPMC Winnetka/21.1062.000_JPMC Private Bank_Winnetka_v22_Central_ARCHITECTURE.rvt

ITE Trip Generation Sheets

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building
(710)

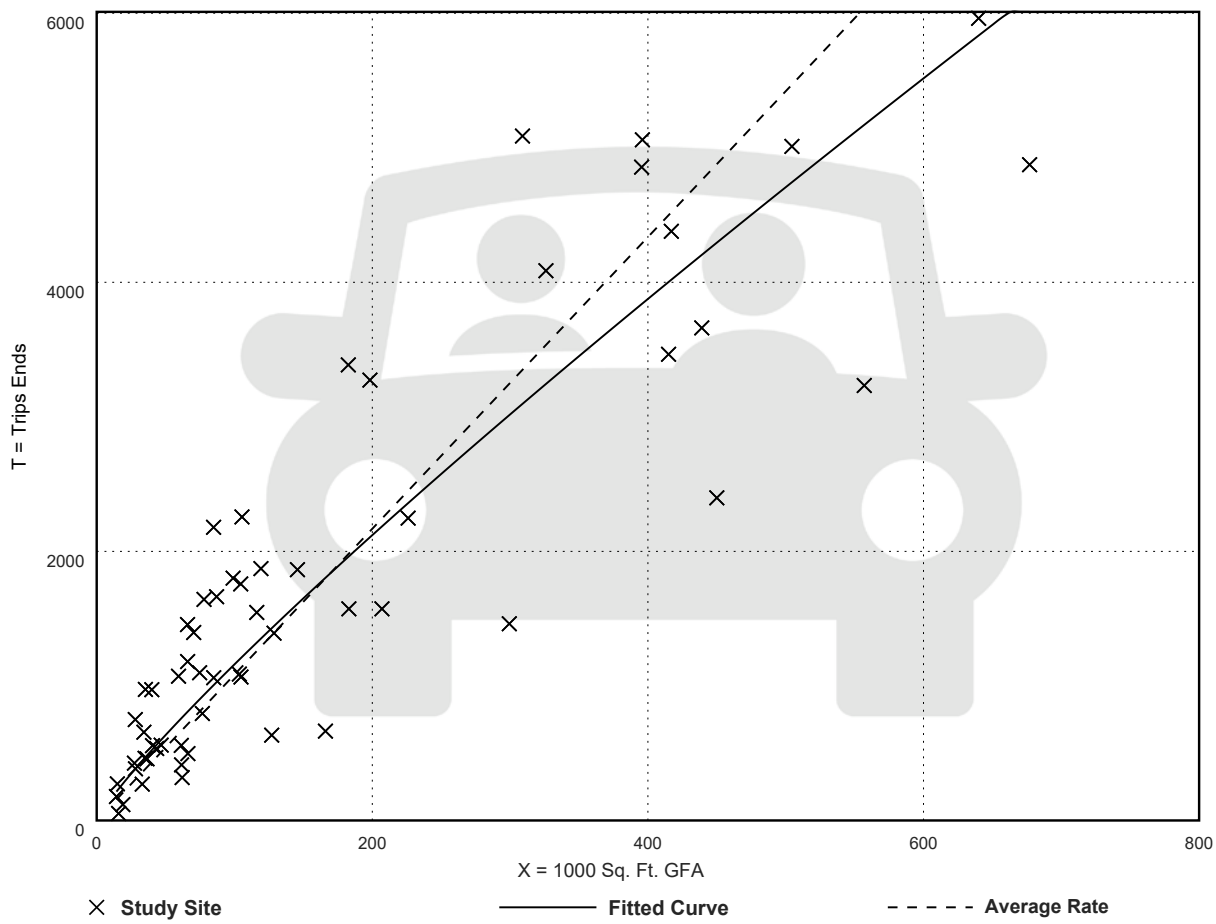
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05 **R^2= 0.78**

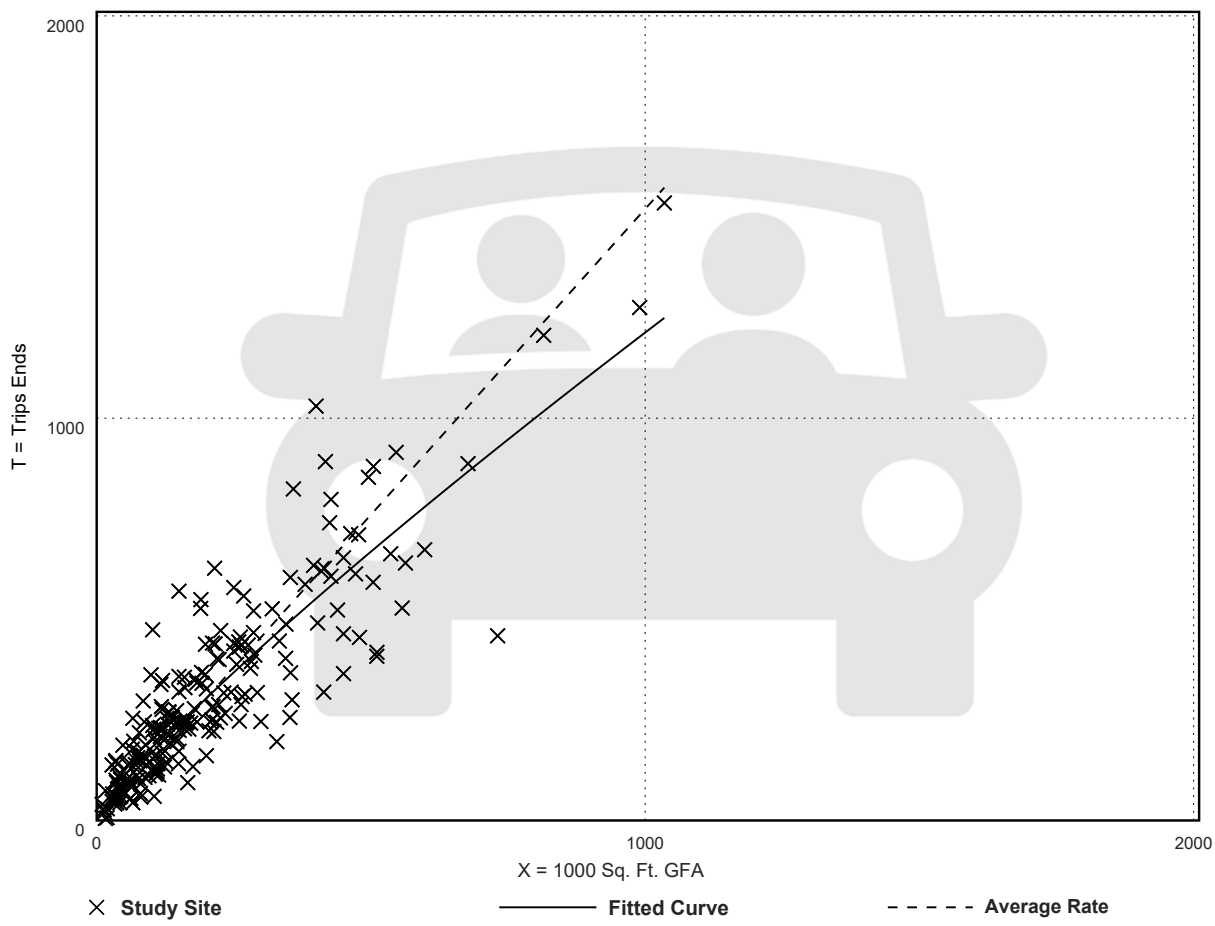
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16 **R^2= 0.78**

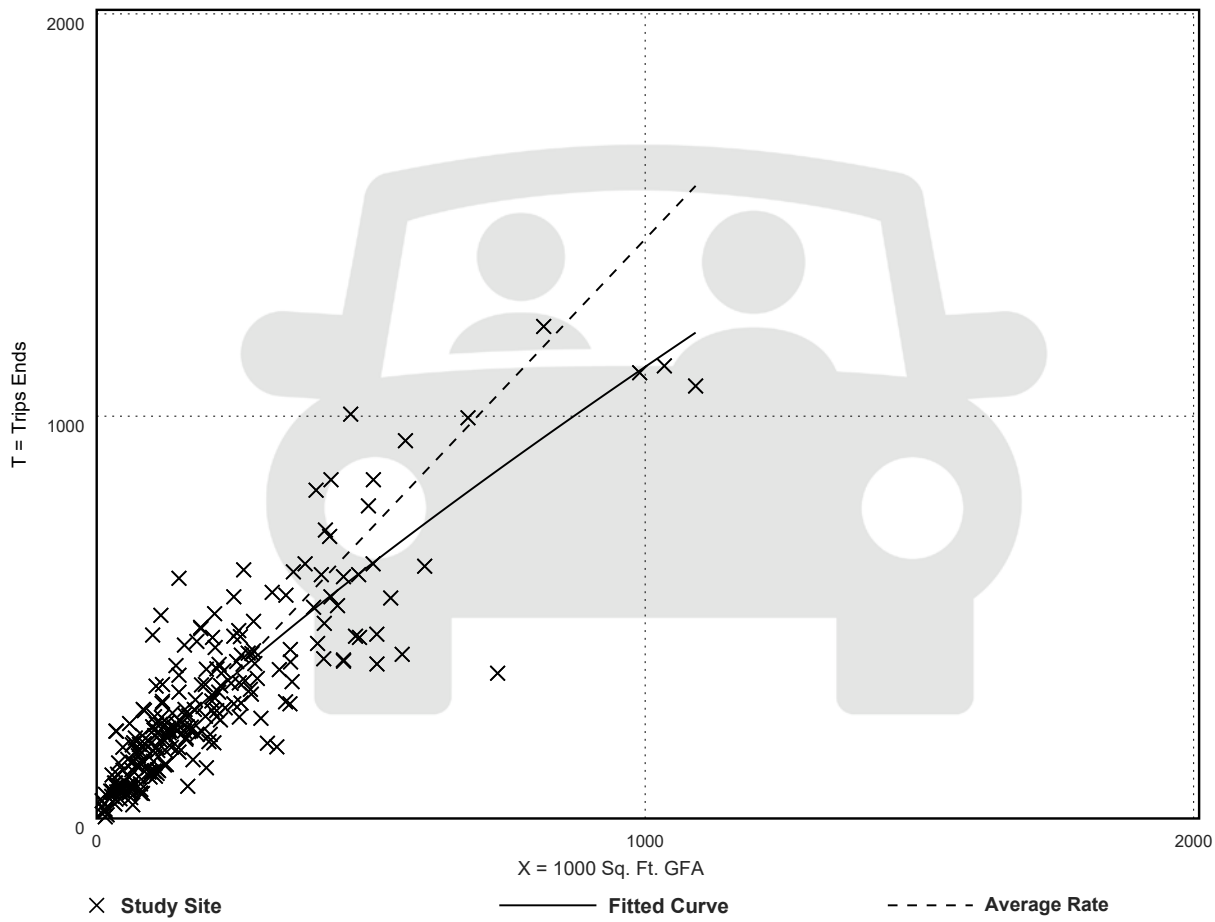
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29 **R^2= 0.77**

Land Use: 911
Walk-in Bank

Description

A bank is a financial institution that that can offer a wide variety of financial services. A walk-in bank does not have drive-in lanes but typically has a non-drive-through automatic teller machine (ATM). A walk-in bank can be free-standing with its own parking lot or part of a larger retail complex. Drive-in bank (Land Use 912) is a related use.

Additional Data

The sites were surveyed in the 1980s and the 2000s in Alberta (CAN) and California.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period.

Source Numbers

594, 976

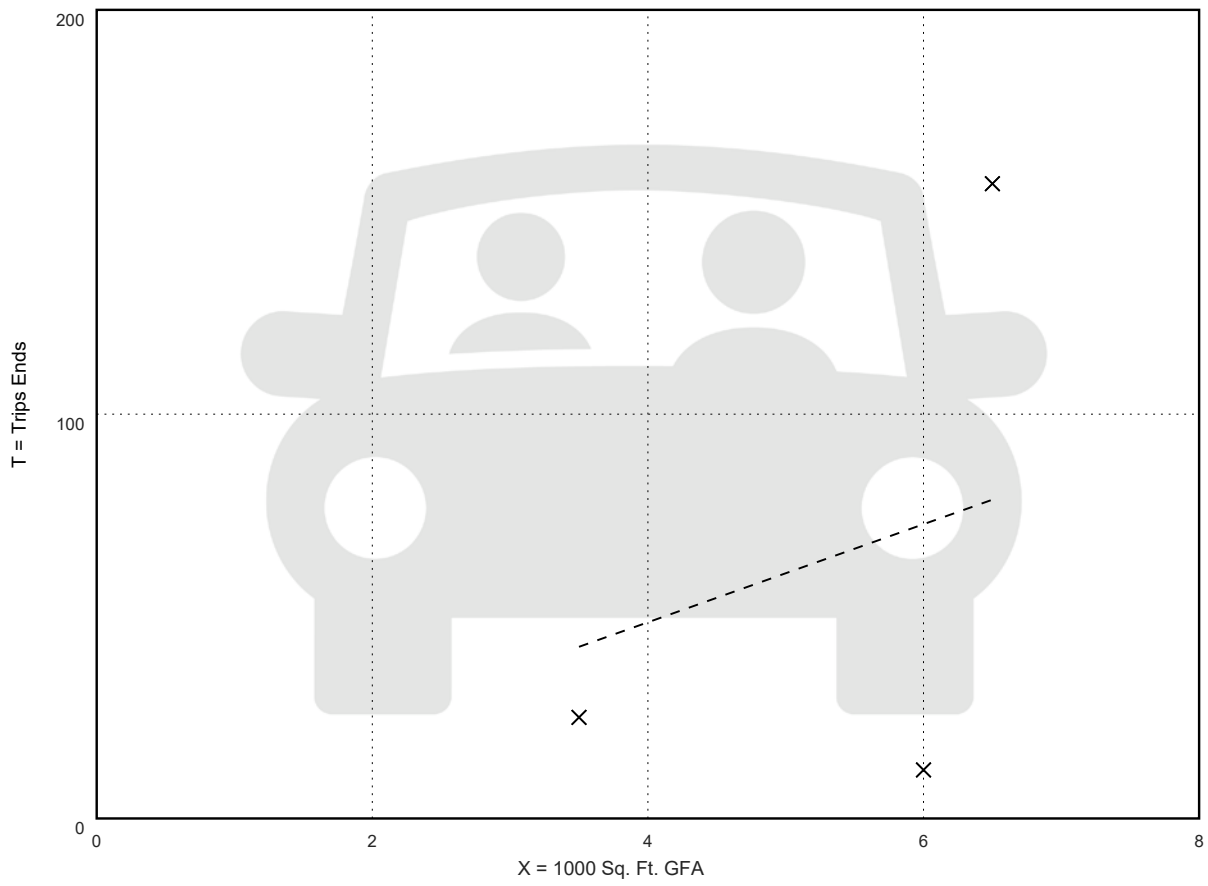
Walk-in Bank
(911)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.13	2.00 - 24.15	12.41

Data Plot and Equation



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Walk-in Bank
(911)

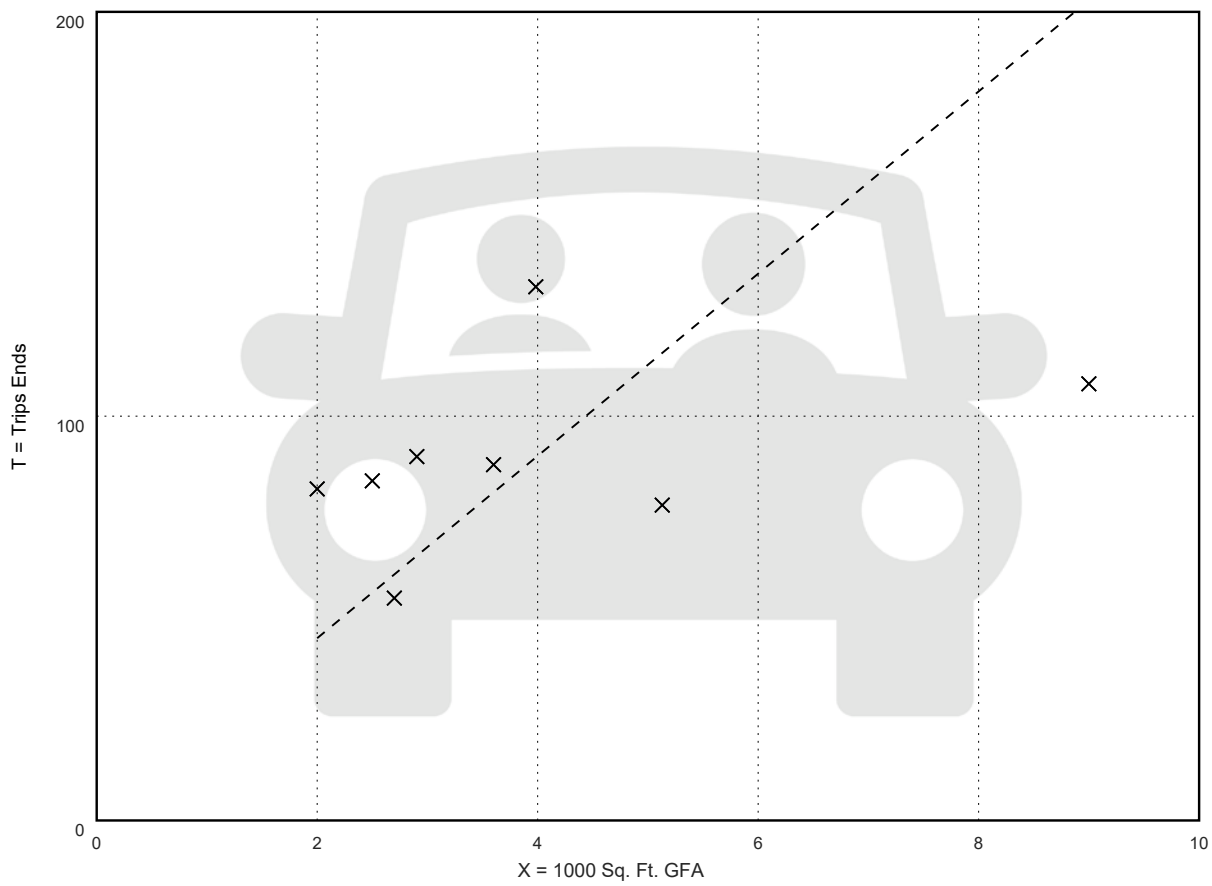
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.54	12.00 - 41.00	10.28

Data Plot and Equation



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Walk-in Bank
(911)

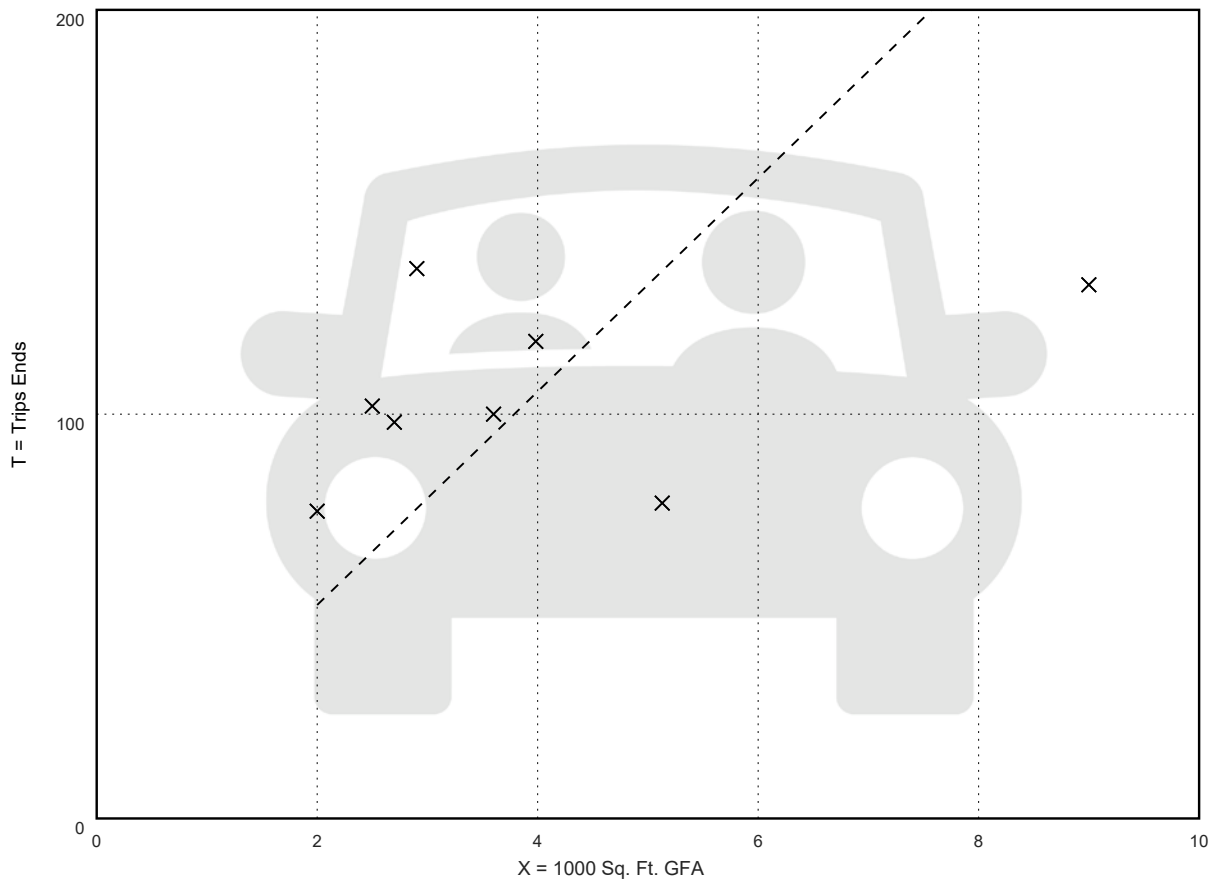
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.40	14.67 - 46.83	12.27

Data Plot and Equation



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

May 25, 2023

Kelly Pachowicz
Consultant
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Elm Street - Green Bay Road
IDOT

Dear Ms. Pachowicz:

In response to a request made on your behalf and dated May 25, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2022)	Year 2050 ADT
Elm St	1,800	1,940
Green Bay Rd	8,700	9,350

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
\2023_TrafficForecasts\Winnetka\ck-33-23\ck-33-23.docxx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 6th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	36	108	5	23	2	24	65	53	22	372	94	11
Future Volume (vph)	36	108	5	23	2	24	65	53	22	372	94	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%					0%			0%		
Storage Length (ft)	0		0			0		50	0		50	
Storage Lanes	0		0			0		0	0		0	
Taper Length (ft)	25					25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98					0.97			0.98		
Frt		0.978					0.945			0.968		
Flt Protected		0.990					0.991			0.998		
Satd. Flow (prot)	0	1760	0	0	0	0	3159	0	0	3356	0	0
Flt Permitted		0.900					0.887			0.927		
Satd. Flow (perm)	0	1593	0	0	0	0	2803	0	0	3115	0	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		25					25			25		
Link Distance (ft)		410					348			272		
Travel Time (s)		11.2					9.5			7.4		
Confl. Peds. (#/hr)	24		27	35	35	27		24	16		11	35
Confl. Bikes (#/hr)			2	2				14				
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	0%	0%	50%	13%	5%	0%	5%	2%	1%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5			7				7	18		18	
Mid-Block Traffic (%)		0%					0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	0	0	146	0	0	504	0	0
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			
Detector Phase	4	4			8	8	8		2	2		
Switch Phase												
Minimum Initial (s)	3.0	3.0			3.0	3.0	3.0		15.0	15.0		
Minimum Split (s)	29.0	29.0			29.0	29.0	29.0		36.0	36.0		
Total Split (s)	29.0	29.0			29.0	29.0	29.0		56.0	56.0		
Total Split (%)	34.1%	34.1%			34.1%	34.1%	34.1%		65.9%	65.9%		
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None	None		C-Min	C-Min		
Act Effct Green (s)		17.9					17.9			55.1		
Actuated g/C Ratio		0.21					0.21			0.65		

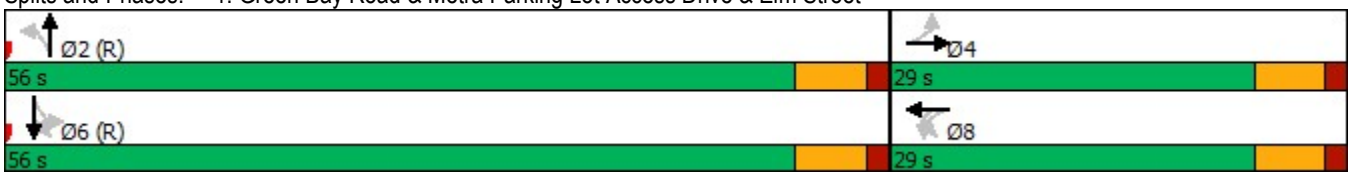
Lane Group	SBL2	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	67	6	331	16
Future Volume (vph)	67	6	331	16
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12
Grade (%)			0%	
Storage Length (ft)		0		0
Storage Lanes		0		0
Taper Length (ft)		25		
Lane Util. Factor	0.95	0.95	0.95	0.95
Ped Bike Factor			0.99	
Frt			0.994	
Flt Protected			0.991	
Satd. Flow (prot)	0	0	3409	0
Flt Permitted			0.790	
Satd. Flow (perm)	0	0	2702	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			25	
Link Distance (ft)			151	
Travel Time (s)			4.1	
Confl. Peds. (#/hr)	11	35		16
Confl. Bikes (#/hr)				7
Peak Hour Factor	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	4%	13%
Bus Blockages (#/hr)	0	0	0	0
Parking (#/hr)	10			7
Mid-Block Traffic (%)			0%	
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	0	424	0
Turn Type	Perm	Perm	NA	
Protected Phases			6	
Permitted Phases	6	6		
Detector Phase	6	6	6	
Switch Phase				
Minimum Initial (s)	15.0	15.0	15.0	
Minimum Split (s)	36.0	36.0	36.0	
Total Split (s)	56.0	56.0	56.0	
Total Split (%)	65.9%	65.9%	65.9%	
Yellow Time (s)	4.5	4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	
Lost Time Adjust (s)			0.0	
Total Lost Time (s)			6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	
Act Effct Green (s)			55.1	
Actuated g/C Ratio			0.65	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
v/c Ratio		0.52					0.25			0.25		
Control Delay		34.6					27.9			7.2		
Queue Delay		0.0					0.0			0.0		
Total Delay		34.6					27.9			7.2		
LOS		C					C			A		
Approach Delay		34.6					27.9			7.2		
Approach LOS		C					C			A		
Queue Length 50th (ft)		82					34			52		
Queue Length 95th (ft)		133					55			91		
Internal Link Dist (ft)		330					268			192		
Turn Bay Length (ft)												
Base Capacity (vph)		432					759			2021		
Starvation Cap Reductn		0					0			0		
Spillback Cap Reductn		0					0			0		
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.40					0.19			0.25		

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 95.5% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Metra Parking Lot Access Drive & Elm Street



Lane Group	SBL2	SBL	SBT	SBR
v/c Ratio			0.24	
Control Delay			7.3	
Queue Delay			0.0	
Total Delay			7.3	
LOS			A	
Approach Delay			7.3	
Approach LOS			A	
Queue Length 50th (ft)			44	
Queue Length 95th (ft)			78	
Internal Link Dist (ft)			71	
Turn Bay Length (ft)				
Base Capacity (vph)			1753	
Starvation Cap Reductn			0	
Spillback Cap Reductn			0	
Storage Cap Reductn			0	
Reduced v/c Ratio			0.24	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	100	29	20	75	0	24	0	25	49	46	26
Future Vol, veh/h	0	100	29	20	75	0	24	0	25	49	46	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	5	0	0	8	0	8	0	0	0	0	0
Mvmt Flow	0	108	31	22	81	0	26	0	27	53	49	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.2	7.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	0%	21%	40%
Vol Thru, %	0%	78%	79%	38%
Vol Right, %	51%	22%	0%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	129	95	121
LT Vol	24	0	20	49
Through Vol	0	100	75	46
RT Vol	25	29	0	26
Lane Flow Rate	53	139	102	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.169	0.128	0.161
Departure Headway (Hd)	4.53	4.39	4.52	4.465
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	818	795	805
Service Time	2.553	2.408	2.539	2.484
HCM Lane V/C Ratio	0.067	0.17	0.128	0.161
HCM Control Delay	7.9	8.3	8.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.4	0.6

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	29	74	372	398	72
Future Vol, veh/h	12	29	74	372	398	72
Conflicting Peds, #/hr	0	1	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	3	0	2	5	1
Mvmt Flow	14	34	86	433	463	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	907	288	560	0	-	0
Stage 1	518	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	370	706	1021	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	322	698	1010	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1010	-	520	-	-
HCM Lane V/C Ratio	0.085	-	0.092	-	-
HCM Control Delay (s)	8.9	0.4	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	3	458	420	8
Future Vol, veh/h	0	0	3	458	420	8
Conflicting Peds, #/hr	0	2	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	4	545	500	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	812	283	536	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*481	720	1042	-	-	-
Stage 1	*560	-	-	-	-	-
Stage 2	*871	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*457	703	1019	-	-	-
Mov Cap-2 Maneuver	*457	-	-	-	-	-
Stage 1	*544	-	-	-	-	-
Stage 2	*852	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1019	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	8.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	0	458	422	0
Future Vol, veh/h	1	6	0	458	422	0
Conflicting Peds, #/hr	0	2	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	3	6	0
Mvmt Flow	1	7	0	545	502	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	775	253	-	0	-	0
Stage 1	502	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	*511	753	0	-	-	0
Stage 1	*579	-	0	-	-	0
Stage 2	*871	-	0	-	-	0
Platoon blocked, %	1			-	-	
Mov Cap-1 Maneuver	*511	752	-	-	-	-
Mov Cap-2 Maneuver	*511	-	-	-	-	-
Stage 1	*579	-	-	-	-	-
Stage 2	*871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	705	-
HCM Lane V/C Ratio	-	0.012	-
HCM Control Delay (s)	-	10.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	31	62	3	34	1	58	100	85	17	347	49	6
Future Volume (vph)	31	62	3	34	1	58	100	85	17	347	49	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%					0%			0%		
Storage Length (ft)	0		0			0		50	0		50	
Storage Lanes	0		0			0		0	0		0	
Taper Length (ft)	25					25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.96					0.96			0.98		
Frt		0.961					0.948			0.980		
Flt Protected		0.988					0.988			0.998		
Satd. Flow (prot)	0	1718	0	0	0	0	3260	0	0	3393	0	0
Flt Permitted		0.858					0.828			0.929		
Satd. Flow (perm)	0	1485	0	0	0	0	2668	0	0	3157	0	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		25					25			25		
Link Distance (ft)		410					348			272		
Travel Time (s)		11.2					9.5			7.4		
Confl. Peds. (#/hr)	25		59	52	59	52		25	19		9	59
Confl. Bikes (#/hr)			3	3				8			1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	4%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5			7				7	18		18	
Mid-Block Traffic (%)		0%					0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	0	0	262	0	0	450	0	0
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			
Detector Phase	4	4			8	8	8		2	2		
Switch Phase												
Minimum Initial (s)	3.0	3.0			3.0	3.0	3.0		15.0	15.0		
Minimum Split (s)	29.0	29.0			29.0	29.0	29.0		36.0	36.0		
Total Split (s)	35.0	35.0			35.0	35.0	35.0		50.0	50.0		
Total Split (%)	41.2%	41.2%			41.2%	41.2%	41.2%		58.8%	58.8%		
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None	None		C-Min	C-Min		
Act Effct Green (s)		17.4					17.4			55.6		
Actuated g/C Ratio		0.20					0.20			0.65		

Lane Group	SBL2	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	58	369	22
Future Volume (vph)	58	369	22
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)			0
Storage Lanes			0
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.993	
Flt Protected		0.994	
Satd. Flow (prot)	0	3497	0
Flt Permitted		0.840	
Satd. Flow (perm)	0	2953	0
Right Turn on Red			No
Satd. Flow (RTOR)			
Link Speed (mph)		25	
Link Distance (ft)		151	
Travel Time (s)		4.1	
Confl. Peds. (#/hr)	9		19
Confl. Bikes (#/hr)			2
Peak Hour Factor	0.93	0.93	0.93
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)	10		7
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	483	0
Turn Type	Perm	NA	
Protected Phases		6	
Permitted Phases	6		
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	15.0	15.0	
Minimum Split (s)	36.0	36.0	
Total Split (s)	50.0	50.0	
Total Split (%)	58.8%	58.8%	
Yellow Time (s)	4.5	4.5	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)		0.0	
Total Lost Time (s)		6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	
Act Effct Green (s)		55.6	
Actuated g/C Ratio		0.65	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
v/c Ratio		0.46					0.48			0.22		
Control Delay		34.0					32.2			6.7		
Queue Delay		0.0					0.0			0.0		
Total Delay		34.0					32.2			6.7		
LOS		C					C			A		
Approach Delay		34.0					32.2			6.7		
Approach LOS		C					C			A		
Queue Length 50th (ft)		66					65			44		
Queue Length 95th (ft)		114					95			77		
Internal Link Dist (ft)		330					268			192		
Turn Bay Length (ft)												
Base Capacity (vph)		506					910			2063		
Starvation Cap Reductn		0					0			0		
Spillback Cap Reductn		0					0			0		
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.28					0.29			0.22		

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 112.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Metra Parking Lot Access Drive & Elm Street

Lane Group	SBL2	SBT	SBR
v/c Ratio		0.25	
Control Delay		7.0	
Queue Delay		0.0	
Total Delay		7.0	
LOS		A	
Approach Delay		7.0	
Approach LOS		A	
Queue Length 50th (ft)		48	
Queue Length 95th (ft)		84	
Internal Link Dist (ft)		71	
Turn Bay Length (ft)			
Base Capacity (vph)		1930	
Starvation Cap Reductn		0	
Spillback Cap Reductn		0	
Storage Cap Reductn		0	
Reduced v/c Ratio		0.25	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	60	32	41	101	0	24	0	33	31	62	20
Future Vol, veh/h	0	60	32	41	101	0	24	0	33	31	62	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	2	3	2	3	0	0	0	0	0	2	0
Mvmt Flow	0	64	34	44	107	0	26	0	35	33	66	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.6	7.7	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	0%	29%	27%
Vol Thru, %	0%	65%	71%	55%
Vol Right, %	58%	35%	0%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	92	142	113
LT Vol	24	0	41	31
Through Vol	0	60	101	62
RT Vol	33	32	0	20
Lane Flow Rate	61	98	151	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.073	0.117	0.189	0.15
Departure Headway (Hd)	4.344	4.309	4.51	4.485
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	825	833	796	801
Service Time	2.368	2.332	2.532	2.505
HCM Lane V/C Ratio	0.074	0.118	0.19	0.15
HCM Control Delay	7.7	7.9	8.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.7	0.5

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	41	94	352	406	70
Future Vol, veh/h	20	41	94	352	406	70
Conflicting Peds, #/hr	0	0	17	0	0	17
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	23	47	107	400	461	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	932	288	558	0	-	0
Stage 1	518	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	355	715	1023	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	298	705	1009	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1009	-	487	-	-
HCM Lane V/C Ratio	0.106	-	0.142	-	-
HCM Control Delay (s)	9	0.4	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	4	459	449	4
Future Vol, veh/h	0	0	4	459	449	4
Conflicting Peds, #/hr	1	1	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	4	516	504	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	799	281	534	0	-	0
Stage 1	532	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*491	722	1044	-	-	-
Stage 1	*559	-	-	-	-	-
Stage 2	*871	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*467	706	1021	-	-	-
Mov Cap-2 Maneuver	*467	-	-	-	-	-
Stage 1	*544	-	-	-	-	-
Stage 2	*852	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1021	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	8.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	7	0	459	446	0
Future Vol, veh/h	1	7	0	459	446	0
Conflicting Peds, #/hr	1	1	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	1	8	0	516	501	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	760	252	-	0	-	0
Stage 1	501	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	*525	754	0	-	-	0
Stage 1	*580	-	0	-	-	0
Stage 2	*871	-	0	-	-	0
Platoon blocked, %	1			-	-	
Mov Cap-1 Maneuver	*525	753	-	-	-	-
Mov Cap-2 Maneuver	*525	-	-	-	-	-
Stage 1	*580	-	-	-	-	-
Stage 2	*871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	714	-
HCM Lane V/C Ratio	-	0.013	-
HCM Control Delay (s)	-	10.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Capacity Analysis Summary Sheets

Year 2029 No-Build Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	37	114	5	23	2	24	69	63	22	379	96	11
Future Volume (vph)	37	114	5	23	2	24	69	63	22	379	96	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%					0%			0%		
Storage Length (ft)	0		0			0		50	0		50	
Storage Lanes	0		0			0		0	0		0	
Taper Length (ft)	25					25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98					0.97			0.98		
Frt		0.979					0.940			0.968		
Flt Protected		0.990					0.992			0.998		
Satd. Flow (prot)	0	1762	0	0	0	0	3150	0	0	3356	0	0
Flt Permitted		0.898					0.891			0.926		
Satd. Flow (perm)	0	1592	0	0	0	0	2807	0	0	3112	0	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		25					25			25		
Link Distance (ft)		410					348			272		
Travel Time (s)		11.2					9.5			7.4		
Confl. Peds. (#/hr)	24		27	35	35	27		24	16		11	35
Confl. Bikes (#/hr)			2	2				14				
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	0%	0%	50%	13%	5%	0%	5%	2%	1%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5			7				7	18		18	
Mid-Block Traffic (%)		0%					0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	0	0	160	0	0	513	0	0
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			
Detector Phase	4	4			8	8	8		2	2		
Switch Phase												
Minimum Initial (s)	3.0	3.0			3.0	3.0	3.0		15.0	15.0		
Minimum Split (s)	29.0	29.0			29.0	29.0	29.0		36.0	36.0		
Total Split (s)	29.0	29.0			29.0	29.0	29.0		56.0	56.0		
Total Split (%)	34.1%	34.1%			34.1%	34.1%	34.1%		65.9%	65.9%		
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None	None		C-Min	C-Min		
Act Effct Green (s)		18.2					18.2			54.8		
Actuated g/C Ratio		0.21					0.21			0.64		

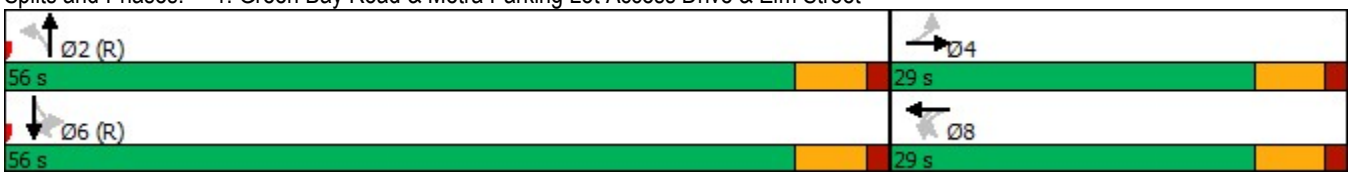
Lane Group	SBL2	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	81	6	338	16
Future Volume (vph)	81	6	338	16
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12
Grade (%)			0%	
Storage Length (ft)		0		0
Storage Lanes		0		0
Taper Length (ft)		25		
Lane Util. Factor	0.95	0.95	0.95	0.95
Ped Bike Factor			0.99	
Frt			0.995	
Flt Protected			0.990	
Satd. Flow (prot)	0	0	3411	0
Flt Permitted			0.763	
Satd. Flow (perm)	0	0	2612	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			25	
Link Distance (ft)			151	
Travel Time (s)			4.1	
Confl. Peds. (#/hr)	11	35		16
Confl. Bikes (#/hr)				7
Peak Hour Factor	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	4%	13%
Bus Blockages (#/hr)	0	0	0	0
Parking (#/hr)	10			7
Mid-Block Traffic (%)			0%	
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	0	445	0
Turn Type	Perm	Perm	NA	
Protected Phases			6	
Permitted Phases	6	6		
Detector Phase	6	6	6	
Switch Phase				
Minimum Initial (s)	15.0	15.0	15.0	
Minimum Split (s)	36.0	36.0	36.0	
Total Split (s)	56.0	56.0	56.0	
Total Split (%)	65.9%	65.9%	65.9%	
Yellow Time (s)	4.5	4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	
Lost Time Adjust (s)			0.0	
Total Lost Time (s)			6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	
Act Effct Green (s)			54.8	
Actuated g/C Ratio			0.64	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
v/c Ratio		0.53					0.27			0.26		
Control Delay		34.6					27.8			7.4		
Queue Delay		0.0					0.0			0.0		
Total Delay		34.6					27.8			7.4		
LOS		C					C			A		
Approach Delay		34.6					27.8			7.4		
Approach LOS		C					C			A		
Queue Length 50th (ft)		86					37			54		
Queue Length 95th (ft)		138					59			94		
Internal Link Dist (ft)		330					268			192		
Turn Bay Length (ft)												
Base Capacity (vph)		432					763			2009		
Starvation Cap Reductn		0					0			0		
Spillback Cap Reductn		0					0			0		
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.42					0.21			0.26		

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 111.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Metra Parking Lot Access Drive & Elm Street



Lane Group	SBL2	SBL	SBT	SBR
v/c Ratio			0.26	
Control Delay			7.6	
Queue Delay			0.0	
Total Delay			7.6	
LOS			A	
Approach Delay			7.6	
Approach LOS			A	
Queue Length 50th (ft)			47	
Queue Length 95th (ft)			85	
Internal Link Dist (ft)			71	
Turn Bay Length (ft)				
Base Capacity (vph)			1686	
Starvation Cap Reductn			0	
Spillback Cap Reductn			0	
Storage Cap Reductn			0	
Reduced v/c Ratio			0.26	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	106	29	20	80	0	24	0	25	49	46	26
Future Vol, veh/h	0	106	29	20	80	0	24	0	25	49	46	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	5	0	0	8	0	8	0	0	0	0	0
Mvmt Flow	0	114	31	22	86	0	26	0	27	53	49	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.3	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	0%	20%	40%
Vol Thru, %	0%	79%	80%	38%
Vol Right, %	51%	21%	0%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	135	100	121
LT Vol	24	0	20	49
Through Vol	0	106	80	46
RT Vol	25	29	0	26
Lane Flow Rate	53	145	108	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.178	0.135	0.162
Departure Headway (Hd)	4.56	4.403	4.526	4.493
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	816	792	799
Service Time	2.585	2.424	2.549	2.515
HCM Lane V/C Ratio	0.067	0.178	0.136	0.163
HCM Control Delay	7.9	8.4	8.3	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.5	0.6

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	29	74	388	419	72
Future Vol, veh/h	12	29	74	388	419	72
Conflicting Peds, #/hr	0	1	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	3	0	2	5	1
Mvmt Flow	14	34	86	451	487	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	940	300	584	0	-	0
Stage 1	542	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	*387	693	1001	-	-	-
Stage 1	*553	-	-	-	-	-
Stage 2	*871	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*334	685	990	-	-	-
Mov Cap-2 Maneuver	*334	-	-	-	-	-
Stage 1	*483	-	-	-	-	-
Stage 2	*861	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	990	-	524	-	-
HCM Lane V/C Ratio	0.087	-	0.091	-	-
HCM Control Delay (s)	9	0.4	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	3	476	441	8
Future Vol, veh/h	0	0	3	476	441	8
Conflicting Peds, #/hr	0	2	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	4	567	525	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	848	296	561	0	-	0
Stage 1	556	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*507	706	1020	-	-	-
Stage 1	*544	-	-	-	-	-
Stage 2	*835	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*482	690	998	-	-	-
Mov Cap-2 Maneuver	*482	-	-	-	-	-
Stage 1	*529	-	-	-	-	-
Stage 2	*817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	998	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	8.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	0	476	443	0
Future Vol, veh/h	1	6	0	476	443	0
Conflicting Peds, #/hr	0	2	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	3	6	0
Mvmt Flow	1	7	0	567	527	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	811	266	-	0	-	0
Stage 1	527	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	*541	738	0	-	-	0
Stage 1	*562	-	0	-	-	0
Stage 2	*835	-	0	-	-	0
Platoon blocked, %	1			-	-	
Mov Cap-1 Maneuver	*541	737	-	-	-	-
Mov Cap-2 Maneuver	*541	-	-	-	-	-
Stage 1	*562	-	-	-	-	-
Stage 2	*835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	701	-
HCM Lane V/C Ratio	-	0.012	-
HCM Control Delay (s)	-	10.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Capacity Analysis Summary Sheets

Year 2029 No-Build Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	32	70	3	35	1	59	109	109	17	354	50	6
Future Volume (vph)	32	70	3	35	1	59	109	109	17	354	50	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%					0%			0%		
Storage Length (ft)	0		0			0		50	0		50	
Storage Lanes	0		0			0		0	0		0	
Taper Length (ft)	25					25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.96					0.96			0.98		
Frt		0.963					0.941			0.980		
Flt Protected		0.989					0.989			0.998		
Satd. Flow (prot)	0	1725	0	0	0	0	3237	0	0	3393	0	0
Flt Permitted		0.855					0.831			0.928		
Satd. Flow (perm)	0	1485	0	0	0	0	2664	0	0	3153	0	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		25					25			25		
Link Distance (ft)		410					348			272		
Travel Time (s)		11.2					9.5			7.4		
Confl. Peds. (#/hr)	25		59	52	59	52		25	19		9	59
Confl. Bikes (#/hr)			3	3				8			1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	4%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5			7				7	18		18	
Mid-Block Traffic (%)		0%					0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	0	0	0	0	298	0	0	459	0	0
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			
Detector Phase	4	4			8	8	8		2	2		
Switch Phase												
Minimum Initial (s)	3.0	3.0			3.0	3.0	3.0		15.0	15.0		
Minimum Split (s)	29.0	29.0			29.0	29.0	29.0		36.0	36.0		
Total Split (s)	35.0	35.0			35.0	35.0	35.0		50.0	50.0		
Total Split (%)	41.2%	41.2%			41.2%	41.2%	41.2%		58.8%	58.8%		
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None	None		C-Min	C-Min		
Act Effct Green (s)		18.6					18.6			54.4		
Actuated g/C Ratio		0.22					0.22			0.64		

Lane Group	SBL2	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	79	376	22
Future Volume (vph)	79	376	22
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)			0
Storage Lanes			0
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.993	
Flt Protected		0.992	
Satd. Flow (prot)	0	3493	0
Flt Permitted		0.797	
Satd. Flow (perm)	0	2803	0
Right Turn on Red			No
Satd. Flow (RTOR)			
Link Speed (mph)		25	
Link Distance (ft)		151	
Travel Time (s)		4.1	
Confl. Peds. (#/hr)	9		19
Confl. Bikes (#/hr)			2
Peak Hour Factor	0.93	0.93	0.93
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)	10		7
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	513	0
Turn Type	Perm	NA	
Protected Phases		6	
Permitted Phases	6		
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	15.0	15.0	
Minimum Split (s)	36.0	36.0	
Total Split (s)	50.0	50.0	
Total Split (%)	58.8%	58.8%	
Yellow Time (s)	4.5	4.5	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)		0.0	
Total Lost Time (s)		6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	
Act Effct Green (s)		54.4	
Actuated g/C Ratio		0.64	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
v/c Ratio		0.46					0.51			0.23		
Control Delay		32.8					31.7			7.4		
Queue Delay		0.0					0.0			0.0		
Total Delay		32.8					31.7			7.4		
LOS		C					C			A		
Approach Delay		32.8					31.7			7.4		
Approach LOS		C					C			A		
Queue Length 50th (ft)		71					74			47		
Queue Length 95th (ft)		117					104			84		
Internal Link Dist (ft)		330					268			192		
Turn Bay Length (ft)												
Base Capacity (vph)		506					908			2017		
Starvation Cap Reductn		0					0			0		
Spillback Cap Reductn		0					0			0		
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.30					0.33			0.23		

Intersection Summary

Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 113.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Green Bay Road & Metra Parking Lot Access Drive & Elm Street

Lane Group	SBL2	SBT	SBR
v/c Ratio		0.29	
Control Delay		7.8	
Queue Delay		0.0	
Total Delay		7.8	
LOS		A	
Approach Delay		7.8	
Approach LOS		A	
Queue Length 50th (ft)		55	
Queue Length 95th (ft)		98	
Internal Link Dist (ft)		71	
Turn Bay Length (ft)			
Base Capacity (vph)		1793	
Starvation Cap Reductn		0	
Spillback Cap Reductn		0	
Storage Cap Reductn		0	
Reduced v/c Ratio		0.29	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	68	32	41	110	0	24	0	33	31	62	20
Future Vol, veh/h	0	68	32	41	110	0	24	0	33	31	62	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	2	3	2	3	0	0	0	0	0	2	0
Mvmt Flow	0	72	34	44	117	0	26	0	35	33	66	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.7	7.8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	0%	27%	27%
Vol Thru, %	0%	68%	73%	55%
Vol Right, %	58%	32%	0%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	100	151	113
LT Vol	24	0	41	31
Through Vol	0	68	110	62
RT Vol	33	32	0	20
Lane Flow Rate	61	106	161	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.128	0.202	0.151
Departure Headway (Hd)	4.39	4.341	4.521	4.529
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	816	827	795	793
Service Time	2.415	2.365	2.543	2.551
HCM Lane V/C Ratio	0.075	0.128	0.203	0.151
HCM Control Delay	7.8	8	8.7	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.8	0.5

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	41	94	381	434	70
Future Vol, veh/h	20	41	94	381	434	70
Conflicting Peds, #/hr	0	0	17	0	0	17
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	23	47	107	433	493	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	981	304	590	0	-	0
Stage 1	550	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*360	698	995	-	-	-
Stage 1	*547	-	-	-	-	-
Stage 2	*871	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*300	688	981	-	-	-
Mov Cap-2 Maneuver	*300	-	-	-	-	-
Stage 1	*462	-	-	-	-	-
Stage 2	*859	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	981	-	483	-	-
HCM Lane V/C Ratio	0.109	-	0.144	-	-
HCM Control Delay (s)	9.1	0.4	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	4	491	477	4
Future Vol, veh/h	0	0	4	491	477	4
Conflicting Peds, #/hr	1	1	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	4	552	536	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	849	297	566	0	-	0
Stage 1	564	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*506	705	1016	-	-	-
Stage 1	*539	-	-	-	-	-
Stage 2	*835	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*482	689	994	-	-	-
Mov Cap-2 Maneuver	*482	-	-	-	-	-
Stage 1	*524	-	-	-	-	-
Stage 2	*817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	994	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	8.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	7	0	491	474	0
Future Vol, veh/h	1	7	0	491	474	0
Conflicting Peds, #/hr	1	1	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	1	8	0	552	533	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	810	268	-	0	-	0
Stage 1	533	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	*542	736	0	-	-	0
Stage 1	*558	-	0	-	-	0
Stage 2	*835	-	0	-	-	0
Platoon blocked, %	1			-	-	
Mov Cap-1 Maneuver	*542	735	-	-	-	-
Mov Cap-2 Maneuver	*542	-	-	-	-	-
Stage 1	*558	-	-	-	-	-
Stage 2	*835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	704	-
HCM Lane V/C Ratio	-	0.013	-
HCM Control Delay (s)	-	10.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	40	114	5	23	2	24	69	67	22	388	96	11
Future Volume (vph)	40	114	5	23	2	24	69	67	22	388	96	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%					0%			0%		
Storage Length (ft)	0		0			0		50	0		50	
Storage Lanes	0		0			0		0	0		0	
Taper Length (ft)	25					25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98					0.97			0.98		
Frt		0.979					0.938			0.969		
Flt Protected		0.989					0.992			0.998		
Satd. Flow (prot)	0	1760	0	0	0	0	3145	0	0	3360	0	0
Flt Permitted		0.889					0.892			0.926		
Satd. Flow (perm)	0	1575	0	0	0	0	2806	0	0	3116	0	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		25					25			25		
Link Distance (ft)		410					348			272		
Travel Time (s)		11.2					9.5			7.4		
Confl. Peds. (#/hr)	24		27	35	35	27		24	16		11	35
Confl. Bikes (#/hr)			2	2				14				
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	0%	0%	50%	13%	5%	0%	5%	2%	1%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5			7				7	18		18	
Mid-Block Traffic (%)		0%					0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	0	0	164	0	0	522	0	0
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			
Detector Phase	4	4			8	8	8		2	2		
Switch Phase												
Minimum Initial (s)	3.0	3.0			3.0	3.0	3.0		15.0	15.0		
Minimum Split (s)	29.0	29.0			29.0	29.0	29.0		36.0	36.0		
Total Split (s)	29.0	29.0			29.0	29.0	29.0		56.0	56.0		
Total Split (%)	34.1%	34.1%			34.1%	34.1%	34.1%		65.9%	65.9%		
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None	None		C-Min	C-Min		
Act Effct Green (s)		18.5					18.5			54.5		
Actuated g/C Ratio		0.22					0.22			0.64		

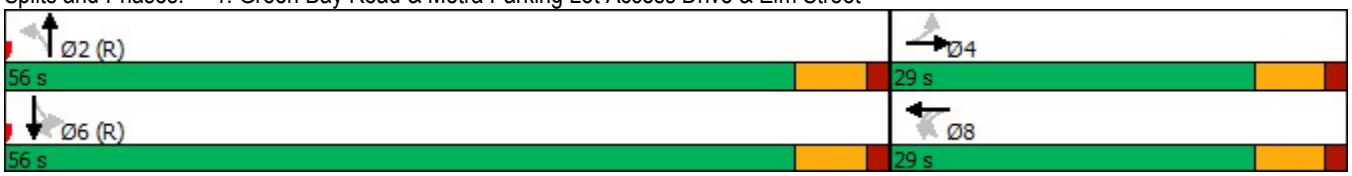
Lane Group	SBL2	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	83	6	342	17
Future Volume (vph)	83	6	342	17
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12
Grade (%)			0%	
Storage Length (ft)		0		0
Storage Lanes		0		0
Taper Length (ft)		25		
Lane Util. Factor	0.95	0.95	0.95	0.95
Ped Bike Factor			0.99	
Frt			0.994	
Flt Protected			0.990	
Satd. Flow (prot)	0	0	3407	0
Flt Permitted			0.759	
Satd. Flow (perm)	0	0	2595	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)			25	
Link Distance (ft)			244	
Travel Time (s)			6.7	
Confl. Peds. (#/hr)	11	35		16
Confl. Bikes (#/hr)				7
Peak Hour Factor	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	4%	13%
Bus Blockages (#/hr)	0	0	0	0
Parking (#/hr)	10			7
Mid-Block Traffic (%)			0%	
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	0	452	0
Turn Type	Perm	Perm	NA	
Protected Phases			6	
Permitted Phases	6	6		
Detector Phase	6	6	6	
Switch Phase				
Minimum Initial (s)	15.0	15.0	15.0	
Minimum Split (s)	36.0	36.0	36.0	
Total Split (s)	56.0	56.0	56.0	
Total Split (%)	65.9%	65.9%	65.9%	
Yellow Time (s)	4.5	4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	
Lost Time Adjust (s)			0.0	
Total Lost Time (s)			6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	
Act Effct Green (s)			54.5	
Actuated g/C Ratio			0.64	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
v/c Ratio		0.54					0.27			0.26		
Control Delay		34.6					27.7			7.6		
Queue Delay		0.0					0.0			0.0		
Total Delay		34.6					27.7			7.6		
LOS		C					C			A		
Approach Delay		34.6					27.7			7.6		
Approach LOS		C					C			A		
Queue Length 50th (ft)		87					38			56		
Queue Length 95th (ft)		139					60			96		
Internal Link Dist (ft)		330					268			192		
Turn Bay Length (ft)												
Base Capacity (vph)		429					765			2005		
Starvation Cap Reductn		0					0			0		
Spillback Cap Reductn		0					0			0		
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.43					0.21			0.26		

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 111.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Metra Parking Lot Access Drive & Elm Street



Lane Group	SBL2	SBL	SBT	SBR
v/c Ratio			0.27	
Control Delay			7.8	
Queue Delay			0.0	
Total Delay			7.8	
LOS			A	
Approach Delay			7.8	
Approach LOS			A	
Queue Length 50th (ft)			48	
Queue Length 95th (ft)			87	
Internal Link Dist (ft)			164	
Turn Bay Length (ft)				
Base Capacity (vph)			1670	
Starvation Cap Reductn			0	
Spillback Cap Reductn			0	
Storage Cap Reductn			0	
Reduced v/c Ratio			0.27	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	109	29	20	81	0	24	0	25	49	46	26
Future Vol, veh/h	0	109	29	20	81	0	24	0	25	49	46	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	5	0	0	8	0	8	0	0	0	0	0
Mvmt Flow	0	117	31	22	87	0	26	0	27	53	49	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.3	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	0%	20%	40%
Vol Thru, %	0%	79%	80%	38%
Vol Right, %	51%	21%	0%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	138	101	121
LT Vol	24	0	20	49
Through Vol	0	109	81	46
RT Vol	25	29	0	26
Lane Flow Rate	53	148	109	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.182	0.137	0.163
Departure Headway (Hd)	4.57	4.409	4.531	4.503
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	815	792	798
Service Time	2.598	2.431	2.555	2.526
HCM Lane V/C Ratio	0.068	0.182	0.138	0.163
HCM Control Delay	7.9	8.4	8.3	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.5	0.6

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	29	74	392	429	72
Future Vol, veh/h	12	29	74	392	429	72
Conflicting Peds, #/hr	0	1	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	3	0	2	5	1
Mvmt Flow	14	34	86	456	499	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	954	306	596	0	-	0
Stage 1	554	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	*377	687	990	-	-	-
Stage 1	*545	-	-	-	-	-
Stage 2	*871	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*326	679	979	-	-	-
Mov Cap-2 Maneuver	*326	-	-	-	-	-
Stage 1	*475	-	-	-	-	-
Stage 2	*861	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	516	-	-
HCM Lane V/C Ratio	0.088	-	0.092	-	-
HCM Control Delay (s)	9	0.4	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	13	19	476	435	18
Future Vol, veh/h	5	13	19	476	435	18
Conflicting Peds, #/hr	0	2	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	3	6	0
Mvmt Flow	6	15	23	567	518	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	885	298	565	0	-	0
Stage 1	555	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*476	704	1017	-	-	-
Stage 1	*544	-	-	-	-	-
Stage 2	*835	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*439	688	995	-	-	-
Mov Cap-2 Maneuver	*439	-	-	-	-	-
Stage 1	*514	-	-	-	-	-
Stage 2	*817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	995	-	594	-	-
HCM Lane V/C Ratio	0.023	-	0.036	-	-
HCM Control Delay (s)	8.7	0.1	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	33	70	3	35	1	59	109	110	17	356	50	6
Future Volume (vph)	33	70	3	35	1	59	109	110	17	356	50	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%					0%			0%		
Storage Length (ft)	0		0			0		50	0		50	
Storage Lanes	0		0			0		0	0		0	
Taper Length (ft)	25					25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.96					0.96			0.98		
Frt		0.963					0.941			0.980		
Flt Protected		0.989					0.989			0.998		
Satd. Flow (prot)	0	1726	0	0	0	0	3237	0	0	3393	0	0
Flt Permitted		0.851					0.830			0.927		
Satd. Flow (perm)	0	1479	0	0	0	0	2661	0	0	3150	0	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		25					25			25		
Link Distance (ft)		410					348			272		
Travel Time (s)		11.2					9.5			7.4		
Confl. Peds. (#/hr)	25		59	52	59	52		25	19		9	59
Confl. Bikes (#/hr)			3	3				8			1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	4%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5			7				7	18		18	
Mid-Block Traffic (%)		0%					0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	0	0	299	0	0	461	0	0
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			
Detector Phase	4	4			8	8	8		2	2		
Switch Phase												
Minimum Initial (s)	3.0	3.0			3.0	3.0	3.0		15.0	15.0		
Minimum Split (s)	29.0	29.0			29.0	29.0	29.0		36.0	36.0		
Total Split (s)	35.0	35.0			35.0	35.0	35.0		50.0	50.0		
Total Split (%)	41.2%	41.2%			41.2%	41.2%	41.2%		58.8%	58.8%		
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None	None		C-Min	C-Min		
Act Effct Green (s)		18.6					18.6			54.4		
Actuated g/C Ratio		0.22					0.22			0.64		

Lane Group	SBL2	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	83	384	24
Future Volume (vph)	83	384	24
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)			0
Storage Lanes			0
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.993	
Flt Protected		0.992	
Satd. Flow (prot)	0	3493	0
Flt Permitted		0.792	
Satd. Flow (perm)	0	2786	0
Right Turn on Red			No
Satd. Flow (RTOR)			
Link Speed (mph)		25	
Link Distance (ft)		244	
Travel Time (s)		6.7	
Confl. Peds. (#/hr)	9		19
Confl. Bikes (#/hr)			2
Peak Hour Factor	0.93	0.93	0.93
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)	10		7
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	528	0
Turn Type	Perm	NA	
Protected Phases		6	
Permitted Phases	6		
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	15.0	15.0	
Minimum Split (s)	36.0	36.0	
Total Split (s)	50.0	50.0	
Total Split (%)	58.8%	58.8%	
Yellow Time (s)	4.5	4.5	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)		0.0	
Total Lost Time (s)		6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	
Act Effct Green (s)		54.4	
Actuated g/C Ratio		0.64	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
v/c Ratio		0.47					0.51			0.23		
Control Delay		32.9					31.8			7.4		
Queue Delay		0.0					0.0			0.0		
Total Delay		32.9					31.8			7.4		
LOS		C					C			A		
Approach Delay		32.9					31.8			7.4		
Approach LOS		C					C			A		
Queue Length 50th (ft)		71					74			47		
Queue Length 95th (ft)		118					104			84		
Internal Link Dist (ft)		330					268			192		
Turn Bay Length (ft)												
Base Capacity (vph)		504					907			2014		
Starvation Cap Reductn		0					0			0		
Spillback Cap Reductn		0					0			0		
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.30					0.33			0.23		

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 114.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Metra Parking Lot Access Drive & Elm Street

Lane Group	SBL2	SBT	SBR
v/c Ratio		0.30	
Control Delay		7.9	
Queue Delay		0.0	
Total Delay		7.9	
LOS		A	
Approach Delay		7.9	
Approach LOS		A	
Queue Length 50th (ft)		57	
Queue Length 95th (ft)		102	
Internal Link Dist (ft)		164	
Turn Bay Length (ft)			
Base Capacity (vph)		1782	
Starvation Cap Reductn		0	
Spillback Cap Reductn		0	
Storage Cap Reductn		0	
Reduced v/c Ratio		0.30	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	69	32	41	112	0	24	0	33	31	62	20
Future Vol, veh/h	0	69	32	41	112	0	24	0	33	31	62	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	2	3	2	3	0	0	0	0	0	2	0
Mvmt Flow	0	73	34	44	119	0	26	0	35	33	66	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.7	7.8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	0%	27%	27%
Vol Thru, %	0%	68%	73%	55%
Vol Right, %	58%	32%	0%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	101	153	113
LT Vol	24	0	41	31
Through Vol	0	69	112	62
RT Vol	33	32	0	20
Lane Flow Rate	61	107	163	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.13	0.204	0.151
Departure Headway (Hd)	4.397	4.347	4.523	4.535
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	826	794	791
Service Time	2.423	2.368	2.544	2.559
HCM Lane V/C Ratio	0.075	0.13	0.205	0.152
HCM Control Delay	7.8	8	8.7	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.8	0.5

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	41	94	390	437	70
Future Vol, veh/h	20	41	94	390	437	70
Conflicting Peds, #/hr	0	0	17	0	0	17
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	23	47	107	443	497	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	990	306	594	0	-	0
Stage 1	554	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*355	696	992	-	-	-
Stage 1	*545	-	-	-	-	-
Stage 2	*871	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*295	686	978	-	-	-
Mov Cap-2 Maneuver	*295	-	-	-	-	-
Stage 1	*459	-	-	-	-	-
Stage 2	*859	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	978	-	478	-	-
HCM Lane V/C Ratio	0.109	-	0.145	-	-
HCM Control Delay (s)	9.1	0.4	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	21	8	491	470	1
Future Vol, veh/h	10	21	8	491	470	1
Conflicting Peds, #/hr	1	1	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	11	24	9	552	528	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	850	292	555	0	-	0
Stage 1	555	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*506	710	1026	-	-	-
Stage 1	*544	-	-	-	-	-
Stage 2	*835	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*477	694	1004	-	-	-
Mov Cap-2 Maneuver	*477	-	-	-	-	-
Stage 1	*525	-	-	-	-	-
Stage 2	*817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1004	-	605	-	-
HCM Lane V/C Ratio	0.009	-	0.058	-	-
HCM Control Delay (s)	8.6	0.1	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Kenig,Lindgren,O'Hara,Aboona,Inc.

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MEMORANDUM TO:	Mike Spence Riverside Investment & Development
FROM:	Michael A. Werthmann, PE, PTOE Principal
DATE:	January 10, 2024
SUBJECT:	Parking Study Redevelopment of Chase Bank Building Winnetka, Illinois

This report summarizes the findings of a parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed redevelopment of the existing Chase Bank located in Winnetka, Illinois. The approximately 16,000 square-foot existing building is located in the northwest corner of the intersection of Green Bay Road with Elm Street. As proposed, the existing building will be replaced with a new approximately 41,200 square-foot building that will consist of approximately 6,800 square feet of retail bank space, 18,000 square feet of corporate office space, and 16,400 square feet of below-grade garage space. A total of 31 parking spaces are to be provided as part of the redeveloped bank building with seven surface parking spaces and 24 below-grade parking spaces.

Existing Bank Building Current Parking Operations

The bank building currently has a total of 20 surface parking spaces that are reserved for bank customers and wealth management clients. According to bank officials, a total of approximately 45 employees are assigned to the existing bank building. All of the employees that drive purchase permit parking from the Village and park in one of the Permit A parking spaces provided in several area parking lots and along Birch Street and Green Bay Road. Further, bank officials indicate that approximately 25 percent of the employees currently commute to work via public transportation or alternative modes of transportation. A copy of the existing bank building's site plan is located in the Appendix.

Redeveloped Bank Building Projected Parking Operations

As proposed, the redeveloped bank building is to provide a total of 31 parking spaces with seven surface parking spaces and 24 parking spaces in a below-grade parking garage. The bank is proposing to assign/reserve the parking spaces as follows:

- *Surface Parking Spaces*. Two surface parking spaces will be signed as ADA parking, one surface parking space will include an EV charging station that will be available to the public, and four surface parking spaces will be signed as 30-minute parking for bank customers only.

- *Below-Grade Parking Spaces*. Five below-grade parking spaces will be signed for specific senior employees and 19 below-grade spaces will be reserved for the bank customers and wealth management clients.

According to bank representatives, 70 to 75 employees will be assigned to the redeveloped bank building. Some of the employees will have the option to work from home on a hybrid or remote-work basis. Bank representatives anticipate that a maximum of approximately 75 to 80 percent of the employees will be working at the bank at any given time for a total of approximately 55 employees. Further, the bank anticipates that 25 percent of the employees will continue to commute to work via public transportation or alternative modes of transportation. A copy of the redeveloped bank building's proposed site plan and below-grade parking garage plan are located in the Appendix.

Redeveloped Bank Building Projected Parking Demand

Bank Customers and Wealth Management Clients (Short-Term Parkers)

The projected parking demand of the bank customers and wealth management clients was based on parking surveys performed at the existing bank building parking lot which is currently reserved for bank customers and wealth management clients. **Table 1** shows the results of the parking surveys which were conducted every hour from 9:00 A.M. to 5:00 P.M. on Wednesday, November 29, 2023. From Table 1 it can be seen that the existing bank had a peak parking demand of 16 bank customer/wealth management client vehicles. It should be noted that customers of other area businesses often park within the bank parking lot and, as such, the actual number of bank customers/wealth management clients parking in the bank lot may be less than that shown in Table 1. Nevertheless, the results of the parking surveys indicate that the existing 20 bank parking spaces, together with the available on-street parking spaces, are sufficient to meet the current parking demand of the bank customers and wealth management clients.

According to bank representatives, the number of bank customers/wealth management clients is conservatively (worst-case) projected to increase by 25 percent with the redeveloped bank building. Assuming that all of the observed parked vehicles in the bank parking lot are bank customers/wealth management clients, the redeveloped bank building is projected to have a peak bank customer/wealth management client parking demand of 20 vehicles. (Bank representatives estimate that of the total customers/clients, approximately 2/3 will be bank customers and 1/3 will be wealth management clients.) Further, the parking demand of the bank customers/clients is reduced due to the bank's location in downtown Winnetka. A portion of the bank's customers/clients are/will be captured from the existing population within the downtown area. As such, the total 23 reserved bank customer/wealth management client parking spaces to be provided by the redeveloped bank building will be sufficient to meet the peak parking of the bank customers/wealth management clients. It should be noted that some of the bank customers may continue to park on-street in the public parking spaces.

Table 1
EXISTING BANK BUILDING PARKING SURVEYS
WEDNESDAY, NOVEMBER 29, 2023

Time	Parked Vehicles
9:00 A.M.	7
10:00 A.M.	14
11:00 A.M.	16
12:00 P.M.	10
1:00 P.M.	13
2:00 P.M.	10
3:00 P.M.	10
4:00 P.M.	10
5:00 P.M.	6

Bank Employees (Long-Term Parkers)

As previously indicated, 70 to 75 employees will be assigned to the redeveloped bank building. (Approximately 45 employees are currently assigned to the bank building). Some of the employees will have the option to work from home on a hybrid or remote-work basis. As discussed previously, a maximum of 50 to 55 employees will be working at the bank at any one time. Assuming a worst-case analysis that all 70 to 75 employees work at the office and that 25 percent of employees continue to commute to work via public transportation or alternative modes of transportation, the redeveloped bank building will have a peak employee parking demand of 50 to 55 vehicles. Except for the five spaces that will be reserved for specific senior employees in the below-grade parking garage, all the other employees that drive will be parking off-site via permit parking. It is important to note that currently 31 bank employees have purchased off-site permit parking. As such, assuming a worst-case scenario, approximately 14 to 19 additional employees will need to park off-site in one of the following permit parking lots with the increase in employees that will result from the redeveloped bank building:

- The Post Office parking lot
- The parking lot located in the southeast quadrant of Birch Street and Spruce Street
- The parking lot located in the southeast quadrant of Birch Street and Pine Street

Downtown Winnetka Existing Parking Surveys

In order to determine the existing parking demand in downtown Winnetka, KLOA, Inc. performed parking inventory and occupancy surveys every hour from 9:00 A.M. to 5:00 P.M. on Wednesday, November 29, 2023. The study area was generally bounded by Spruce Street on the north, Green Bay Road on the east, Oak Street on the south, and Birch Street on the west. **Figure 1** illustrates the study area. It should be noted that according to the Village officials, only two first floor commercial spaces are currently vacant within the West Elm District.

Study Area **Figure 1**

Surveys of the Public Parking Spaces

Table 2 summarizes the available on-street public parking for customers/patrons of the downtown businesses within one to two blocks of the bank building, which includes the following roads and parking lot:

- Green Bay Road between Spruce Street and Oak Street, which has a total of 40 spaces restricted to two-hour parking from 8:00 A.M. to 6:00 P.M.

- Chestnut Street between Spruce Street and Oak Street, which has a total of 59 spaces restricted to two-hour parking from 8:00 A.M. to 6:00 P.M. and 5 spaces restricted to 15-minute parking from 8:00 A.M. to 6:00 P.M.

- Spruce Street between Green Bay Road and Birch Street, which has a total of 5 spaces restricted to one-hour parking from 8:00 A.M. to 6:00 P.M. and 6 spaces restricted to two-hour parking from 8:00 A.M. to 6:00 P.M.

- Elm Street between Green Bay Road and Birch Street, which has a total of 45 spaces restricted to two-hour parking from 8:00 A.M. to 6:00 P.M. and two spaces restricted to 15-minute parking from 8:00 A.M. to 6:00 P.M.

- Chestnut Court, which has a total of 14 spaces restricted to two-hour parking from 8:00 A.M. to 6:00 P.M.

- Oak Street between Green Bay Road and Birch Street, which has a total of 29 spaces restricted to two-hour parking from 8:00 A.M. to 6:00 P.M. and one space restricted to 15-minute parking from 8:00 A.M. to 6:00 P.M.

- The Post Office parking lot, which has a total of 71 public parking spaces with 62 spaces restricted to two-hour parking and 9 spaces restricted to four-hour parking.

A total of 277 public on-street parking spaces is located within the above study area that includes nine spaces restricted to four-hour parking, 255 spaces restricted to two-hour parking, five spaces restricted to one-hour parking, and eight spaces restricted to 15-minute parking. From Table 2 it can be seen that the on-street public parking within the study area had a peak parking demand of 201 parked vehicles at 1:00 P.M. As such, a minimum of 76 public parking spaces were available within one to two blocks of the site, which is more than sufficient to accommodate the limited, if any, additional bank customers/wealth management clients that may park off-site with the redevelopment of the bank building.

Table 2
DOWNTOWN WINNETKA PUBLIC PARKING SURVEYS
WEDNESDAY, NOVEMBER 29, 2023

	Green Bay Road	Chestnut Street	Spruce Street	Elm Street	Chestnut Court	Oak Street	Post Office Lot	Total
Inventory	**40**	**64**	**11**	**47**	**14**	**30**	**71**	**277**
9:00 AM	20	33	4	25	5	6	11	104
10:00 AM	28	51	7	34	12	10	19	161
11:00 AM	29	57	6	28	11	13	33	177
12:00 PM	28	62	11	35	13	15	36	200
1:00 PM	31	57	9	33	13	19	39	201
2:00 PM	27	50	10	34	8	12	39	180
3:00 PM	28	44	6	32	10	10	25	155
4:00 PM	24	47	10	31	9	16	33	170
5:00 PM	18	44	10	16	9	25	21	143

Permit A (Employee) Parking Surveys

Table 3 summarizes the available Permit A parking which provides long-term parking for employees of the downtown area business. The Permit A parking in the study area is located along sections of Birch Street and Green Bay Road and the following three parking lots:

- The Post Office parking lot
- The parking lot located in the southeast quadrant of Birch Street and Spruce Street
- The parking lot located in the southeast quadrant of Birch Street and Pine Street

From Table 3 it can be seen that a total of 215 Permit A parking spaces are located within the study area. The peak parking demand within the Permit A parking spaces occurred at 10:00 and 11:00 A.M. with a total of 154 parked vehicles. As such, a minimum of 61 Permit A parking spaces were available in the study area, which is more than sufficient to accommodate the approximately 14 to 19 (worst-case scenario) additional bank employees that may have to park off-site via permit parking with the redevelopment of the bank building.

Table 3
DOWNTOWN WINNETKA PERMIT A PARKING
WEDNESDAY, NOVEMBER 29, 2023

	Pine/Birch Lot	Spruce/Birch Lot	Post Office Lot	Green Bay Road	Birch Street	Total
Total Spaces	**42**	**38**	**67**	**7**	**61**	**215**
9:00 AM	23	19	61	7	25	135
10:00 AM	23	25	66	7	33	154
11:00 AM	23	26	66	7	32	154
12:00 PM	24	29	61	7	32	153
1:00 PM	22	28	56	7	32	145
2:00 PM	21	29	58	7	34	149
3:00 PM	13	27	60	5	28	133
4:00 PM	9	28	45	5	27	114
5:00 PM	5	26	39	1	26	97

Conclusions

The following summarizes the results of the parking study:

- The results of the parking surveys show that a maximum of 16 vehicles were parked in the bank parking lot which is reserved for bank customers and wealth management clients. As such, the 20 bank parking spaces provided at the existing bank, together with the available on-street parking spaces, are sufficient to meet the current parking demand of the bank customers and wealth management clients.

- The redeveloped bank building is to provide a total of 31 parking spaces with seven surface parking spaces and 24 parking spaces in a below-grade parking garage. The bank is proposing to assign/reserve the parking spaces as follows:

    - *Surface Parking Spaces*. Two surface parking spaces will be signed as ADA parking, one surface parking space will include an EV charging station that will be available to the public, and four surface parking spaces will be signed as 30-minute parking for bank customers only.

    - *Below-Grade Parking Spaces*. Five below-grade parking spaces will be signed for specific senior employees and 19 below-grade spaces will be reserved for the bank customers and wealth management clients.

- Assuming a 25 percent increase in the number of bank customers/wealth management clients, the redeveloped bank building is projected to have a peak bank customer/wealth management client parking demand of 20 vehicles. As such, the total 23 reserved bank customer/wealth management client parking spaces to be provided by the redeveloped bank building will be sufficient to meet the peak parking of the bank customers/wealth management clients.

- The results of the parking surveys showed that a minimum of 76 public parking spaces were available during the peak parking period within one to two blocks of the bank site, which is more than sufficient to accommodate any limited, if any, bank customers/wealth management clients that may park off-site.

- Assuming a worst-case analysis that all 70 to 75 employees work at the office and that 25 percent of employees continue to commute to work via public transportation or alternative modes of transportation, the redeveloped bank building will have a peak employee parking demand of 50 to 55 vehicles. Except for the five spaces that will be reserved for specific senior employees in the below-grade parking garage, all the other employees that drive will be parking off-site via permit parking. It is important to note that currently 31 bank employees have purchased off-site permit parking. As such, assuming a worst-case scenario, approximately 14 to 19 additional employees will need to park in off-site permit parking lots with the increase in employees that will result from the redeveloped bank building.

- The results of the parking surveys show that a minimum of 61 Permit A parking spaces were available during the peak parking period in the study area, which is more than sufficient to accommodate the approximately 14 to 19 additional bank employees that may have to park off-site via permit parking.

Appendix

Existing Site Plan
Proposed Site Plan

Existing Site Plan

ZONING OVERVIEW

791 ELM STREET

C-2 Retail Overlay District

Maximum Building Height: 45'
Exterior Footprint Area of Building: 6,932 sq. ft.
Land Total Area: 17,002 sq.ft. = 0.39 acre

Setback:

Front Yard Setback:
- 0' minimum
- 3' maximum

Corner Yard Setback:
- 0' minimum
- 3' maximum

Side Yard Setback:
- 0' minimum

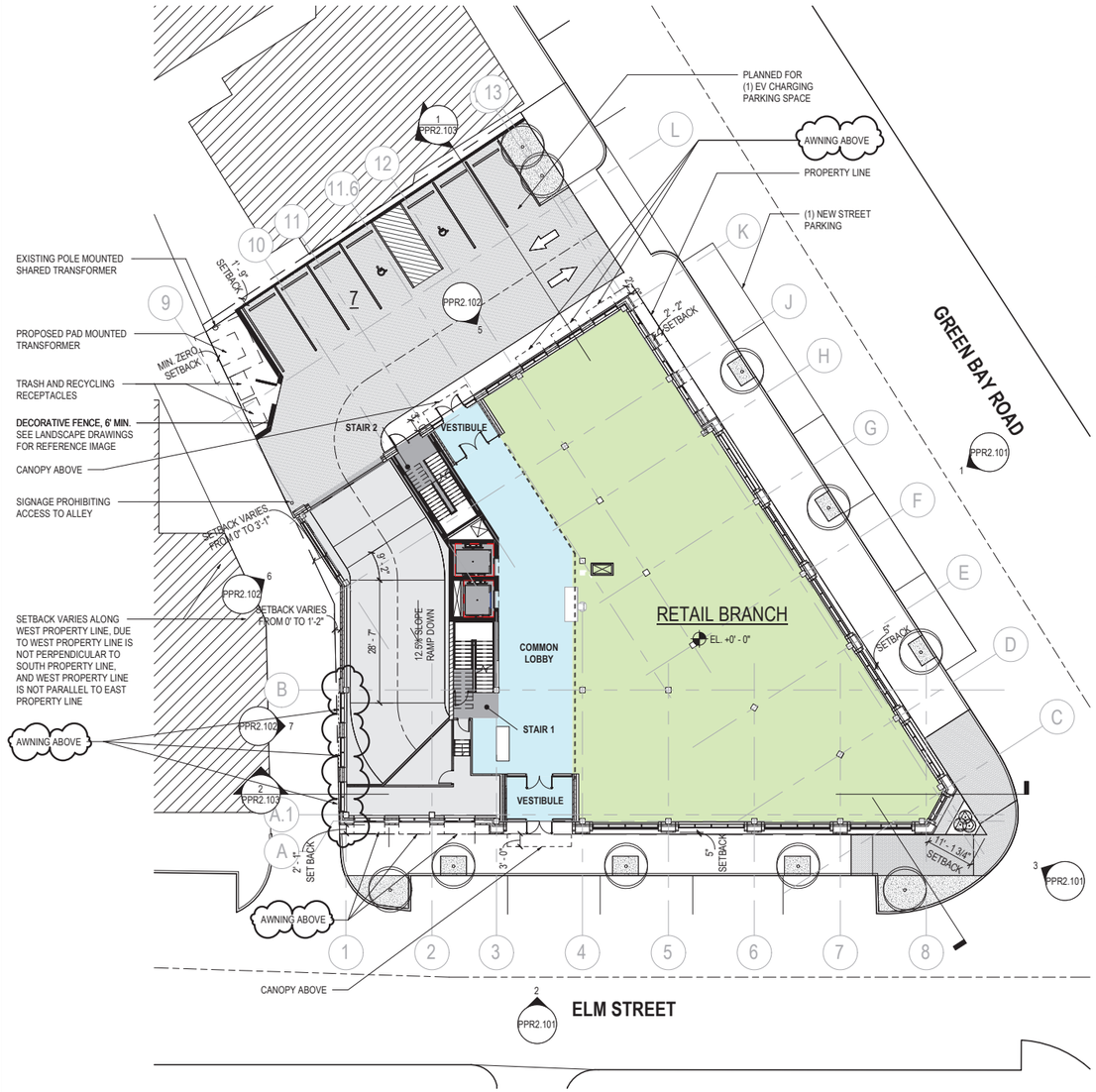
A side yard is not required, but where a side yard is provided, it must be a minimum of 3'

Rear Yard Setback:
- 10' minimum

PERMITTED vs. SPECIAL USES

Table of Uses	*C-1 Neighborhood Commercial*	*C-2 General Retail*	*C-2 Commercial Overlay*
P = Permitted uses SU = Special uses NO = Not permitted			
G. FINANCIAL USES			
Accounting, auditing and bookkeeping services	P	P	SU
Bank or credit unions without drive-through facilities	SU	P	SU
Bank or credit unions with drive-through facilities	SU	SU	SU
Financial counseling office	P	P	SU
Income tax service	P	P	SU
Insurance agents or brokers	P	P	SU
Loan or mortgage brokers	P	P	SU
Stock, commodity or security broker	P	P	SU

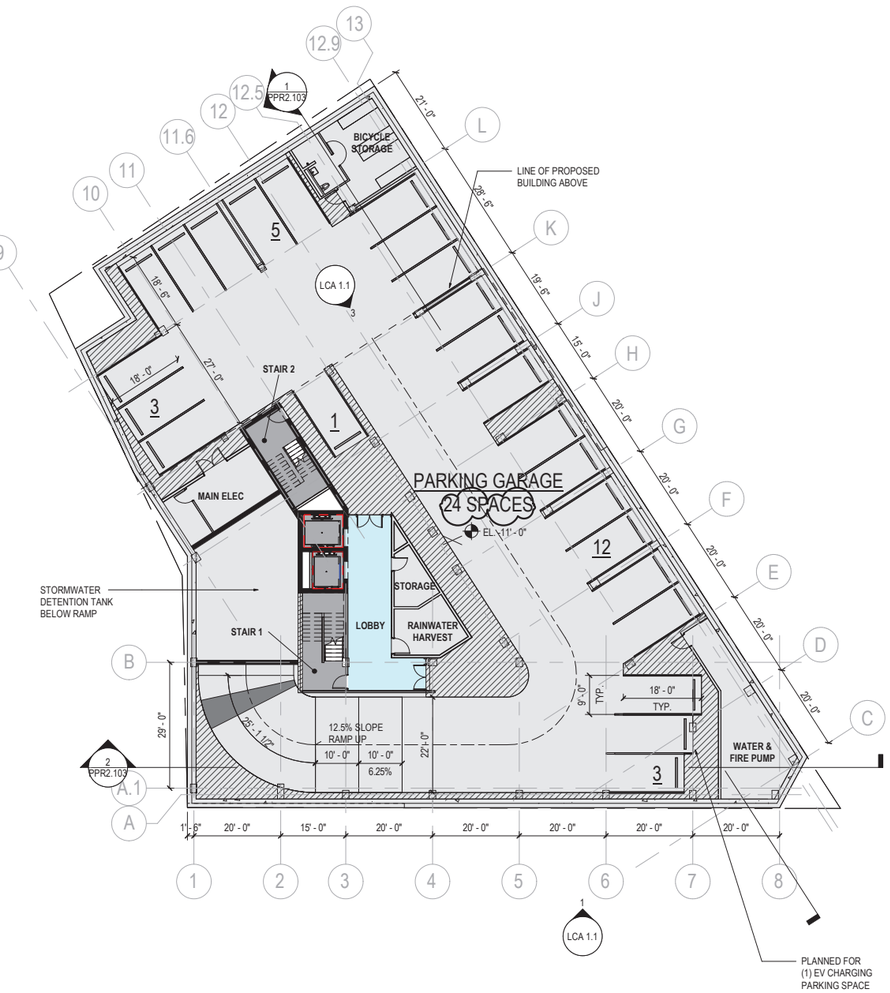
Proposed Site Plan



GSF: 10,400 SF
Floor Area calculated for parking*: 5,000 SF (Appendix A)

1 FLOOR PLAN / SITE PLAN - LEVEL 01

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



GSF: 16,600 SF
Floor Area calculated for parking*: 0 SF (Appendix A)

2 FLOOR PLAN - LOWER LEVEL 01

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

N

DEVELOPMENT SUMMARY

SITE AREA:	17,002 SQ = 0.39 ACRE.
TOTAL SF:	**34,800 SF**
LEVEL 01:	10,400 SF
LEVEL 02:	12,200 SF
LEVEL 03:	12,200 SF
BASEMENT:	16,600 SF
TOTAL PARKING:	**31**
SURFACE PARKING:	7
BELOW-GRADE PARKING:	24

EXCEPTIONS REQUIRED:
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED REAR YARD SETBACK (NORTH PROPERTY LINE) OF 10 FEET TO ALLOW A PARKING STRUCTURE IN THE REQUIRED YARD
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK MORE THAN 3 FEET FROM THE SOUTH AND EAST PROPERTY LINES AT THE SOUTHEAST CORNER.
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED LANDSCAPING AREA OF AT LEAST 5 FEET DEEP ALONG THE REAR PROPERTY LINE.
- EXCEPTION TO EXCEED HEIGHT LIMIT AT CORNER.

SPECIAL USE REQUIRED:
- RETAIL BANK
- PARKING AT STREET LEVEL

Note:
* Floor Area calculated for parking purposes follows zoning ordinance **section 17.64.110.F.3.** *"the gross floor area shall be measured from the interior faces of the exterior walls, excluding areas used for the storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off-street parking and loading and related aisles, ramps and maneuvering space."* Refer to Appendix A for detailed calculation.

JPMORGAN CHASE & CO.
791 Elm St, Winnetka, IL 60093

Gensler
11 East Madison Street
Suite 300
Chicago, IL 60602
United States
Tel 312.456.0123
Fax 312.456.0124

△ Date	Description
08/18/2023	Issued For Village PD
10/27/2023	1st Revision For Village PD
12/22/2023	2nd Revision For Village PD

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
JPMorgan Chase Private Bank, Winnetka

Project Number
21.1062.000

Description
FLOOR PLANS

Scale
As indicated

PPR1.101

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12/20/2023 12:02:36 PM Autodesk Docs://021.1062.000 - JPMC Winnetka/WIN-GEN-XXX-XX-M-A-0001.rvt

August 11, 2023

TO: Mike Spence, Riverside Investment & Development

FR: Scott Goldstein FAICP LEED AP

RE: 791 Elm Street Fiscal Analysis

A. Project Description

Teska Associates, Inc. conducted a fiscal analysis for the impact of the redevelopment of 791 Elm Street on the Village of Winnetka and other units of local government. The project will include construction of a 3-story bank and office building with lower-level parking to replace a 2-story bank and office building. The proposed building will include 34,001 sq ft of commercial space and 16,612 sq ft of lower-level parking.

B. Executive Summary

The proposed project will provide a positive fiscal benefit to the Village of Winnetka.

- Annual property taxes are projected to increase from $27,671 to $46,096
- Total annual revenue is projected to be $46,832
- Total annual costs are projected to be $17,066
- Annual Net Benefit is projected to be $29,766
- 20-Year Total Net Benefit is projected to be $753,137
- 20-Year Net Present Value is projected to be $373,347

Winnetka Public School District 36, New Trier High School District 203, Winnetka Park District Winnetka-Northfield Public Library and other units of government will also receive increased property taxes. Annual total property taxes are projected to increase from $214,108 to $356,673

- 20-Year total revenue is projected to be $9,583,931
- 20-Year Net Present Value is projected to be $4,755,041

The Village may also receive additional sales tax due to employees visiting restaurants and stores. These indirect benefits would be in addition to the projected net benefits identified in this report.

Table 1: Executive Summary

Village of Winnetka	
Annual Property Tax Revenue	$46,096
Utility Taxes	$737
Annual Total Revenue	$46,832
Annual Costs	$17,066
Annual Net Benefit (Cost)	$29,766
20-Year Total Net Benefit (Costs)	$753,137
20-Year Net Present Value	$373,347
Total Property Tax Revenue - All Taxing Districts	
Annual Property Tax Revenue	$356,673
20-Year Total Revenue	$9,583,931
20-Year Net Present Value	$4,755,041

C. Projected Equalized Assessed Value

In order to determine the amount of property tax revenue that is projected to be generated for each taxing body, the first step was to determine the projected equalized assessed value. To do this, Teska compared the project to three nearby commercial buildings. Teska used the average of the three nearby buildings, which each had a higher assessed value per square foot than the subject property. This is a conservative estimate as the proposed project will be a new building which is typically assessed at higher values than existing buildings. Using this methodology, the projected Assessed Value (AV) for land is $6.25 per sq ft and $34.60 per sq ft for building as shown in Table 2.

Table 2: Subject and Comparable Property Equalized Assessed Value (EAV)

PIN	Address	Total AV (2022 Board Final)	Land AV/SF	Building AV/SF	Total EAV
Subject Property					
05-20-208-018-0000	791 Elm St.	$825,003	$6.25	$29.38	$2,477,237
Comparable Properties					
05-20-212-017-0000	522 Green Bay Rd	$635,467	$6.25	$34.44	$1,908,117
05-20-208-011-0000	560 Green Bay	$504,164	$6.25	$32.60	$1,513,853
05-20-212-016-0000	784 Elm Street	$676,168	$6.25	$36.78	$2,030,330
Average		**$605,266**	**$6.25**	**$34.60**	**$1,817,433**

Total Equalized Assessed Value (EAV) for the property is projected to rise from $2,477,237 (Table 2) to $4,126,724 (Table 3) using the average per sq ft assessment levels of the comparable projects. Assessment of the parking level is projected to be 15% of the assessed value / sq ft of the commercial space.

Table 3: Projected Equalized Assessed Value (EAV)

PIN	Use	Total AV	Land AV/SF	Building AV/SF	Total EAV
05-20-208-018-0000	Commercial Space	$1,288,111	$6.25	$34.60	$3,867,812
	Lower-level Parking	$86,226	-	$5.19	$258,912
Total		**$1,374,338**			**$4,126,724**

D. Village of Winnetka Revenue and Costs

The Village of Winnetka is projected to receive $46,096 in property taxes (Table 4), up from $27,671 currently (Table 9). The Village is also projected to receive $737 in utility taxes annually (Table 5).

Table 4: Property Tax Revenue

	2021 Tax Rate	EAV	Projected Property Taxes
Village of Winnetka	1.117	$4,126,734	$46,096

Table 5: Utility Taxes

	Village Revenue	Commercial Share	Per Commercial SF	Project Revenue
Telecommunications Tax	$225,000	$11,250.00	$0.01	$219
Natural Gas Tax	$530,000	$26,500.00	$0.03	$517
Total Taxes			$0.04	$737

Note: electric, water, sanitary, refuse and stormwater utility fee are not included as revenues pay for services.

Total projected expenses to the Village related to Police, Fire and Public Works would be $17,066 as shown in Table 6.

Table 6: Village Expenditures

Department	Expense
Police	$7,681,429
Fire	$6,126,795
Public Works	$3,685,881
Village Expenses	$17,494,105
Commercial Percent of Total EAV	5.00%
Commercial Share of Village Expenses	$874,705
Village Expenses Per Commercial Land sq ft	$0.96
Total Cost to Village	**$17,066**

The annual Net Benefits to the Village of Winnetka is projected to be $29,766 as shown in Table 7.

Table 7: Annual Village of Winnetka Net Benefits

Revenue	Total
Property Taxes	$46,096
Utility Taxes	$737
Total Revenue	$46,832
Village Expenses	($17,066)
Annual Net Benefits	**$29,766**

Twenty-year total benefits to the Village of Winnetka are projected to be $753,137 with a 20-Year NPV of $373,347 as shown in Table 8.

Table 8: 20-Year Net Costs and Benefits

Year	Village of Winnetka Property Tax Revenue for Proposed Project	Utility Taxes	Total Revenue	Incremental Village Costs	Benefit/(Cost)
Year 1	$27,671	$0	$27,671	$0	$27,671
Year 2	$28,501	$0	$28,501	$0	$28,501
Year 3	$46,096	$737	$46,832	$17,066	$29,766
Year 4	$47,478	$759	$48,237	$17,577	$30,659
Year 5	$48,903	$781	$49,684	$18,105	$31,579
Year 6	$50,370	$805	$51,175	$18,648	$32,527
Year 7	$51,881	$829	$52,710	$19,207	$33,502
Year 8	$53,437	$854	$54,291	$19,784	$34,508
Year 9	$55,040	$879	$55,920	$20,377	$35,543
Year 10	$56,692	$906	$57,597	$20,988	$36,609
Year 11	$58,392	$933	$59,325	$21,618	$37,707
Year 12	$60,144	$961	$61,105	$22,267	$38,839
Year 13	$61,949	$990	$62,938	$22,935	$40,004
Year 14	$63,807	$1,019	$64,826	$23,623	$41,204
Year 15	$65,721	$1,050	$66,771	$24,331	$42,440
Year 16	$67,693	$1,082	$68,774	$25,061	$43,713
Year 17	$69,724	$1,114	$70,838	$25,813	$45,024
Year 18	$71,815	$1,147	$72,963	$26,588	$46,375
Year 19	$73,970	$1,182	$75,152	$27,385	$47,766
Year 20	$76,189	$1,217	$77,406	$28,207	$49,199
Total	**$1,135,472**	**$17,245**	**$1,152,717**	**$399,580**	**$753,137**
NPV	**7%**				**$373,347**

E. Projected Property Tax Revenue for All Local Taxing Districts

Property tax revenue for all taxing districts is currently $214,108 as shown in Table 9.

Table 9: Current Property Taxes for All Local Taxing Districts

Taxing Districts	2021 Tax Rate	Current Taxes (2021 Equalizer)
Village of Winnetka	**1.117**	**$27,671**
Winnetka Public School District 36	3.285	$81,377
New Trier High School District 203	2.322	$57,521
Winnetka Park District	0.435	$10,776
Consolidated Elections	0.019	$471
General Assistance New Trier	0.009	$223
Metropolitan Water Reclamation District	0.382	$9,463
Winnetka-Northfield Public Library District	0.249	$6,168
Oakton College District	0.252	$6,243
Town of New Trier	0.06	$1,486
Cook County Forest Preserve District	0.058	$1,437
North Shore Mosquito Abatement	0.009	$223
County of Cook	0.446	$11,048
Total Property Taxes - Current	**8.643**	**$214,108**

Projected property tax revenue for all local districts is projected to increase from $214,108 (Table 9) to $356,673 (Table 10).

Table 10: Proposed Project Projected Property Taxes for All Local Taxing Districts

Taxing Districts	2021 Tax Rate	Projected Taxes
Village of Winnetka	**1.117**	**$46,096**
Winnetka Public School District 36	3.285	$135,563
New Trier High School District 203	2.322	$95,823
Winnetka Park District	0.435	$17,951
Consolidated Elections	0.019	$784
General Assistance New Trier	0.009	$371
Metropolitan Water Reclamation District	0.382	$15,764
Winnetka-Northfield Public Library District	0.249	$10,276
Oakton College District	0.252	$10,399
Town of New Trier	0.06	$2,476
Cook County Forest Preserve District	0.058	$2,393
North Shore Mosquito Abatement	0.009	$371
County of Cook	0.446	$18,405
Total Property Taxes - Proposed	**8.643**	**$356,673**

The 20-year projected total property taxes are $9,583,931 with a 20-Year NPV of $4,755,041.

Table 11: 20-Year Total Property Taxes

Year	Total Property Taxes
Year 1	$356,673
Year 2	$367,373
Year 3	$378,394
Year 4	$389,746
Year 5	$401,438
Year 6	$413,481
Year 7	$425,886
Year 8	$438,663
Year 9	$451,822
Year 10	$465,377
Year 11	$479,338
Year 12	$493,719
Year 13	$508,530
Year 14	$523,786
Year 15	$539,500
Year 16	$555,685
Year 17	$572,355
Year 18	$589,526
Year 19	$607,212
Year 20	$625,428
Total	**$9,583,931**
NPV- 20 Yr	**$4,755,041**

F. Findings

- The Equalized Assessed Value (EAV) of the property is projected to increase from $2,477,277 to $4,126,724.
- The Village of Winnetka will benefit from increased property taxes and utility taxes.
- Village of Winnetka property taxes are projected to increase from $27,671 to $46,096 annually.
- The annual net benefit to the Village of Winnetka is projected to be $29,766.
- Total local property taxes are projected to increase from $214,108 to $356,673 annually,
- Winnetka Public School District 36, New Trier High School District 203, Winnetka Park District, Winnetka-Northfield Public Library District and other local taxing districts are all projected to receive increased property tax revenues with minimal or no increased costs as the project is 100% commercial with no residential units.

PD-P

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

PLANNED DEVELOPMENT PRELIMINARY PLAN APPLICATION

Prior to submitting this formal application, the matter must first be reviewed as a concept plan application by the Village Council. If the Council has not yet reviewed your concept plan application, please contact the Community Development Department to learn what is required. The following materials are the minimum required for the processing of a formal application by the Village of Winnetka's Planned Development Commission and Village Council. A public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. If you have questions regarding the completion of this application please contact the Community Development Department at 847-716-3525.

The initial submittal MUST contain:

- ❑ **7 collated copies of complete sets** of all application materials, including the application form, required attachments, and folded full size plat/plan sheets
- ❑ **1 electronic version (PDF)** of ALL application materials **(refer to application section regarding instructions).**

Applicant Information

Legal Name Michael Spence

Company Riverside Investment & Development Company

Address 150 N Riverside Plaza

City, State, Zip Chicago, IL 60606

Phone No. 312-788-1800

Email mspence@riversideid.com

Primary Contact Person

Name Michael Spence

Company Riverside Investment & Development

Address 150 N Riverside Plaza

City, State, Zip Chicago, IL 60606

Phone No. 312-788-1800

Email mspence@riversideid.com

Consultants *(as applicable)*

Attorney

Name Harold W Francke

Company MPS Law

Address 1515 E Woodfield Road, Ste 250

City, State, Zip Schaumburg, IL 60173

Phone No. 847-330-6068

Email hfrancke@mpslaw.com

Architect/Planner

Name Angela Harper

Company Gensler

Address 11 E Madison Street, Ste 300

City, State, Zip Chicago, IL 60602

Phone No. 312-577-6537

Email angela.harper@gensler.com

Civil Engineer

Name Mike Renner

Company Eriksson Engineering

Address 135 S Jefferson Street Ste 135

City, State, Zip Chicago, IL 60661

Phone No. 312-463-0551

Email mrenner@eea-ltd.com

Other

Name

Company

Address

City, State, Zip

Phone No.

Email

Property Information *(if more than one parcel is involved in the request please include the information for all parcels)*

Site Location/Address: 791 Elm Street

Property Index Numbers: 05-20-208-018-0000

Size of Property: (square feet/acres) Total land 17,002sf approx 150' x 200'

Size of Building Space, if applicable: (square feet) 42,000sf

Current Comprehensive Plan Land Use Designation: Commercial & Mixed Use Development

Current Zoning: C-2 Zoning

Current Use of the Property: Commercial Retail Bank & Office

Is any portion of the property within the 100-year floodplain?[1] Yes: _____ No: X

Requested Action(s) *(check all that are applicable):*

- ☐ Planned Development – Preliminary Plan
- ☐ Amendment to Existing Planned Development

  Ord. No. _____
- ☐ Comprehensive Plan Amendment
- ☐ Rezoning from _____ to_____
- ☐ Special Permit for _____
- ☐ Zoning Code Text Amendment
- ☐ Zoning Exceptions (attach document listing and explaining exceptions)
- ☐ Subdivision – Preliminary Plat
- ☐ Subdivision Exceptions (attach document listing and explaining exceptions)
- ☐ Other _____

☐ **Plat of Survey & Parcel Legal Description(s)**

Attach the most recent plat of survey of the Subject Property, certified by a registered land surveyor, showing existing lot lines and dimensions, lot area, all easements, all public and private rights-of-way, and all streets across and adjacent to the subject property.

☐ **Conformity with Comprehensive Plan**

Include a written statement explaining the conformity, or lack of conformity, of the approval being requested to the Village's Comprehensive Plan Map. Where the approval being requested does not conform to the Comprehensive Plan, provide reasons justifying the requested approval.

Site Ownership and Control

Current Property Owner Information

Legal Name: JPMorgan Chase Bank, N.A.

Primary Contact: Christopher Perdzock, VP
Address 10 S Dearborn, 25th Floor
City, State, Zip Chicago, IL 60670
Phone No. 312-385-7253
Email Christopher.d.perdzock@jpmchase.com

Proposed Property Owner Information

Legal Name: JPMorgan Chase Bank, N.A.

Primary Contact: Christopher Perdzock, VP
Address 10 S Dearborn, 25th Floor
City, State, Zip Chicago, IL 60670
Phone No. 312-385-7253
Email Christopher.d.perdzock@jpmchase.com

Attach a copy of a title policy and affidavit of ownership showing current ownership of the property. If property is held in a trust, also include a certified copy of the trust agreement or a simple affidavit (under oath before a notary) as to who are the beneficiaries of the trust. *(Check which document(s) are attached):*

- ☐ Affidavit of Ownership
- ☒ Title Policy or Title Commitment
- ☐ Certified Copy of Trust Agreement OR a simple Affidavit Identifying Trust Beneficiaries

☒ **Complete Attachment A, listing all individuals/entities that have a beneficial interest in the legal entity that currently owns the property**

☐ **Complete Attachment B, listing all individuals/entities that have a beneficial interest in the legal entity that is proposed to own the property upon receiving necessary approvals.**

Applicants Involvement with the Property

If the Applicant does not own the property, please also provide documentation showing the applicant's interest in the property *(Check which document is attached. The dollar amounts in documents may be blacked-out)*:

- ☐ Owner (see the previous box)
- ☐ Lease
- ☒ Real Estate Contract
- ☒ Other Development Manager

☐ **Complete Attachment C, listing all individuals/entities that have a beneficial interest in the legal entity that is the Applicant.**

Additional Required Attachment(s)

- ☒ Planned Development Worksheet - Preliminary Plan
- ☐ If zoning or subdivision relief in addition to planned development preliminary plan approval and preliminary plat approval is requested, submit the appropriate application forms and materials.

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted.

$_____ Amount of Non-Refundable Fee ($935)

$_____ Amount of Escrow ($2,500)

$_____ Total Application Fee (Non-Refundable Fee plus Escrow)

The escrow covers such items as staff & Village attorney time and public notice expenses. If these expenses exceed the initial escrow deposit, the applicant is responsible for reimbursing the Village for the additional fees. If the expenses are less than the escrow deposit, the applicant will be issued a refund by the Village

Applicant/Owner Acknowledgments

By execution of this application in the space provided below, the Applicant and Owner(s) do hereby certify, acknowledge, agree and affirm to the Village of Winnetka that:

1. The Village and its representatives have the right, and are hereby granted permission and license, to enter upon the property, and into any structures located thereon, for purposes of conducting any inspections that may be necessary in connection with this application.

2. I (We) have carefully read this application, the Winnetka Zoning Ordinance and Winnetka Subdivision Ordinance and fully understand the terms and provisions of each.

3. I (We) waive any rights to exemption from disclosure under the Illinois Freedom of Information Act of any and all documents and information submitted in connection with this application.

4. I (We), in accordance with the requirements of the Annual Fee Resolution, the Winnetka Zoning Ordinance and the Winnetka Subdivision Ordinance, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

Signature of Applicant:_____ **Date** 08/17/2023
Print Name & Title: Michael Spence, Vice President

Signatures of Property Owner(s): _____ **Date** 08/16/2023
Print Name & Title: Christopher Perdzock, Vice Pres. **Property Address**: 791 Elm St.

****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Note: Village review and approval of any zoning or subdivision applications may be dependent upon the applicant first receiving necessary approvals from State and County regulatory agencies such as, but not limited to, the Illinois Department of Transportation, Illinois Environmental Protection Agency, the Metropolitan Water Reclamation District of Greater Chicago, & the Cook County Highway Department.

ATTACHMENT A: Current Property Owner – Beneficial Interest

Please check which of the following describes the current property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

☐ Corporation	If **current property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☐ Partnership or LLC	If **current property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
☐ Trust	If **current property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **current property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: JPMorgan Chase Bank, N.A.

Address: 1111 Polaris Parkway, Columbus, Ohio 43240

Ownership or Trust Interest: 100.00% %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

ATTACHMENT B - Proposed Property Owner – Beneficial Interest

Please check which of the following describes the proposed property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If the **proposed property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **proposed property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If **proposed property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **proposed property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: No Change in ownership

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

ATTACHMENT C - Applicant – Beneficial Interest

Please check which of the following describes the beneficial interest in the legal entity that is the applicant and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **applicant** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **applicant** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If the **applicant** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **applicant** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: Applicant does not have equity interest

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

Name: _____

Address: _____

Ownership or Trust Interest: 0.00% %

PD-P	VILLAGE OF WINNETKA, ILLINOIS DEPARTMENT OF COMMUNITY DEVELOPMENT **PLANNED DEVELOPMENT PRELIMINARY PLAN WORKSHEET**

In addition to submitting the Planned Development Preliminary Plan Application form for planned development preliminary plan approval, the Applicant must include the following information with the application. A Planned Development Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Community Development Department.

The initial submittal MUST contain:

- ❑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ❑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Preliminary Plan Application form.

This worksheet summarizes the planned development preliminary plan requirements of the Winnetka Zoning Ordinance. An applicant is responsible for referring to the Winnetka Zoning Ordinance and other Village Codes to ensure that the application is complete and in compliance with all regulations.

REQUIRED MATERIALS FOR SUBMISSION

A. Statement of Planned Development Objectives, Standards and Exceptions.

1. Statement of Objectives and Proposed Use. The preliminary plan shall include a statement of the planning objectives to be achieved by the particular design approach proposed by the applicant, which shall include a description of the character of the proposed development and the rationale behind the assumptions and choices made by the applicant. The plan shall also include a statement of the applicant's intention with regard to the future selling, leasing, and uses of all or portions of the land areas or structures.
2. Planned Development Standards and Exception Standards. A statement setting forth the specific zoning and subdivision exceptions being sought from the underlying zoning and subdivision requirements and the reasons demonstrating that the proposed development meets the standards set forth in Chapter 17.58 – Planned Developments. This includes a statement regarding public benefits proposed to be provided. (See pages 4 and 5 of this worksheet.)

B. Owner and applicant information.

1. Professional Qualifications. A statement of the professional qualifications and related development experience of the applicant and/or applicant's development team.
2. Financing. A statement of proposed financing and evidence of the applicant's ability to complete the proposed development. At the direction of the Village Council, an economic proforma may be required.

C. Property Information.

1. Property Restrictions. The substance of covenants, easements, and other restrictions existing and any to be imposed on the use of land, including common open space, and structures.
2. Dedications. All parcels of land intended to be dedicated for public use or reserved for the use of all property owners, with the purpose indicated.
3. Plat of Survey. A plat of survey, prepared by a licensed surveyor, with legal description and street address of the subject parcel(s), prepared within the last year or a plat of survey showing current conditions that may be older than one year, prepared by a licensed surveyor.

D. Reports and Studies.

1. Environmental Assessment. Copies of all environmental assessments or impact studies as required by law, or a letter from the EPA stating that the site is considered clean by EPA standards, if applicable.
2. Village Services Report. A report on the anticipated demand on all Village and community-wide services including, but not limited to, police, fire, public works, park district, and schools. This report must include a tax impact study indicating all projected tax revenues to be generated by the proposed development.
3. Market Feasibility Report. A market feasibility report, prepared by a professional real estate consultant or other qualified professional, for all types of proposed land uses within the boundaries of the subject property, which report must include information on unit prices and absorption.

E. Traffic and Parking Study.

1. Traffic Study. A traffic impact study, prepared by a professional engineer qualified in traffic analysis, showing the proposed traffic circulation pattern, including counts, within and in the vicinity of the area of the development which includes any pending development projects, and an analysis which does not include any pending development projects. The location and description of any public and traffic-related public improvements to be installed, including any streets and access easements must also be provided.
2. Parking Study. A parking impact study, prepared by a professional engineer qualified in parking analysis, showing the estimated parking demand based on proposed uses in relation to existing conditions, including any pending development projects for the surrounding area including off-site parking spaces.

F. Development Plans.

1. Site Plan. A scaled site plan, a minimum scale of one inch equals 40 feet, showing the name of the development, the location, setback, bulk, lot area coverage and heights of all buildings and structures, pedestrian circulation areas and common space(s), vehicular circulation and parking spaces, loading areas, garbage pick-up routes, natural topographic features and contours, zoning district classification, adjacent public rights-of-ways, streets, and sidewalks, and other relevant site elements. The site plan must also show the zoning district classification, building footprint and use, and proximity of structures on adjacent properties. The site plan must also depict location, style, and appearance of any street furniture, such as bicycle racks and/or bicycle storage facilities, light poles, benches, and trash receptacles.
2. Landscape and Tree Preservation Plan. A landscaping and tree preservation plan, prepared by a registered landscape architect or licensed arborist, prepared in the same scale as the site plan, showing the location, size, character, species, and composition of vegetation and other material. The plan must also include a list of the quantity, species (including common and botanical name), and the size of all proposed plantings.
3. Preliminary Engineering Plan. A preliminary engineering plan, prepared by a licensed professional engineer, including at a minimum, a site demolition plan, a site geometry plan, a site utility plan, and a site grading, drainage, and paving plan. In addition, engineering plans must show any off-site roadway and utility improvements required to service planned development and explanation for how improvements will be paid.
4. Preliminary Plat. A preliminary plat of subdivision, if required, that meets the requirements of Title 16 of the Village Code.
5. Exterior Lighting Plan. An exterior lighting plan of the same scale as the site plan showing the location of all exterior lighting proposed for the site. The proposed photometrics (level of illumination) as well as the specific design details of all exterior light sources must be provided including proposed lamping of fixtures, light color temperature, height of light fixtures, and illustration of the design. Screening of the light sources should be addressed in the written summary for the project.
6. Construction Logistics Plan. Construction traffic and parking schedule indicating the location for the parking of construction vehicles and the anticipated route of construction vehicles, including a communication plan and point of contact posted at the site.
7. Project Schedule. Schedule of development showing the approximate date for beginning and completion of each stage of construction of development.

G. Building Elevation and Floor Plans.

1. Floor Plans. Floor plans of all proposed buildings and structures. The drawings must also include a schedule showing the number, type, and floor area of all uses or combination of uses, and the floor area of the entire development. For residential floor plans, a summary table of units, sizes, and room types must be included.
2. Building Elevations. Building elevation drawings illustrating the design and character of the building(s), types of construction, and specified building materials for all sides of the building(s).
3. Building Cross-sections. At least two cross-sections through the entire site, to illustrate the bulk and heights of all proposed structures in relation to the topography, vegetation and surrounding structures.
4. Shadow Study. If requesting a building height or setback variation, a shadow study, at a minimum, depicting mid-morning and mid-afternoon shadows cast on the following dates: March 20, June 21, September 22, and December 21, corresponding to the first day of each season, for any proposed structure(s) which exceed the underlying zoning district height or setback restrictions.
5. Streetscape Elevations. Streetscape building elevation(s) of the proposed building including all street-facing buildings within the same block or, if a corner lot, those located adjacently across the street or alley.
6. Sign Elevations. Detailed sign elevations of the sign face(s) at a scale of not less than one inch equals two feet, and must designate sign design, dimensions, materials, colors, lighting (level of illumination), and written/graphic message.
7. Three Dimensional Model or Three-Dimensional Rendering. Either a to-scale physical three-dimensional model of the proposed development or a three-dimensional rendering developed in an acceptable format approved by the Zoning Administrator.
8. Building Material Details. Manufacturer cut-sheets and/or product samples for all exterior building materials and design elements.

H. **Quantitative Summary**. A quantitative summary, which shall be broken down into phase components if the development is to be implemented in phases, and which shall include, but not be limited to, the following:

1. Acreage and square footage of the subject parcel;
2. Residential density, if applicable;
3. Total and footprint square footage of principal and accessory buildings;
4. Number of parking spaces;
5. Square footage of commonly owned and/or maintained open space; and
6. Maximum residential density that would be achievable through conventional development of the site.

I. **Other Information**. Such other documentation as the Zoning Administrator may determine is necessary to demonstrate that the proposed planned development complies with application development regulations, including compliance with the Village of Winnetka Design Guidelines.

J. **Waiver**. Upon written request by the applicant, the Zoning Administrator may waive any of the above application requirements in the event that the Zoning Administrator determines that such submittal is not necessary. Notwithstanding a decision to grant a waiver from a submittal requirement, the Planned Development Commission and the Village Council are not precluded from requiring an applicant to submit to the Village the information that was waived by the Zoning Administrator and any additional information the Planned Development Commission or Village Council deems applicable for its review of the planned development application.

PLANNED DEVELOPMENT STANDARDS, EXCEPTION STANDARDS & COMPENSATING BENEFITS

Planned Development Standards. No special use permit for a planned development shall be recommended by the Planned Development Commission or approved by the Village Council unless it is found that:

1. That the proposed development and the use or combination of uses furthers the goals and objectives of the Comprehensive Plan.

2. That the establishment, maintenance and operation of the planned development will not be detrimental to or endanger the public health, safety, health, comfort, morals or general welfare, or have a negative environmental impact on the neighborhood or Village;

3. That the planned development will not unreasonably impede the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor unreasonably diminish or impair property values in the immediate vicinity;

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

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

6. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the planned development exist or are to be provided; and

7. That the planned development in all other respects conforms to the applicable regulations of this and other applicable Village ordinances and codes.

Exceptions to Subdivision and District Regulations**.** All planned developments are subject to the underlying district regulations unless an exception is specifically granted. The Planned Development Commission may recommend, and the Village Council may grant, exceptions to the otherwise applicable subdivision regulations and underlying zoning district use, lot, space, bulk, yard, and parking regulations. In addition to the standards in Section 17.58.110 of the Zoning Ordinance, the following standards shall be considered in reviewing any request for exceptions to the subdivision or underlying zoning district use, lot, space, bulk, yard, and parking regulations, as each standard may be applicable:

1. The proposed exception will enhance the overall quality of the development, the design of the structures, and the site plan to further the goals and objectives of the Comprehensive Plan and the Design Guidelines;

2. The proposed exception will enable the development to offer environmental and pedestrian amenities available to all residents of the Village;

3. The proposed exception will not cause an adverse impact on neighboring properties that outweigh the public benefits of the development;

4. The proposed exception will contain a proposed design and use, or combination of uses, that will complement the character of the surrounding neighborhood; and

5. The proposed exception will provide a public benefit to the Village, as described in Section 17.58.120.B of the Zoning Ordinance.

Compensating Benefits**.** Applicants for planned development approval are required to provide the Village with compensating benefits in return for the Village granting exceptions in accordance with Section 17.58.120 of the Zoning Ordinance. The purpose of compensating benefits is to advance the Village's physical, cultural, environmental, and social objectives in accordance with the Comprehensive Plan and other plans and policies. Redevelopment often brings with it the need to provide exceptions from the regulations but to also make sure that the Village is receiving public benefit in return for providing those exceptions by requiring additional compensating benefits to the residents in that area or to the community as a whole. Prior to proposing a compensating benefit, the applicant is required to consult with Village staff and other public entities, as deemed necessary by the Village. The following is a non-exclusive list of examples of design elements and amenities that may be considered compensating benefits:

1. The provision of community amenities for public use, such as plazas, malls, formal gardens, places to congregate, outdoor seating, and pedestrian facilities;
2. The preservation of existing historic features;
3. The dedication and provision of public open space and public recreational amenities, such as recreational open space, including accessory buildings, jogging trails, playgrounds, and similar recreational facilities;
4. The adaptive reuse of existing buildings;
5. The provision of public car and/or bike share facilities;
6. The provision of off-street public parking spaces;
7. The provision of affordable housing units;
8. The incorporation of building and site elements that enhance the environment and increase sustainability; and
9. The provision of uses, spaces, or infrastructure that provide a benefit to the public and which there is a demonstrated public need.

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Ordinance
- Subdivision Ordinance
- Public Works & Engineering Design Guidelines
- Stormwater Regulations
- Tree Enhancement & Preservation Ordinance
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Community Development
- Fire
- Police
- Public Works
- Water and Electric
- Village Attorney

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VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

SUBDIVISION/CONSOLIDATION APPLICATION

Case No. 23-05-PD

Property Information

Site Address: 791 Elm Street

Parcel Identification Number(s) (PIN): 05-20-208-018-0000

Property Owner Information

Name: JPMorgan Chase Bank, N.A

Primary Contact: Christopher Perdzock, VP

Address: 10 S Dearborn 25th Floor

City, State, Zip: Chicago, IL 60670

Phone No. 312-385-7253

Email: Christopher.d.perdzock@jpmchase.com

Surveyor Information

Company Name: Chicago Guarantee Survey Company

Primary Contact: Mary Biedermann

Address: 4505 N Elston Ave

City, State, Zip: Chicago, IL 60630

Phone No. 773-685-5102

Email: info@plcs-survey.com

Date owner acquired property: _____

Architect Information

Name: Gensler

Primary Contact: Angela Harper

Address: 11 E Madison Street, Ste 300

City, State, ZIP: 11 E Madison Street, Ste 300

Phone No. 312-577-6537

Email: angela.harper@gensler.com

Attorney Information

Name: MPS Law

Primary Contact: Harold W Francke

Address: 1515 E Woodfield Road, Ste 250

City, State, Zip: Schaumburg, IL 60173

Phone No. 847-330-6068

Email: hfrancke@mpslaw.com

Property Owner Signature: DocuSigned by: [redacted]
Christopher Perdzock
VP - JPMorgan Chase Bank, N.A.

Date: 12/15/2023

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

SPECIAL USE PERMIT APPLICATION
C-2 COMMERCIAL OVERLAY

Case No.23-05-PD

Property Information

Site Address: 791 Elm Street

Proposed type of occupancy: Business & Retail - Surface Parking

Applicant Information

Name: Riverside Investment & Development

Primary Contact: Mike Spence

Address: 150 N Riverside Plz, ste 1800

Phone No. 312-788-1800

City, State, ZIP: Chicago, IL

Email: mspence@riversideid.com

Applicant Signature: _____

Date: 08/18/2023

Attorney Information

Name: MPS Law

Primary Contact: Harold W Francke

Address: 1515 E Woodfield Road Ste 250

City, State, ZIP: Schaumburg, IL 60173

Phone No. 847-330-6068

Email: hfrancke@mpslaw.com

Architect Information

Name: Gensler

Primary Contact: Angela Harper

Address: 11 E Madison Street, ste 300

City, State, Zip: Chicago, IL 60602

Phone No. 312-577-6537

Email: angela.harper@gensler.com

Property Owner Acknowledgment

I hereby certify that I am the owner of the property located at 791 Elm Street (*address*), and have provided the attached proof of ownership.

I consent to the filing of an application for a Special Use Permit by Riverside Investment & Development (*Applicant name*).

Property Owner Signature: _____

Date: 08/16/2023

Printed Name: Christopher Perdzock, Vice President, JPMorgan Chase Bank, N.A.

V I L L A G E O F W I N N E T K A, I L L I N O I S

DEPARTMENT OF COMMUNITY DEVELOPMENT

SPECIAL USE PERMIT STANDARDS

Explain in detail how the proposed special use meets the following standards. Under the terms of the Zoning Ordinance, no Special Use Permit shall be granted unless it is found:

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

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

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

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

5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the special use exists or are to be provided; and

6. That the special use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

V I L L A G E O F W I N N E T K A, I L L I N O I S
DEPARTMENT OF COMMUNITY DEVELOPMENT

SPECIAL USE PERMIT APPLICATION
C-2 COMMERCIAL OVERLAY

Case No. 23-05-PD

Property Information

Site Address: 791 Elm Street

Proposed type of occupancy: Business & Retail - Ground Floor Financial Firm

Applicant Information

Name: Michael Spence

Primary Contact: Michael Spence

Address: 150 N Riverside Plz, ste 1800

Phone No. 312-788-1800

City, State, ZIP: Chicago, IL 60606

Email: mspence@riversideid.com

Applicant Signature: _____

Date: 08/17/2023

Attorney Information

Name: MPS Law

Primary Contact: Harold W Francke

Address: 1515 E Woodfield Road, Ste 250

City, State, ZIP: Schaumburg, IL 60173

Phone No. 847-330-6068

Email: hfrancke@mpslaw.com

Architect Information

Name: Gensler

Primary Contact: Angela Harper

Address: 11 E Madison Street, Ste 300

City, State, Zip: Chicago, IL 60602

Phone No. 312-577-6537

Email: angela.harper@gensler.com

Property Owner Acknowledgment

I hereby certify that I am the owner of the property located at 791 Elm Street *(address)*, and have provided the attached proof of ownership.

I consent to the filing of an application for a Special Use Permit by Riverside Investment & Development *(Applicant name)*.

Property Owner Signature: _____

Date: 08/16/2023

Printed Name: Christopher Perdzock, VP, JPMorgan Chase Bank, N.A.

V I L L A G E O F W I N N E T K A, I L L I N O I S
DEPARTMENT OF COMMUNITY DEVELOPMENT

SPECIAL USE PERMIT STANDARDS
C-2 COMMERCIAL OVERLAY

An application to establish a Special Use listed in Section 17.46.010 [Table of Uses] to be located on the ground floor in the C-2 Commercial Overlay District must establish in detail how the proposed occupancy and its operation will be in compliance with the following standards:

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;
2. That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
3. That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;
5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the special use exists or are to be provided;
6. That the special use in all other respects conforms to the applicable regulations of this and other village ordinances and codes;
7. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses;
8. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage;
9. The proposed special use at the proposed location will provide for active display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses;
10. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from the street in such a fashion as to invite customers to browse or dine;
11. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be 20 feet with a minimum gross floor area of 400 square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation; and
12. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses.

ATTACHMENT B

EXCERPT OF MINUTES
WINNETKA VILLAGE COUNCIL
REGULAR MEETING
June 20, 2023

(Approved: July 18, 2023)

A record of a legally convened regular meeting of the Council of the Village of Winnetka, which was held at the Council Chambers on Tuesday, June 20, 2023, at 7:00 PM.

1) Call to Order. President Rintz called the meeting to order at 7:00 PM. Village Manager Rob Bahan called the roll. Present: Trustees Kirk Albinson, Rob Apatoff, Tina Dalman, Robert Dearborn, Kim Handler and Bridget Orsic. Absent: None. Also present: Deputy Village Clerk Berina Gradjan, Assistant Village Manager Kristin Kazenas, Village Attorney Peter Friedman, Community Development Director David Schoon, Community Development Assistant Director Ann Klaassen, and approximately 26 persons in the audience.

10) New Business.

a) Chase Bank, 791 Elm Street – Planned Development Concept Plan Review

Community Development Assistant Director Ann Klaassen indicates that the Council's review of the concept plan review consists of three stages; the concept plan review, the preliminary plan review, and the final plan review, allowing Council to provide the applicant with any preliminary views and/or concerns.

The applicant, Riverside Investment and Development Company, has submitted a concept plan review for a three-story commercial development composed of retail banking located on the ground floor level, corporate office space on the two upper levels, and a total of 32 parking spaces combined between underground and above ground parking. In addition, the applicant has submitted a demolition permit application allowing for the removal of the existing Chase Bank building.

Community Development Assistant Director Ann Klaassen confirms that the utility easement is still considered preliminary and that an ideal location for the electric transformer is currently under review.

Christopher McKenna, Managing Director at JPMorgan Chase & Co., addresses Council regarding the need for full renovations, growth of business, and emphasizes the importance of safety and security at the site.

John O'Donnel, CEO of Riverside Investment and Development Company, briefs Council of the history of Riverside, staffing, and the importance of timeliness.

Scott Hurst, Design Principal at Gensler, addresses Council regarding the redevelopment timeline, site history, design comparisons between the current site and the proposed development, the overall proposed design concept consisting of the site plan, exterior design, floor plans, elevations, land use and zoning requirements.

Council discusses various design components related to the exterior façade of the building, proposed floor plans, building mass and elevation, mechanical equipment, and historic matters regarding the site. In addition, Council expresses concerns related to the number of parking spaces proposed, building height, and timing of ongoing construction projects in the East Elm Business District.

While Council commends the proposed development, the applicant is advised to be mindful of parking, the overall height of the proposed development, and incorporating a façade that will compliment the vibrancy of the Village.

Village of
WINNETKA, IL

Agenda Item Executive Summary

TITLE: Chase Bank, 791 Elm Street - Planned Development Concept Plan Review

PRESENTER: Ann Klaassen

AGENDA DATE: June 20, 2023

CONSENT: No

ITEM TYPE: New Business

ITEM HISTORY:
None

EXECUTIVE SUMMARY:
On June 20, the Village Council is scheduled to consider a **planned development concept plan application** filed by Riverside Investment and Development Company (the "Applicant"), as the designee of the property owner, JPMorgan Chase Bank, National Association (the "Owner"), who owns 791 Elm Street (the "Subject Property"). The designated architect for the project is Gensler.

The Applicant has submitted for concept plan review by the Village Council **a three-story commercial planned development** for the Subject Property, which consists of the following elements:

1. Ground floor level of approximately 9,700 square feet, of which 6,800 square feet is retail banking;
2. 24,354 square feet of corporate office space on the two upper levels; and
3. A total of 32 parking spaces consisting of 6 spaces at street level and 26 spaces on the lower (underground) level.

Attached is a separate staff report providing further details regarding the Applicant's request. Included in the staff report and attachments is additional information regarding the Applicant.

RECOMMENDATION:
At the June 20, 2023, Village Council meeting, staff recommends that the Village Council review the Applicant's concept plan application, and that Council members provide individual comments, suggestions or recommendations on the proposed commercial use development.

ATTACHMENTS:
1. Village Council Staff Memo - Chase - Concept Plan
2. Application Materials
3. Existing Photos of Subject Property

MEMORANDUM
VILLAGE OF WINNETKA
COMMUNITY DEVELOPMENT DEPARTMENT

TO: VILLAGE COUNCIL

FROM: ANN KLAASSEN, ASSISTANT DIRECTOR

DATE: JUNE 14, 2023

SUBJECT: 791 ELM STREET – JPMORGAN CHASE BANK
PLANNED DEVELOPMENT – CONCEPT PLAN REVIEW
(CASE NO. 23-05-PD)

INTRODUCTION

On June 20, 2023, the Village Council is scheduled to consider a **planned development concept plan application** filed by Riverside Investment and Development Company (the "Applicant"), as the designee of the property owner, JPMorgan Chase Bank, National Association (the "Owner"), who owns 791 Elm Street (the "Subject Property"). The designated architect for the project is Gensler.

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a) Ground floor level of approximately 9,700 square feet, of which 6,800 square feet is retail banking;

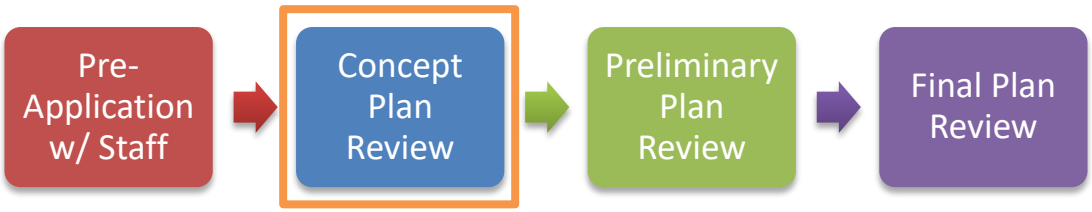
b) 24,354 square feet of corporate office space on the two upper levels; and

c) A total of 32 parking spaces consisting of 6 spaces at street level and 26 spaces on the lower (underground) level.

The Applicant's concept plan application materials are included in **Attachment 2**. The Applicant has also submitted a demolition permit application that would allow removal of the existing Chase bank building on the Subject Property. The Landmark Preservation Commission is scheduled to consider the demolition permit on June 19, 2023.

Figure 1
Proposed Concept Plan - Perspective Drawing – Intersection of Elm Street and Green Bay Road

The purpose of the Village Council's review of the concept plan application is to broadly acquaint the Council with the Applicant's proposal and provide the Applicant with any preliminary views or concerns members of the Council may have early in the process when adjustments are still possible and prior to the Applicant expending the funds necessary to prepare the complete documentation required for a preliminary plan application.



After hearing the comments and suggestions from the Village Council, if the Applicant decides to proceed with the project, the Applicant will need to submit a preliminary planned development application with all the required documents for consideration by the Planned Development Commission and the Design Review Board. Property owners within 250 feet of the Subject Property would then be notified of these meetings by mail notice, a notice would be published in the local newspaper, and signs would be posted on the Subject Property. Once the advisory bodies have completed their respective reviews, the Village Council would consider the advisory bodies' findings and recommendations on the preliminary plan and vote to grant, deny, or modify the planned development application, or the Village Council may return the matter to the Planned Development Commission or Design Review Board for further consideration and findings. Provided the preliminary plan is approved by the Village Council, a final plan must then be submitted for the Village Council's consideration. If the Council finds the final plan substantially conforms to the approved preliminary plan, the Council will approve the final plan.

PROPERTY DESCRIPTION

The Subject Property, which is approximately 0.39 acres in size, is generally located on the northwest corner of Elm Street and Green Bay Road (Figure 2) and contains an existing two-story commercial building that is currently occupied by the Applicant with retail banking on the first floor and corporate offices on the second floor. On the north side of the building is a surface parking lot that accommodates approximately 20 vehicles for bank patrons. Photos of the Subject Property are provided in **Attachment 3**.

Figure 2 – Aerial Map

The Subject Property is zoned C-2 General Retail Commercial, and a portion is located in the C-2 Overlay District as shown in Figure 3.

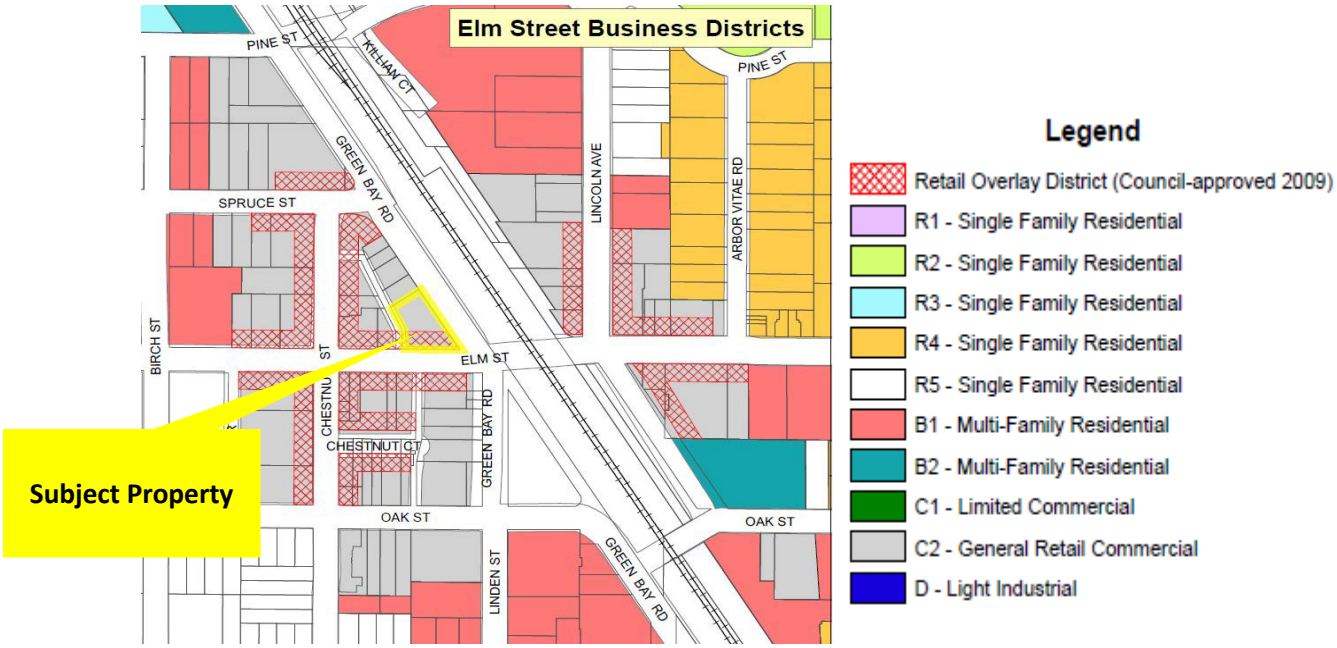


Figure 3 – Zoning Map

The Village's Comprehensive Plan designates the Subject Property as appropriate for commercial and mixed-use land uses as shown in Figure 4.

Figure 4 - Comprehensive Plan Land Use Map – Winnetka Futures 2040 Plan

PROPERTY BACKGROUND

According to research by the Winnetka Historical Society, the Subject Property has been the site of a bank since 1894. The existing building was constructed in 1964 for Winnetka Trust and Savings Bank and was designed by Peter Mayo with Mayo & Mayo.

PROPOSED PLAN

As described by the Applicant in the attached design narrative included in **Attachment 2**, the existing building has become too small and no longer meets the needs of the Applicant. Therefore, the Applicant has submitted a concept plan for a new three-story commercial use building for consideration by the Village Council. The proposed redevelopment calls for the following:

- 6,800 square feet of retail banking on level 1;
- 12,177 square feet of office space at both level 2 and level 3 (total of 24,354 square feet); and
- 32 parking spaces; 6 at street-level and 26 on the lower-level (underground).

The retail banking space would occupy the majority of the ground-floor level. A drive-through is not included in the proposed plan. The primary entrance would likely be from a lobby accessed from Elm Street, with a secondary entrance lobby accessed from the surface parking lot on the north side of the building. As of the date of this memo, the Applicant is still considering a potential entrance on the southeast corner of the building at Elm Street and Green Bay Road.

The surface parking lot would remain in its current location, although reduced in size from 20 parking spaces to 6 spaces. The lower-level parking would be accessed from the north side of the building with a two-way drive aisle and would accommodate parking for 26 vehicles. This lower-level would extend to fill nearly the entire site below grade. The second and third levels would consist of approximately 24,300 square feet of corporate offices to be occupied by the Applicant.

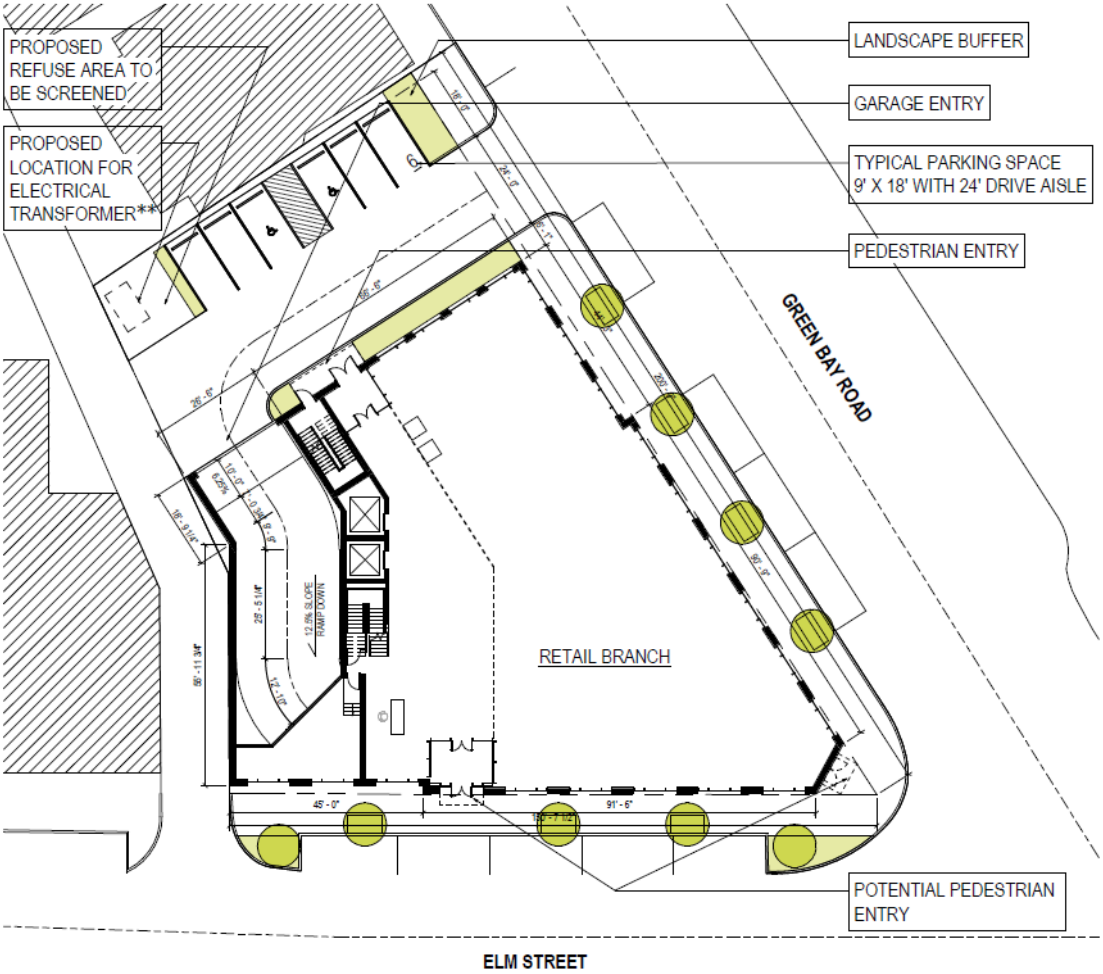


Figure 5 – Concept Plan – Level 1

The Applicant has been working with Village staff to identify a location for the electric transformer that would serve the building. The location has been identified on the northwest corner of the Subject Property, along the public alley. There is an existing electric utility pole located at the northwest corner of the Subject Property which serves not only the Subject Property but also other properties on Green Bay Road and Chestnut Street. The Applicant understands that it is a long-term goal of the Village to underground overhead utilities and is therefore open to considering the possibility of providing a utility easement on the Subject Property to allow for the installation of a shared transformer that would serve other properties in the immediate area. On page 7 of the application materials, the Applicant states that it "will keep an open dialogue with the Village between the concept plan and preliminary plan submission while further due diligence is complete on this likely possibility."

The façade of the building has subtle Art Deco influences. The proposed building materials include limestone and masonry that would have a similar look as the limestone, with a decorative metal element and clock at the primary corner of the building. During the preliminary plan review process, the Applicant will need to provide further details regarding the design of all building facades.

Figure 6 – Concept Plan – Elm Street Elevation

Figure 7 – Concept Plan – Green Bay Road Elevation

Figure 8 – Concept Plan – North Elevation

REQUIRED ZONING RELIEF

Based upon staff's initial review of the concept plan submitted to date, the following zoning relief has been identified; **additional relief may be necessary as the plans evolve and become more detailed:**

A. Approval of a Planned Development for a commercial use development, which includes consideration and approval of the following ***special uses and exceptions*** from the requirements of the Zoning Ordinance:
   a. The maximum building height allowed is 45 feet and 4 stories; the Applicant proposes a three-story building that is 52'-0" to the top of the parapet.
   b. The maximum front yard setback shall be no more than three feet; the Applicant proposes the building to be setback more than three feet from portions of the property lines along Elm Street and Green Bay Road.
   c. The minimum rear yard setback requirement is 10 feet; the Applicant proposes less than 10 feet along the northerly property line to accommodate the lower-level parking that would be below the surface parking lot.
   d. The minimum required number of on-site parking spaces is 35; the Applicant proposes a total of 32 spaces.
   e. The proposed parking located on street-level requires special use approval.
   f. The retail bank use on the ground level requires special use approval as a portion of the use would be located within Commercial Overlay District.

Given the development would consist of commercial space greater than 2,500 square feet, the development is required to provide parking at 2 spaces per 1,000 square feet of gross floor area for the commercial space. For calculating the number of required parking spaces, gross floor area is "…measured from the interior faces of the exterior walls, excluding areas used for the storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off street-parking and loading…"Based on the total amount of commercial gross floor area currently proposed, the development is required to provide 35 parking spaces. The Applicant is proposing 32 commercial spaces; therefore, an exception is required.

As part of the request for planned development approval requiring exceptions, an applicant must provide compensating benefits. The purpose of the compensating benefits is to advance the Village's physical, cultural, environmental, and social objectives in accordance with the Comprehensive Plan and other plans and policies. The Applicant has identified on page 4 of the attached concept plan application materials the following:

As a compensating benefit, the new building will be designed with specific sustainable strategies, such as reducing overall energy use and carbon, responsible water practices, responsible material management, and universal and inclusive design principles.

CONSIDERATION BY VILLAGE COUNCIL

Any member of the Village Council may make any comments, suggestions or recommendations regarding the concept plan they deem necessary or appropriate. However, no final or binding action is taken at this concept plan review step. Any views expressed during the Village Council's review of the concept plan are only preliminary and advisory and only the individual views of the member expressing them. Nothing said or done during the concept review shall be deemed to create, or to prejudice, any rights of the Applicant or to obligate the Village Council to approve or deny any preliminary plan application.

RECOMMENDATION

Staff recommends that the Village Council review the Applicant's concept plan application, and that Council members provide individual comments, suggestions, or recommendations on the proposed mixed-use development.

ATTACHMENTS

Attachment 2: Applicant's Concept Plan Application Materials
Attachment 3: Existing Photos of Subject Property

ATTACHMENT 2

PD-C	VILLAGE OF WINNETKA, ILLINOIS DEPARTMENT OF COMMUNITY DEVELOPMENT **PLANNED DEVELOPMENT** **CONCEPT PLAN APPLICATION**

This application addresses the first step of the Village's planned development public review process. **Prior to submittal of this form** and accompanying project details, an applicant is **required** to meet with the Community Development Department staff to discuss the planned development requirements and procedures.

Once this application is received, Village staff will schedule a presentation of the application materials to the Village Council at a regular Council meeting. The purpose of the concept plan presentation to the Council is to broadly acquaint the Village Council with the applicant's proposal and provide the applicant with any preliminary views or concerns that members of the Village Council may have at a time in the process when positions are still flexible, adjustment is still possible, and prior to the time when the applicant is required to expend the funds necessary to prepare the complete documentation required for a preliminary plan application.

At the meeting at which the concept plan application is considered, any member of the Village Council may make any comments, suggestions or recommendations regarding the concept plan application deemed necessary or appropriate by that member; provided, however, that no final or binding action shall be taken with respect to any concept plan application. Any views expressed in the course of the Village Council's review of any concept plan application shall be deemed to be only preliminary and advisory and only the individual views of the member expressing them. Nothing said or done in the course of such review shall be deemed to create, or to prejudice, any rights of the applicant or to obligate the Village Council, or any member of it, to approve or deny any preliminary plan application following full consideration thereof as required by this Code.

The following materials are the minimum required for the processing of a concept plan review by the Village of Winnetka's Village Council. There is no filing fee for the concept plan review; however, review of a submitted formal *preliminary planned development* application will require payment of a filing fee(s). If you have questions regarding the completion of this process contact the Community Development Department at (847) 716-3525.

Current Property Owner Information

Legal Name: JPMorgan Chase Bank, N.A

Primary Contact: Christopher Perdzock, VP

Address: 10 S Dearborn 25th Floor

City, State, Zip: Chicago, IL 60670

Phone No. 312-385-7253

Email: Christopher.d.perdzock@jpmchase.com

Applicant Information

Legal Name: Riverside Investment and Development Company

Primary Contact: John O'Donnell

Company: Riverside Investment and Development

Address: 150 N Riverside Plaza st 1800

City, State, Zip: Chicago, IL 60606

Phone No: 312-788-1800

Email: jod@riversideid.com

Property Information *(if more than one parcel is involved in the request please include the information for all parcels)*

Site Location/Address: 791 Elm Street

Parcel Identification Number(s) (PIN): 05-20-208-018-0000

Dimensions and Size of Parcel(s): Total land 17,002sf approx 150' x 200'

Current Zoning: C-2 Zoning

Current Use of the Property: Commercial Retail & Office

Applicant's Current Interest in Property: Development Manager

REQUIRED MATERIALS FOR SUBMISSION

The Applicant must provide 1 hard copy and 1 electronic copy (.pdf), of the following information to Village staff at least two weeks prior to the Village Council meeting date. The Council meets on the 1st and 3rd Tuesdays of the month.

- ☐ If the Applicant is ***not*** the owner of the subject property, the ***current property owner*** must submit written authorization allowing the Applicant to pursue the requested action. This letter must be received by Village Staff prior to placing an item on the Village Council agenda.
- ☐ A sketch site plan drawn to scale showing the general layout of proposed buildings and land uses within the property, as well as the general location of vehicular parking and circulation areas and pedestrian circulation systems. Showing the context of the site plan in relationship to surrounding parcels and land uses as well as the adjacent street and sidewalk network would be helpful.
- ☐ A narrative describing the general scale, use and character of the proposed development, including the proposed categories of land uses for property. The narrative should also include a general outline of the project's overall building footprint, impermeable surface area and gross floor area, as well as a summary of the anticipated number and size of **residential** units and parking spaces for a residential development and the number, type and size of proposed uses, as well as anticipated parking areas for commercial developments;
- ☐ A general visual description or images of the architectural style of the proposed development;
- ☐ List of zoning and subdivision exceptions that the planned development requires for approval;
- ☐ The general location and extent of compensating benefits as required by Section 17.58.120 B; the following is a non-exclusive list: (1) the provision of community amenities for public use, such as plazas, malls, formal gardens, places to congregate, outdoor seating, and pedestrian facilities; (2) the preservation of existing historic features; (3) The dedication and provision of public open space and public recreational amenities, such as recreational open space, including accessory buildings, jogging trails, playgrounds, and similar recreational facilities; (4) the adaptive reuse of existing buildings; (5) the provision of public car and/or bike share facilities; (6) the provision of off-street public parking spaces; (7) the provision of affordable housing units; (8) the incorporation of building and site elements that enhance the environment and increase sustainability; and (9) the provision of uses, spaces, or infrastructure that provide a benefit to the public and which there is a demonstrated public need.
- ☐ The nature, scope and extent of public dedications, improvements or contributions to be provided by the applicant; and
- ☐ Applicant's qualifications to carry out the proposed development.

JPMORGAN CHASE & CO.

Chris Perdzock
Vice President
Global Real Estate - West

5/10/2023

Village of Winnetka
Department of Community Development
510 Green Bay Road
First Floor
Winnetka, IL 60093

RE: Designation of Riverside Investment and Development Company as Agent to Act for Owner (791 Elm St, Winnetka, Illinois 60093 (the "Property"))

To Whom it May Concern:

This Letter confirms that the owner of the above-referenced Property, JPMorgan Chase Bank, National Association, a national banking association; a wholly owned subsidiary or JPMorgan Chase & Co. ("Owner"), has designated Riverside Investment and Development Company ("RIDC"), an Illinois Corporation, to act for the Owner, subject to Owner's consent, before the Village of Winnetka (the "Village") in connection with applying for and negotiation entitlements, zoning and entitlement applications concerning the Property, including without limitation the concept plan submission submitted to the Village on May 12,2023, concerning the proposed redevelopment of the Property (the "Project"), and its consideration at the upcoming Village meeting.

By signing below, Owner authorizes RIDC to submit the Project application.

Very Truly Yours,

Christopher Perdzock, Vice President
JPMorgan Chase Bank, NA

Global Real Estate – West Region
10 S. Dearborn St., 25th Fl., Mailcode IL1-1710, Chicago, IL 60603-2003
Telephone: 312.385.7253 | E-mail: christopher.d.perdzock@jpmchase.com

JPMorgan Chase & Co.

Retail Branch + Corporate Offices Concept Plan Application

For Village of Winnetka, IL
May 12th, 2023, revised on June 8th, 2023

DESIGN NARRATIVE

Owner: JPMorgan Chase & Co
Developer: Riverside
Architect: Gensler

Project Address: 791 Elm Street
Use: Retail Branch Bank and Corporate Offices

The proposed development will replace the existing building at 791 Elm Street, currently occupied by JPMC. The current building has increasingly become too small and no longer suits their future business and growth needs. JPMC prefers to remain at the current location in downtown Winnetka.

The new building will be a build-to-suit development to meet the needs of JPMC. The program will comprise of approximately 6800sf of Retail Branch Bank on ground floor and approximately 17,000sf of Corporate Offices on the 2nd and 3rd floors. Below grade parking will be accommodated in a 16,600sf basement garage.

At the intersection of Green Bay Road and Elm Street, the new building serves as a gateway into Winnetka's central business district and a highly visible landmark in the community. The proposed design carefully considers the context and character of the surrounding neighborhood and seeks to create a building that seamlessly integrates into the fabric of the community while also reflecting the forward-thinking needs of JPMC.

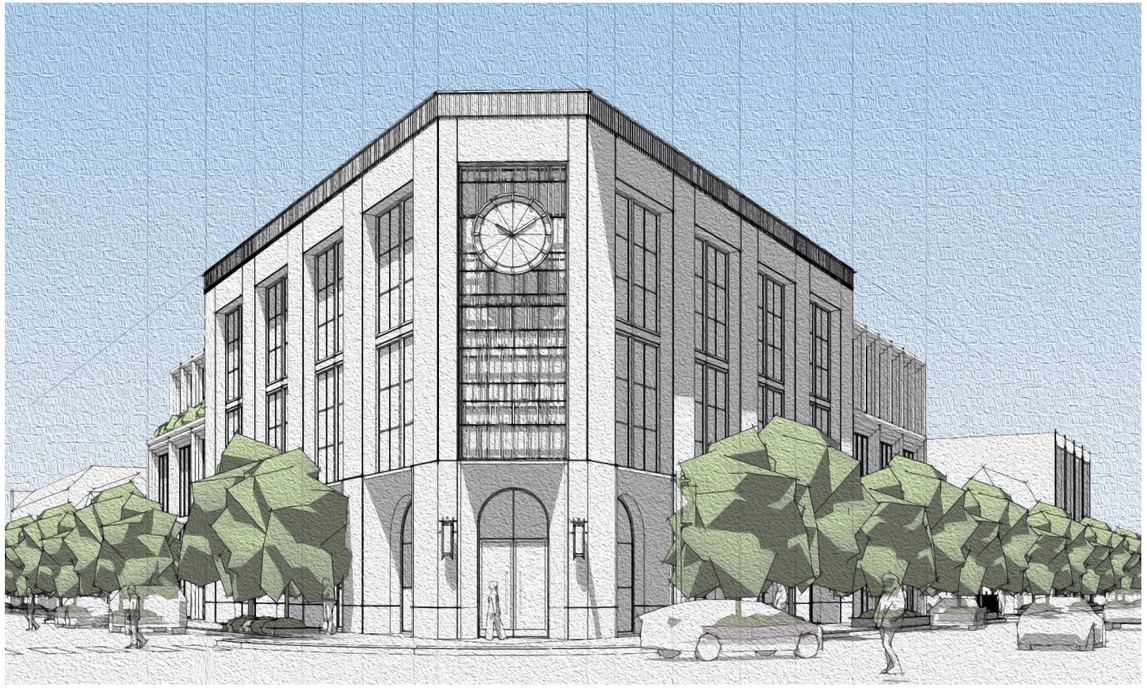
To achieve this, the design breaks down the scale of the building to create visual diversity along the highly walkable Elm Street corridor. By using a variety of materials, textures, and shapes, the building's façade responds to the rhythm and scale of the adjacent neighborhood, creating a harmonious and visually appealing streetscape.

At the corner, the building acknowledges the more vehicular-dominated Green Bay Road by creating a double-height space that showcases a grand stair and the active spaces of the building's interior. This feature creates a strong visual connection between the building and the street, drawing attention to the building and creating a sense of arrival for visitors.

The design draws inspiration from the natural beauty of Lake Michigan to the east and the forest preserves to the west. The building's material palette includes warm, natural colors and textures that complement the surrounding environment and create a sense of warmth and welcome for visitors.

In addition, the design pays homage to Winnetka's architectural heritage by incorporating subtle Art Deco influences into the building's design. These features create a timeless and sophisticated look that reflects the village's history and character while also remaining modern and innovative.

As a **compensating benefit**, the new building will be designed with specific sustainable strategies, such as reducing overall energy use and carbon, responsible water practices, responsible material management, and universal and inclusive design principals.



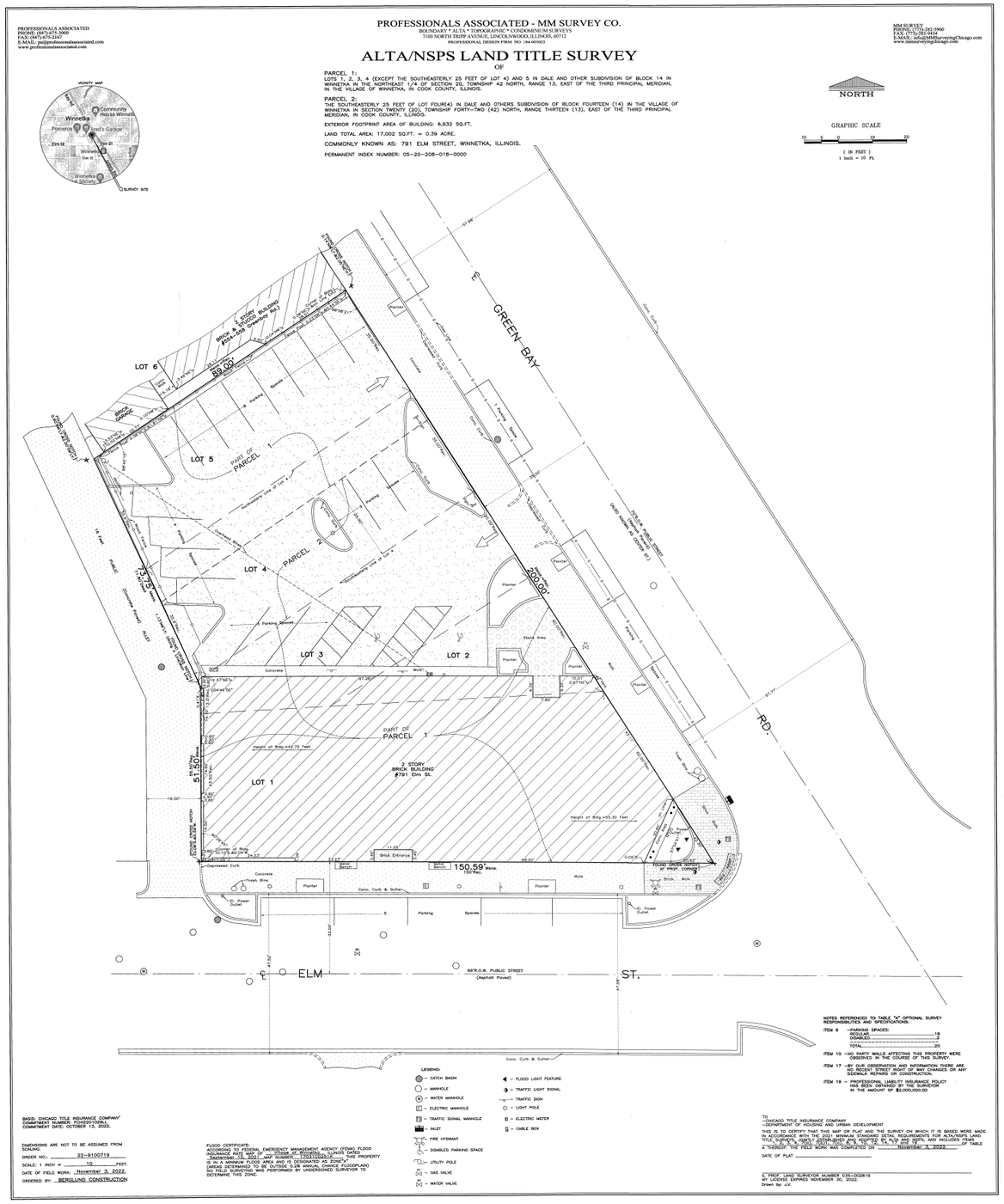


Table Comparing Winnetka Zoning Ordinance with Proposed Plan

	Zoning Requirements	Proposed	
Land Use Special Use Required: Retail Bank; Parking at street level;	C-2 Commercial Overlay		
Development Site Size	17,002 sq.ft. = 0.39 acre		
Building Gross Floor Area			
Excluding Parking		34,001	sq.ft.
With Parking		50,613	sq.ft.
Level 01		9,647	sq.ft.
Level 02		12,177	sq.ft.
Level 03		12,177	sq.ft.
Basement		16,612	sq.ft.
Building Height Exception Required	45 ft. and 4 stories	52 ft. and 3 stories	
On-Site Parking	Commercial Use	Required	Provided
Exception Required	2 spaces/1,000 sq.ft.	x 17,040* sq.ft. = 34 spaces	32 spaces
Setbacks			
Front Yard Setbacks (along Elm Street and GB Road) Exception Required	0-3 ft.	0 ft. >3' at southeast corner	
Side Yard Setbacks (along west property line)	0 ft. (3 ft.)	0 ft.	
Rear Yard Setbacks (along north property line) Exception Required	10ft. Minimum	>10 ft. above grade 2 ft. below grade	
Landscaping			
Along Rear Property Line Exception Required	5 ft. minimum	0 ft.	
* estimated floor area, follow zoning ordinance Section 17.46.110.F.3, excluded areas used for storage, MEP, restrooms, common areas, and hallways, see Appendix A			

SITE PLAN

DEVELOPMENT SUMMARY

SITE AREA: **17,002 SQ**
= 0.39 ACRE.

TOTAL SF: **34,001 SQ**

LEVEL 01: 9,647 SQ
LEVEL 02: 12,177 SQ
LEVEL 03: 12,177 SQ
BASEMENT: 16,612 SQ

TOTAL PARKING: **32**

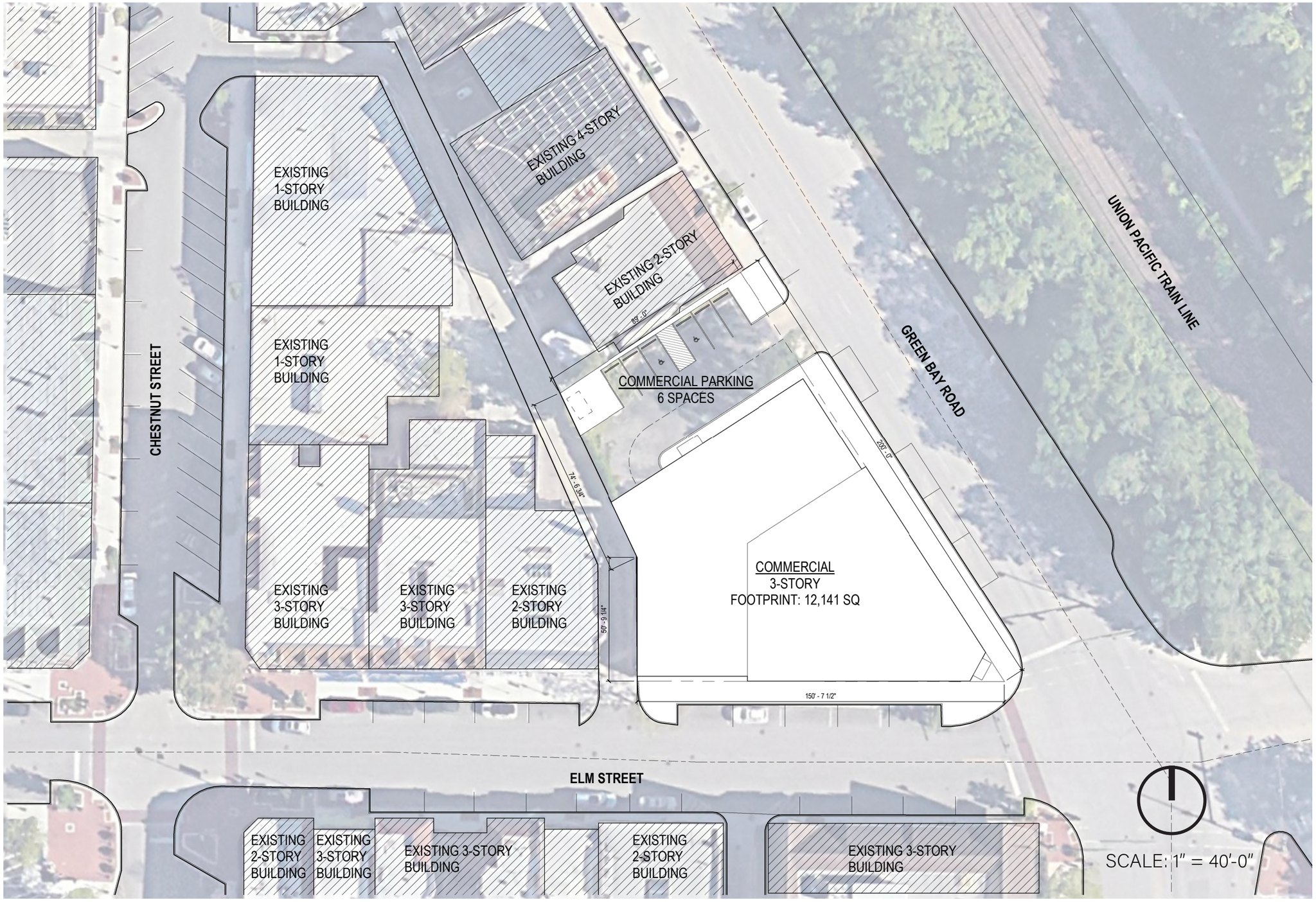
SURFACE PARKING: 6
BELOW-GRADE PARKING: 26

EXCEPTIONS REQUIRED:

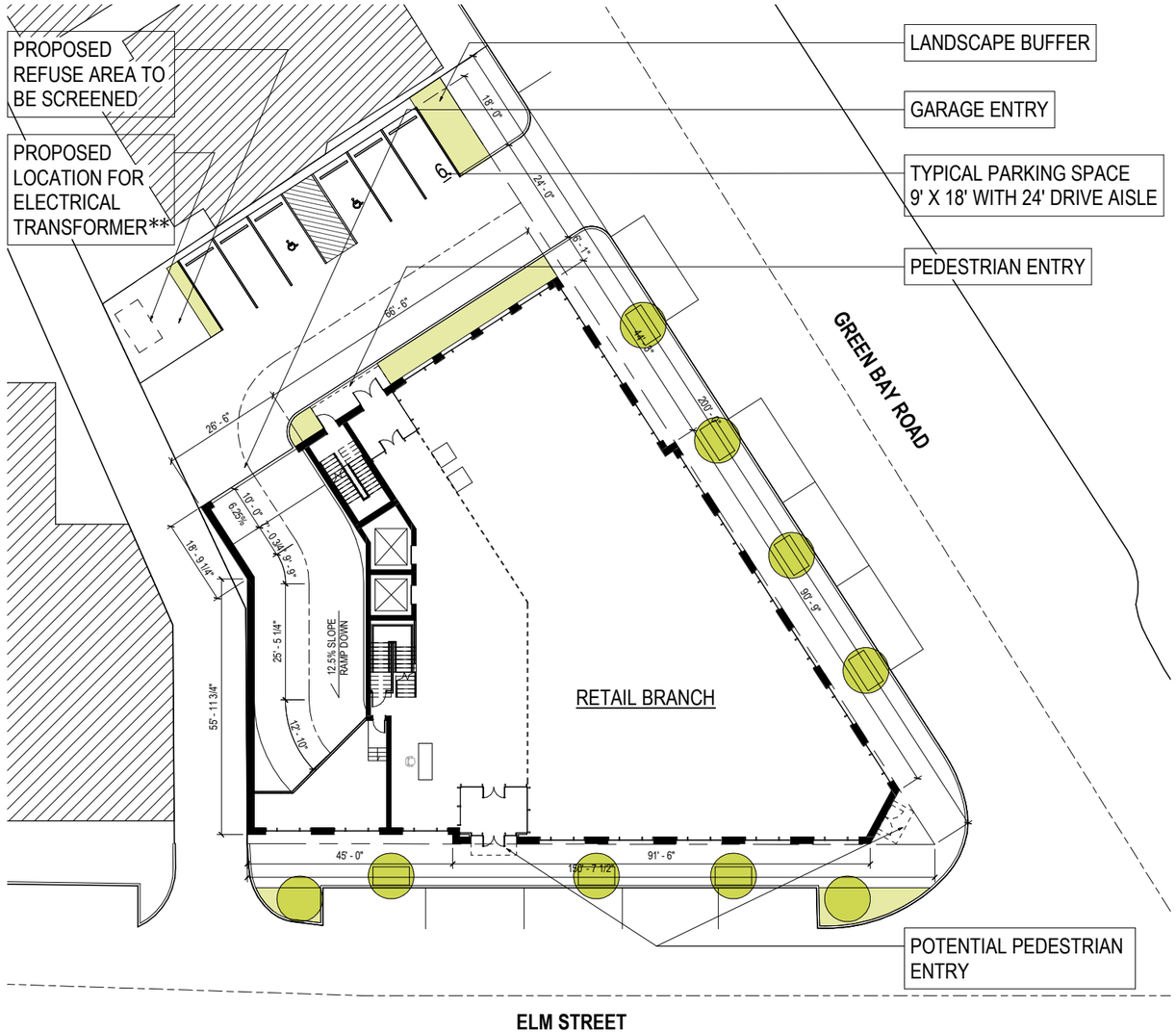
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED REAR YARD SETBACK (NORTH PROPERTY LINE) OF 10 FEET TO ALLOW A PARKING STRUCTURE IN THE REQUIRED YARD
- EXCEPTION TO ALLOW THE BUILDING TO BE SETBACK MORE THAN 3 FEET FROM THE SOUTH AND EAST PROPERTY LINES AT THE SOUTHEAST CORNER.
- EXCEPTION TO REDUCE THE MINIMUM REQUIRED LANDSCAPING AREA OF AT LEAST 5 FEET DEEP ALONG THE REAR PROPERTY LINE.
- EXCEPTION TO REQUIRE FEWER PARKING SPACES THAN REQUIRED BY THE ZONING ORDINANCE.
- EXCEPTION TO EXCEED HEIGHT LIMIT AT CORNER.

SPECIAL USE REQUIRED:

- RETAIL BANK
- PARKING AT STREET LEVEL



FLOOR PLAN



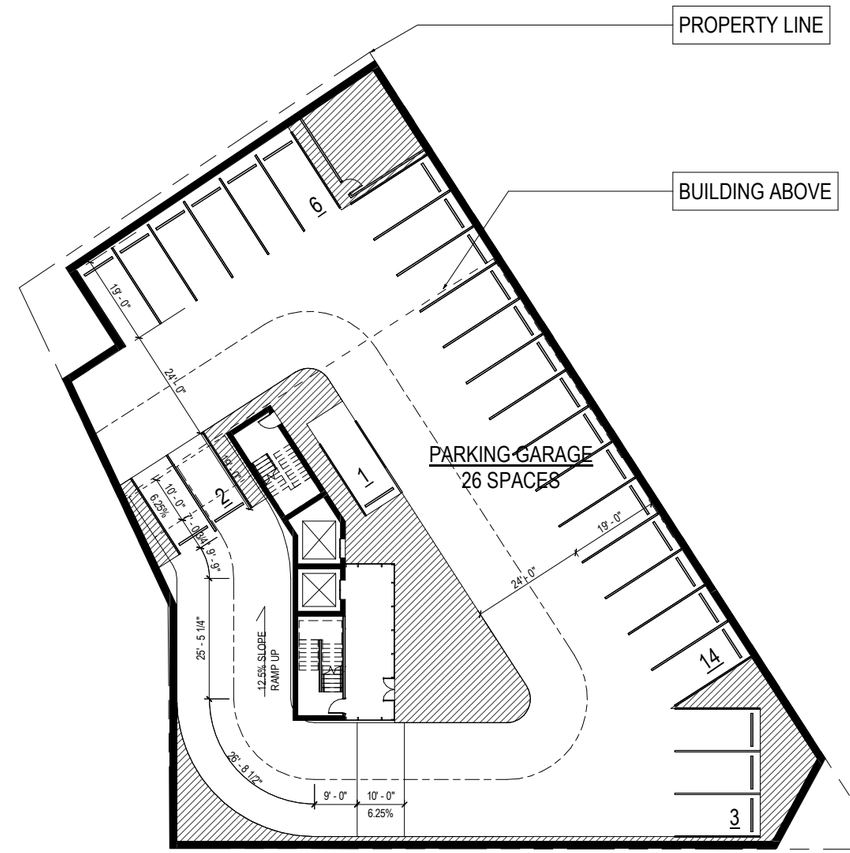
LEVEL 01

GSF: 9,647 sq.ft.

Floor Area* calculated for parking: 5,440 sf.ft. (Appendix A)

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

**Chase understand the Village of Winnetka's long term goal is to relocate all remaining overhead utilities to an underground distribution. Chase wants to be a supporter of this ultimate goal of the Village and remain open to the possibility of providing a utility easement on its property in order to allow the installation of a shared utility transformer to serve the residents of the public ally. Chase will keep an open dialogue with the Village between the concept plan and preliminary plan submission while further due diligence is complete on this likely possibility.



BASEMENT

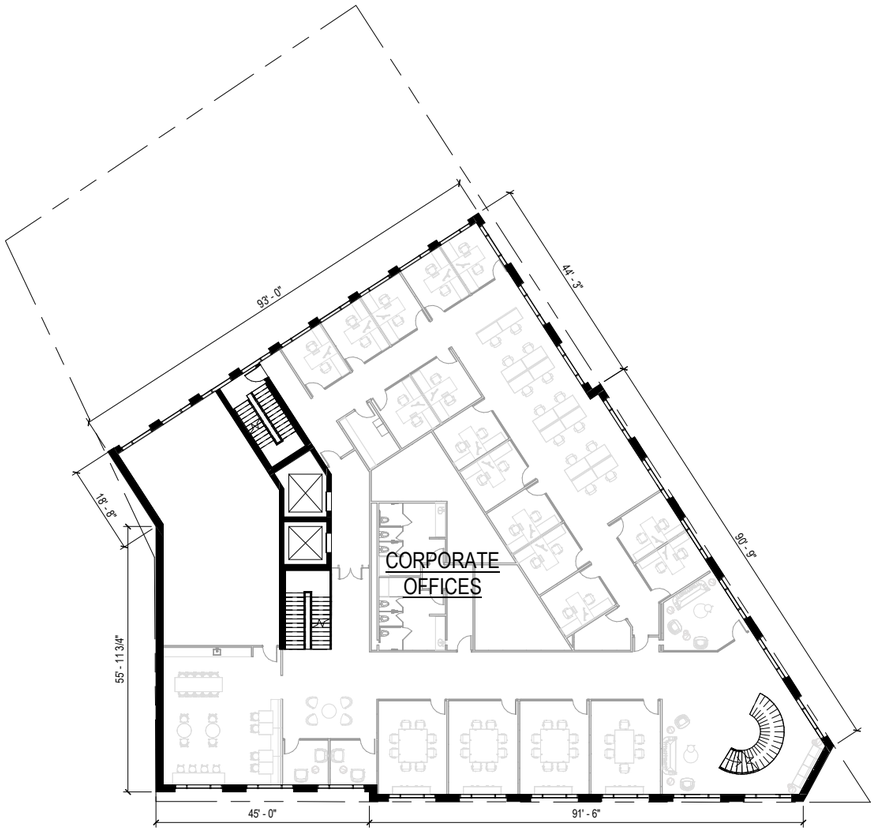
GSF: 16,612 sq.ft.

Floor Area* calculated for parking: 0 sf.ft. (Appendix A)

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

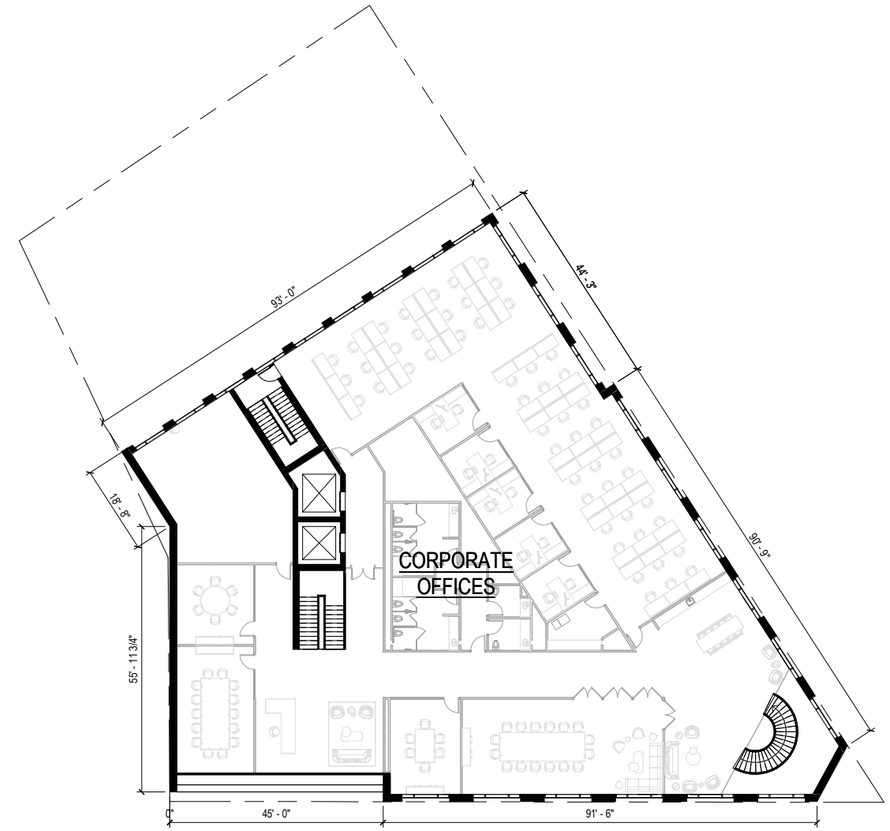
*Floor Area calculated for parking purposes follows zoning ordinance **section 17.64.110.F.3.** *"the gross floor area shall be measured from the interior faces of the exterior walls, excluding areas used for the storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off-street parking and loading and related aisles, ramps and maneuvering space."*

FLOOR PLAN



LEVEL 02

GSF: 12,177 sq.ft.
Floor Area* calculated for parking: 5,400 sf.ft. (Appendix A)
SCALE: 1/32" = 1'-0"

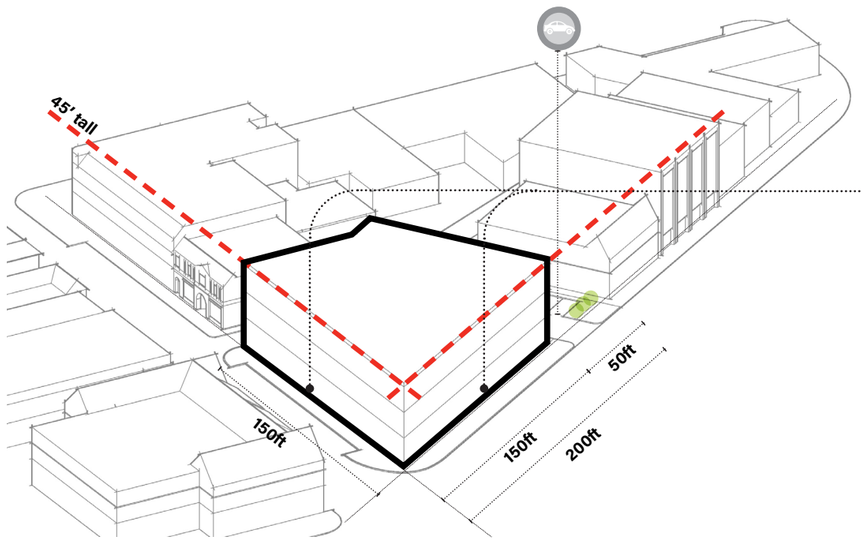


LEVEL 03

GSF: 12,177 sq.ft.
Floor Area* calculated for parking: 6,200 sf.ft. (Appendix A)
SCALE: 1/32" = 1'-0"

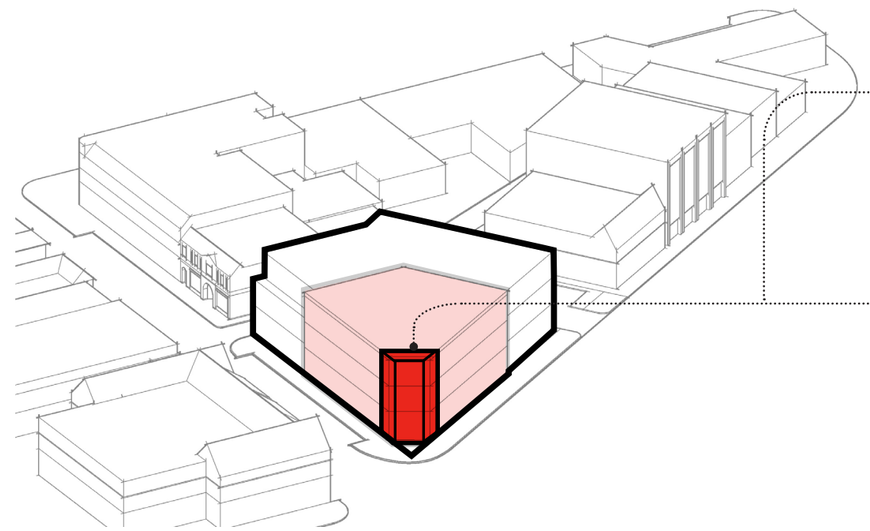
*Floor Area calculated for parking purposes follows zoning ordinance **section 17.64.110.F.3.** *"the gross floor area shall be measured from the interior faces of the exterior walls, excluding areas used for the storage of merchandise or materials, mechanical equipment rooms, rest rooms, common area elements, including without limitation hallways, and areas used for off-street parking and loading and related aisles, ramps and maneuvering space."*

MASSING STRATEGIES



BUILDING MASS

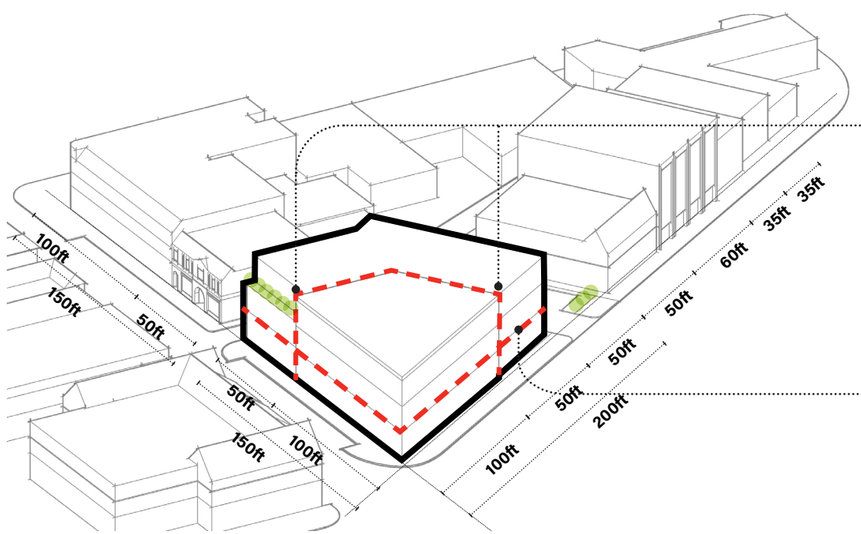
Setbacks:
"A continuous 'street-wall' along primary commercial thoroughfares should be provided and building facades should be located to create this uniform setback."
- Winnetka Design Guideline V.a



ARTICULATION

Hierarchy:
Apply special design feature at Green Bay and Elm corner to celebrate the most prominent corner at downtown Winnetka.
"The prioritization of certain building masses, components or elements over others."
- Winnetka Design Guideline VI.e

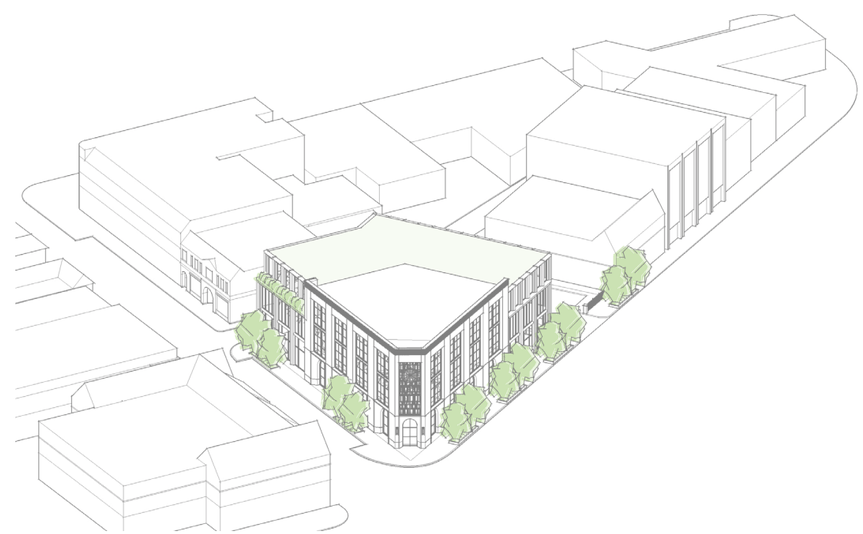
Entries
"Public entries should have a large-scale approach and be open and inviting. Public entrances should be located along the main thoroughfares and at corners."
- Winnetka Design Guideline VII.a



PROPORTION /SCALE

Vertical Rhythms:
"The breakdown of the building facades into vertical bays creates a sense of progression and scale to the street-wall as well as individual buildings."
- Winnetka Design Guideline VI.b

Horizontal Rhythms:
"The breakdown of the building facade into horizontal bands provides human scale and proportion to the facade."
- Winnetka Design Guideline VI.a

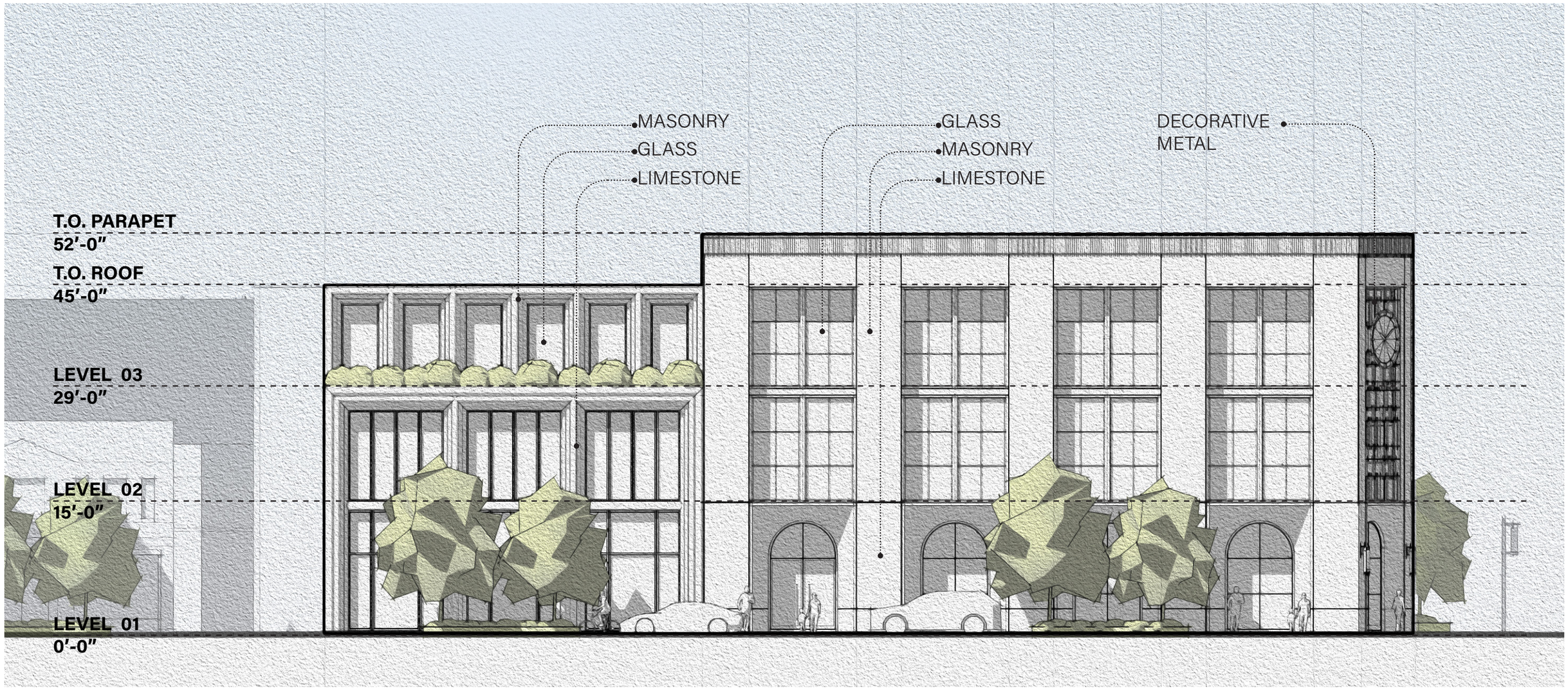


FIT IN THE CONTEXT

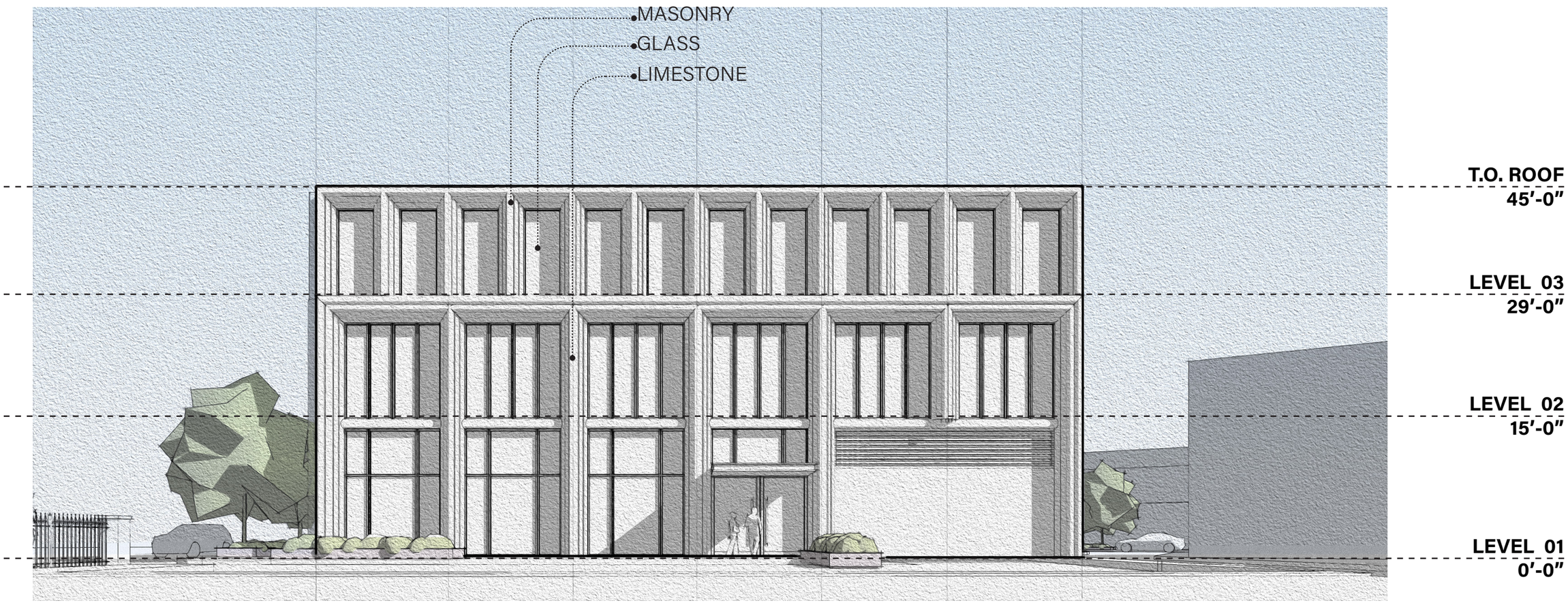
At the intersection of Green Bay Road and Elm Street, the new building serves as a gateway into Winnetka's central business district and a highly visible landmark in the community. The proposed design carefully considers the context and character of the surrounding neighborhood and seeks to create a building that seamlessly integrates into the fabric of the community while also reflecting the forward-thinking needs of JPMC.

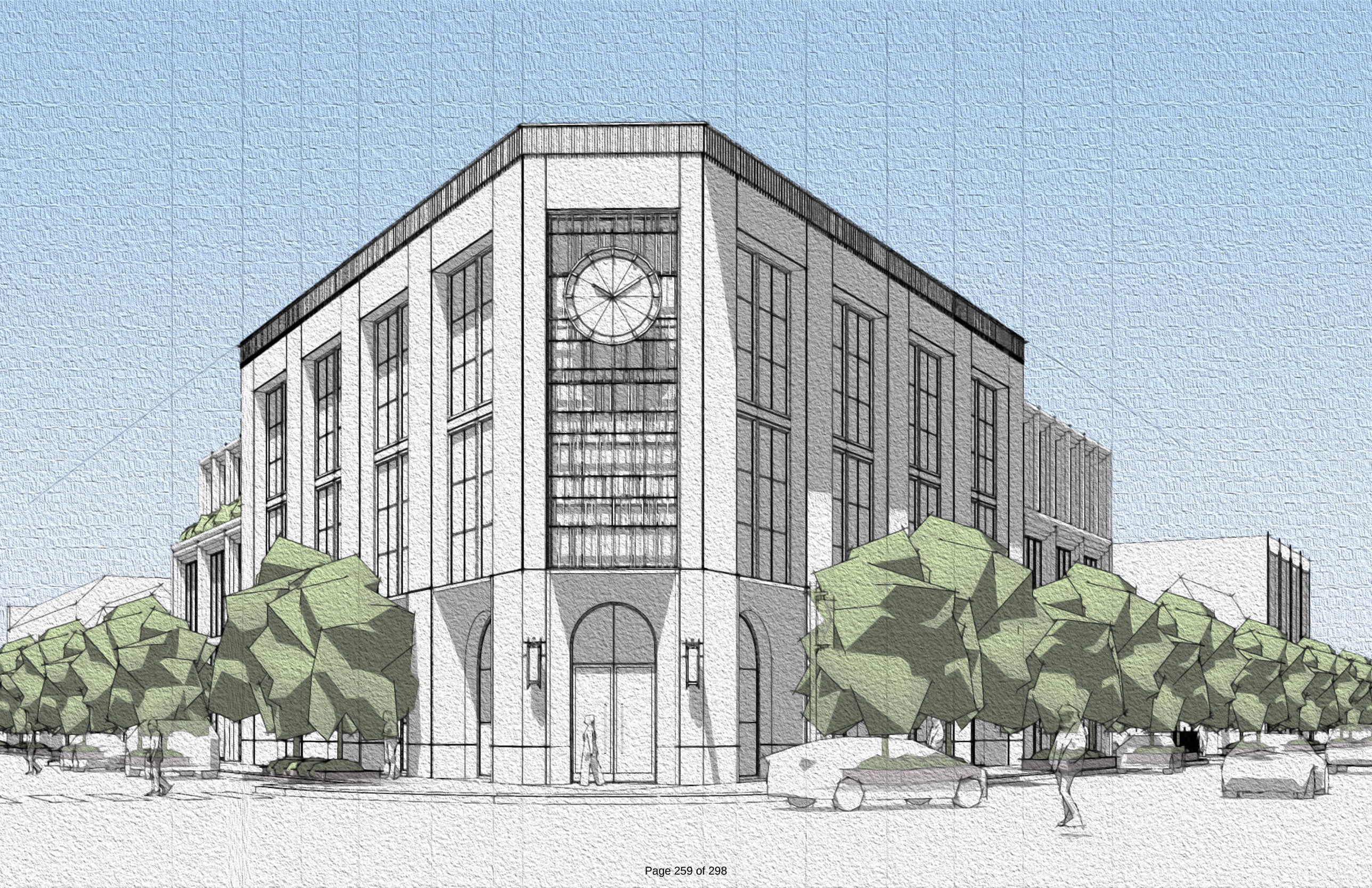
ELEVATION GREEN BAY ROAD

ELEVATION ELM STREET



ELEVATION NORTH





791 Elm Street - Winnetka
Existing Photos

ATTACHMENT 3

View from Elm Street

View Green Bay & Elm Street

View Green Bay Road

View from Alley Way

Winnetka Design Review Board/Sign Board of Appeals Excerpt of Special Meeting Minutes
October 16, 2023

Members Present:	Katie Moor, Chairperson Fritz Duda Paul Konstant Maggie Meiners Heather Niehoff Michael Ritter
Members Absent:	None
Village Staff:	David Schoon, Director of Community Development Ann Klaassen, Assistant Director of Community Development Davorka Kirincic, Building and Code Enforcement Manager

***

a. Case No. 23-05-PD: 791 Elm Street - Chase Bank Preliminary Planned Development: Certificate of Appropriateness to allow construction of a new three-story commercial building as part of a planned development. The Village Council has final jurisdiction on this request.

Ms. Klaassen outlined the planned development process, the Village Council's, the general site information, the zoning relief being requested, the Village Council's comments on the concept plan and the Board's role on the application. She informed the Board no public comments were received relating to the application and following the applicant's presentation, public comment, the applicant's response to comment if necessary, the Board may deliberate and either continue the request to a date certain or make a motion as indicated on page nos. 206-207. Ms. Klaassen then asked if there were any questions. No questions were raised at this time.

Chairperson Moor asked for the applicant's presentation. Farzad Boroumand, Head of JPMorgan Chase Global Design, introduced himself and the team to the Board who would present the request. He identified the building's location, age and noted that the demand for banking service increased drastically requiring them to increase staff size. He also stated the request is due to the building's age and infrastructure. Mr. Boroumand described the building's materials, mechanical systems, solar panels, etc. while stating they would respect the Village's architecture. He noted they hired award winning architects, Gensler & Associates, and introduced the team to the Board.

Scott Hurst of Gensler & Associates began by explaining that they always look for ways to keep buildings intact where possible but that was not possible in this instance due to the building's age and infrastructure, lack of available parking, the impossibility of vertical and horizontal expansion, among other issues. He stated the site has changed over time to meet the community's needs and did not appear to be a bank from its exterior impression. Mr. Hurst described the new three story building as having 34,000 square feet of retail bank and office space, 32 parking spaces mostly below grade and building efficiency improvements.

Mr. Hurst described the site as unique noting they paid attention to the street's building rhythm and the new building would be considerate and step down and provide visual interest. He also described the corner as a Village gateway site with the new design relating to the community fabric. Mr. Hurst then identified stepped down heights which would be lower than the 45 foot height limitation and described how the train line affected the site's inspiration. He described the primary features as containing a limestone base and heavier piers on the façade with corner entrances that called out on the corner element.

Mr. Hurst then referred to the proposed building's illustration along Green Bay Road with the corner representing the highest point at 54 feet 5 inches which is shorter than the existing cupola. He noted the heights would step down gradually to the buildings to the west and north and would be heavily detailed and articulated. Mr. Hurst described the ground floor height at 17 feet and second and third floor heights reaching the total 45 feet height limit as well as the main entrance. He then identified the northern elevation's illustration.

Mr. Hurst stated with regard to the building heights, he referred to an illustration noting most of the building is well within the 45 foot height limitation with two elements deliberately extending beyond the 45 foot height. He then described the various building elements and parking noting they planned to meet the setback on the upper floors. Mr. Hurst also identified the concealed parking ramp. He then stated they planned to meet design guidelines and identified that pavers would be used as well as trees and an ornamental screen wall. Mr. Hurst noted the upper floors would contain office space and explained the roof plan. Mr. Hurst also identified the façade materials, cornice and lighting scheme. He then identified the north elevation and its elements as well as the southwest corner which stepped down. Mr. Hurst also described in detail the sustainable strategies they planned to implement as part of the project and then asked if there were any questions.

Mr. Konstant questioned the building base. Mr. Hurst responded it would be limestone and described the terracotta material to be used on the upper floors and provided a material sample board to the Board for its review. Ms. Meiners referred to underground parking and questioned the need for so many underground parking spaces. Mr. Hurst responded it is due to the Village's parking requirements and noted they planned to incorporate water retention onsite. Mr. Boroumand identified the number of employees as 72 with the upper floors being other office uses. Chairperson Moor then asked how many existing employees are on site. Mr. Boroumand responded about half of the proposed number of employees. Chairperson Moor than questioned the amount of retail banking space. Mr. Hurst responded it would be similar to the existing retail banking space. Mr. Duda questioned how art deco was incorporated in the design. Mr. Hurst explained its use to the Board. He also explained how the tower feature was addressed.

Chairperson Moor thanked the applicant for addressing the concerns previously raised and described the site as one of the most important sites in the Village. She further commented on the building's effect on the Village as well as on its massing. Chairperson Moor explained that it feels very big and corporate and that scale is a big part of it. She stated that dwarfs buildings to the west. Chairperson Moor then provided comments on her preference for the use of traditional materials due to its prominent location. She noted that she liked the limestone, but not the terracotta and that she would prefer brick, maybe with a chevron patterns in places. Chairperson Moor stated that she preferred for the clock being included. Mr. Konstant agreed with Chairperson Moor's comments relating to the materials, but not the clock. Ms. Meiners agreed with the comments made and commented the building is beautiful. She also agreed with the use of brick as opposed to terracotta and stated she appreciated the applicant's use of sustainable practices.

Ms. Meiners stated the scale and terracotta are off for her. Mr. Duda agreed with the comments made and stated he struggled with the appearance of the top two floors.

Mr. Boroumand provided a response relating to the building's scale which is similar to a neighboring building noting most of the building would still be within the 45 foot height limitation. He referred to the amount of time spent reconfiguring the building and their consideration of the use of brick noting they are entering a new era with the use of a modern construction system in terms of respecting the past and future.

Ms. Niehoff stated her issue related to scale more so than height, particularly on the ground floor and referred to the ground floor having a 17 foot ceiling height. She commented that height felt out of character although she is fine with the use of terracotta. Ms. Niehoff also complimented the applicant on the changes made from the June 2023 presentation and suggested the height be brought down especially on the ground floor.

Mr. Hurst stated the 17 foot ground floor can be brought down and indicated the modulation brought down the building's scale. He then stated if they were to maintain a 45 foot height across the entire building, it would appear more massive with a 17 foot ceiling height being standard for ground floor retail. The Board Members stated that is not typical in Winnetka. Mr. Hurst added they went to great lengths to break down with building's modulation to mirror the business district's individual storefronts.

Mr. Ritter commented it is a good looking building and he would prefer the use of brick instead of terracotta. He also agreed with Ms. Niehoff's comments relating to the first floor height. Chairperson Moor added the drama could work against them and minimizing the shock of the change would be better for the community. Mr. Konstant suggested the use of a timber frame which could add to the building's historical aspect. Mr. Hurst responded they are investigating it. Ms. Meiners commented she liked the modulations with the corner piece being the most important part. She referred to discussions relating to One Winnetka and how to make it feel more inviting. Ms. Meiners added the material and some of the building's elements are not right for this corner. Ms. Niehoff asked for additional information relating to glass. Mr. Hurst responded while it is too early in the process to make a definite decision, he described some of the options they are considering. He confirmed they planned to make sure the corner is an active space meant to serve the community which he described as a forward way of thinking in terms of its architecture. Ms. Niehoff asked the applicant to consider how the building would appear at night in terms of lighting intensity.

Chairperson Moor described the request as a significant departure in terms of what has been there and they need to tread carefully with regard to how it communicates. Ms. Meiners added that warmth should be retained. Chairperson Moor stated they do not want the building to appear to be a big downtown corporate feeling office building which would not be appropriate for the Village and reiterated the use of brick would contribute to its warmth. Mr. Hurst asked the Board if they would prefer more transparency. Ms. Niehoff referred to the amount of glass and suggested less glass be used and to adjust the limestone spandrel.

Mr. Boroumand stated the limestone treatment use for the building base has been used as a feature in the Village and bringing new material to the community would be positive for the community. He indicated it would otherwise be more difficult to maintain the building in the future and with regard to 17 foot ground floor height, it would only be 13-14 feet inside due to the mechanicals. Mr. Boroumand then stated the building height can be lowered by a couple of feet and the glass scale reduced and the spandrel

increased. He also stated lighting would be controlled and would be dimmed at night. Mr. Boroumand stated they wanted the building to appear as a lantern at night for the community but modifications can be made in that regard. He confirmed they planned to take the Board's comments into consideration. He added they felt the terracotta would have been a nice option over the use of brick.

Chairperson Moor asked if there were any comments from the public. No comments were made at this time. She then called the matter in for discussion.

Chairperson Moor then asked for a motion to continue the matter with the condition the applicant take into consideration a limestone and brick façade versus terracotta, minimizing the first floor height and minimize the amount of glass. She also stated the Board's consensus is that while they want to move forward into the future, the Village is not downtown Chicago, etc. A motion as stated by Chairperson Moor was made by Mr. Duda. Mr. Schoon noted the matter would need to be continued to a date certain with the Board's next meeting being November 16, 2023, and to discuss a quorum for that meeting. The Board Members confirmed their availability. Ms. Niehoff seconded the motion.
AYES: Duda, Konstant, Meiners, Moor, Niehoff, Ritter
NAYS: None

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MEMORANDUM
VILLAGE OF WINNETKA
COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD

FROM: ANN KLAASSEN, ASSISTANT DIRECTOR

DATE: OCTOBER 12, 2023

SUBJECT: 791 ELM STREET – JPMORGAN CHASE BANK
PLANNED DEVELOPMENT – PRELIMINARY PLAN REVIEW
(CASE NO. 2023-05-PD)

INTRODUCTION

On October 16, 2023, the Design Review Board is scheduled to consider a **preliminary planned development plan application** filed by Riverside Investment and Development Company (the "Applicant"), as the designee of the property owner, JPMorgan Chase Bank, National Association (the "Owner"), who owns 791 Elm Street. The designated architect for the project is Gensler.

The Applicant has filed an application seeking approval of a certificate of appropriateness and a preliminary planned development plan with zoning exceptions and special uses.

At the October 16 meeting, the Design Review Board will review the design of the proposed building, signage, and landscaping and streetscape improvements as part of its recommendation regarding a Certificate of Appropriateness to allow the construction of a new **three-story commercial planned development** on the Subject Property, which consists of the following elements:

a) 8,500 square feet of retail bank and lobby on the ground level;

b) 18,000 square feet of corporate offices on the second and third floor levels; and

c) A total of 32 parking spaces consisting of 7 spaces at street-level and 25 spaces on the lower (underground) level.

The application materials are included in **Attachment A**.

The Planned Development Commission will be holding a separate public hearing on approvals for the preliminary planned development plan and associated zoning exceptions and special uses. The date of that meeting will be set once the Design Review Board has completed its review.

Property owners within 500 feet of the Subject Property have been notified of the Design Review Board meeting by mail notice. As of the date of this memo, the Village has yet to receive any written public comments regarding the proposed project.

PLANNED DEVELOPMENT PROCESS

As the Board may recall from a recent preliminary planned development plan application considered by the Board earlier this year, the review process consists of the following major steps:

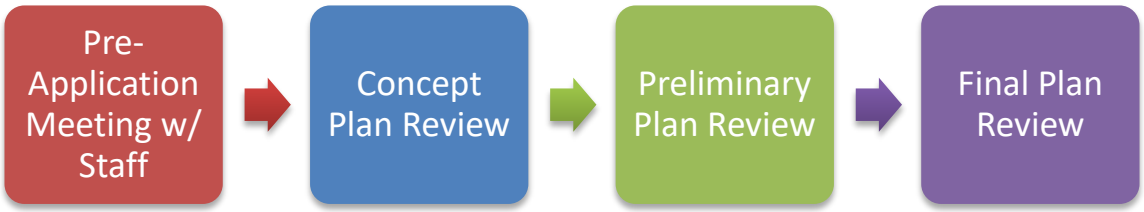

Figure 1 – Concept Plan Review

Concept Plan Review. The concept plan review step is conducted by the Village Council. The purpose of the Village Council's review of the concept plan application is to broadly acquaint the Council with an applicant's proposal. This step also provides the applicant with any preliminary concerns members of the Council may have early in the process when adjustments are still possible and prior to the applicant expending the funds necessary to prepare the complete documentation required for a preliminary plan application. After hearing the comments and suggestions from the Village Council, the applicant decides whether or not to proceed with the project. If they do proceed, the applicant then must submit a preliminary planned development application with all the required documents for review and recommendation by the Planned Development Commission and the Design Review Board.

On June 20, 2023, the Village Council conducted the concept plan review of the proposed three-story commercial building. The current preliminary proposal is generally consistent with the site layout and building floor plans as presented at the June 20, 2023, concept plan review; however, the design of the building façade has changed in response to comments from Council members. Copies of a couple images from the June 2023 concept plan review are on the following page.

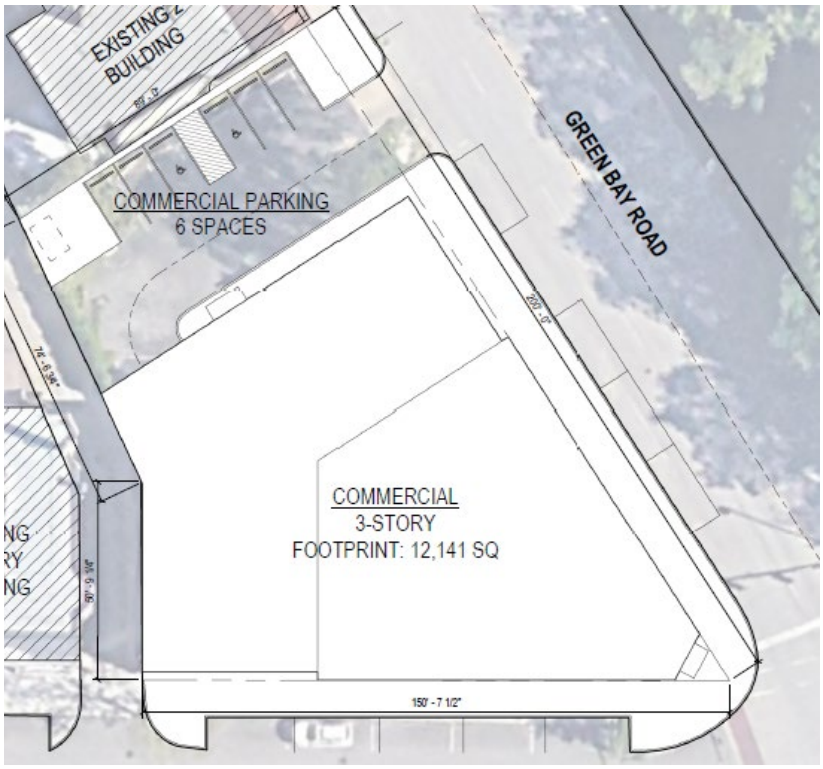

Figure 2 - Concept Plan - Site Plan Presented to Council June 20, 2023

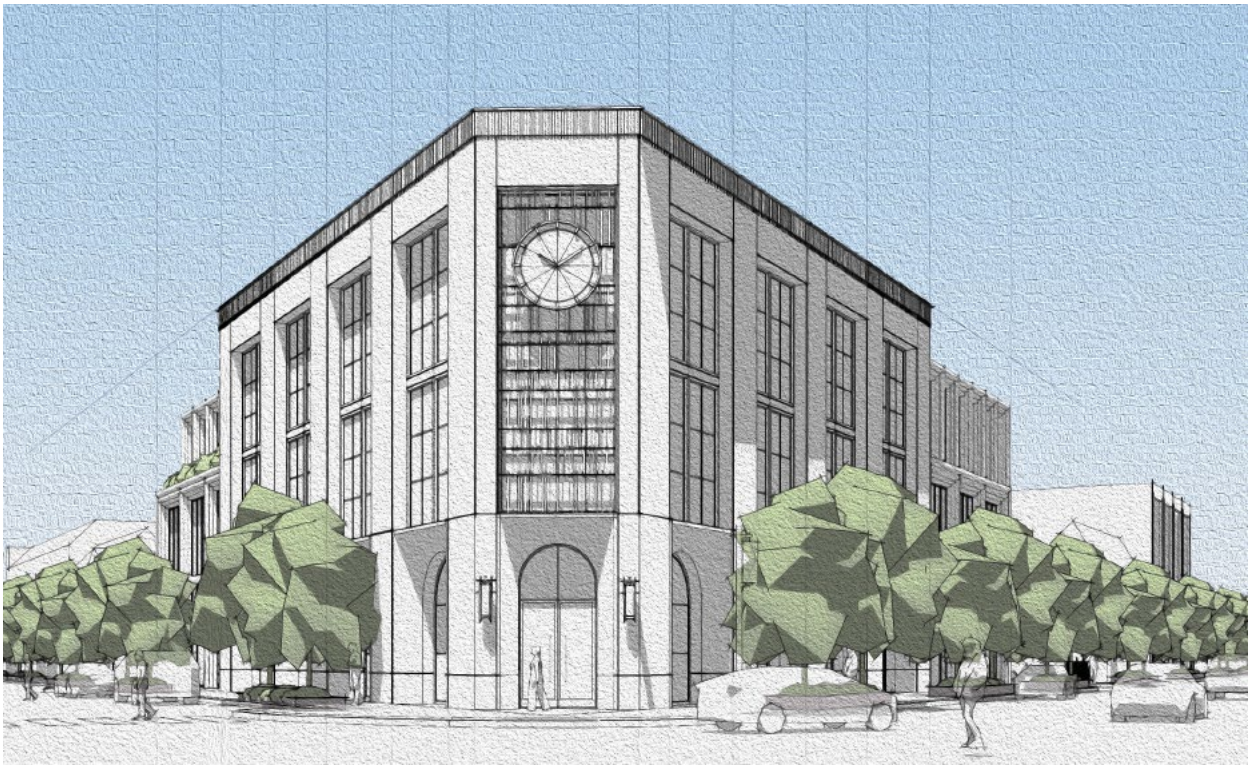

Figure 3 - Concept Plan – Perspective Drawing Presented to Council June 20, 2023

During the concept plan review, Council members expressed that they were generally open to the proposed development and the design of the building; however, ***individual Council members*** stated that the following issues should be carefully considered during the preliminary planned development process:

a) In general, Council members liked the direction the architectural design was taking, while a few thought a little more work could be done, such as:
    a. A couple of trustees indicated that they liked the contemporary art deco design; others expressed reservations and questioned if the design and proposed materials could be more contextual to Winnetka.
    b. Most of the trustees were concerned with the proposed height; however, they did not express concern regarding the setback exceptions. The Applicant was encouraged to reconsider the height of the parapet and consider additional articulation to minimize the appearance of building height.
    c. A few trustees noted that they like the clock at the corner, while another trustee thought it felt decorative and non-functional.
b) Regarding the commercial office space:
    a. Most of the trustees commented on parking. Two asked how many employees would be working on site and where would they park. While another trustee commented that the location of the transformer limited parking and that the Village needs to really start thinking about parking and what it expects from an applicant. Ultimately, the Applicant was encouraged to be mindful of parking.

A copy of the staff report for the Council's June 20, 2023, meeting as well as a copy of the meeting minutes are included as **Attachment B.**

Preliminary Plan Review. As previously stated, the Applicant has submitted an application for preliminary planned development approval. Preliminary plan review includes the following steps:

Figure 4 – Preliminary Plan Review

The Design Review Board's role is to provide a recommendation to the Village Council regarding the design of buildings, structures, signage, and landscaping that are part of a proposed planned development in the context of the requested zoning relief.

The Planned Development Commission's role is to provide a recommendation to the Village Council regarding proposed zoning relief. Though not the purview of the Design Review Board, the additional zoning relief is summarized later in this report.

Upon the Design Review Board forwarding a recommendation regarding the design of the proposed project, the Planned Development Commission will consider the requested zoning relief.

Final Plan Review. The final plan review step of the planned development process is to ensure the plan to be constructed is consistent with the approved preliminary planned development plan. Final plan review consists of the following steps:

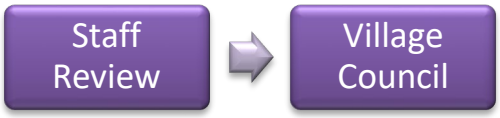

Figure 5 – Final Plan Review

During the final plan review process, the Council may return the final application to the Planned Development Commission and/or the Design Review Board for further consideration and recommendations to the Village Council***. Unless the Council returns the application to the Design Review Board during the final plan review process, the Board will only review the request during this preliminary plan review process.***

DESCRIPTION OF PROPERTY

The Subject Property, which is approximately 0.39 acres in size, is generally located on the northwest corner of Elm Street and Green Bay Road (Figure 6) and contains an existing two-story commercial building that is currently occupied by the Owner with retail banking on the first floor and corporate offices on the second floor. On the north side of the building is a surface parking lot that accommodates approximately 20 vehicles for bank patrons.

Figure 6 – Aerial Map

The Subject Property is zoned C-2 General Retail Commercial, and a portion is located in the C-2 Commercial Overlay District as shown below in Figure 7.

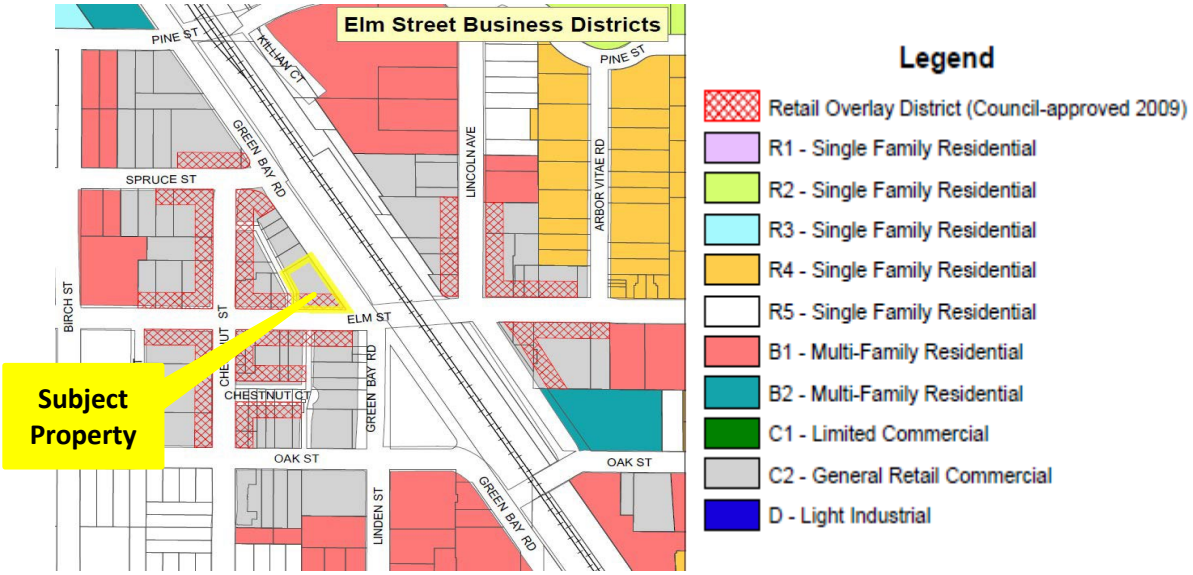

Figure 7 – Zoning Map

The Village's Comprehensive Plan designates the Subject Property as appropriate for commercial and mixed-use land uses as shown in Figure 8.

Figure 8 – Comprehensive Plan Land Use Plan – Winnetka Futures 2040 Plan

CURRENT PROPOSED PLAN

As previously stated, the Applicant has submitted a preliminary planned development plan for a three-story commercial building which consists of the following:

- 8,500 square feet of retail banking and lobby area on the ground floor level;
- 18,000 square feet of corporate office space on the second and third floor levels; and
- 32 parking spaces; 7 spaces at street-level and 25 spaces on the lower-level (underground).

Site & Building Design

The retail banking space would occupy the majority of the ground floor level and would be located along both Elm Street and Green Bay Road. The primary pedestrian entrance to the bank would be from a lobby accessed from Elm Street, with a secondary entrance lobby accessed from the surface parking lot on the north side of the building. The surface parking lot would be located along the north property line, in the same general location as the existing parking lot. The lower-level parking would be accessed from Green Bay Road along the north side of the building with a two-way drive aisle. The vehicular access to and from Green Bay Road would be from a single curb-cut. Currently the site has two curb-cuts; one for entering the parking lot, the other for exiting.

The lower-level, which consists of 25 parking spaces, would extend to fill nearly the entire site below grade. The second and third floor levels would consist of corporate offices to be occupied by the Owner. Given the request involves retail banking it is important to note that a drive-through it not included in the proposed plan.

There is an existing utility pole located at the northwest corner of the Subject Property that is to remain as it provides electric and telecommunication services to neighboring properties. A pad-mounted transformer is proposed in this same corner of the site, as well as trash and recycling containers that would be screened with a 6-foot high decorative fence. The Applicant is working with Village staff to provide the necessary utility easement for the proposed pad-mounted transformer and the existing utility pole. Furthermore, the Applicant understands that it is a long-term goal of the Village to underground overhead utilities and is proposing that the transformer, which would be located on the Subject Property, be utilized in the future for other properties within the immediate vicinity that are currently serviced from the pole-mounted transformer.

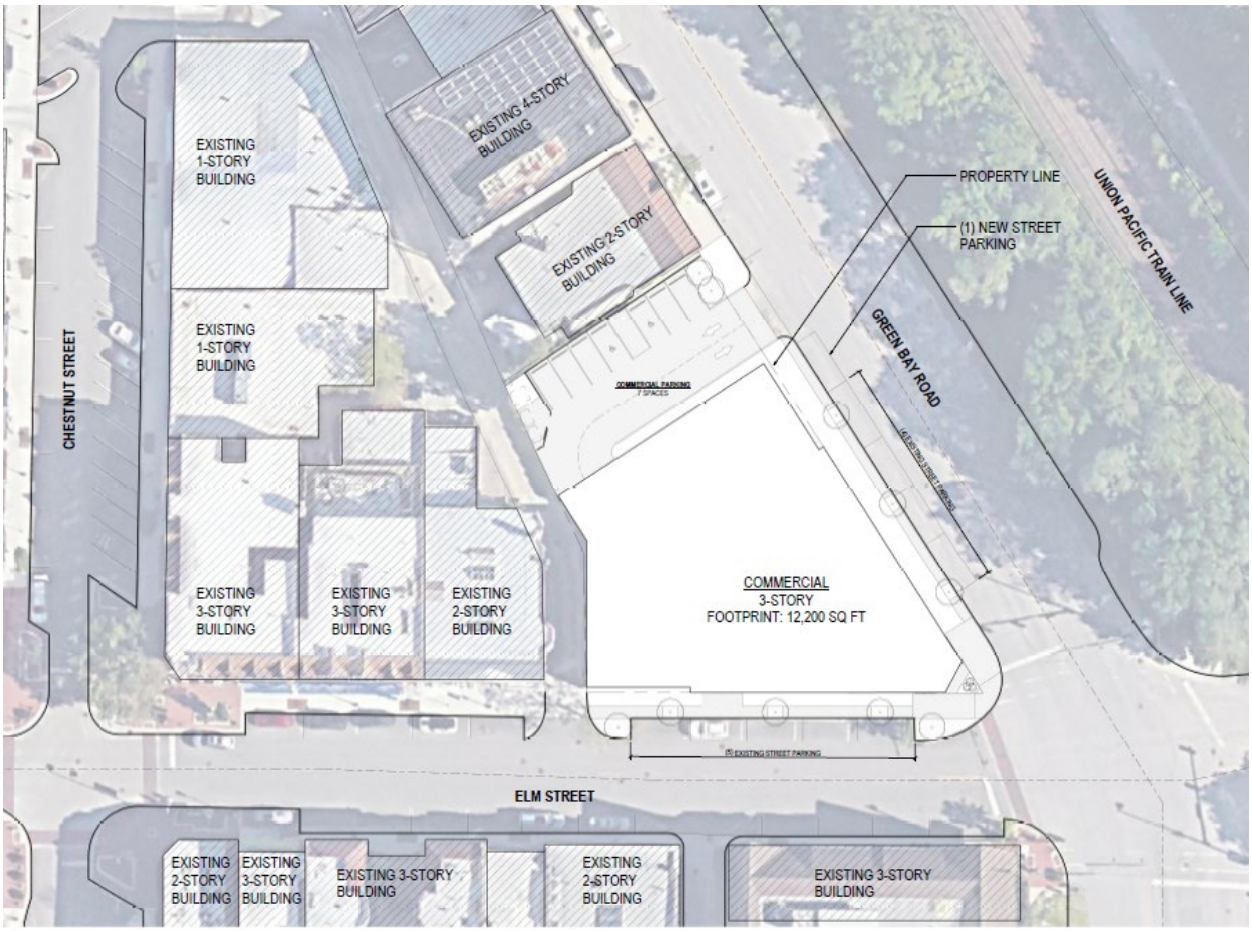

Figure 9 – Preliminary Plan – Site Plan

The proposed building materials include terracotta and limestone, with a custom terracotta spandrel and terracotta profile panels to add texture to the building. The first floor level would consist of limestone, with the two upper floor levels in terracotta. The corner of the building at Green Bay Road and Elm Street would be the focal point of the building and would be setback at the corner, while also being the tallest portion of the building. The roof would be flat with the potential of a green roof tray installation. The application materials include further description of the design team's approach to the design.

Figure 10 – Preliminary Plan – Elm Street Elevation

Figure 11 – Preliminary Plan – Green Bay Road Elevation

Figure 12 – Preliminary Plan – North Elevation

Streetscape & Landscaping Design

The Applicant proposes streetscape improvements within the Village right-of-way along Elm Street and Illinois Department of Transportation right-of-way along Green Bay Road. The Applicant is proposing installation of brick pavers at the corner of Elm Street and Green Bay Road, which will need to match the Village's Downtown Master Streetscape Plan. The landscape plan will need to be revised to eliminate all brick pavers that extend beyond that corner, along the public sidewalk on Elm Street and Green Bay Road, that were not included in the Downtown Master Streetscape and Signage Plan adopted by the Village Council. Though the landscape plan shows the installation of pedestrian streetlights only along Elm Street, the addition of pedestrian streetlights along Green Bay Road would be consistent with the Village's streetscape plan. It should be noted that IDOT will need to approve any proposed streetscape improvements within its right-of-way.

In terms of landscaping, the Applicant is proposing a small landscaping bed at the northeast corner of the Subject Property to provide a visual buffer of the surface parking lot along Green Bay Road. This landscaping would consist of deciduous shrubs and ornamental grasses with an 18-inch ornamental fence surrounding the landscape bed. Additionally, the Applicant is proposing removing the two existing trees within the Green Bay Road right-of-way and replacing them with three trees. One tree is proposed to be replaced with two trees within the Elm Street right-of-way, as well as additional landscaping within the existing bump-outs on Elm Street. A planter is also proposed on the Subject Property at the corner of Elm Street and Green Bay Road that would contain low growing perennials.

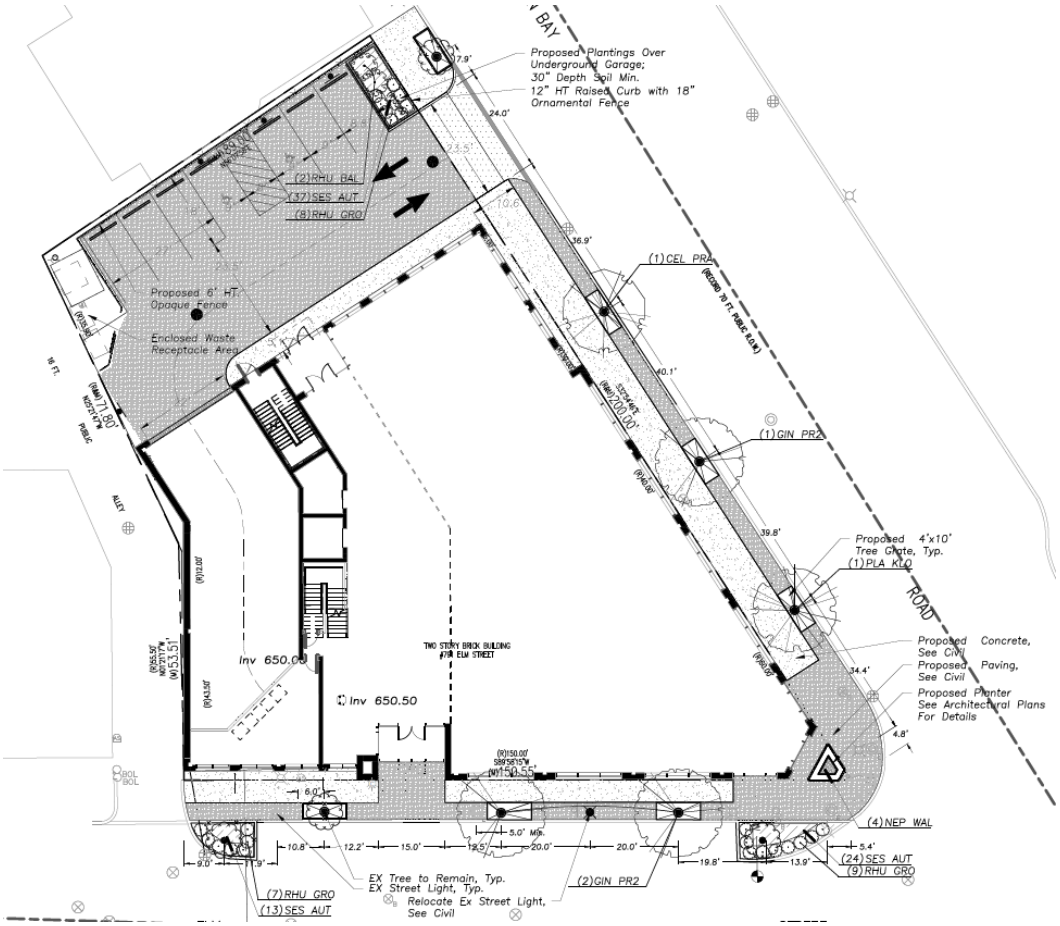

Figure 13 – Preliminary Plan – Landscape Plan

The number of parking spaces along Green Bay Road would be increased by one, while the number along Elm Street would remain the same.

Changes Since Council Concept Plan Review

As previously stated, the preliminary planned development plans presented for the Design Review Board's consideration are generally consistent with the plan reviewed by the Village Council at the concept plan review stage. The following summarizes the more significant changes and refinements that the Applicant has made to the plans since Council's review of the June 2023 concept plan:

A. The building façade elevations along Elm and Green Bay have been further refined including, but not limited to, the following changes:

   a. Additional vertical articulation of the building to break-up the height of the building.

   b. Refinement of the building materials, which now include a warm, natural color palette.

   c. Elimination of the clock feature on the corner elevation.

   d. Elimination of the decorative metal along the parapet wall.

VILLAGE STAFF REVIEW

Village Staff has completed its review of the Applicant's initial submittal of the preliminary plan application materials. The Applicant has not had an opportunity to respond to all of staff's comments; however, staff has determined that the application materials were in such a condition that review by the Design Review Board was appropriate.

REQUIRED ZONING RELIEF

Based upon staff's review of the preliminary plan submitted to date, the following zoning relief has been identified:

A. Approval of a Planned Development for a commercial development, which includes consideration and approval of the following ***special uses and exceptions*** from the requirements of the Zoning Ordinance:

   a. The maximum building height allowed is 45 feet and 4 stories; the Applicant proposes a three-story building at the following height:

      i. Building (Top of Parapet) – 54'-5" (southeast corner of building)
      ii. Building (Top of two secondary parapets) – 51'-5"
      iii. Building (Top of parapet between corner and secondary parapets) – 47'-2"

   b. The maximum front yard setback shall be no more than three feet; the Applicant proposes the building to be setback more than three feet (12'-5") at the southeast corner of the property;

   c. No side yard is required, but when a side yard is provided it must be at least three feet; the Applicant proposes the building to be setback more than zero feet, but less than three feet from portions of the west property line;

   d. The minimum rear yard setback requirement is 10 feet; the Applicant proposes less than 10 feet (1'-9") along the northerly property line to accommodate the lower-level parking that would be below the surface parking lot;

   e. The proposed parking located on street-level requires special use approval; and

   f. The retail bank use on the ground level requires special use approval as a portion of the use would be located within the Commercial Overlay District.

Though the zoning relief is not the purview of the Design Review Board, we are providing you with this information so you are aware of the relief the Planned Development Commission will be considering.

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the Design Review Board is to consider the following four (4) factors in determining whether to grant a Certificate of Appropriateness:

(1) whether the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;

(2) whether the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations (Note: Please refer to the early section "Property Description" in which the project consistency with the Comprehensive Plan is summarized).

(3) whether the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and

(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.

The Board will need to determine if the proposed commercial building and its associated hardscape and landscape comply with the above standards.

DESIGN GUIDELINES

The Village's Design Guidelines provide direction for the style and form of new commercial and mixed-use buildings, as well as multi-family buildings. The Subject Property is located at one of if not the most prominent intersections of the Village, at the gateway of the East/West Elm Street District. Generally, the District has a pedestrian-oriented feel, however, the Subject Property is located along the dividing line (Green Bay Road) between the East/West Elm Street District and experiences heavier vehicular traffic conditions than other parts of the Elm Street District.

An excerpt of the Village Design Guidelines is included as **Attachment C**, highlighting standards **which apply to commercial buildings.** The standards in the Guidelines address:

I. Contextual Design
II. Uses
III. Historic Buildings and Building Elements
IV. Styles
V. Building Mass (setbacks, height, roof forms)
VI. Proportion/Scale (horizontal rhythm, vertical rhythms, façade articulation, fenestration, hierarchy)
VII. Articulation (entries, window and door fenestration, building lighting, building signage, accessibility, mechanical equipment)
VIII. Materials
IX. Services, Secondary Facades & Parking Structures

RECOMMENDATION

At the October 16, 2023, Design Review Board meeting, the Board is scheduled to consider the design of the Applicant's proposed building, signage, hardscape, and landscaping. After hearing from the Applicant and the public, the Board may decide to take action on one of two options:

1. Continue further review of the application to a date specific in order to provide the Applicant and/or staff additional time to address questions and comments from the Board.
2. Adopt a motion recommending approval or a motion recommending denial of a certificate of appropriateness for design of the proposed multi-family building.

If the Board wishes to adopt a motion recommending approval or denial, a Board member may want to make a motion such as the following:

> *Move to recommend **approval [denial]** of a certificate of appropriateness for the **design of the proposed three-story commercial building on the Subject Property**, subject to the following conditions:*
>
> ***A. [If the Board chooses to place conditions as part of its recommendation, it will want to include the conditions here.]***
>
> *The Board's recommendation is based on evidence in the record, or a public document, and upon the following findings of fact:*
>
> *(1) the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;*
>
> *(2) the proposed external architectural features and site improvements are appropriate to*

and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;

(3) the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and

(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.

Staff and the Applicant will be present at the October 16, 2023, Board meeting to present a summary of the application and to answer any questions.

ATTACHMENTS

~~Attachment A: Applicant's Preliminary Planned Development Plan Application Materials~~
~~Attachment B: June 20, 2023, Council Review of Concept Plan for the Subject Property~~
~~Attachment C: Design Guidelines Excerpts~~

Winnetka Design Review Board/Sign Board of Appeals Excerpt of Meeting Minutes
November 16, 2023

Members Present:	Katie Moor, Chairperson Maggie Meiners Heather Niehoff Michael Ritter
Members Absent:	Fritz Duda Paul Konstant
Village Staff:	David Schoon, Director of Community Development Davorka Kirincic, Building and Code Enforcement Manager

***

a. Case No. 23-05-PD: 791 Elm Street - Chase Bank Preliminary Planned Development: Certificate of Appropriateness to allow construction of a new three-story commercial building as part of a planned development. The Village Council has final jurisdiction over this request. This item was continued from the October 16, 2023 Design Review Board meeting.

Mr. Schoon provided the application's background to the Board and the conclusions reached. He stated the matter was continued to the November 2023 meeting to allow the applicant to respond to the Board's comments. Mr. Schoon provided a detailed overview of the application's changes and referred to the design guidelines to be considered as well as summarized how the presentation would proceed. He then asked if there were any questions. No questions were raised at this time.

Chairperson Moor asked for the applicant's presentation. Scott Hurst of Gensler & Associates introduced himself to the Board and referred to the proposed and revised elevations noting the 45 foot height was reduced with the bulk of the building being below 45 feet in height. He also stated the materials were changed to brick and limestone and the windows are now double hung windows. Mr. Hurst stated the window head was changed to 12 feet 3 inches with a limestone sill at the base. He also described specifically how the ground floor windows were changed and the changes made to the building's bookends, modified limestone articulation and brick above to provide a different character than the rest of the building as well as other modifications made such as to the awnings and planter boxes. Mr. Hurst reiterated only the corner elements measured 45 feet in height.

Mr. Hurst explained the rationale surrounding the height adjustment for the ground floor windows and ceiling heights. He referred the Board to an illustration of a bulk comparison of the existing and proposed building and referred to the datum line of the buildings across the street which were considered. Mr. Hurst explained how they addressed the building being a significant gateway corner into the central business district and referred to the use of a smaller scale brick as well as various illustrations of different street views. Mr. Hurst summarized their attempt to consider the design guidelines, the proposed materials, consideration of surrounding buildings, etc. and asked if there were any questions. He added they have a material sample board available for the Board's review.

Ms. Meiners referred to the side of the building and asked if there are revised windows on that elevation. Mr. Hurst confirmed that is correct in order to not have a blank façade. Ms. Meiners commented the

building is beautiful and expressed her concern with regard to the brick. She then stated she appreciated the applicant's attempts to address the Board's comments. Mr. Hurst confirmed there would be visibility into the space and with regard to the proposed brick, they planned to work a brick detailer to provide a quality project.

Mr. Ritter asked if the awnings would be on the southwest corner. Mr. Hurst confirmed that is correct as well as the northeast corner. He also thanked the applicant for revising the building based on their comments and commented it is a good looking, high quality building. Ms. Niehoff agreed with the comments made and stated she appreciated the height change and the presentation in connection with comparisons to the surrounding buildings. She referred to the corner view and asked if there is a spandrel element between the second and third floors. Mr. Hurst explained the rationale behind its inclusion. Ms. Niehoff asked the applicant to consider strengthening the spandrel. Mr. Ritter asked if the ceilings would be wood. Mr. Hurst responded the entire structure would be a timber structure and the mechanicals would be hidden. Ms. Niehoff asked how much of the ground floor would be dedicated to bank functions. Mr. Hurst confirmed it would all be bank space similar to what existed today. He then provided the Board with the window and other material samples. The Board Members discussed their preference in terms of the brick color and size. Mr. Hurst noted there would be an ornamental fence on the northwest side of the site to shield the mechanical equipment.

Chairperson Moor also thanked the applicant for making revisions to the project to address the Board's concerns. She then asked if there were any public comments. No comments were made at this time.

Chairperson Moor asked for a motion to recommend approval of a Certificate of Appropriateness for the design of the proposed three story commercial building on the subject property. A motion as stated by Chairperson Moor was made by Ms. Meiners and seconded by Ms. Niehoff. A vote was taken and the motion unanimously passed:
AYES: Meiners, Moor, Niehoff, Ritter
NAYS: None

***

MEMORANDUM
VILLAGE OF WINNETKA
COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD

FROM: ANN KLAASSEN, ASSISTANT DIRECTOR

DATE: NOVEMBER 10, 2023

SUBJECT: 791 ELM STREET – JPMORGAN CHASE BANK
PLANNED DEVELOPMENT – PRELIMINARY PLAN REVIEW
(AMENDED CASE NO. 2023-05-PD)

INTRODUCTION

On November 16, 2023, the Design Review Board (DRB) is scheduled to hold a continued public hearing on an amended **preliminary planned development plan application** filed by Riverside Investment and Development Company (the "Applicant"), as the designee of the property owner, JPMorgan Chase Bank, National Association (the "Owner"), who owns 791 Elm Street. The designated architect for the project is Gensler. The Applicant has filed an application seeking approval of a certificate of appropriateness and a preliminary planned development plan with zoning exceptions and special uses.

At the November meeting, the DRB will continue its review of the design of the proposed building, signage, and landscaping and streetscape improvements as part of its recommendation regarding a Certificate of Appropriateness to allow the construction of a new **three-story commercial planned development** on the Subject Property, which continues to consist of the following elements:

a) 8,500 square feet of retail bank and lobby on the ground level;

b) 18,000 square feet of corporate offices on the second and third floor levels; and

c) A total of 32 parking spaces consisting of 7 spaces at street level and 25 spaces on the lower (underground) level.

Figure 1 – Perspective from Green Bay Road

A mail notice was sent to property owners within 500 feet of the Subject Property for the initial public hearing in October, in compliance with the Village Code. As of the date of this memo, staff has not received any written comment from the public regarding this application.

The Planned Development Commission will be holding a separate public hearing on approvals for the preliminary planned development plan and associated zoning exceptions and special uses. The date of that meeting will be set once the DRB has completed its review.

OCTOBER 16, 2023, DESIGN REVIEW BOARD MEETING

On October 16, 2023, the DRB held a public hearing on the Applicant's request for approval of a Certificate of Appropriateness for the design of the proposed building to allow construction of a new three-story commercial building on the Subject Property. The staff report and attachment for the October 16 meeting can be found in **Attachment C1**.

After hearing from staff and the Applicant, no members of the public were in attendance, the Board discussed the project. The members suggested that: (i) the building façade be in brick and limestone, rather than terracotta and limestone; (ii) the overall building height be minimized by reducing the height of the first floor, and where possible by reducing the height of the upper floors; (iii) the amount of glass be minimized, particularly on the first floor; and (iv) a general consideration be given to the overall design and scale that this is a village, not the City.

At the Applicant's request, the DRB continued the item to the November 16, 2023, DRB meeting to provide the Applicant time to respond to the Board's comments. A copy of the October 16 meeting minutes is included in the November 16 agenda packet for the DRB's approval.

AMENDED PROPOSED PLAN

In response to the comments at the November 16 DRB meeting, the Applicant has provided the attached revised plans, including revised elevations, perspectives, and landscape plans (**Attachment A1**). Also, **Attachment B1** includes images comparing some of the elevations and renderings considered at the October 16 meeting with the current amended plan. The primary changes include the following:

- Use of brick rather than terracotta on the exterior building façade;
- Building height reduced:
    - Top of corner parapet – 51'5" (reduction of 3');
    - Top two secondary parapets – 50'3" (reduction of 1'2");
    - Top of parapet between corner and secondary parapets – 46' (reduction of 1'2");
    - Top of roof on north and west wings – 44' (reduction of 1');
- Window height reduced by 1' on the first floor level by lowering the limestone expression between the first and second floor levels, reducing the overall glass area;
- Reduction of window size on upper floor levels;
- Reduction of window size and amount of transparency at the primary corner;
- Addition of limestone window sill at first floor level; and
- Introduction of awnings and greenery along the north end of the Green Bay Road building elevation, west end of the Elm Street building elevation, and the north building elevation.

Streetscape and Landscaping Design. In the October DRB staff memo, staff noted that the proposed landscape plan would need to be revised to eliminate the proposed installation of brick pavers that extend beyond the corner of Elm Street and Green Bay Road along the public sidewalk that were not included in the Downtown Master Streetscape and Signage Plan adopted by the Village Council. The Applicant has since revised the landscape plan accordingly. At the suggestion of staff, the Applicant has also added one

additional Sternberg pedestrian light fixture along Green Bay Road. As noted in the October staff memo, the Illinois Department of Transportation will have to approve any streetscape improvements within its right-of-way. Not mentioned in the October staff memo is the fact the proposed surface parking lot on the north side of the proposed building would be constructed of brick pavers.

The Applicant has also provided additional details on the proposed fencing on the site. A 6-foot tall solid wood fence is proposed along the north property line and a 6-foot tall ornamental metal fence is proposed to screen the pad-mounted transformer and the trash and recycling containers located in the northwest corner of the site. Figures 2 and 3 below illustrate the proposed fencing.

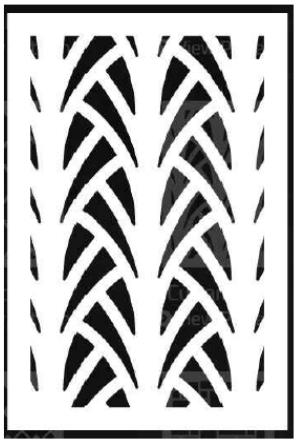

Figure 2 – Ornamental Metal Fence Pattern

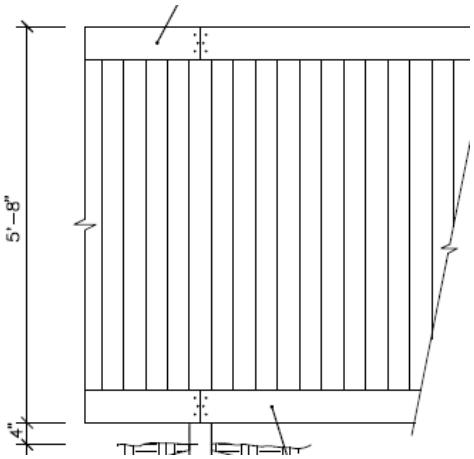

Figure 3 – 6' Solid Wood Fence

Signage. The proposed signage represented on the plans complies with the Village Sign regulations. Provided changes are not made to the proposed signage, additional review and approval by the DRB is not necessary. Once details of the newly proposed awnings are provided, an awning permit will need to be submitted and approved by the DRB at a future meeting.

At the November 16 meeting, the Applicant will review the revised plans and explain the design decisions in response to the Board's comments.

OTHER ADVISORY BOARD/COMMISSION REVIEW

As noted earlier in this report, the Planned Development Commission will be holding a separate public hearing on approvals for the preliminary planned development and associated zoning exceptions and special uses. The date of that meeting will be set once the DRB has completed its review.

Based upon staff's review of the amended preliminary plan, the following zoning relief has been identified. Changes in relief since the October DRB review are noted:

A. Approval of a Planned Development for a commercial development, which includes consideration and approval of the following ***special uses and exceptions*** from the requirements of the Zoning Ordinance:

   a. The maximum building height allowed is 45 feet and 4 stories; the Applicant proposes a three-story building at the following height:

      i. Building (Top of Parapet) – 51'-5" (southeast corner of building)
      [October DRB review – 54'5"]

      ii. Building (Top of two secondary parapets) – 50'-3"
      [October DRB review – 51'-5"]

iii. Building (Top of parapet between corner and secondary parapets) – 46' [October DRB review – 47'-2"];

b. The maximum front yard setback shall be no more than three feet; the Applicant proposes the building to be setback more than three feet (12'-5") at the southeast corner of the property;

c. No side yard is required, but when a side yard is provided it must be at least three feet; the Applicant proposes the building to be setback more than zero feet, but less than three feet from portions of the west property line;

d. The minimum rear yard setback requirement is 10 feet; the Applicant proposes less than 10 feet (1'-9") along the northerly property line to accommodate the lower-level parking that would be below the surface parking lot;

e. The proposed parking located on street-level requires special use approval; and

f. The retail bank use on the ground level requires special use approval as a portion of the use would be located within the Commercial Overlay District.

Though the zoning relief is not the purview of the Design Review Board, we are providing you with this information so you are aware of the relief the Planned Development Commission will be considering.

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the Design Review Board is to consider the following four (4) factors in determining whether to grant a Certificate of Appropriateness:

(1) whether the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;

(2) whether the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations (Note: Please refer to the section "Property Description" in the October staff memo included in **Attachment C1** in which the project's consistency with the Comprehensive Plan is summarized).

(3) whether the proposed external architectural features and site improvements are <u>consistent with applicable Village design guidelines</u> and such standards and criteria as may be adopted by the Board; and

(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.

The Board will need to determine if the proposed commercial building and its associated hardscape and landscape comply with the above standards.

DESIGN GUIDELINES

The Village's Design Guidelines provide direction for the style and form of new commercial and mixed-use buildings, as well as multi-family buildings. The Subject Property is located at one of if not the most prominent intersections of the Village, at the gateway of the East/West Elm Street District. Generally, the District has a pedestrian-oriented feel, however, the Subject Property is located along the dividing line (Green Bay Road) between the East/West Elm Street District and experiences heavier vehicular traffic conditions than other parts of the Elm Street District.

An excerpt of the Village Design Guidelines is included as **Attachment C1**, highlighting standards **which apply to commercial buildings.** The standards in the Guidelines address:

I. Contextual Design
II. Uses
III. Historic Buildings and Building Elements
IV. Styles
V. Building Mass (setbacks, height, roof forms)
VI. Proportion/Scale (horizontal rhythm, vertical rhythms, façade articulation, fenestration, hierarchy)
VII. Articulation (entries, window and door fenestration, building lighting, building signage, accessibility, mechanical equipment)
VIII. Materials
IX. Services, Secondary Facades & Parking Structures

RECOMMENDATION

At the November 16, 2023, Design Review Board meeting, the Board is once again scheduled to consider the design of the Applicant's proposed building, signage, hardscape, and landscaping. After hearing from the Applicant and the public, the Board may decide to take action on one of two options:

1. Continue further review of the application to a date specific in order to provide the Applicant and/or staff additional time to address questions and comments from the Board.
2. Adopt a motion recommending approval or a motion recommending denial of a certificate of appropriateness for design of the proposed multi-family building.

If the Board wishes to adopt a motion recommending approval or denial, a Board member may want to make a motion such as the following:

> *Move to recommend **approval [denial]** of a certificate of appropriateness for the **design of the proposed three-story commercial building on the Subject Property**, subject to the following conditions:*
>
> ***A. [If the Board chooses to place conditions as part of its recommendation, it will want to include the conditions here.]***
>
> *The Board's recommendation is based on evidence in the record, or a public document, and upon the following findings of fact:*
>
> *(1) the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;*
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> *(2) the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;*
>
> *(3) the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and*
>
> *(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.*

Staff and the Applicant will be present at the November 16, 2023, Board meeting to present a summary of the application and to answer any questions.

ATTACHMENTS

~~Attachment A1: Applicant's DRB Application Revisions and Revised Plans~~

Attachment B1: Comparison of Plans Reviewed at October 16, 2023, DRB Meeting with Current Plans for November 16, 2023, DRB Meeting

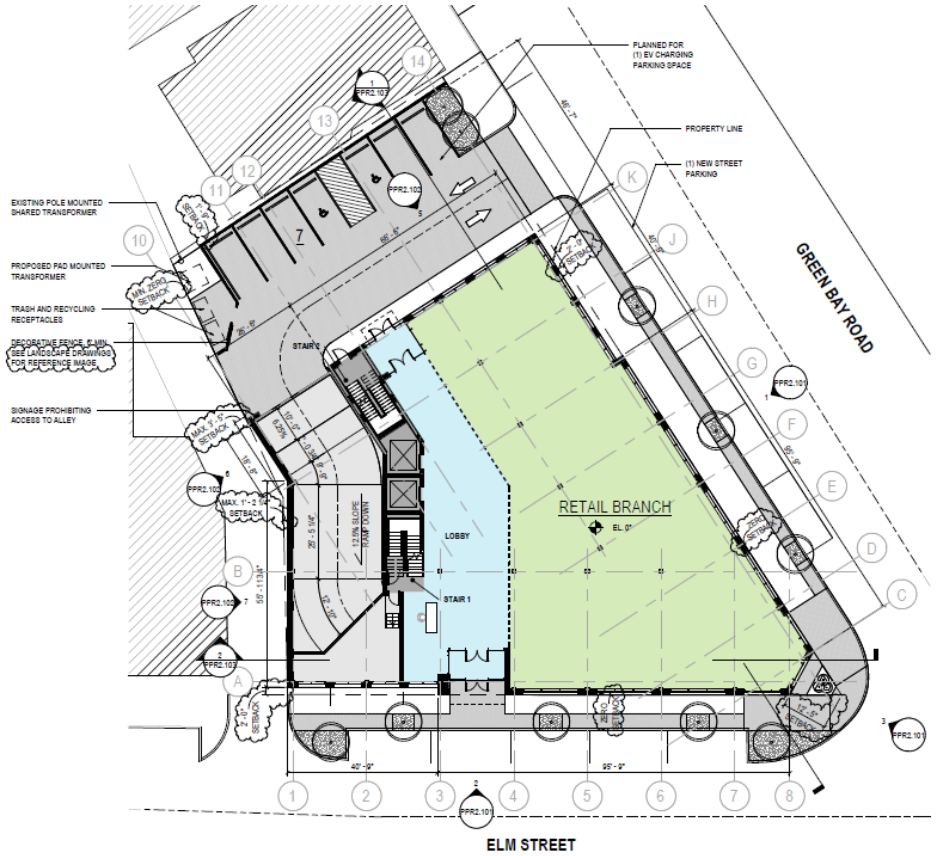
~~Attachment C1: October 12, 2023, DRB Staff Memo and Attachments~~

VILLAGE OF WINNETKA

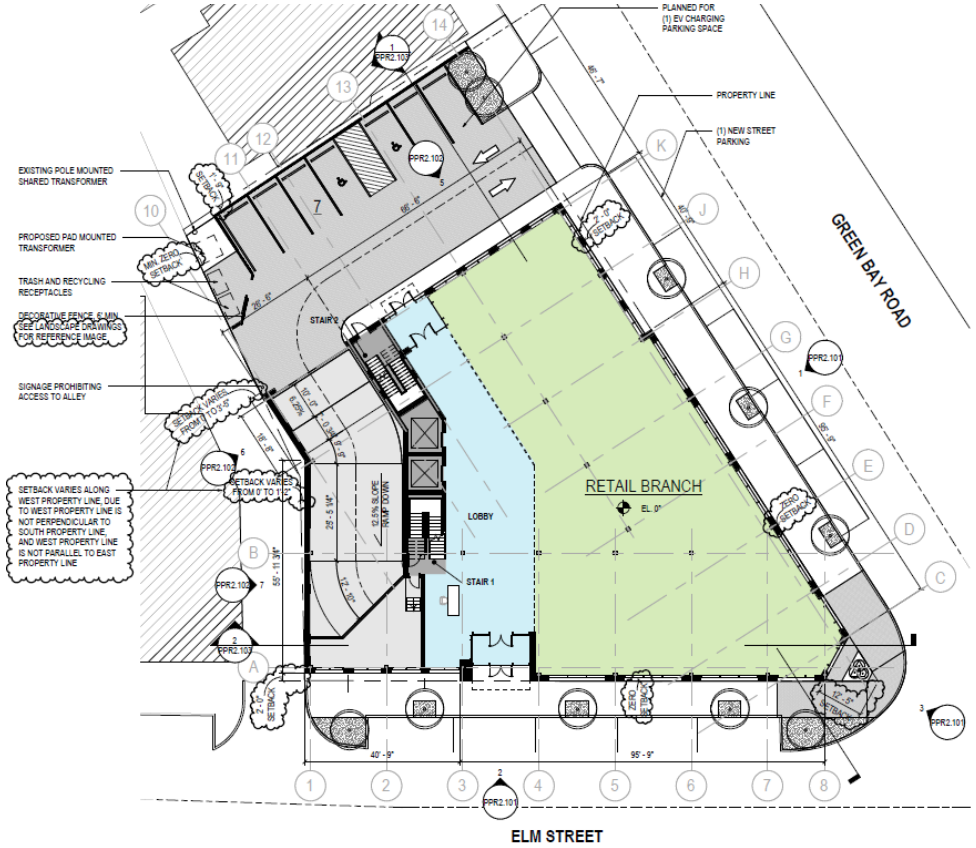
JPMORGAN CHASE BANK COMMERCIAL PLANNED DEVELOPMENT

Comparison of Plans Reviewed at October 16, 2023, DRB Meeting with Current Plans for November 16, 2023, DRB Meeting

SITE PLAN



October 16, 2023



November 16, 2023

BUILDING MATERIALS

October 16, 2023

November 16, 2023

ELEVATIONS – ELM STREET

October 16, 2023

November 16, 2023

ELEVATIONS – GREEN BAY ROAD

October 16, 2023

November 16, 2023

ELEVATIONS – SOUTHEAST CORNER

October 16, 2023

November 16, 2023

RENDERING ELM STREET

October 16, 2023

November 16, 2023

RENDERING GREEN BAY ROAD

October 16, 2023

November 16, 2023

RENDERING SOUTHEAST CORNER

October 16, 2023

November 16, 2023

Memorandum

To: Winnetka Planned Development Commission

CC: Ann Klaassen

From: James J. Bernahl, Director of Engineering/Village Engineer

Date: January 17, 2024

Re: Special Use Permit Application – 791 Elm Street: Riverside Investment & Development (Proposed Chase Bank)

I have reviewed the Special Use permit application to allow a New Commercial Use Development (Riverside Investment & Development) at 791 Elm Street, in the C2 Retail Overlay West Elm Business District. The proposed location is on the west side of Green Bay Road at the northwest corner of Green Bay Road & Elm Street. Among the conditions to be satisfied for a Special Use to be granted is the following:

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

To demonstrate compliance with the above, the applicant provided proposed Engineering plans showing site drainage, proposed utility work, and a Traffic Impact study, dated August 14th, 2023, and a Parking Study, dated January 10th, 2024, both performed by KLOA, Inc. Both reports were developed to determine the availability of parking to meet employee and client needs for the proposed Special Use, and the evaluate traffic impacts in the commercial district.

The Engineering plans were reviewed for compliance with Engineering Department requirements. Because this parcel is primarily 100% impervious, located within the Commercial District, and less than 5-acres, stormwater detention is not required. The development proposes installing a new sanitary service, new water service, and a new storm sewer service for the proposed internal stormwater retention system. Based on the preliminary review of the design, the Engineering Department believes that all permitting requirements can be met as part of the final permitting approval process.

The Engineering Department also reviewed the Traffic Impact and Parking Studies for the proposed development.

Parking Study Overview

The parking study methodology included identifying total parking capacity in the vicinity of the project, current parking availability, and proposed parking demand for the Special Use. The parking study looked at both the availability of parking and future parking demand for both employees and customers/clients of the West Elm Business District. The Engineering Department finds that the parking study follows standard methodologies for such studies. The parking study finds with the redevelopment of the subject property there should be significant parking available within reasonable walking distance of the site for both existing employees and customers/clients of the district as well as future employees and customers as a result of the redevelopment of the site. Based on the anticipated onsite and remote working employees and daily users of the facility it is believed that there will be minimal impacts to the available parking.

Traffic Impact Study Overview

To determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts during the morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods on Thursday, May 4, 2023, for the following intersections:

• Elm Street with Green Bay Road
• Elm Street with Chestnut Street
• Green Bay Road with Spruce Street
• Green Bay Road with Bank Access Drives

The Engineering Department finds the traffic impact study follows standard methodologies for conducting such a study. The information provided in the study demonstrates that the proposed development will not significantly impact the current traffic characteristics of the commercial district.

KLOA's conclusions are:

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

- As proposed, the redeveloped building will result in an increase in approximately 800 square feet of bank space and 8,000 square feet of financial services office space.

- Access to the redeveloped bank will be provided via a single access drive located on the west side of Green Bay Road 200 feet north of Elm Street at the location of the existing outbound access drive. This access drive will provide one inbound

lane and one outbound lane with the outbound movements will be under stop sign control. The existing in bound only access drive will be eliminated under the proposed conditions.

- It should be noted that the existing southern access drive serving the existing building will be eliminated and replaced with parallel parking. The elimination of the access drive will enhance the flow of pedestrian and vehicle traffic along Green Bay Road.

- The proposed access drive will provide efficient and orderly access to the redeveloped building with limited impact on the Green Bay Road through traffic.

- The existing roadway system has sufficient reserve capacity to accommodate the additional traffic to be generated by the redeveloped building and no roadway improvements or traffic control modifications are required.

The following summarizes the results of the parking study:

- The results of the parking surveys show that a maximum of 16 vehicles were parked in the bank parking lot which is reserved for bank customers and wealth management clients. As such, the 20 bank parking spaces provided at the existing bank, together with the available on-street parking spaces, are sufficient to meet the current parking demand of the bank customers and wealth management clients.

- The redeveloped bank building is to provide a total of 31 parking spaces with seven surface parking spaces and 24 parking spaces in a below-grade parking garage. The bank is proposing to assign/reserve the parking spaces as follows:

  - Surface Parking Spaces. Two surface parking spaces will be signed as ADA parking, one surface parking space will include an EV charging station that will be available to the public, and four surface parking spaces will be signed as 30-minute parking for bank customers only.

  - Below-Grade Parking Spaces. Five below-grade parking spaces will be signed for specific senior employees and 19 below-grade spaces will be reserved for the bank customers and wealth management clients.

- Assuming a 25 percent increase in the number of bank customers/wealth management clients, the redeveloped bank building is projected to have a peak bank customer/wealth management client parking demand of 20 vehicles. As such, the total 23 reserved bank customer/wealth management client parking spaces to be provided by the redeveloped bank building will be sufficient to meet the peak parking of the bank customers/wealth management clients.

- The results of the parking surveys showed that a minimum of 76 public parking spaces were available during the peak parking period within one to two blocks of the bank site, which is more than sufficient to accommodate any limited, if any, bank customers/wealth management clients that may park off-site.

- The results of the parking surveys show that a minimum of 61 Permit A parking spaces were available during the peak parking period in the study area, which is sufficient to accommodate the approximately 14 to 19 additional bank employees that may have to park off-site via permit parking.

I have reviewed KLOA's data and conclusions and concur with the findings that permitting this special use will not result in an impairment of parking within the West Elm Business District or create traffic concerns.