



Village of Winnetka

Design Review Board/Sign Board of Appeals Regular Meeting

May 15, 2025 at 7:00 PM
Winnetka Village Hall Council Chambers
510 Green Bay Road

AGENDA

1. **Call to Order**
2. **Public Comments**
3. **Approval of Minutes**
 - a. April 17, 2025, Regular Meeting Minutes
4. **Continued Applications**
 - a. **Case No. 25-03-SU: Hubbard Woods Train Station (1065 Gage Street):**
Certificate of Appropriateness to allow renovation of the existing train depot and train platform, and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters. The Village Council has final jurisdiction on this request. *This item was continued from the April 17, 2025, Design Review Board Meeting.*
5. **Other Business**
 - a. June 19, 2025, Regular Meeting - Quorum Check
6. **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 Design Review Board/Sign Board of Appeals Meeting Minutes
April 17, 2025**

Members Present:

Katie Moor, Chairperson
Fritz Duda
Colin Kennedy
Heather Niehoff
Michael Ritter

Members Absent:

Paul Konstant

Village Staff:

Scott Mangum, Director of Community Development
Ann Klaassen, Assistant Director of Community
Development
Davorka Kirincic, Building and Code Enforcement
Manager

Call to Order & Roll Call:

Chairperson Moor called the meeting to order at 7:01 p.m. Roll call was taken of the Board Members present.

Public Comments:

No comments were made at this time.

Approval of Minutes:

Chairperson Moor asked if there were any comments, corrections, or a motion to approve the March 20, 2025, meeting minutes. A motion to approve the March 20, 2025, meeting minutes was made by Mr. Duda and seconded by Mr. Ritter. A vote was taken and the motion unanimously passed, 5 to 0:

AYES: Duda, Kennedy, Moor, Niehoff, Ritter

NAYS: None

Chairperson Moor asked for a motion to take the agenda out of order and move the Grace Presbyterian Church matter to the end of the agenda. A motion to take the agenda out of order was made by Mr. Ritter and seconded by Mr. Duda. A vote was taken and the motion unanimously passed, 5 to 0:

AYES: Duda, Kennedy, Moor, Niehoff, Ritter

NAYS: None

Continued Applications:

a. Case No. 25-03-SU: Hubbard Woods Train Station (1065 Gage Street): Certificate of Appropriateness to allow renovation of the existing train depot and train platform and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters. The Village Council has final jurisdiction on this request. This item was continued from the March 20, 2025, Design Review Board meeting.

Ms. Klaassen identified the property's location and photos of the existing depot as well as the east elevation of the station. She described the project proposal in detail and referred to existing illustrations of the external elements that are proposed to be replaced. Ms. Klaassen then stated a priority objective is to make the train station ADA compliant including internal improvements. She described in detail, landscape screening and the slight relocation of the Green Bay Trail to the east to accommodate the

1 east elevator tower and warming shelters. Ms. Klaassen stated the proposal included matching the
2 exterior of the existing train station, including the slate roof. She noted that façade of the east side of
3 the pedestrian bridge and ramp would also match the brick and limestone elements of the existing
4 station. Ms. Klaassen also stated that proposed exterior lights on the pedestrian bridge are intended to
5 match the lights on the Elm Street pedestrian bridge.
6

7 Ms. Klaassen stated due to the project's ongoing review by the Union Pacific Railroad (UP), Metra and its
8 design team have provided three options for the pedestrian bridge railing which she identified for the
9 Board. She stated it is the applicant's plan to propose option no. 2 and request a variance from the UP.
10 Ms. Klaassen referred to the proposed signage which is not subject to the Village's sign code or sign
11 regulations but are subject to the Village's Design Guidelines which she described for the Board. She also
12 identified the proposed landscaping plan which was reviewed by the Village Forester and summarized
13 their conclusion. She also informed the Board of the proposal's review schedule for the ZBA and Plan
14 Commission.
15

16 Ms. Klaassen identified the four factors the Board is to consider for reviewing the Certificate of
17 Appropriateness as well as the applicable Design Guidelines excerpts included on page 84. She noted
18 one written comment was received from the public and provided to the Board, and stated following the
19 applicant's presentation, public comment and applicant's response, the Board may continue the matter
20 to a date certain or recommend approval or denial with draft language of a motion included on page
21 nos. 20 and 21. She then asked if there were any questions. No questions were raised at this time.
22

23 Patricia Davidson, Ty Lin International, referred to the PowerPoint presentation and stated she would
24 summarize the project elements. She described the existing station conditions, the historic windbreaks
25 to be repaired and reinstalled, the pedestrian stairs and station interior to be renovated as well as the
26 Green Bay Trail relocation. Ms. Davidson informed the Board the project scope included the station
27 depot renovation, restoration of the windbreaks, repaving pedestrian improvements along Tower Court,
28 pedestrian bridge replacement, addition of two elevator towers and east and west ramps for ADA
29 accessibility. She stated the project also would include replacement of the existing platforms and
30 installation of two new warming shelters, as well a slight realignment of the Green Bay Trail.
31

32 Ms. Davidson stated the steps used to access the station would be regraded to eliminate them and
33 identified several other elements in the proposal. She referred to several additional proposal renderings
34 identifying several proposed elements as well as additional clearances required for the elevators. She
35 then described the railing materials which would require a variance from the UP as well as detailed
36 images for the ramps and two elevator towers. Ms. Davidson also described the windbreak restoration
37 process, the two new shelters and the proposed materials. She referred to the Green Bay Trail and
38 described the proposed landscaping screening. Ms. Davidson noted they have a material board for the
39 Board to review including the requirement to use a slate roof. She then asked if there were any
40 questions.
41

42 Ms. Niehoff referred to the proposal's consistency with the Elm Street station and SHPO (State Historic
43 Preservation Office) requirements and commented on how the proposed materials fit in with the
44 Board's desire for quality materials. She asked for clarification with regard to the stairs leading into the
45 station and asked if it would be a graded ramp with a railing. Ms. Davidson responded a railed ramp
46 would not be used in front of the building. Ms. Niehoff questioned the elevator tower articulation and
47 suggested a brick reveal or intrusions be included to match what was used at the Elm Street station. She
48 also provided a suggestion with regard to the roof overhang. Ms. Davidson referred to the approved

1 iteration for the elevator tower design and if it was modified, it would require SHPO approval. She also
2 clarified the downspout location. Ms. Niehoff then asked about the color of the railings. Ms. Davidson
3 responded that the railings would be black. Ms. Niehoff stated she would prefer the color of the railings
4 at the Elm Street Station over black. She then questioned the platform lighting. Ms. Davidson clarified
5 the proposed lighting for the Board.

6
7 Mr. Duda agreed with Ms. Niehoff's comments specifically the brick detailing on the elevator tower. Mr.
8 Kennedy asked if there would be any issue from UP with regard to the variation required for option no.
9 2. Ms. Davidson responded she did not know. Chairperson Moor agreed she would prefer a 42 inch
10 fence to match that at Elm Street. The Board agreed to include it as a recommendation for approval. Ms.
11 Moor then commented that the sign facing Hubbard Place seems very large since it just faces
12 residences. Roya Basirirad, with Metra, informed the Board there is a signage team which created a
13 proposal based on sign standards and indicated they can suggest the size be minimized as much as
14 possible.

15
16 Chairperson Moor referred to the elevator tower articulation and suggested adding more divided light
17 to the windows. Ms. Niehoff agreed with Chairperson Moor's suggestion. Ms. Davidson confirmed SHPO
18 drove the elevator tower appearance, she noted that the original design matched the station more. Ms.
19 Basirirad stated that SHPO wants the towers to be different than the station. Ms. Niehoff stated they
20 don't necessarily have to match but they need more detail to give them quality. The Board Members
21 discussed their preferences and also reviewed the material board.

22
23 Ms. Davidson stated to address the comment from the public regarding the speakers, they can lower the
24 speakers but they will need to add more. She noted that the speakers would be located on the light
25 poles. Chairperson Moor asked how many more would have to be added. Ms. Davidson responded
26 probably two times more.

27
28 Chairperson Moor asked if there were any public comments. No comments were made at this time. She
29 then called the matter in for discussion.

30
31 Chairperson Moor identified the Board's options and asked for the application to be continued to the
32 May 15, 2025, meeting in order to allow for the Board's questions to be addressed. The Board Members
33 discussed their availability.

34
35 Ms. Niehoff moved to continue the matter to the May 15, 2025, meeting and asked for the applicant to
36 consider the following items: (i) for the elevator towers to include additional detail and for the roof
37 overhang to be more in line with the level of detailing at the Elm Street station, (ii) for the window
38 design, in addition to the brick, be considered together in terms of the roofline, windows and brick
39 elements, (iii) consider matching the Elm Street railing color; (iv) consider reducing the size of the east
40 side's signage with the size to reflect the residential nature of that side; and (v) address neighborhood
41 concern relating to speaker volume. Mr. Kennedy seconded the motion. A vote was taken and the
42 motion unanimously passed, 5 to 0:

43 AYES: Duda, Kennedy, Moor, Niehoff, Ritter

44 NAYS: None

45
46 **New Applications:**

1 a. **Case No. 25-07-DR: 515 Hibbard Road - Carleton Washburne School: Certificate of**
2 **Appropriateness to allow exterior building alterations to replace existing louvers on the school**
3 **building.**

4 Ms. Kirincic identified the property's location and zoning classification and described the proposed north
5 and south side façade improvements in detail. She referred to an illustration of the existing conditions
6 as well as the proposed elevations. Ms. Kirincic referred to the Certificate of Appropriateness standards
7 the Board is to consider and asked if there were any questions. No questions were raised at this time.
8

9 Chairperson Moor asked for a motion to approve the Certificate of Appropriateness for the request as
10 presented. A motion to issue a Certificate of Appropriateness was made by Mr. Duda and seconded by
11 Mr. Ritter. A vote was taken and the motion unanimously passed, 5 to 0:

12 AYES: Duda, Kennedy, Moor, Niehoff, Ritter

13 NAYS: None
14

15 b. **Case No. 25-08-DR: 510 Winnetka Avenue - Oberweis Ice Cream and Dairy Store: Sign Permit**
16 **and Certificate of Appropriateness to allow refurbishment of existing awning frames, installation of**
17 **new signage, and exterior building alterations, including changes to the existing doors/windows and**
18 **exterior lighting.**

19 Ms. Kirincic informed the Board that one written comment was received from the public before the
20 agenda packet was sent out on Friday, March 14, 2025. She noted that four additional written
21 comments were received between that date and the DRB meeting, which were provided to the Board
22 this evening. Ms. Kirincic then identified the property's location and zoning classification and noted that
23 the use is allowed by right in the district. She identified illustrations of the existing storefront and
24 explained that the project included recovering existing awning structures and installing new awning
25 valance and wall signs, as well as a Certificate of Appropriateness for exterior building alterations, which
26 she described. Ms. Kirincic identified the proposed awning fabric cover as red and the location of the
27 wall sign above the main entrance, and described the proposed logo, lettering, valance, awning height,
28 and sconce lights. She noted the proposed awning valance sign met the sign code standards and
29 referred to the applicable Design Guidelines.
30

31 Ms. Kirincic then described the proposed pin-mounted wall sign, logo, lettering, and background panel,
32 which met all wall sign standards. She identified the proposed location, which complied with the street
33 exposure size limitation. She then described the proposed exterior alterations in detail.
34

35 Ms. Kirincic then described the proposed exterior changes on the storefront and identified the
36 Certificate of Appropriateness standards the Board should consider. She reminded everyone that the
37 Board is only making a design recommendation to the Village Council for the awnings, signage, and
38 exterior Building Changes and has no authority over the building tenant.
39

40 Chair Moor asked if there were any questions. Mr. Ritter asked if the three west and two south existing
41 awnings would remain brown/maroon. Ms. Kirincic confirmed that this was correct.
42

43 Debbie Winchester, the design architect, provided material samples to the Board for their review. She
44 referred to the concerns relating to LED lighting and confirmed it would match that of incandescent
45 lighting, and the sign lumen levels would be at 800 lumens in order to be sensitive to the neighborhood.
46

47 Ms. Niehoff asked for additional information about the wall sign's back panel. Ms. Winchester explained
48 that the panel would be metal and painted to look like limestone, and flat-cut letters would then be pin-

1 mounted to it. Mr. Duda asked if it is possible for the entire building to have the same color awnings.
2 Ms. Winchester responded that they cannot assume the residents in the building want red awnings.

3
4 Adam Kraber, Oberweis President and CEO, stated they would prefer to have red awnings in front of
5 their storefront, but would consider having all red awnings on the entire building. The Board raised no
6 additional questions at this time.

7
8 Chairperson Moor asked for public comment and stated while the Board realized the residents have
9 concerns, she referred to the Board's purview which is limited. She noted that the Village is not party to
10 the condominium unit owners' declarations and that the appropriate venue to advocate whether the
11 changes can be made would be in court.

12
13 Kim Nathanson, 518 Winnetka Avenue, the Condominium Board President, stated the building is 93%
14 residential with Hoffmann Real Estate owning the remainder. She stated all of the modifications being
15 requested by the applicant are covered by their bylaws, and the applicant has not communicated with
16 them. Ms. Nathanson stated the Certificate of Appropriateness should be denied due to the lack of
17 meeting the standards, and she specifically referred to the light fixtures affecting the occupants along
18 with proposed red awnings. She described the proposed sign as an attractive nuisance.

19
20 Tim Jacobs, 518 Winnetka Avenue, a condo unit owner, stated that the changes will affect residents in
21 the building because their property value will be reduced, the lights will create light pollution, and there
22 will be noise pollution. He also stated that this is a safety concern due to the location being on a busy
23 corner.

24
25 Sarah Anzevino, 518 Winnetka Avenue, a condo unit owner, stated that the request would diminish the
26 building's look and character. She also agreed with the previous comments.

27
28 Jeannie Shepherd, 518 Winnetka Avenue, a condo unit owner, asked how the application was allowed to
29 proceed. Ms. Kirincic explained the permit application process. Mr. Jacobs referred to the previous
30 Board's discussion relating to the train station and the request for the lighting went against the Village's
31 design aesthetic.

32
33 Michael Lachowicz, owner of Aboyer and Fondita Miquel restaurants, referred to a previously submitted
34 RFP to create a Village entrance to the corridor as a welcoming Village function. He stated the applicant
35 is flexible in terms of what they are trying to achieve, and the Village needs more businesses. Mr.
36 Lachowicz stated while he understood the unit owners' position, he referred to the support his business
37 has received from the Village. He stated there needs to be a middle ground.

38
39 Mr. Jacobs described the overhanging lights as highly inappropriate. The Board Members and Ms.
40 Winchester discussed the minimal effect of gooseneck lighting. Mr. Kraber stated they would be happy
41 to turn the lighting off after business hours.

42
43 Shirley Olin, 518 Winnetka Avenue, a condo unit owner, stated that the building's design element drew
44 the owners to it and identified the previous commercial tenants. She then stated that they were only
45 recently made aware that Oberweis would become a tenant. Ms. Olin described the proposal as a
46 paramount decision and questioned how they would go about addressing the issues with the applicant.

1 Jenn Epstein, Hoffmann Commercial Real Estate property manager, stated they have worked with the
2 Village on projects over the last 8 years as well as on exceptions and provided their history to the Board.
3 She described the difficulties in working with the condo unit owners on this project. Ms. Epstein
4 informed the Board that someone has been in contact with Hoffmann, but they do not have that
5 person's information. She stated they want to co-exist happily and do not want to be contentious. Ms.
6 Epstein stated the applicant wants to open by the summer and there are other bodies to which the
7 request must be presented.
8

9 Mr. Kraber informed the Board that there are other stores in their portfolio with residences above and
10 described themselves as good neighbors. He also stated that they have never received complaints from
11 those locations, and the awning and signage proposal would be consistent with the lighting being
12 positioned to not affect the neighbors. Mr. Kraber added that red is their brand color. He also explained
13 that the solid red was a pivot from their red and white awnings on their other stores.
14

15 Mr. Jacobs asked the applicant if they would consider not putting up awnings and changing the light
16 fixtures to only signage. Ms. Epstein described the existing dilapidated awning condition and stated the
17 proposal would improve the building and help the community. Mr. Kraber stated there are 40 stores in
18 their portfolio and their brand is consistent.
19

20 Chairperson Moor reminded everyone the Board is only making a design recommendation to the Village
21 Council. Mr. Ritter added the Board has no authority over the building tenant.
22

23 Chairperson Moor asked the Board Members for their comments. Ms. Niehoff stated she understood
24 the applicant's brand color preference and precedent. She questioned whether there are guidelines
25 which would prohibit red gooseneck lighting and suggested the use of black or eliminating them. Mr.
26 Kraber provided their hours of operation. Mr. Duda commented that it would be nice to have awning
27 consistency on the whole building and that he had no problem with red. Mr. Kennedy agreed with the
28 comments made and also suggested different lighting options. The Board Members and the applicant
29 discussed lighting color options.
30

31 Chairperson Moor then asked for a motion to continue the matter or to recommend approval of the
32 request with conditions. A motion was made by Ms. Niehoff to approve the request with the following
33 conditions: (i) all awnings on the building must be a uniform color awning within the Oberweis red color
34 scheme, (ii) use of black gooseneck light fixtures for the Oberweis signage lighting. Mr. Duda seconded
35 the motion. A vote was taken and the motion passed, 4 to 1:

36 AYES: Duda, Moor, Niehoff, Ritter

37 NAYS: Kennedy
38

39 c. **Case No. 24-14-SU: Grace Presbyterian Church of the North Shore (440 Ridge and 760 Cherry**
40 **Street): Certificate of Appropriateness for an amended design of proposed additions and site**
41 **improvements to Grace Presbyterian Church of the North Shore. The Village Council has final**
42 **jurisdiction on this request.**

43 Ms. Klaassen provided a summary of the application beginning with its presentation at previous
44 meetings and identified the request's primary changes. She informed the Board that the traffic and
45 parking analysis was reviewed by the Village Engineer and it was determined that there would be no
46 material impact on traffic and parking in the immediate neighborhood since the plan included no
47 increase in church activity. Ms. Klaassen then referred to illustrations of the previous plan and amended
48 plan being proposed. She noted the applicant submitted revised engineering plans to reflect the

1 amended plan which were reviewed by the Village Engineer and noted there would be no need for
2 stormwater detention onsite due to the reduction in impermeable lot coverage. Ms. Klaassen also
3 stated the project would have to be designed to ensure surface stormwater did not drain to neighboring
4 properties.

5
6 Ms. Klaassen then referred to the west elevation rendering and noted the overall aesthetic of the
7 proposed addition remained the same in terms of building materials, light fixtures and fencing. She also
8 referred to updated aerial images. Ms. Klaassen then referred to the zoning relief required for the
9 improvements and identified two variations which were eliminated. She provided a summary of the
10 Historic Preservation Commission's, Plan Commission's and ZBA's consideration of the request and
11 identified the concerns noted and the support given. Ms. Klaassen also referred to the factors the Board
12 is to consider in connection with the Certificate of Appropriateness and the public correspondence
13 received.

14
15 Ms. Klaassen stated following the applicant's presentation, public comment and Board discussion, the
16 Board may either continue the matter to a specific date or recommend approval or denial the request
17 with draft language for a motion included on page nos. 101 and 102. She then asked if there were any
18 questions. No questions were raised at this time.

19
20 Marshall Brown, Winnetka Presbyterian Church Senior Pastor, introduced his team to the Board and
21 provided a summary of the updated changes which addressed ADA accessibility and improved
22 functionality. He commented on the difficulty in terms of the building's functionality due to the amount
23 of stairs. Mr. Brown also identified the lack of dedicated classroom and programming space along with
24 security issues. He described the revised plan as a good plan and a compromise. He also described their
25 engagement with the neighbors, which produced good ideas. Mr. Brown then summarized the project
26 timeline from inception to today and the reasoning behind the plan which would allow them to serve
27 the most vulnerable and the community in its entirety for the next 100 years.

28
29 Joe Buehler, Present Future Architects, summarized the design objectives which remained the same in
30 terms of materials, roof forms, etc. He then referred to illustrations and described the proposed building
31 materials in detail. Mr. Buehler identified the plan revisions as a result of the Plan Commission review
32 including modifications to the south addition, traffic patterns, the Cherry Street property, the request
33 for the improvements to feel more residential in character, additional screening and landscaping,
34 explore further expansion to the north, increased setbacks from neighboring residents and the amount
35 of greenspace to decrease the amount of impermeable surface. He then referred to illustrations of the
36 prior and current proposal schemes.

37
38 Mr. Buehler identified the blue dashed line which represented a compromise in that the two-story
39 addition would not cross 30% of the neighbor's backyard with that request being exceeded while
40 identifying the increased setbacks. He also summarized the amount the proposed addition was reduced
41 in terms of square footage over various iterations and explained how the interior spaces were
42 reconfigured. Mr. Buehler then identified the various proposed elevations for the site, landscaping and
43 fencing improvements.

44
45 Chairperson Moor asked if there were any questions. Mr. Kennedy asked if the new wood fence would
46 match the existing fence. Mr. Buehler responded that the neighbor wants to keep their fence, which was
47 recently installed. He noted that the neighbors fence is rounded, and the proposed fence would not be.
48 Ms. Niehoff thanked the applicant for working through the process with the different entities which

1 addressed a lot of the concerns raised. She commented the request met the criteria the Board is looking
2 for.

3
4 Chairperson Moor then asked if there were any comments from the public.

5
6 Martin O'Connor, a Cherry Street resident across from the church for the last 40 years, commented on
7 how the congregation improved the space and have been sensitive to the neighborhood with the
8 applicant doing a professional job. He was very complementary to the landscaping the church has and
9 how it is professionally maintained.

10
11 Tom Shannon informed the Board they realized at the time the church was purchased that it would
12 require a lot of work in terms of improvements. He commented the architect has done a fabulous job on
13 the proposal and commended everyone working toward getting the project done.

14
15 Jill Shannon, 759 Burr, provided a history of her grandmother's ownership of her home on Cherry Street
16 and the improvements made by the church since it was purchased by the applicant. She commented the
17 proposed plan would enhance the building's beauty. No additional comments were made at this time.

18
19 Chairperson Moor then asked for a motion to recommend approval of a Certificate of Appropriateness
20 as indicated on page no. 101. Ms. Niehoff moved to recommend approval of a Certificate of
21 Appropriateness for the proposed revisions as indicated on page 101. Mr. Duda seconded the motion. A
22 vote was taken and the motion unanimously passed, 5 to 0:

23 AYES: Duda, Kennedy, Moor, Niehoff, Ritter

24 NAYS: None

25
26 **Other Business.**

27 a. May 15, 2025, Meeting – Quorum Check.

28 The Board Members discussed their availability.

29
30 **Adjournment:**

31 Chairperson Moor asked for a motion to adjourn. A motion to adjourn was made by Mr. Kennedy and
32 seconded by Mr. Duda. A vote was taken and the motion unanimously passed, 5 to 0:

33 AYES: Duda, Kennedy, Moor, Niehoff, Ritter

34 NAYS: None

35 The meeting was adjourned at 9:42 p.m.

36
37 Respectfully submitted,

38
39 Antionette Johnson
40 Recording Secretary



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD
FROM: ANN KLAASSEN, ASSISTANT DIRECTOR
DATE: MAY 8, 2025
SUBJECT: HUBBARD WOODS TRAIN STATION – 1065 GAGE STREET
CERTIFICATE OF APPROPRIATENESS (CONTINUED CASE NO. 25-03-SU)

INTRODUCTION

On May 15, 2025, the Design Review Board (DRB) is scheduled to continue a public hearing on an application submitted by Metra (the “Applicant”), as lessee of the property located at 1065 Gage Street (the “Subject Property”), which is owned by the Union Pacific Railroad (the “Owner”). The Applicant is seeking approval of a Certificate of Appropriateness to allow renovation of the existing train depot and train platform and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters on the Subject Property.

A mail notice was sent to property owners within 250 feet of the Subject Property, for the initial public hearing on April 17, 2025, in compliance with Village Code. Subsequent to the posting of the April DRB agenda packet one written comment from the public was received and distributed to the DRB prior to the April meeting. This comment is included in **Attachment C1**. As of the date of this memo, staff has not received any additional comments from the public regarding this application.

APRIL 17, 2025, DESIGN REVIEW BOARD MEETING

On April 17, 2025, the DRB held a public hearing on the Applicant’s request for approval of a Certificate of Appropriateness for the design of the proposed renovation of the existing train depot and train platform and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters. The staff report for the April meeting can be found in **Attachment B1**.

After hearing from staff and the Applicant, and receiving one written comment from the public, the Board discussed the proposed improvements. Board members were in support of making improvements to the site, however the Board continued the item to its May 15, 2025, meeting while requesting that the Applicant consider revisions to: (1) increase detailing of the elevator towers; (2) revise the color of the railings to be consistent with the railings at the Elm Street Metra Train Station; (3) Reduce the size of the east entrance signage; and (4) Increase the number of speakers at track level to allow for a lower volume of audio messages. A copy of the April 17 meeting minutes is included in the May 15 agenda packet for the DRB’s approval.

APPLICANT’S RESPONSE TO DRB COMMENTS

In response to the comments at the April 17 DRB meeting, the Applicant has provided the attached written responses. Primary changes include (i) changing the color of the railings to a dark bronze; (ii) reducing the

size of the east entrance sign at Hubbard Place by 75%; (iii) increasing the number of speakers to 26 from the existing 16 speakers to allow for the reduction of volume to provide the same coverage at the platform level while reducing the sound level spilling onto adjacent properties. The Applicant has also provided a memo outlining the review process for the design of elevator towers. **Attachment A1** is a compilation of these materials.

At the May 15 meeting, the Applicant will present updated selected renderings and one updated architectural sheet reflecting the color change in the railings and the smaller sign proposed for the east entrance at Hubbard Place.

OTHER ADVISORY BOARD/COMMISSION REVIEW

As noted in the April staff report to the DRB, the Applicant has also submitted an application seeking approval of a special use permit to allow the proposed improvements. The Zoning Board of Appeals is scheduled to consider the special use permit on May 12, 2025, and the Plan Commission is scheduled to consider the same on May 28, 2025.

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the DRB 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;”

“(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 renovation and site improvements to the existing Hubbard Woods Metra Train Station at 1065 Gage Street comply with the above standards.

DESIGN GUIDELINES

The April staff report highlighted aspects of the Village’s Design Guidelines relevant to the proposed improvements (**Attachment B1**). An excerpt of the Design Guidelines is also included in **Attachment B1**.

RECOMMENDATION

At the May 15 DRB meeting, the Board is scheduled to continue its consideration of the design of the Applicant’s proposed renovation of the existing Metra Hubbard Woods Train Station and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform level, and new warming shelters on the Subject Property.

After hearing from the Applicant and the public, the Board may decide to take action on one or two options:

- 1) Continue further review of the application to a specific date in order to provide the Applicant and/or staff additional time to address questions and comments from the Board; or
- 2) Adopt a motion to recommend approval or a motion to recommend denial of a certificate of appropriateness for the design of the proposed renovation and site improvements to the existing Metra Hubbard Woods Train Station at 1065 Gage Street.

If the Board wishes to adopt a motion to recommend approval or denial, a Board member will 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 renovation and site improvements to the existing Metra Hubbard Woods Train Station at 1065 Gage Street**, subject to the following conditions:*

A. [If the Board chooses to place conditions as part of its recommendation of approval, it will want to include the conditions here.]

The Board's findings are 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.*

ATTACHMENTS

Attachment A1: Applicant's Response to DRB Comments at April 17, 2025, DRB Meeting

Attachment B1: April 10, 2025, DRB Staff Report and Attachments

Attachment C1: Public Correspondence Received After Posting of April DRB Agenda Packet



Date: May 5, 2025

To: Village of Winnetka

Attn: Ann Klaassen
Assistant Director – Village of Winnetka Community Development

From: Patricia Davidson, PE
Senior Project Manager, TYLin International

Re: Metra Hubbard Woods Station
Winnetka Design Review Board 4/17/25 Meeting Comment Responses

As the Third-Party Contractor and on behalf of Metra, TYLin is providing the following responses to the Village of Winnetka Design Review Board Member comments stated in the Design Review Board Meeting held on 4/17/2025. One additional comment from the public is also identified and responded to. The Design Review Board moved and voted to continue the case at the next Design Review Board Meeting due to pending resolution to the outstanding comments.

The comment is reiterated, and the response follows in bold italic text.

Design Review Board Comments and Responses:

1. H. Niehoff and the board preferred that the guardrail match the color of the Elm St. station guardrails (a graphite color rather than black).
Metra will use the agreed upon color as previously chosen in the Consulting Parties Meeting on 1/7/2021. This color is stated in the meeting minutes to be a dark bronze. The Village of Winnetka (Brian Norkus), and the Winnetka Historical Society (Mary Trieschmann) agreed on this color.
2. H. Niehoff requested that Metra consider matching the pedestrian bridge lantern style and quantity to the Elm St. station.
The design intent is to use the same lantern style fixture as used at the Elm Street station at the Winnetka Station including the fixtures on the pedestrian bridge. These are shown on Plan Sheet A-300. Pedestrian bridge lighting intent is also shown on plan sheet E-501. (See attached sheets). Rendering exhibits will be revised accordingly.
3. The board noted that the size of the Metra Hubbard Woods signage mounted on the east stair to Hubbard Place was too large for the neighborhood context.
Metra will reduce the sign to 75% of the original size. The 'Metra' logo letters will be reduced to 1'-6" from 2'-0" and the 'HUBBARD WOODS' letters will be reduced to 9" from 1'-0".
4. H. Niehoff recommended that Metra Consider adding detail to the brickwork/windows and more roof overhang to the elevator towers to be more architecturally similar/contextual with the Elm St. station elevator towers.

TYLin

TYLin responded to this comment during the Design Review Board meeting on 4/17/25 that the design of the elevator towers was modified per direction of the State Historic Preservation Office (SHPO) to differentiate the towers from the architectural period of the historic depot building. The current design of the elevator towers (2021/2024) received approval from FTA and concurrence from SHPO.

Prior design of the elevator towers (2020) reflects modifications that the Winnetka Design Review Board members requested, however, the SHPO rejected the previous proposed tower design due to imitating or copying overall elements and not differentiating new construction from that of the historic depot.

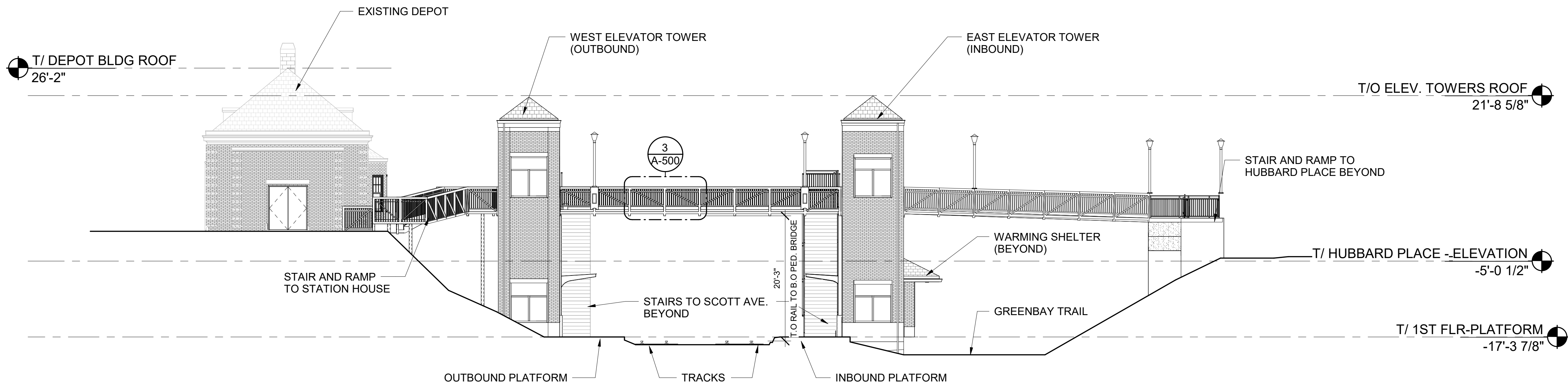
The Village of Winnetka, the Winnetka Historical Society, SHPO, and FTA representatives were present at the Consulting Parties Meeting held on 1/7/2021 and agreed upon the modifications to the elevator towers.

TYLin and Metra have assembled a separate memo identifying the coordination process with SHPO and Consulting Parties to obtain approval. A separate memo outlining the process is provided for the Village's use/review.

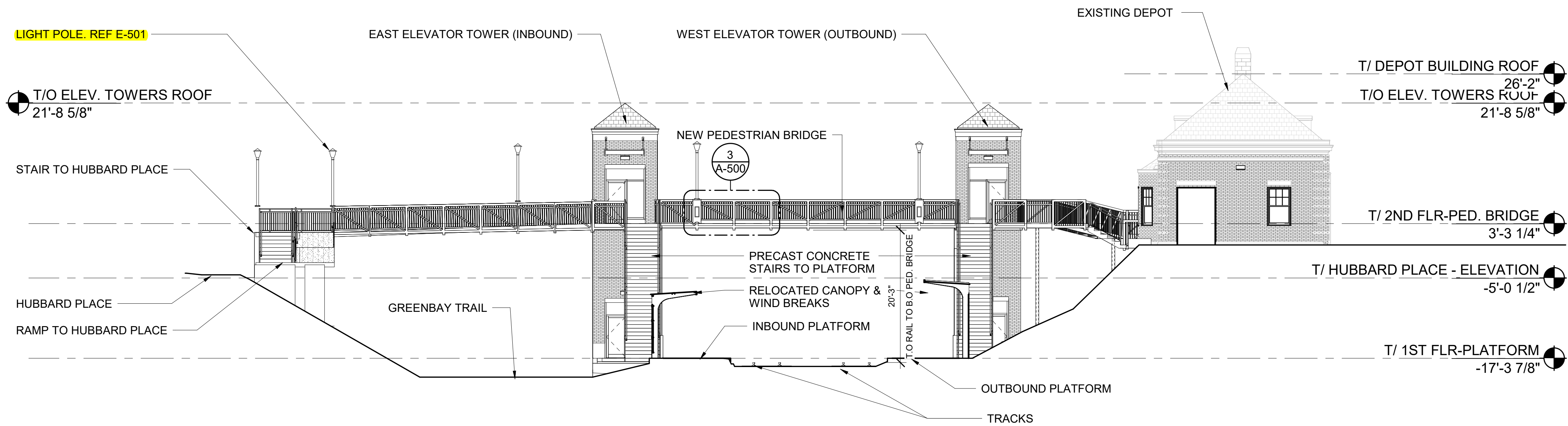
5. The board indicated preference for the 42" railing height on the pedestrian bridge. ***TYLin indicated the UPRR current guidelines are the arched fencing over the entire UPRR ROW, however a variance is in progress to request the higher 6'-0" vertical railing be used over the tracks (between the elevator towers). The 42" railing was rejected by UPRR in a previous review.***

Public Comment and Responses:

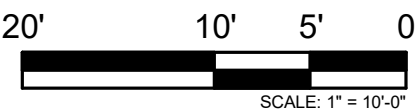
1. The very loud announcements impact the neighborhood. (The mechanical sound of the train does not bother us). At times, the announcements have been so loud and so repetitive that they have impacted our enjoyment of our yard..... Would it be possible to include an electronic sign that updates the train arrivals and departures? Can the speakers be targeted to the warming shelters and the platforms? Perhaps the speakers could be lowered to reach the people waiting for the train, and low height would ensure that the sound does not blast the neighborhood.
The Hubbard Woods Station currently has 16 speakers. Metra proposes to increase the number of speakers to 26 and reduce the volume to provide the same coverage at the platform level while reducing the sound straying into the adjacent properties. Note that visual signage is provided, however, audible announcements are required for stations as well.



1 SITE SECTION
1" = 10'-0"



2 SITE SECTION
1" = 10'-0"



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT



700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184

MULLER2
2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT

SEAL/ SIGNATURE

PRIMARY CONSULTANT:



200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED:	V.WIEGAND
DRAWN:	V.WIEGAND
CHECKED:	K.KORAB
METRA PM:	R. BASARIRAD
DATE:	07-15-2024



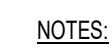
ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:

SITE SECTIONS

CAD FILE NUMBER: UP-N17.70_ A-300.dgn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. A-300
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	



- 8 FOUNDATION AND CONDUITS DETAIL
E-501 NO SCALE

From: [REDACTED]
To: [Planning](#)
Cc: [REDACTED]
Subject: Hubbard Woods Train Station Renovation
Date: Saturday, April 12, 2025 4:38:23 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>> Dear Design Review Board,

>>

>> I live near the Hubbard Woods Train Station and I support renovating the station. It is old and rusty in places, and definitely needs to be updated. The proposal looks nice.

>>

>> I write to bring up the loud train announcements. We live in a nice residential neighborhood, east of the station. The very loud announcements impact the neighborhood. (The mechanical sound of the train does not bother us). At times, the announcements have been so loud and so repetitive that they have impacted our enjoyment of our yard.

>>

>> I request that you, the Design Review Board, is sensitive to the impact of the announcements, as you study and approve the renovation of this station. Would it be possible to include an electronic sign that updates the train arrivals and departures? Can the speakers be targeted to the warming shelters and the platforms? Perhaps the speakers could be lowered to reach the people waiting for the train, and low height would ensure that the sound does not blast the neighborhood.

>>

>> Thank you very much,

>>

>>

>> Katherine Hazelwood

>> 270 Scott Ave

>> Winnetka, IL 60093

>> [REDACTED]



Date: May 5, 2025

To: Village of Winnetka

Attn: Ann Klaassen
Assistant Director – Village of Winnetka Community Development

From: Patricia Davidson, PE
Senior Project Manager, TYLin International

Re: Metra Hubbard Woods Station
Winnetka Design Review Board 4/17/25 Meeting
Section 106 Activities and Timeline with respect to the Elevator Tower Design

As the Third-Party Contractor and on behalf of Metra, TYLin is providing the attached memorandum to outline the process involved in the coordination Section 106 Activities and Timeline with respect to the Elevator Tower Design.

Metra Hubbard Woods Station
SECTION 106 ACTIVITIES TIMELINE

Project Description

The Hubbard Woods Station Project will rehabilitate this Metra Station along the Union Pacific North Line in Winnetka, IL. Project scope includes interior and exterior renovations of the historic depot, replacement of platforms, new warming shelters, improved ADA routes, a new pedestrian overpass, and new elevator towers. The Project will also include the renovation and relocation of the historic canopy, including lighting, landscaping, signage, and furniture.

Fall of 2018

Metra sent the first draft of the Project Description to FTA, the federal agency in charge.

March 2019

FTA sent comments on the Project Description, Section 106, and Section 4(f) analysis.

April 2, 2020

Metra sent a revised, updated package back to FTA.

May 18, 2020

FTA provided comments to Metra.

June 2, 2020

Metra sent a revised package to FTA addressing comments received.

June 26, 2020

FTA initiated consultation with SHPO. FTA provided SHPO with an Area of Potential Effects Map and Assessment of Eligibility and Effects to Historic Properties (DOE) for the proposed Project.

August 6, 2020

Following review of the DOE and conceptual design plans, SHPO identified that three elements of the Project would result in adverse effect including:

- demolition of the historic ticket office,
- demolition of the original platform canopy supports, and
- construction of new elevator towers (the design and associated viewshed impacts).

August 11, 2020

FTA met with Metra, Project Design Team, and SOI-qualified subconsultant to discuss SHPO concerns regarding the design of the elevator towers and resulting adverse effects.

- SHPO direction was not to imitate the architectural styling of the historic depot in the elevator towers.
- the Secretary of the Interior's "Standards for Rehabilitation" require that new construction will be differentiated from the old.
- The Village of Winnetka commented on their desire to have the same architectural style for harmony. As a result, FTA concluded with the need for a consulting party meeting to have all parties on the table.

October 16, 2020

FTA initiated a Consulting Parties process for the Project. Invitations and packets containing corresponding project information were sent to the Village of Winnetka, the Winnetka Historical Society,

and the Winnetka Landmarks Preservation Commission. The Village of Winnetka and the Winnetka Historical Society elected to participate.

January 7, 2021

Consulting Parties Meeting occurred, see attached meeting minutes. At this meeting, design alternates to the three elements that would result in adverse effects were presented:

- the ticket window would remain in situ,
- a revised design for the elevators towers that does not incorporate or imitate design of the historic depot and would be recognized as new construction, and
- keeping and restoring the platform canopy supports.

FTA, SHPO, Metra, and Consulting Parties discussed and agreed upon scope of work changes to achieve a No Adverse Effect to Historic Properties.

June 1, 2021

FTA submitted a revised plan, containing the agreed upon design alternatives, to SHPO. FTA determined that the Project would result in No Adverse Effect to Historic Properties. FTA sought concurrence from SHPO for the Project.

June 16, 2021

SHPO reviewed Section 106 documentation and determined that submitted plans meet the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings." SHPO concurred that the Project would result in No Adverse Effect.

August 20, 2024

FTA re-initiated Section 106 consultation with SHPO for this Project. This submission provided information on Project refinements and sought concurrence with FTA's finding of No Adverse Effect. As originally proposed, the Project included interior rehabilitation of the Hubbard Woods Station, construction of a new warming shelter, and improved access to the recessed platforms from the station and street levels via a new pedestrian bridge and elevator towers. Since that time, Union Pacific Railroad (UPRR) has provided updated operational requirements regarding vertical clearance beneath the station's pedestrian bridge. Due to the required increase in height of the pedestrian bridge as a result of UPRR's requirements, several station improvements connected to the pedestrian bridge and platform access require further modifications.

September 13, 2024

SHPO reviewed Project refinements and found that the proposed work meets the Secretary of the Interior's "Standards for Rehabilitation" and concurred that the revised project will not adversely affect any historic resources within the APE.



Meeting Minutes

Project Name: Renovation of Hubbard Woods Station
Project #: JP5194

Contract #: K60450

Task #: 2

Agency Meeting # 3

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
1/7/21	1:00 PM	2:00 PM	N/A	N/A	P. Davidson	TY Lin

Project Information

Award Date: April 18, 2018

NTP Date: 4/18/2018

End Date: April 18, 2019; Rev. End Date: March 12, 2021

Calendar Days: 365

10% Complete

Project Status: ☒ On Schedule ☐ Behind ☐ Ahead

Purpose	Location	Next Location
FTA, SHPO, Winnetka Coordination	Teams Meeting	TBD

Attended By	Non-Attendees
-------------	---------------

Anthony Greep – FTA Community Planner
 Elizabeth Breiseth – FTA Env. Protection Specialist
 Carol Wallace – SHPO Cultural Resource Coordinator
 Darius Bryjka – SHPO Project Reviewer
 Meagan McChesney – Winnetka Historical Society
 Mary Trieschmann – Winnetka Historical Society
 Brian Norkus – Village of Winnetka – Community Dev.
 Noe Gallardo – Metra Public Relations
 Andy Roth – Metra/ Director - Stations
 Roya Basirirad – Metra/ Project Manager
 Brian Stepp – Metra Grants
 Daniel Thomas – Metra Grants
 Rita Yamin – Metra Grants
 Ken Korab – Muller / PM Architect
 Victoria Wiegand – Muller/ Architect
 Erica Ruggiero – MIA/ SOI Historic Consultant
 Patricia Davidson – TYLI/ Project Manager

Discussion Notes

The meeting was held to discuss the concerns that SHPO had identified with the Concept Hubbard Woods Renovation plans, and the modifications to plans made by Metra to address the concerns.

- I. Project refresher – Metra reviewed the history of the project with respect to the agency coordination.
- II. Presentation slides – Metra presented the attached slide presentation.
- III. Comment and discussion
 - a. Ticket office (two alternates)
 - i. Darius (SHPO) indicated either alternative is acceptable
 - ii. Mary (Winnetka Historical Society – WHS) noted both are acceptable
 - iii. Brian Norkus (Winnetka) indicated both are acceptable, but noted that Alternate 2 provides more available space for a vendor
 - iv. Elizabeth (FTA) supports both alternatives
 - v. Andy (Metra) summarized that both alternatives are acceptable

b. Elevator Towers and Pedestrian Bridge

i. Darius (SHPO) recapped the previous concerns

1. Initial feedback was that the towers were too similar to the station building, particularly the rustication of the lower half of the towers.
2. The towers themselves were a change – however that is unavoidable due to the necessity of the elevators. Subsequent research by FTA located a historic photo illustrating a structure along the pedestrian bridge. SHPO requested the photo be included in FTA's resubmittal to SHPO.
3. The compatibility standards allow the towers to be compatible with the building
4. Darius had the following two questions (materials):
 - a. What is the finish on the windows?
 - b. What is the finish on the standing seem roof?

ii. Elizabeth (FTA)

1. Reiterated the historic photo (40's – 50's) showed there was a structure on the east side of the tracks connected to pedestrian bridge
2. Due to purpose and need of accessibility, the elevators are necessary
3. Metra did a good job addressing the SHPO comments

iii. Andy (Metra)

1. Noted the structure along the pedestrian bridge served the commuter trains that ran on the third rail line that previously existed along the east of the Metra /UPRR tracks.

iv. Brian N (Winnetka)

1. Comment on materials, approval process involves taking design package to Winnetka Review Board
2. Roofing materials the Review Board will want to see are
 - a. Architectural Grade Shingles
 - b. Slate Product

v. Darius

1. Requirements not necessarily in conflict
2. Overall construction should be different but not in every aspect
3. Roofing material close to the station is acceptable, including shingle or slate (but not wood shake shingle)

vi. Mary (WHS)

1. Agree with Brian N regarding appearance (roof material)

vii. Andy (Metra) – Summary

1. Elevator Towers are acceptable in location shown
2. Elevator brick material and windows as shown in slide is acceptable
3. Elevator roof material will be changed to slate

viii. Ken K (Muller) – respond to Darius questions on materials

1. Window frame finish will be dark color Kynar or Anodized finish
2. Finish of standing seem roof is moot.

ix. Darius – no clear finish

x. Brian (Winnetka) - Agree with Darius, no clear finish. Village prefers dark bronze anodized paint

xi. Mary (WHS)- agree with above remarks

c. Platform Canopy Structural Posts (windbreaks)

i. Andy (Metra)

1. Noted the windbreaks had been removed, restored (sanded and painted, openings repaired), and reinstalled with previous station renovation project.



Meeting Minutes

2. Same process will be repeated now but reinstalled at slightly different location – offset a few feet to the north to avoid conflict with stairs, and a few feet further away from the track to avoid foundation conflict with platform.

- ii. Darius (SHPO)

1. Slight modification of location is in keeping with SOI guidelines
2. Supports are retained and kept in nearly the same location
3. No major change

- iii. Brian (Winnetka)

1. Appreciated that the windbreaks are to remain, they are a link to the historical nature of the station, and a favorite part of the project.

- iv. Mary (WHS)

1. No issue with the slight shift

IV. Conclusion

- a. Action Items – FTA to include the historic photo of the shelter attached to the pedestrian bridge in the report submitted to SHPO
- b. Next Steps – Elizabeth will coordinate with Brian Stepp to get materials back to SHPO.
- c. Any additional questions should be directed to Brian Stepp at Metra – contact information on final page of slide presentation

Item No.	Category/Action	Resp. Party	Status	Entry Date Due Date Com. Date
1	FTA to include the historic photo of the shelter attached to the pedestrian bridge in the report submitted to SHPO	FTA/Metra	open	1/8/21 TBD/NA Com. Date
2	Elizabeth will coordinate with Brian Stepp to get materials back to SHPO.	FTA/Metra	open	1/8/21 TBD/NA Com. Date

Any comments, additions, or corrections are to be submitted in writing, within five (5) business days of the issue date of these minutes. If no comments, additions, or corrections are received within five (5) business days of the issue date, these minutes shall be deemed approved, and shall be binding on all parties.



Meeting Attendance Sheet

Project Name: Hubbard Woods Station Renovation

Project #: JP5194

Contract #: K60450

Task #: 2

Consultant: TY Lin International

Date	Start	Location	Purpose			
1/7/2021	1:00 PM	Virtual Teams	Agency Coordiantion			
Name (print) / initial		Company	Title	Email Address	Voice	Fax
Daniel Thomas	X	Metra	Grants			
Brian Stepp	X	Metra	Grants			
Andrew Roth	X	Metra	Director - Stations			
Roya Basirirad	X	Metra	Project Manager			
Noe Gallardo	X	Metra	Public Relations			
Rita Yamin	X	Metra	Grants			
Anthony Greep	X	FTA	Community Planner			
Elizabeth Breiseth	X	FTA	Env. Protection Specialist			
Carol Wallace	X	SHPO	Cultural Resource Coord			
Darius Bryjka	X	SHPO	Project Reviewer			
Brian Norkus	X	Village of Winnetka	Community Development			
Meagan McChesney	X	Winnetka Historical Soc	Curator			
Mary Trieschmann	X	Winnetka Historical Soc	Executive Director			
Kenneth Korab	X	Muller & Muller	Architect/PM			
Victoria Wiegand	X	Muller & Muller	Architect			
Erica Ruggiero	X	MIA Architects	SOI / Historic Consultant			
Patricia Davidson	X	TY Lin International	Project Manager			



Project Name: Renovation of Hubbard Woods Station
Project #: JP5194 **Contract #: K60450**

TASK: 02

Municipality-Agency Meeting 03

Date	Start
01/07/21	1:00 pm

Purpose
Agency coordination

Agenda Items

- I. Introductions
- II. Meeting purpose
- III. Project refresher
- IV. Presentation slides
- V. Comment and discussion
 - a. Ticket office
 - b. Elevator Towers and Pedestrian Bridge
 - c. Platform Canopy Structural Posts
- VI. Conclusion
 - a. Action Items
 - b. Next Steps

Hubbard Woods Metra Station Rehabilitation project

Scope of Work Revisions

Summary report for Section 106 Consulting Parties:

IL State Historic Preservation Office

Village of Winnetka

Winnetka Historical Society

Initial Design Perspectives

August 2020 Design Plans



Aerial View



Eye level view from the platform

Three elements of the original scope of work were identified to not meet the Secretary of the Interior's Standards for Rehabilitation

1. Ticket Office
2. Elevator Towers and Pedestrian Bridge
3. Platform Canopy Structural Posts

Scope Element 2: Elevator Towers and Pedestrian Bridge

The proposed design of the elevator towers imitates the architectural design of the historic Hubbard Woods Train station. The towers may not be recognized new construction.

Initial Proposed Design



Scope Element 2: Elevator Towers and Pedestrian Bridge

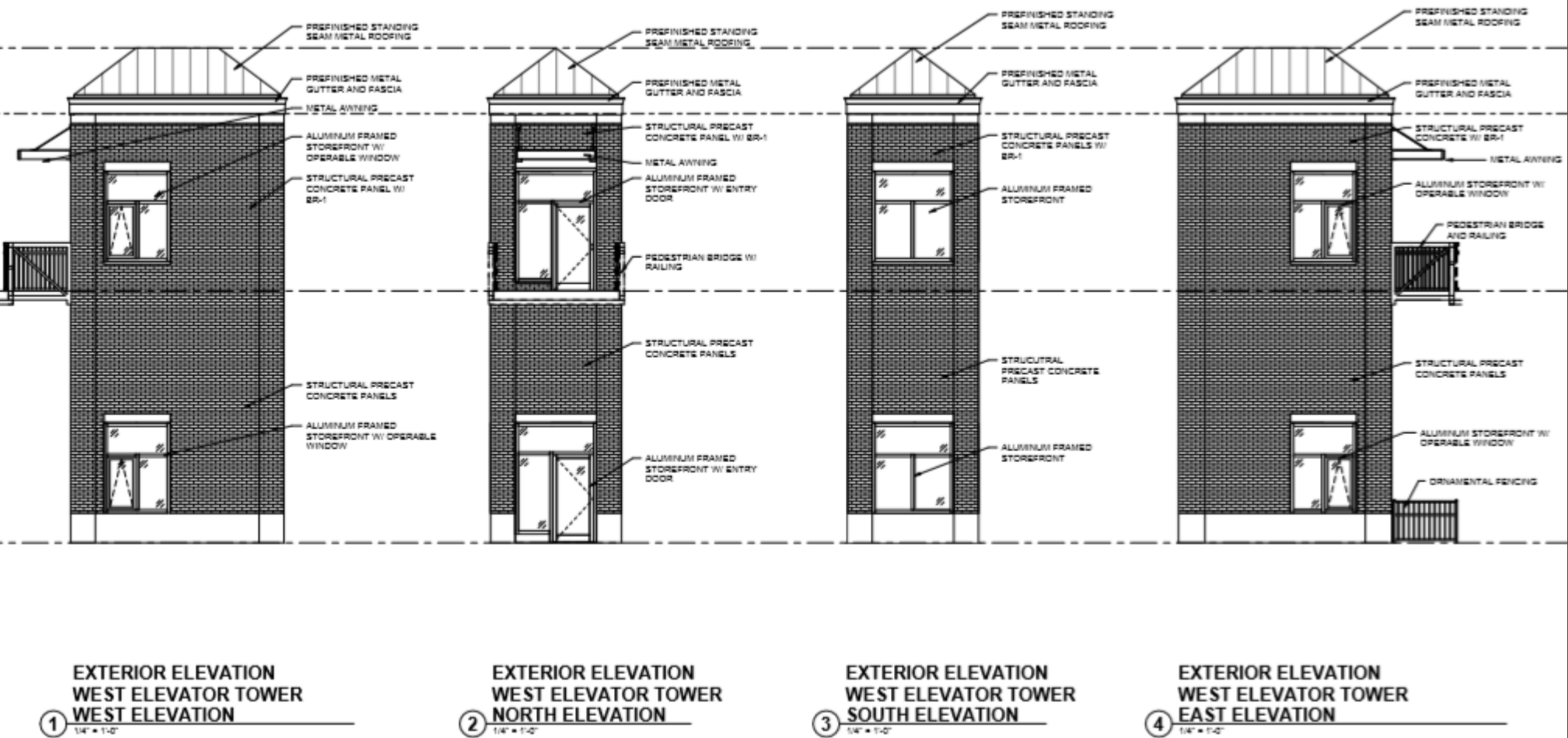
Revised Proposal

The roof style of the elevator towers is different from the one on the depot. They are seam metal with lower hip and no eaves.

Using a larger portion of brick and limited amount of stone on the **facade** will differentiate between the depot structure and the elevator towers.

The aluminum framed **windows** are different from those on the depot in material, color, shape, and size.

A **plaque** will be installed on each elevator tower at the bridge level and will outline the date of the construction.



Next Steps

- Collect formal comments from consulting parties on the design alternatives to the three scope elements in question
- Metra revises project plans in response to comments
- Revised plans submitted to FTA
- FTA makes any necessary revisions to finding of effect pursuant to 36 CFR 800
- FTA issues package with finding of eligibility and effect, and requests SHPO concurrence.

Questions or Comments:

Contact:

Brian Stepp

Metra

Director, Grant Administration

547 W. Jackson Boulevard, 11 West
Chicago, IL, 60661

312-322 -2805

BStepp@METRARR.COM



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 25, 2021

Brian Stepp
Metra
547 W. Jackson Blvd.
Chicago, IL 60661

Re: Metra Hubbard Woods Station Renovation Project - Environmental Review Approval

Dear Mr. Stepp:

The Federal Transit Administration (FTA) has evaluated environmental review documents submitted by the Northeast Illinois Regional Commuter Railroad Corporation DBA Metra for the proposed Hubbard Woods Station Renovation Project (Project) in Winnetka, Illinois. FTA finds that the proposed Project meets the criteria for a National Environmental Policy Act (NEPA) categorical exclusion in accordance with 23 C.F.R. § 771.118(c)(8), *Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.*

The proposed undertaking would renovate the Metra Hubbard Woods Station on the Union Pacific Railroad North Line (UP-N) to improve passenger facilities and amenities, maintain the historic depot building, and improve ADA access. Renovations will include improvements to the interior of the station, a new warming shelter, and access to the platforms from the station and street level. Materials used in the depot renovation will match the existing for type, color, and texture in order to match the original design intent. Condition assessments have detailed that the depot interior and exterior are deteriorated, including the interior glazed brick and exterior doors and windows. Additionally, the pedestrian bridge and stairs, and the platforms, are deteriorated and require replacement. A critical part of the project is to make this station ADA accessible, including interior spaces, entrances and pathways to the platforms.

On June 26, 2020, in accordance with 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), FTA provided the Illinois State Historic Preservation Office (SHPO) with the Area of Potential Effect (APE) determination and the eligibility and effects determinations for the proposed Project. SHPO requested additional project information in August 2020 and identified project elements of concern to their office. Subsequently, FTA and Metra invited the Village of Winnetka, the Winnetka Historic Society, and the Winnetka Landmarks Commission to participate as Section 106 Consulting Parties. In a consulting party meeting held on January 7, 2021, FTA, SHPO, Metra, and other consulting parties came to agreement on a scope of work that would result in no adverse effect to historic properties. On June 1, 2021, FTA submitted revised documentation to SHPO and determined that the proposed Project would result in ***no adverse effect*** to historic properties. On June 16, 2021,

SHPO provided concurrence with this determination. FTA finds, in accordance with 36 C.F.R. Part 800, that the Section 106 coordination and consultation requirements for the proposed Project have been fulfilled.

The proposed Project will use a portion of the Green Bay Trail which is under the jurisdiction of the Village of Winnetka and the Winnetka Park District the owners with jurisdiction (OWJs). The Green Bay Trail is a publicly owned parkland, and thus eligible for protection by Section 4(f) of the Department of Transportation Act of 1966 (23 C.F.R. Part 774). The trail is a linear park facility approximately nine miles in length lying parallel to the UP-N line that lies within the UP-N right-of-way (ROW). The new track level warming shelter will extend beyond the original footprint of the platform, which will cause the need to permanently relocate (shift) a portion (535-ft) of the Green Bay Trail approximately eight-feet to the east of the current location, with 20:1 tapers back to the existing trail alignment. Avoidance options have been investigated, however due to the addition of a warming shelter at track level and need for ADA circulation on the platform, the use of the Green Bay Trail was unavoidable.

Metra posted notices along the Green Bay Trail and on the Village of Winnetka website in an effort to encourage all users of this segment of the trail to participate in the public comment process. Metra received several responses during the public comment period. On August 16, 2021, following the public comment period, the OWJs provided written concurrence that the proposed Project would not adversely affect or otherwise restrict the features, attributes, or activities of the resource qualifying the property for protection under Section 4(f). Therefore, with this letter, FTA finds that Metra's use of the Green Bay Trail is *de minimis* under Section 4(f).

The use of any Federal funds for this proposed Project is contingent upon the following condition:

- Metra will continue to coordinate with the Village of Winnetka and the Winnetka Park District during the design and construction phases of platform work that impacts the Green Bay Trail.

This determination applies only to the proposed Project as described in the aforementioned correspondence and supporting materials. Any changes to the proposed Project which would result in environmental impacts not outlined in this documentation, including the disclosure of new information or previously unidentified environmental concerns, will require re-evaluation of this action.

This confirmation of a categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this proposed Project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

If you have further questions regarding this determination, please contact Susan Weber, Community Planner, at (312) 353-3888 or susan.weber@dot.gov. Thank you.

Sincerely,

Tony Greep

Digitally signed by Tony Greep
Date: 2021.08.25 07:47:47
-05'00'

Tony Greep

Acting Director, Office of Financial Management and Program Oversight

cc: Susan Weber, FTA
Elizabeth Breiseth, FTA
Dan Thomas, Metra



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD
FROM: ANN KLAASSEN, ASSISTANT DIRECTOR
DATE: APRIL 10, 2025
SUBJECT: HUBBARD WOODS TRAIN STATION – 1065 GAGE STREET
CERTIFICATE OF APPROPRIATENESS (CASE NO. 25-03-SU)

INTRODUCTION

On April 17, 2025, the Design Review Board (DRB) is scheduled to hold a public hearing on an application submitted by Metra (the “Applicant”), as lessee of the property located at 1065 Gage Street (the “Subject Property”), which is owned by the Union Pacific Railroad (the “Owner”). The Applicant is seeking approval of a Certificate of Appropriateness to allow renovation of the existing train depot and train platform and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters on the Subject Property.

A mail notice has been sent to property owners within 250 feet of the Subject Property, in compliance with Village Code. As of the date of this memo, staff has not received any written comment from the public regarding this application.

The Applicant has also submitted a **Special Use Permit** application to allow the proposed improvements. The Zoning Board of Appeals is tentatively scheduled to consider the special use permit on May 12, 2025, and the Plan Commission is tentatively scheduled to consider the same on May 28, 2025. Once meeting dates are confirmed public notice will be provided.

The Village Council has final jurisdiction on this request.

PROPERTY DESCRIPTION

The Subject Property is generally located along the Union Pacific Railroad between Tower Road and Scott Avenue, is zoned R-5 Single Family Residential and contains the Metra Hubbard Woods Train Station.

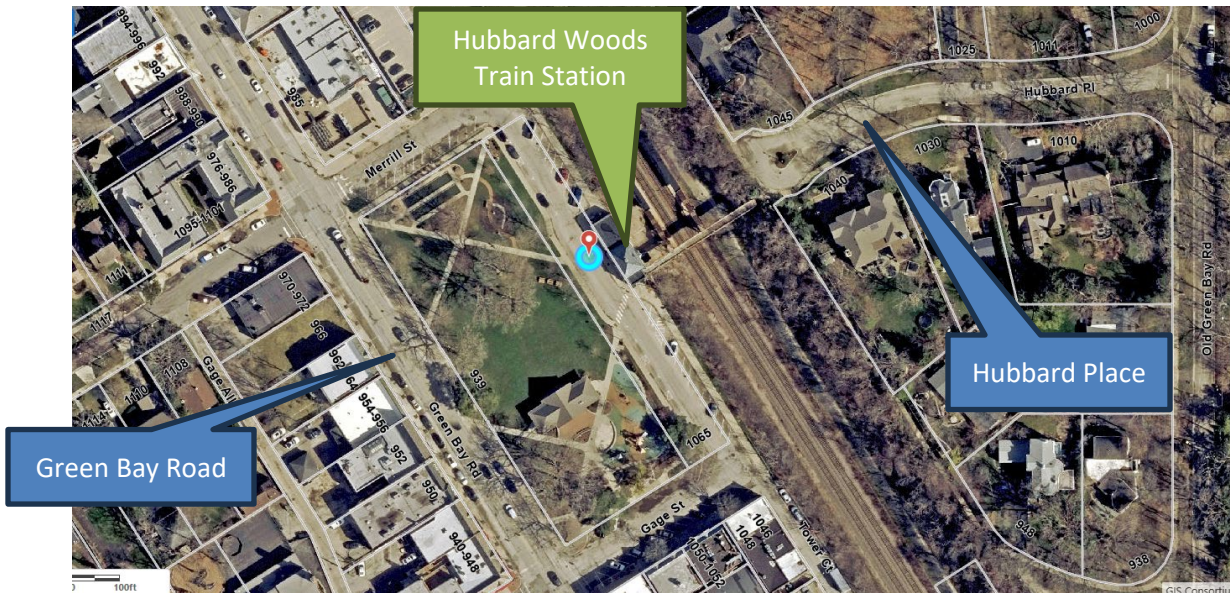


Figure 1 – Location Map

The Comprehensive Plan designates the Subject Property as appropriate for “Transportation, Utilities, Communications” uses. The property is zoned R-5 Single Family Residential, and it is bordered by C-2 General Retail Commercial and Light Industrial to the west and R-3 Single Family Residential to the east (see Figure 2).

In addition to single-family residential uses, the R-5 District allows a limited range of additional uses by Special Use Permit. Allowed Special Uses in the R-5 District include (a) church or temple; (b) public school, elementary and high, or private school having a curriculum equivalent to a public elementary school, public high school or public institution of higher learning; (c) library; and (d) pre-school or pre-kindergarten. Additionally, the Zoning Ordinance allows nonessential public uses in any zoning district within the Village by special use permit approval.

The Applicant’s use of the Subject Property as a railroad and train station is generally consistent with the Comprehensive Plan land use designation and the R-5 zoning district.

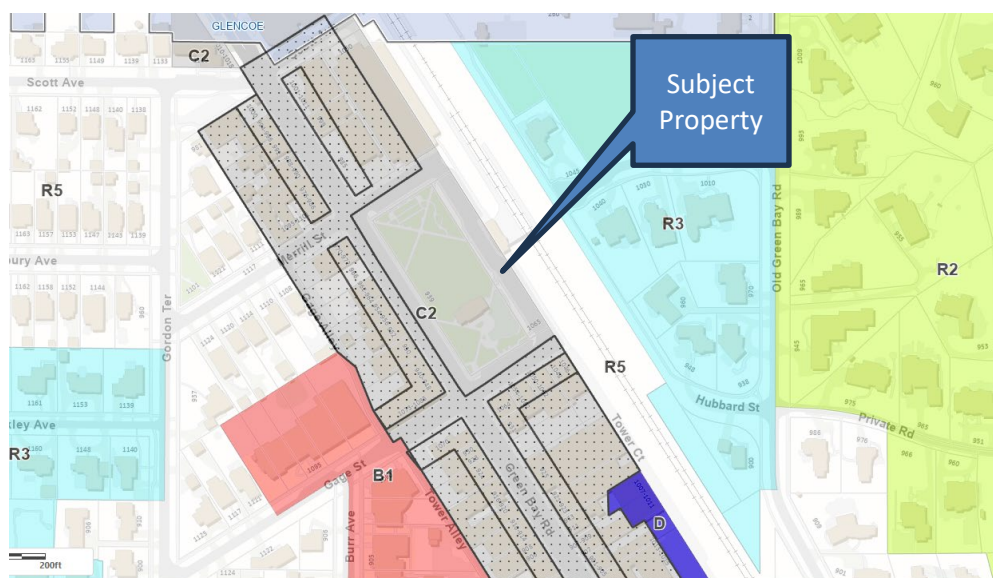


Figure 2 – Zoning Map

PROPERTY HISTORY AND PREVIOUS ZONING APPLICATIONS

The original date of construction of the train station cannot be determined from Village records. However, according to the Applicant, the existing train station was constructed in 1943. There are no previous zoning cases for the Subject Property.

Figures 3 through 11 below and on the following pages are current photos of the train station building and external elements associated with Metra's use of the Subject Property.



Figure 3 – Hubbard Woods Train Station – West & South Elevations



Figure 4 – Hubbard Woods Train Station – West & North Elevations



Figure 5 – Hubbard Woods Train Station – East Elevation



Figure 6 – Pedestrian Bridge, Stairs to Platforms & Windbreak Shelters



Figure 7 – Pedestrian Bridge Over Tracks



Figure 8 – East Windbreak Shelter



Figure 9 – West Windbreak Shelter



Figure 10 – Stairs from Hubbard Place to Pedestrian Bridge



Figure 11 - Stairs from Platform to Scott Avenue

PROPOSED PLAN

The Applicant is proposing renovation of the existing Hubbard Woods Station as well as the external elements. As noted by the Applicant in the narrative included in **Attachment A**, a priority of the project is to make the station compliant with the Americans with Disabilities Act (ADA), this includes interior spaces of the station building, entrances, and pathways to the platforms. External improvements include the following:

- Replacement of existing pedestrian bridge over the tracks;
- ADA ramps on both the east and west sides for access to the new pedestrian bridge;
- Addition of two (2) elevators;
- Replacement of staircases from the pedestrian bridge to train platform level;
- Replacement of platforms;
- Addition of track level warming shelters;
- Replacement of staircases from Scott Avenue to platform (within corporate limits of the Village of Glencoe);
- Landscape screening on west end of Hubbard Place to screen the pedestrian bridge and proposed ADA ramp.

The existing windbreak shelters would be removed, restored, and reinstalled. The proposed plan also calls for a slight relocation of the Green Bay Trail to the east in order to provide clearance around the proposed east elevator tower and the proposed warming shelters.

Exterior Building Materials. The exterior of the proposed elevator towers and warming shelters would match the exterior of the existing train station, including slate roof. The façade of the east side of the

pedestrian bridge and ramp would also match the brick and limestone elements of the existing station. The staircases to the train platform, and the pedestrian ramps, would be in precast concrete with black railings.

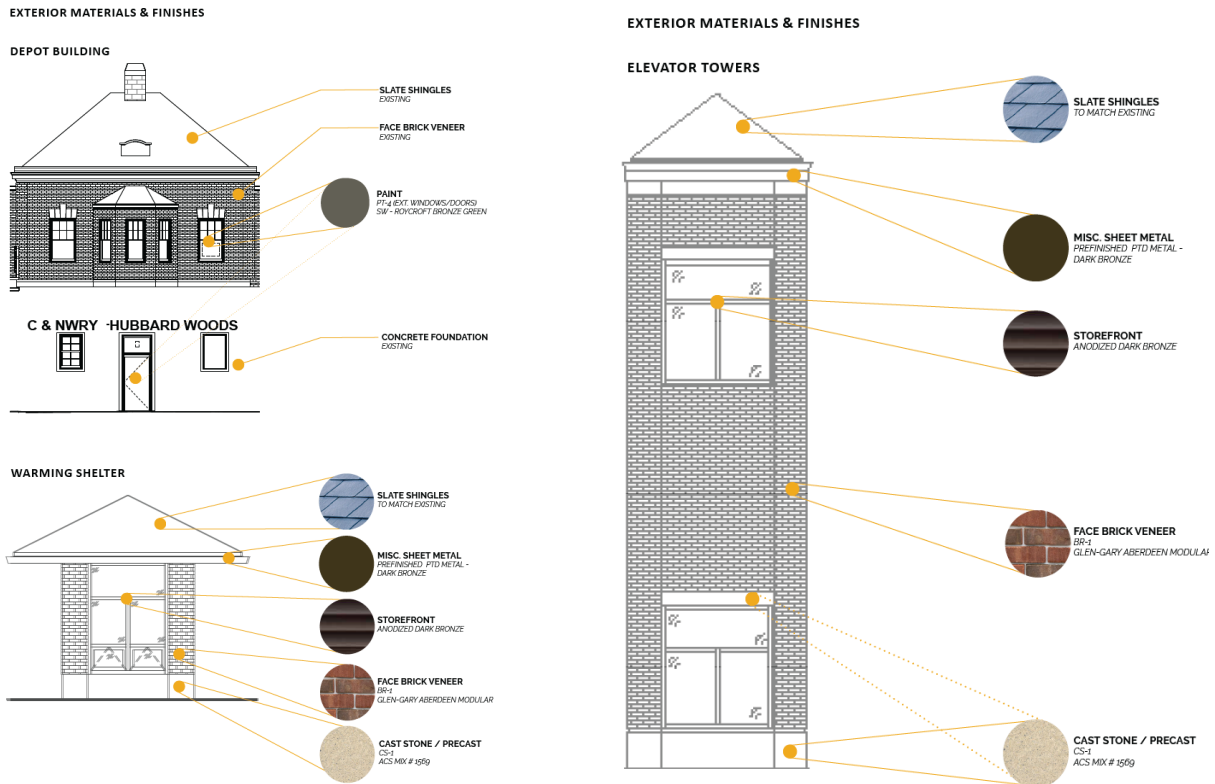


Figure 12 – Proposed Exterior Building Materials

As described by the Applicant in the attached application materials, due to the ongoing review by the Owner of the proposed improvements, Metra and its design team have provided options for the pedestrian bridge railing. The original option (Option 1) was designed to match the Elm Street Metra station pedestrian bridge (Figure 13). However, the Owner's design guidelines have changed since the Elm Street pedestrian bridge was renovated. Therefore, two other options are being presented by the Applicant. Option 2 is similar in style to Option 1, but the railing would be 6 feet in height rather than 42 inches (Figure 14). Option 3 is the Owner's guideline standard, which consists of an arched chain-link fence over the railroad track area (Figure 15). The Applicant indicates that it will propose Option 2 and request a variance for this option from the Owner.



Figure 13 – Rendering of Pedestrian Bridge Railing – Option 1 (Elm Street Station)



Figure 14 - Rendering of Pedestrian Bridge Railing – Option 2 (Proposed by Applicant)



Figure 15 - Rendering of Pedestrian Bridge Railing - Option 3 (UPRR Standard)

Signage. The Applicant has provided the proposed Metra signage details, which are included in Attachment A. The Village's Sign Code describes standards for signs on the premises of public bodies in Section 15.60.070 as follows:

"Signs, flags and emblems of and on the premises of the United States, the state, the Village, and other municipal corporations and public bodies of the state shall be exempt from the regulations of this chapter. Murals and building decorations not an integral part of a sign are not considered signs..."

The proposed signage is for Metra, a public body, and therefore it is not subject to the Village Sign Code. The most publicly visible sign, away from the train platform, would be the proposed sign on the east side of the proposed stairs to Hubbard Place (Figure 16). This sign would measure 3.5 feet by 8.87 feet (31 square feet) and would be aluminum box letters, 3 inches deep with a 2 inch standoff.



Figure 16 – Proposed Signage – Hubbard Place Stairs

The Applicant will be at the April DRB meeting to explain the proposed improvements and materials in more detail. An excerpt of the proposed site plan and additional renderings of the proposed improvements are provided below and on the following pages as Figures 17 through 23. The complete submittal is included in the application materials provided in **Attachment A**.

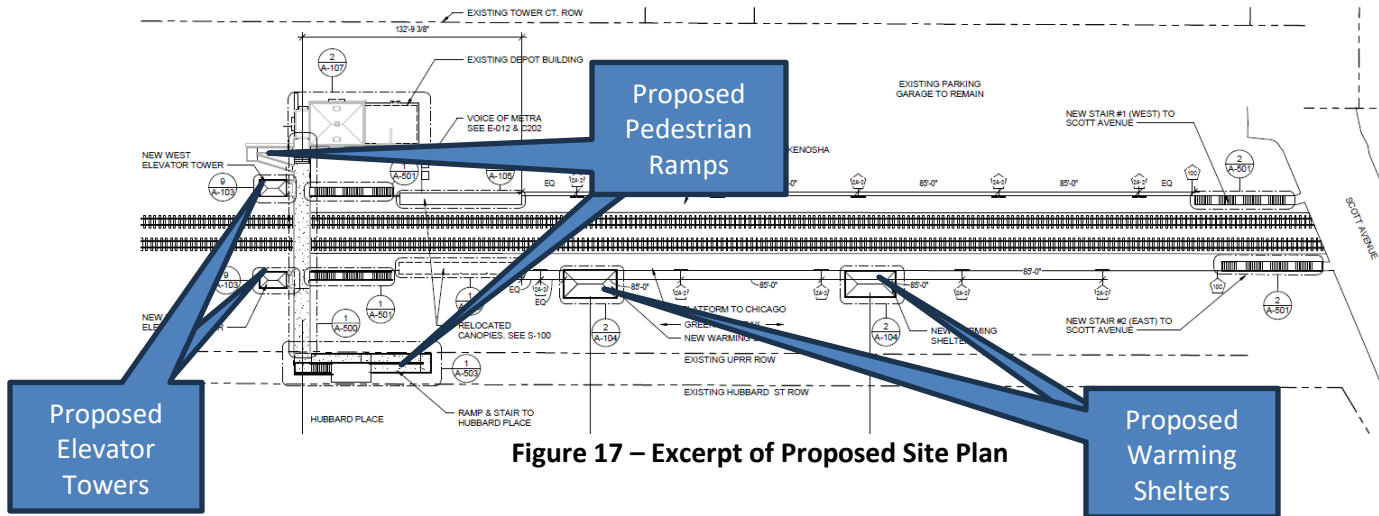




Figure 19 – Southeast Aerial Perspective



Figure 20 – Rendering - Green Bay Trail Looking North



Figure 21 – Rendering of North Façade



Figure 22 – Rendering of East Façade



Figure 23 – Rendering East Façade (Hubbard Place)

Exterior lighting. The proposed site improvements include installation of lights on the pedestrian bridge (Figure 25). The proposed lights are intended to match the existing lights on the Elm Street pedestrian bridge (Figure 24). (The renderings included above do not depict the proposed fixture.)



Figure 24 – Photo of Light Fixtures at Elm Street Station

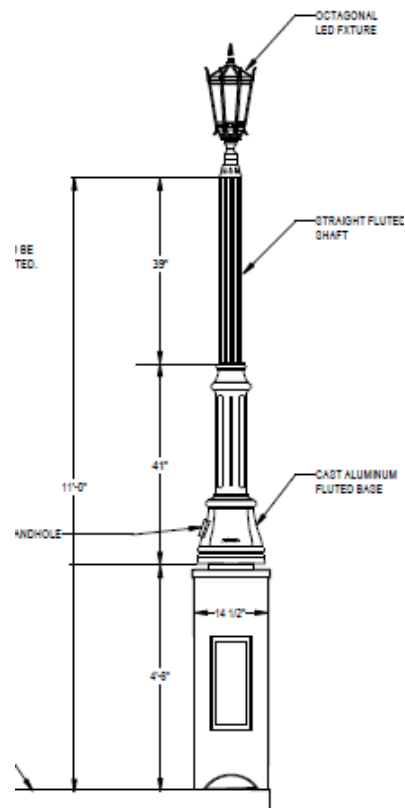


Figure 25 – Proposed Pedestrian Bridge Lights

Landscaping. Included in the application materials is a proposed landscape plan and plant schedule. The Applicant is proposing landscaping on the west end of Hubbard Place to screen the pedestrian bridge and proposed ADA ramp. Please refer to the tree and plant schedule for details.

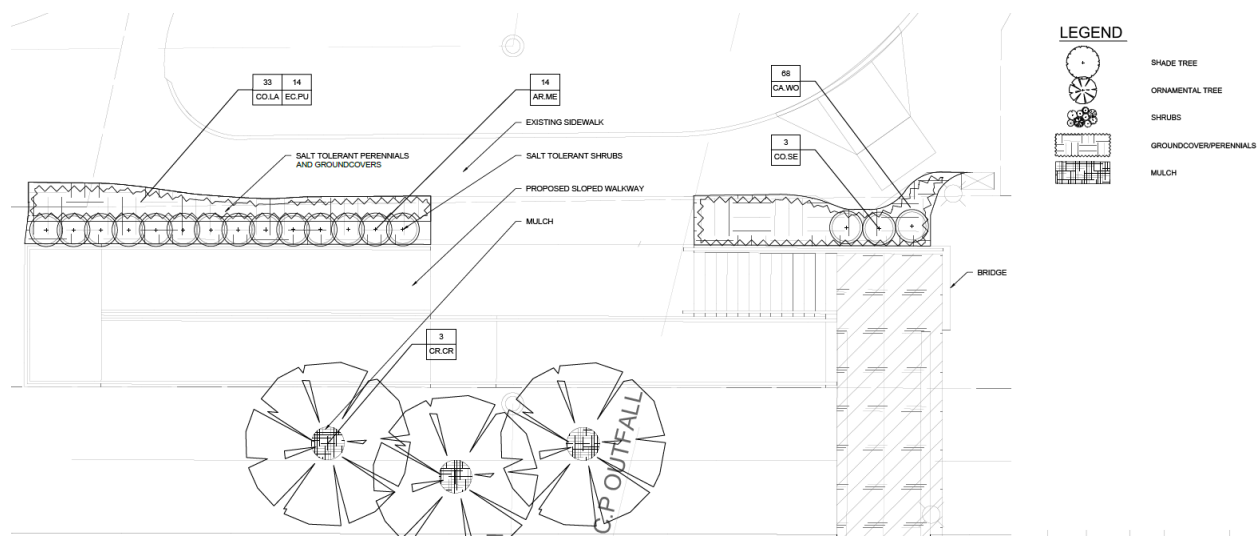


Figure 26 – Excerpt of Landscape Plan

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the DRB 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;”

“(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 renovation and site improvements to the existing Hubbard Woods Metra Train Station at 1065 Gage Street comply with the above standards.

DESIGN GUIDELINES ANALYSIS

The Village’s Design Guidelines provide recommendations and standards on the appearance of exterior facades for buildings in the commercial areas.

- Acceptable materials include modular brick, rough-faced or dressed limestone. Cast stone, which clearly simulates stone, is to be limited to accent pieces. With respect to roof materials, the proposed slate is an acceptable material.
- Decorative metal and/or wood fencing should be used where appropriate to enhance and define open spaces, landscaped areas and building entrances. Such fencing should not be more than 4 feet in height. Solid fencing should be avoided unless used for screening of service areas. Chain link fences are prohibited.

RECOMMENDATION

At the April 17 DRB meeting, the Board is scheduled to consider the design of the Applicant’s proposed renovation of the existing Metra Hubbard Woods Train Station and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform level, and new warming shelters on the Subject Property.

After hearing from the Applicant and the public, the Board may decide to take action on one or two options:

- 1) Continue further review of the application to a specific date in order to provide the Applicant and/or staff additional time to address questions and comments from the Board; or
- 2) Adopt a motion to recommend approval or a motion to recommend denial of a certificate of appropriateness for the design of the proposed renovation and site improvements to the existing Metra Hubbard Woods Train Station at 1065 Gage Street.

If the Board wishes to adopt a motion to recommend approval or denial, a Board member will 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 renovation and site improvements to the existing Metra Hubbard Woods Train Station at 1065 Gage Street**, subject to the following conditions:*

A. [If the Board chooses to place conditions as part of its recommendation of approval, it will want to include the conditions here.]

The Board's findings are 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.*

ATTACHMENTS

Attachment A: Application Materials

Attachment B: Design Guidelines Excerpt



Village of Winnetka – Certificate of Appropriateness
Application

Renovation of Hubbard Woods Station Application

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT
CERTIFICATE OF APPROPRIATENESS APPLICATION

Project Address: 1065 Gage Street, Winnetka, IL

Name of Business(es): Metra

Application is hereby made for the following work (please check all that apply):

- ☒ Sign Sign Permit Application attached? ☐
☐ Awning Awning Permit Application attached? ☐
☒ Other (general description) Renovation of Metra Hubbard Woods Station, incl platforms, ped bridge & stairs; new elevators, ADA ramp & warming shelters.

Please provide a detailed description of the proposed work (attach additional information such as material specifications, photographs, etc.): Please see Metra Hubbard Woods Plans, and material board of physical samples and cut sheets.

I/We hereby certify that as _____ (Lessee/Owner) of the property located at 1065 Gage Street, Winnetka, IL (address), I am/we are authorized to submit plans for alterations of the subject property. I/We agree to perform the subject work in accordance with the conditions of approval by the Winnetka Design Review Board as well as all other applicable codes, rules and regulations of the Village of Winnetka.

SIGNED _____
PRINTED NAME(S) _____
ADDRESS _____
PHONE NO. _____
EMAIL _____

FOR OFFICE USE ONLY

COA applied for (date): _____
COA Case Number: _____
COA Issued (date): _____

Please refer to the attached official letter from Dana Brummund, Union Pacific RR, Dated January 29, 2025

PRIMARY DESIGN FIRM	<u>TY Lin International</u>
CONTACT NAME	<u>Patricia Davidson, P.E.</u>
ADDRESS	<u>200 S. Wacker Drive, Suite 200</u> <u>Chicago, IL 60606</u>
PHONE NO.	<u>312-777-2886</u>
EMAIL	<u>patricia.davidson@tylin.com</u>

January 29, 2025

David Schoon
Director
Village of Winnetka Community Development
510 Green Bay Rd.
Winnetka, IL 60093

Robert Bahan
Village Manager
Village of Winnetka
510 Green Bay Rd.
Winnetka, IL 60093

Subject: Special Use Permit Application (SUPA), Metra Hubbard Woods Station,
MP 17.66, Kenosha Sub, Winnetka, IL

Mr. Schoon and Mr. Bahan,

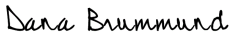
Regarding the Winnetka Special Use Permit Application (SUPA), the Union Pacific Railroad Company (UPRR) received the Hubbard Woods Station 90% milestone improvement plans in July 2024 for review and is aware of the proposed improvements within the building and at the track level. UPRR subsequently received the SUPA for the Hubbard Woods Station project to sign as the owner. However, UPRR will not sign the application because UPRR does not control the project or maintain the station. The station is currently under lease by the Village of Winnetka; therefore, Winnetka, as lessee, may complete and sign the SUPA or choose to waive it. Either Metra or Winnetka will be the party performing any requirements and satisfying any conditions in any permit obtained for the project.

UPRR is aware of the project and consents to the proposed improvements.

Please contact our office with any questions.

Sincerely,

DocuSigned by:

 Dana Brummund

85453D5C74EE4CE...
Dana Brummund

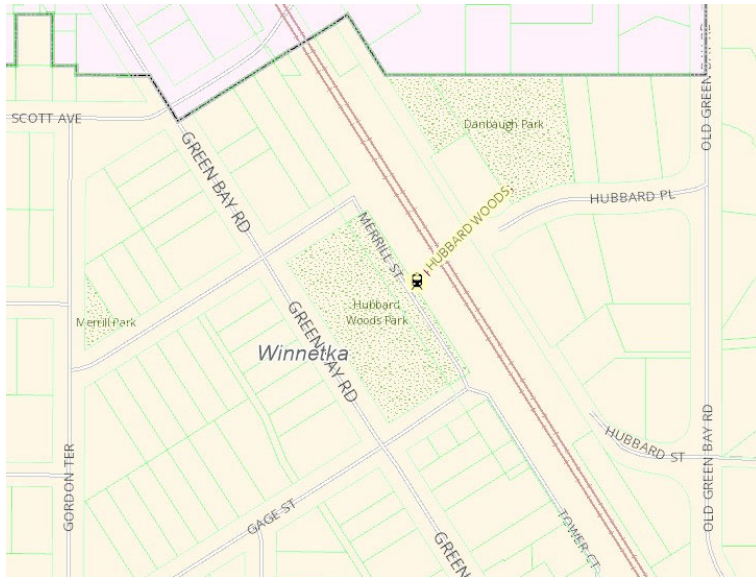
Union Pacific Railroad Company

Narrative - Description of Project

Existing Conditions

Location:

The Metra Hubbard Woods Station Building is located at 1065 Gage Street in Winnetka along the westerly side of the Union Pacific North Line (UP-N) tracks.



Cook County GIS Viewer – Metra Hubbard Woods Location Exhibit, August 2021

Station Building:



View of 1065 Gage Street, October 2019.

Constructed in 1943, this two-story, Georgian Revival train station is clad in light red brick with limestone ornamentation. The building is rectangular in plan with a hipped roof clad in slate shingles. As a utilitarian building, the station features limited architectural ornamentation and embellishments. The resource maintains its key character-defining features including the visual aspects and physical features which define the type of resource, architectural style, and sense of time and place. Character-defining elements include the

overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment. Architectural character-defining features at the exterior include the original four-over-one and six-over-one wood double-hung windows set within round arch brick openings, limestone

splayed lintels, a projecting bay window at the east façade, limestone entrance surround, rusticated limestone base at the platform level, limestone cornice, and brick quoins. Alterations to the exterior include the replacement of the asphalt roof shingles with slate, and masonry renovations in 1995.

On the interior, the building retains character-defining features including its original configuration, wood paneled doors, furniture, and the original blueish-grey terra cotta wall tile and black terra cotta wall base (pictured in the left and center photograph below).



Left and Center Photo: View of Waiting Room; Right Photo: View of the Ticket Office. All photographs taken in October 2019.

Station External Entities:

Exterior elements include a pedestrian bridge with stairs to access each platform. Historic windbreaks flank the platforms at the foot of these stairs. The platforms extend from the pedestrian bridge to the Scott Avenue bridge. The Green Bay Trail parallels the track along the east side, this multi-use trail facility spans several municipalities.



Pedestrian bridge stairs to track level, historic windbreaks, and Green Bay Trail, January 2017



Stairs from Hubbard Place to Pedestrian Bridge, Jan 2017



Stairs from Scott Street to Metra platform, January 2017

At the east end of the pedestrian bridge are stairs leading to the Hubbard Place sidewalk. Two additional staircases connect the platforms to Scott Avenue.

Renovations

A priority of the project is to make this station ADA-compliant, including interior spaces, entrances, and pathways to the platforms. The Hubbard Woods Station renovation project consists of renovation of the Hubbard Woods Station building and external elements.

External improvements include replacement of the existing pedestrian bridge over the tracks, which will include ADA ramps at both the east and west end for bridge access, the addition of two elevators and the replacement of two staircases from the pedestrian bridge to platform level, the replacement of platforms, the addition of track level warming shelters, and the replacement of two staircases from the north end of the platform to Scott Street. Landscape screening will be provided at the west end of Hubbard Place. Lighting of external spaces will be designed to be sensitive to nearby residents. The two existing windbreak shelters will be removed, restored, and reinstalled. The Green Bay Trail will be realigned slightly. The Gage Street pavement and sidewalk will be modified to provide ADA access to the building. The bulk of the renovations occur in Winnetka, however the two staircases to Scott Street are within the Glencoe village limits.

Within the building, the two toilet rooms will be modified to ADA accessible standards. The existing janitor closet will be relocated and enlarged. The existing freight elevator space will be included in a roughed in vendor space. Existing doors and windows will be repaired. The existing radiators will be removed, restored, and reinstalled. Mechanicals and plumbing will be upgraded as required. The existing terra cotta wall and wall base will be restored, replacing pieces as needed. Floor tile will be replaced. The ticket booth space will remain however it will not be staffed for ticket sales. The interior walls and ceilings will be painted. No work is proposed to the lower level.

The project required review by the State Historic Preservation Office (SHPO). Direction from SHPO included retaining the Ticket Office Space internal to the building, restoration of existing windows and doors, maintaining the terra cotta tiles though out the waiting room area, and retaining the two Windbreak Structures at track level. The proposed elevator facade was also modified to comply with the direction of SHPO.

The Green Bay Trail is a linear park facility approximately nine miles in length and it meanders parallel to the Union Pacific North Line (UP-N). The project impacts a portion of the Trail which is under the jurisdiction of the Village of Winnetka, the Winnetka Park District, and the Village of Glencoe. Approximately 435 feet of the Green Bay Trail is to be permanently relocated 10 feet east. There are two 190' tapers that the realigned trail tapers back to the existing alignment (total 380'). The realignment of the Green Bay Trail was proposed to provide a clear zone between the new warming shelters and the Trail. This realignment required a Section 4(f) study for approval of impacts. The construction operations will be staged to maintain the use of the Trail by constructing the realigned segment prior to closing the original Trail.

The Special Use Permit Standards are addressed as follows:

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.*

The station requires maintenance and replacement of aging elements. The renovation of the existing Hubbard Woods Station will provide an improved facility for the public use, including providing a fully ADA accessible station.

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.*

Landscape screening will be provided at the west end of Hubbard Place to screen the pedestrian bridge and ADA ramp. The façade of the east end of the pedestrian bridge and ADA ramp has been thoughtfully designed to coordinate (match) the brick and limestone elements of the station. The elevator towers will also have façade material in the language of the station building, including slate roof. Lighting of external entities (pedestrian bridge, associated ADA ramp, and platforms) will be designed to be sensitive to nearby residences and properties, photometric plots will be reviewed to verify limits of light encroachment on adjacent property.

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.*

This project focus is maintenance/renovation however including ADA Accessibility improvements. This project is unlikely to have any impact on development of adjacent properties in the immediate vicinity. The project was reviewed by SHPO for adverse impacts to and the finding was no adverse effects.

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.*

The Station and Trail will remain open during construction. Construction staging will be developed to minimize inconvenience to the commuters using the Station and Green Bay Trail. Adjacent roadways and ingress/egress to private and public property will remain open for the duration of the construction operations from start to completion of the work. Construction Traffic routing will be discussed and coordinated with the Village of Winnetka to minimize impact to the public way. Village festivals or other significant events will be identified for construction scheduling.

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.*

As this is a maintenance/renovation project, the existing parking, access roads, utilities, drainage, and other facilities will remain as is or be upgraded. The modification of existing facilities required will be staged to avoid gaps in service. Maintenance of traffic as necessary for improvements will be coordinated with the Village to minimize impact.

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

Plans and specifications will be designed to meet all current local, state and federal codes. Project documents will be provided to the Village of Winnetka for review. The project will be presented at all Village of Winnetka board meetings for review, comment and approval.

ELIZABETH FEELEY RESUB.
REC. MARCH 14, 1990
DOC. NO. 90113647

1

ENRICO PLATT'S SUB.
REC. MAY 11, 1989
DOC. NO. 89213427

1

HUBBARD WOODS SURVEY BENCHMARKS:

BM 2373
CHISELED SQUARE ON CONCRETE BASE OF LAMP POLE WEST SIDE OF TOWER CT.
AT THE CROSSWALK FROM HUBBARD PARK TO TRAIN STATION AND PEDESTRIAN
BRIDGE.
ELEV. = 661.17

BM 3527
CHISELED SQUARE ON BASE OF THIRD LAMP POLE NORTH OF PASSENGER
SHELTER AT BACK OF PLATFORM STATION SIDE OF TRAIN TRACKS.
ELEV. = 646.53

CP #1444 - SET MAG NAIL
N - 1986123.305
E - 1144367.862
EL = 642.62

CP #100 - SET MAG NAIL
N - 1986296.076
E - 1144395.636
EL = 657.19

CP #103 - SET X
N - 1986135.347
E - 1144179.910
EL = 661.38

BM #2373 - CHISELED SQUARE
N - 1986098.9
E - 1144205.3
EL = 661.17

CP #104 - SET MAG NAIL
N - 1985970.043
E - 1144329.468
EL = 659.70

LEGEND

- CATCH BASIN
- CONTROL BOX
- DROP INLET
- FIRE HYDRANT
- HANDHOLE
- JUNCTION BOX
- LAMP POLE
- MANHOLE
- SIGN
- TREE (DECIDUOUS)
- TREE (NON-DECIDUOUS)
- VALVE / VAULT
- CONTROL POINT / BENCHMARK
- FENCE
- GUARDRAIL
- RIGHT-OF-WAY-LINE
- CONTOUR LINE - ELEVATION
- SPOT ELEVATION (50')
- RECORD DIMENSION
- STRUCTURE NUMBER & ELEVATION

0 10 20 30 40
HORIZONTAL SCALE IN FEET
BEARINGS AND COORDINATES ARE
REFERENCED TO THE ILLINOIS STATE
PLANE COORDINATE SYSTEM, EAST ZONE,
NORTH AMERICAN DATUM OF 1983
(2011 ADJUSTMENT).

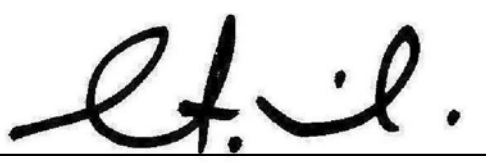
SEE SHEET C-002

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY
CERTIFY THAT I HAVE SURVEYED THE PROPERTY SHOWN ABOVE, THAT THE PLAT
DRAWN HEREON IS A TRUE REPRESENTATION OF SAID SURVEY, AND THAT THIS
PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM
STANDARDS FOR TOPOGRAPHIC SURVEY.

THE FIELDWORK WAS COMPLETED ON AUGUST 12, 2024.

DATED THIS 14TH DAY OF AUGUST, 2024 AT CHICAGO, ILLINOIS.

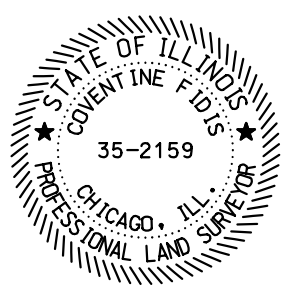
BY: 
COVENTINE FIDIS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2159
LICENSE EXPIRATION DATE 11/30/2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS
MINIMUM STANDARDS FOR A TOPOGRAPHIC SURVEY

LAKESIDE JARED GAGES SUB.
REC. FEB. 8, 1872
DOC. NO. 12387

BLOCK 5

LAKESIDE JARED GAGES SUB.
REC. FEB. 8, 1872
DOC. NO. 12387



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REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	7/15/24	MB	CF	90% RESUBMITTAL					
3	12/14/21	ES	CF	90% SUBMITTAL					
2	8/6/21	ES	CF	60% SUBMITTAL					
1	7/17/20	ES	CF	30% SUBMITTAL					

SUB CONSULTANT

200 N. LaSALLE ST., SUITE 2630 CHICAGO, ILLINOIS 60601 TEL: 312-277-2000
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

PRIMARY CONSULTANT
SEAL/ SIGNATURE

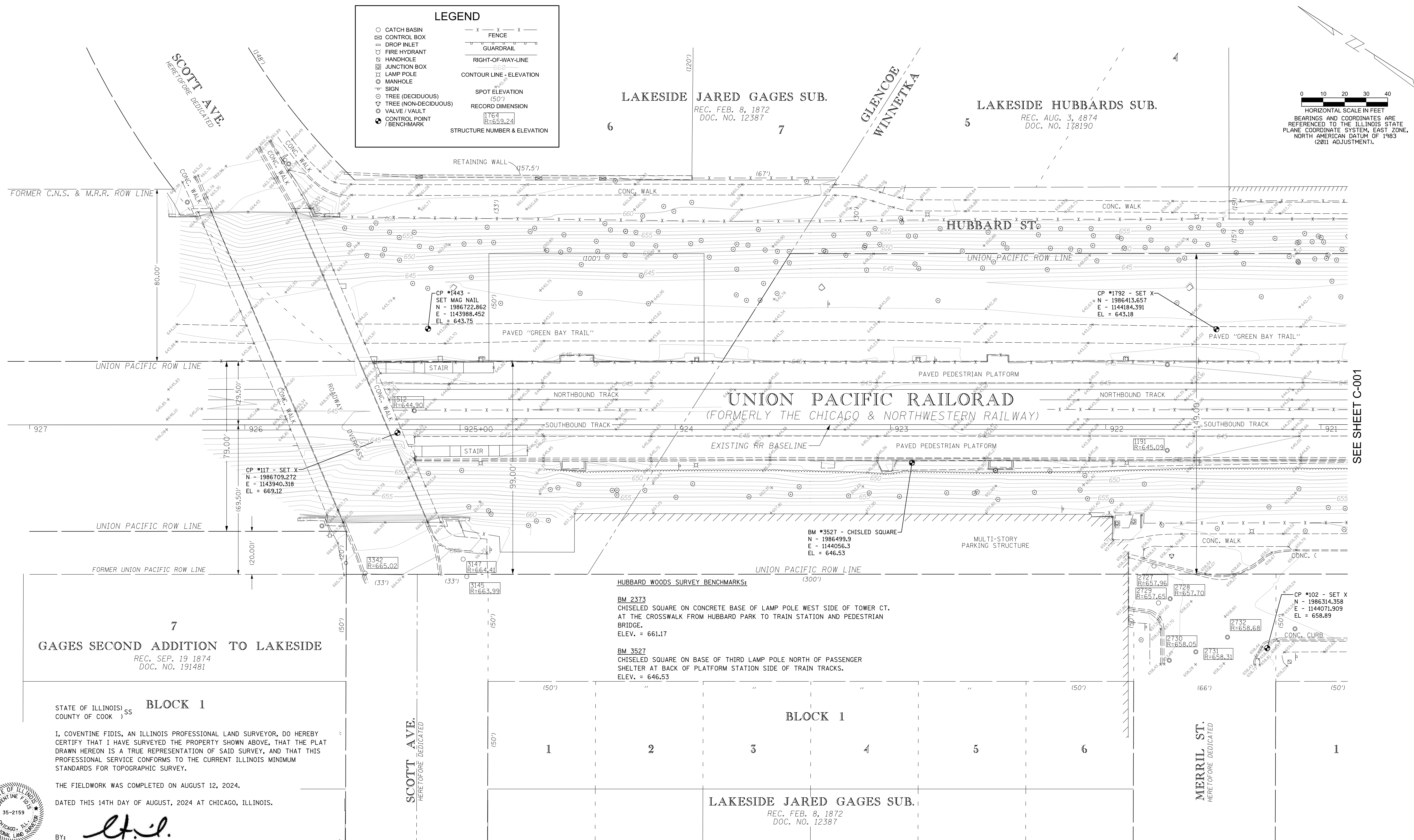
PRIMARY CONSULTANT
TYLin
200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

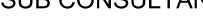
DESIGNED: E. SLADEK
DRAWN: M. BARAN
CHECKED: C. FIDIS
METRA P.M. R. BASIRIRAD
DATE: 07/15/2024

Metra
ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME: HUBBARD WOODS STATION
TITLE: TOPOGRAPHIC SURVEY (SOUTH)

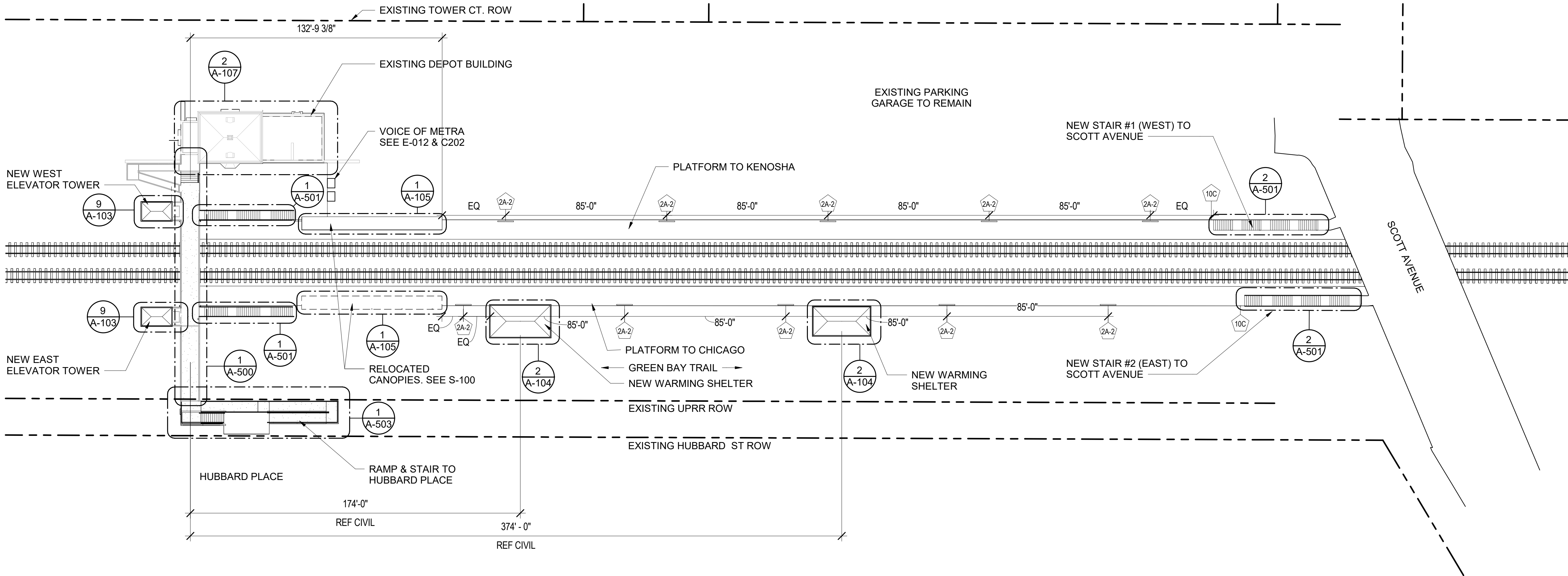
CAD FILE NUMBER: UPN17.7C001_90.dgn	
SCALE: 1" = 20'	DISTRICT: U
PROJECT NO. JP5194	SHEET NO. C
MILE POST NO. UPN 17.70	



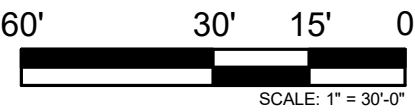
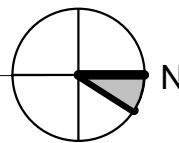
										SUB CONSULTANT					PRIMARY CONSULTANT SEAL/ SIGNATURE					PRIMARY CONSULTANT					DESIGNED: E. SLADEK					LOCATION NAME: HUBBARD WOODS STATION					CAD FILE NUMBER: UPN17.7C002_90.dgn																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
										 AMERICAN SURVEYING & ENGINEERING, P.C. 200 N. LaSALLE ST., SUITE 2630 CHICAGO, ILLINOIS 60601 TEL: 312-277-2000 ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192					 TYLin 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900					 Metra ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661					TITLE: TOPOGRAPHIC SURVEY (NORTH)					SCALE: 1" = 20' PROJECT NO. JP5194 MILE POST NO. UPN 17.70					DISTRICT: UPN SHEET NO. C-002																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
4	7/15/24	MB	CF	90% RESUBMITTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</

SITE PLAN NOTES

1. SEE A-800 SHEETS FOR SIGNAGE SCHEDULE AND DETAILS.
2. REFER TO SHEET C-002 FOR TOPOGRAPHIC SURVEY



1 ARCHITECTURAL SITE PLAN
1" = 30'-0"



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT



700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184
2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT

SEAL/ SIGNATURE

PRIMARY CONSULTANT:



200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED: V. WIEGAND

DRAWN: V. WIEGAND

CHECKED: K. KORAB

METRA PM: R. BASARIRAD

DATE: 07-15-2024



ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:

ARCHITECTURAL SITE AND LOCATION PLAN

CAD FILE NUMBER:
UP-N17.70_ A-100.dgn

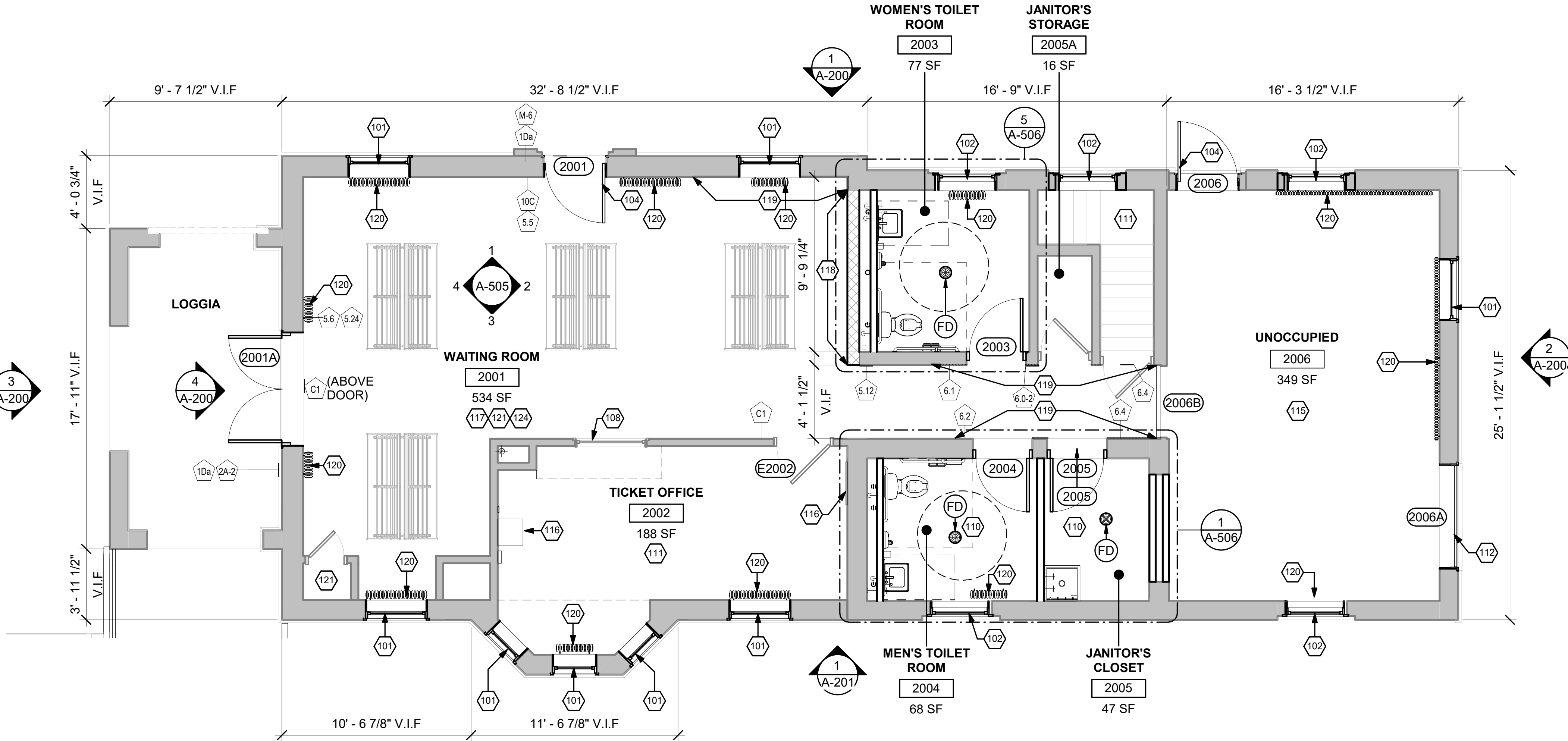
SCALE:
AS INDICATED

PROJECT NO:
JP5194

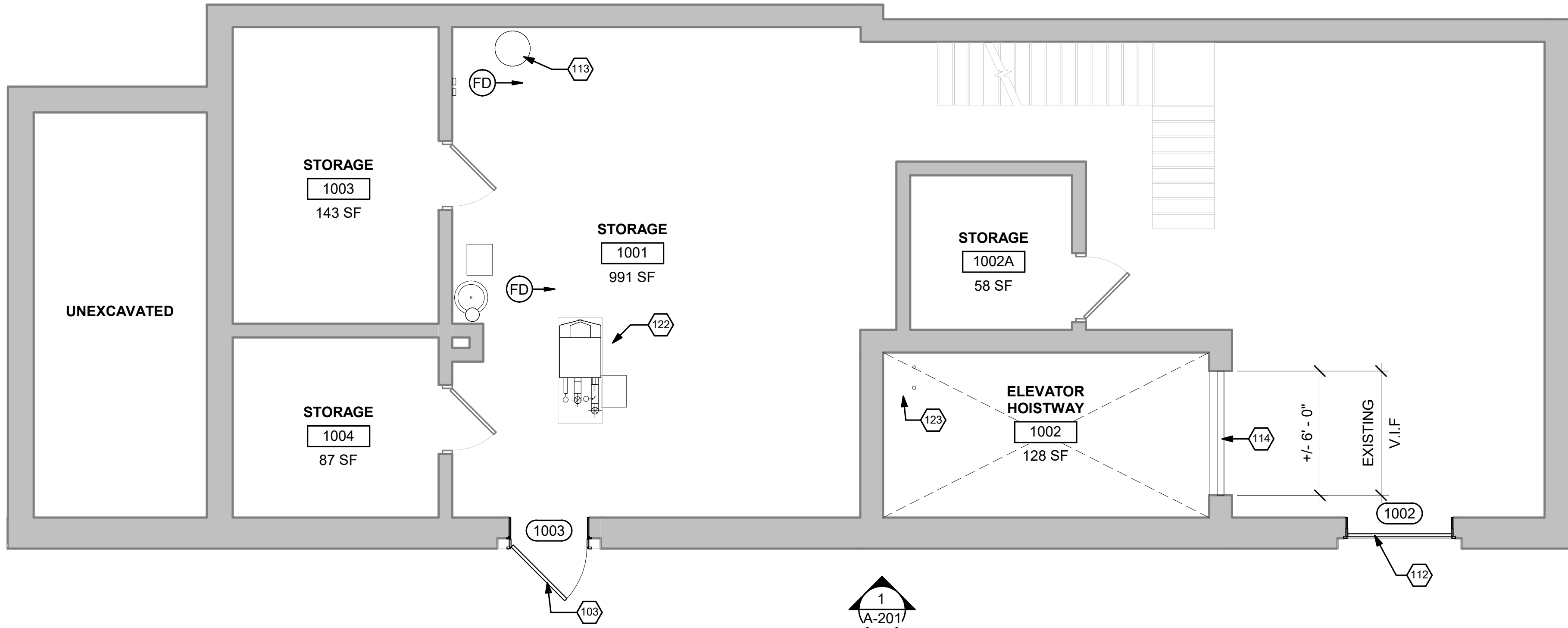
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

SHEET NO.
A-100



1 STREET LEVEL FLOOR PLAN
1/4" = 1'-0"



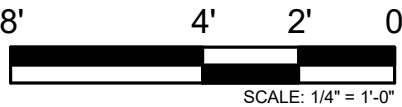
2 PLATFORM LEVEL FLOOR PLAN
1/4" = 1'-0"

FLOOR PLAN NOTES

- ALL DIMENSIONS AT EXISTING CONSTRUCTION ARE FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING DIMENSIONS IN FIELD PRIOR TO START OF CONSTRUCTION.
- ROOM FINISH SCHEDULE, SEE SHEET A-700.
- DOOR SCHEDULE, SEE SHEET A-600.
- PARTITION TYPES AND DETAILS, SEE SHEET A-605.
- CONTRACTOR TO COORDINATE CODE REQUIRED SIZES FOR CONCRETE PADS OF MEP EQUIPMENT. SEE M-102.
- MEP COMPONENTS, INCLUDING BUT NOT LIMITED TO, CONDUIT AND PIPES/DOWNSPOUTS, ARE SHOWN ON ARCHITECTURAL PLANS FOR REFERENCE ONLY. NOT ALL PENETRATIONS AND MEP COMPONENTS ARE SHOWN. CONTRACTOR TO COORDINATE AND ADJUST CHASES AND COLUMN ENCLOSURES AS REQUIRED TO FIT MEP COMPONENTS UPON ARCHITECT'S APPROVAL. SEE A-602 AND A-603 FOR WINDOW RESTORATION DETAILS.

KEYNOTES - FLOOR PLANS

- 101 REINSTALL REPAIRED WINDOW AND FRAME IN ORIGINAL WINDOW OPENING.
- 102 REINSTALL REPAIRED WINDOW AND FRAME, AND TRANSOM WINDOW IN ORIGINAL WINDOW OPENING.
- 103 REINSTALL REPAIRED DOOR AND FRAME IN ORIGINAL DOOR OPENING.
- 104 REINSTALL NEW DOOR, REPAIRED FRAME, AND REPAIRED TRANSOM WINDOW IN ORIGINAL ROUGH OPENING. PROVIDE NEW ADDRESS NUMBERS AS A VINYL GRAPHIC ON TRANSOM GLASS.
- 105 NOT USED.
- 106 NOT USED.
- 107 NOT USED.
- 108 TICKET WINDOW TO REMAIN. DEAL TRAY TO BE COVERED, AND SHADOW BOX CONSTRUCTION.
- 109 NOT USED.
- 110 NEW CONCRETE FLOOR. REFER TO S-101. FLOOR FINISH AS SCHEDULED.
- 111 NO WORK, THIS AREA. UNLESS NOTED OTHERWISE
- 112 INSTALL REPAIRED OVERHEAD DOOR AND FRAME TO BE FASTENED SHUT IN ORIGINAL OPENING.
- 113 INSTALL NEW WATER HEATER. SEE P-101
- 114 INSTALL FULL HEIGHT CHAIN LINK FENCE IN EXISTING OPENING.
- 115 FUTURE TENANT SPACE. PATCH AND PAINT PLASTER WALLS, AS SCHEDULED. REFER TO MEP DRAWINGS FOR UTILITY ROUGH-INS.
- 116 ELECTRICAL PANEL, FIRE ALARM CONTROL PANEL (FACP), SECURITY PANEL AND NETWORK SWITCHES TO REMAIN.
- 117 REPLACE DAMAGED TERRACOTTA WALL AND BASE TILES WITH SALVAGED TILES, THROUGHOUT WAITING AREA.
- 118 INSTALL SALVAGED TERRACOTTA TILES AND BASE AT NEW PARTITION. WHERE SALVAGED TILES ARE NOT AVAILABLE, USE NEW TILES TO MATCH ORIGINAL.
- 119 INSTALL SALVAGED TERRACOTTA TILES AND BASE AT EXISTING PARTITION. WHERE SALVAGED TILES ARE NOT AVAILABLE, USE NEW TILES TO MATCH ORIGINAL.
- 120 REINSTALL EXISTING RADIATOR. REFER TO MD-101.
- 121 REPAIR, PATCH AND PAINT PLASTER WALLS.
- 122 NEW CONDENSING BOILER, SEE M-101.
- 123 NEW SUMP PUMP, SEE P-101.
- 124 NEW TERRAZZO FLOORING ON EXISTING CONCRETE SLAB.
- 125 NEW PLASTER FOR TERAZZO TILE



PRINTED ON: 7/12/2024 5:38:28 PM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
5	07/15/2024	MB	VAW	90% RESUBMITTAL					
4	12-14-2021	JH	KJK	90% SUBMITTAL					
3	08-06-2021	NT	VAW	60% SUBMITTAL					
2	05-19-2021	VW	KJK	UPDATED HISTORIC REPORT					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT



700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184
2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT

SEAL/ SIGNATURE

PRIMARY CONSULTANT:



200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED: V.WIEGAND

DRAWN: V.WIEGAND

CHECKED: K.KORAB

METRA PM: R. BASARIRAD

DATE: 07-15-2024



ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:

FLOOR PLANS DEPOT

CAD FILE NUMBER:
UP-N17.70_ A-102.dgn

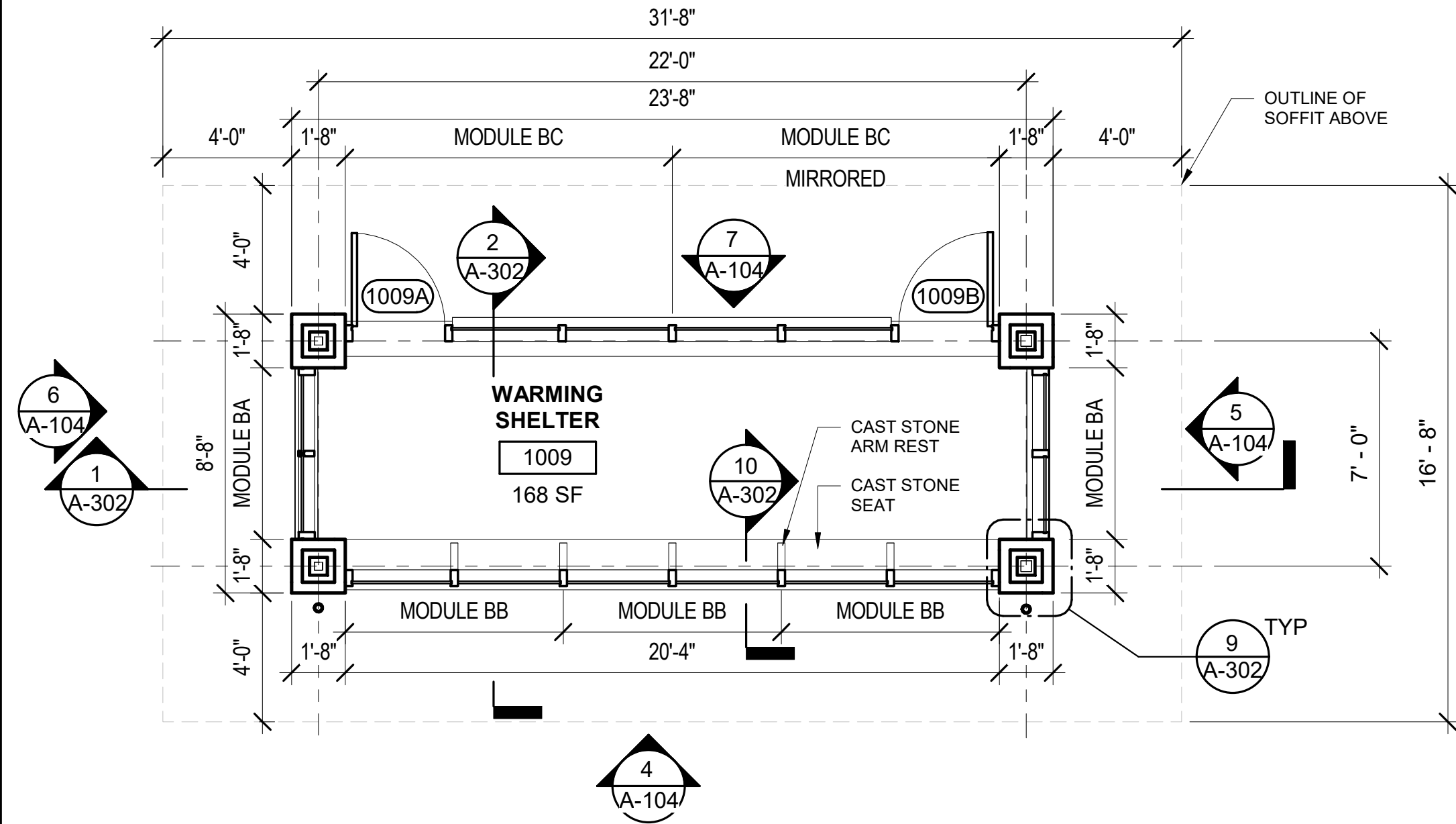
SCALE:
AS INDICATED

PROJECT NO:
JP5194

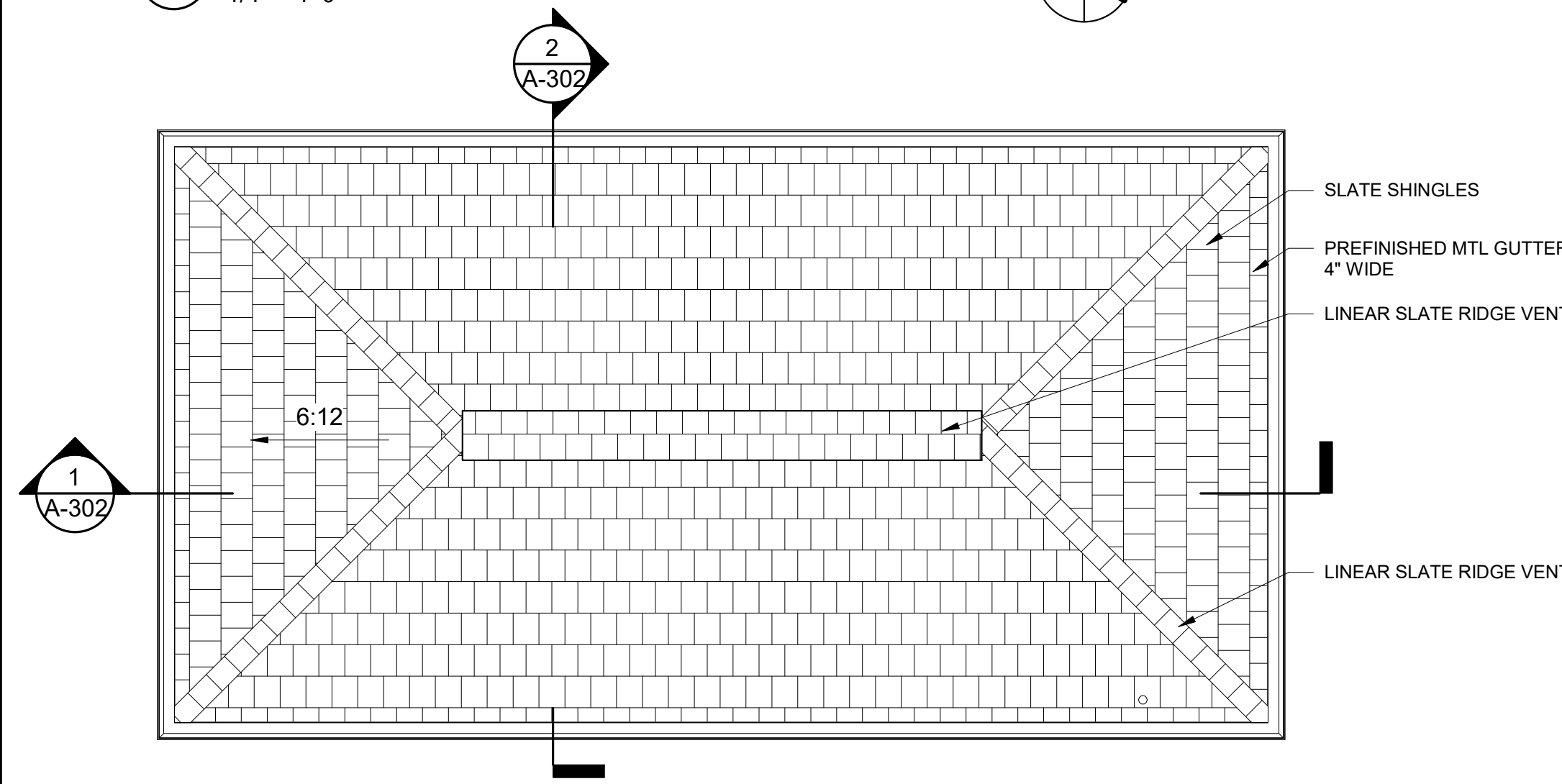
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

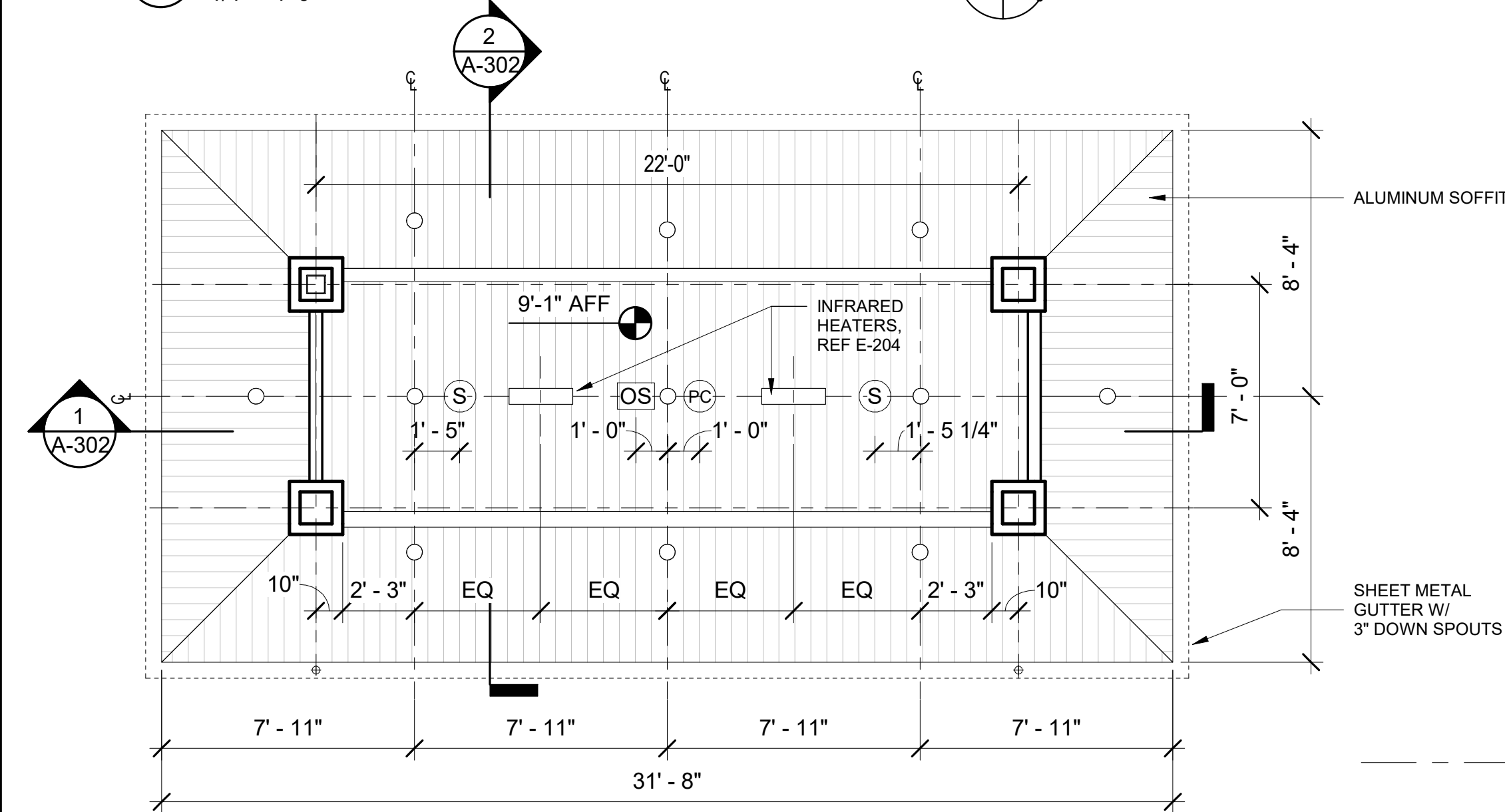
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A-102



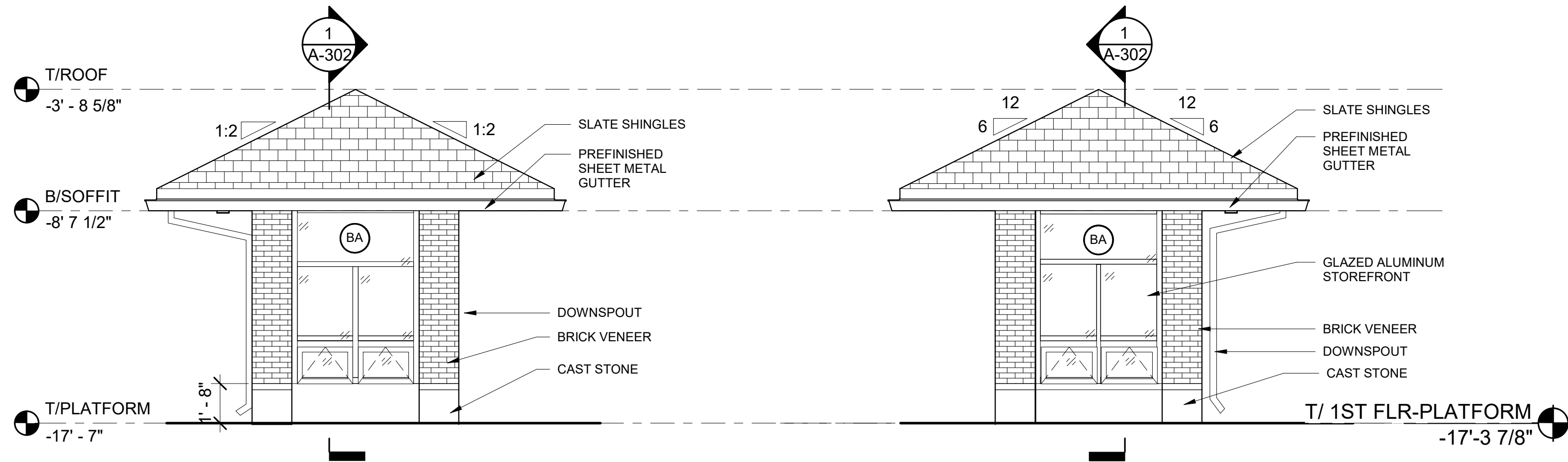
**FLOOR PLAN -
TYPICAL WARMING SHELTER**
1/4" = 1'-0"



**ROOF PLAN -
TYPICAL WARMING SHELTER**
1/4" = 1'-0"

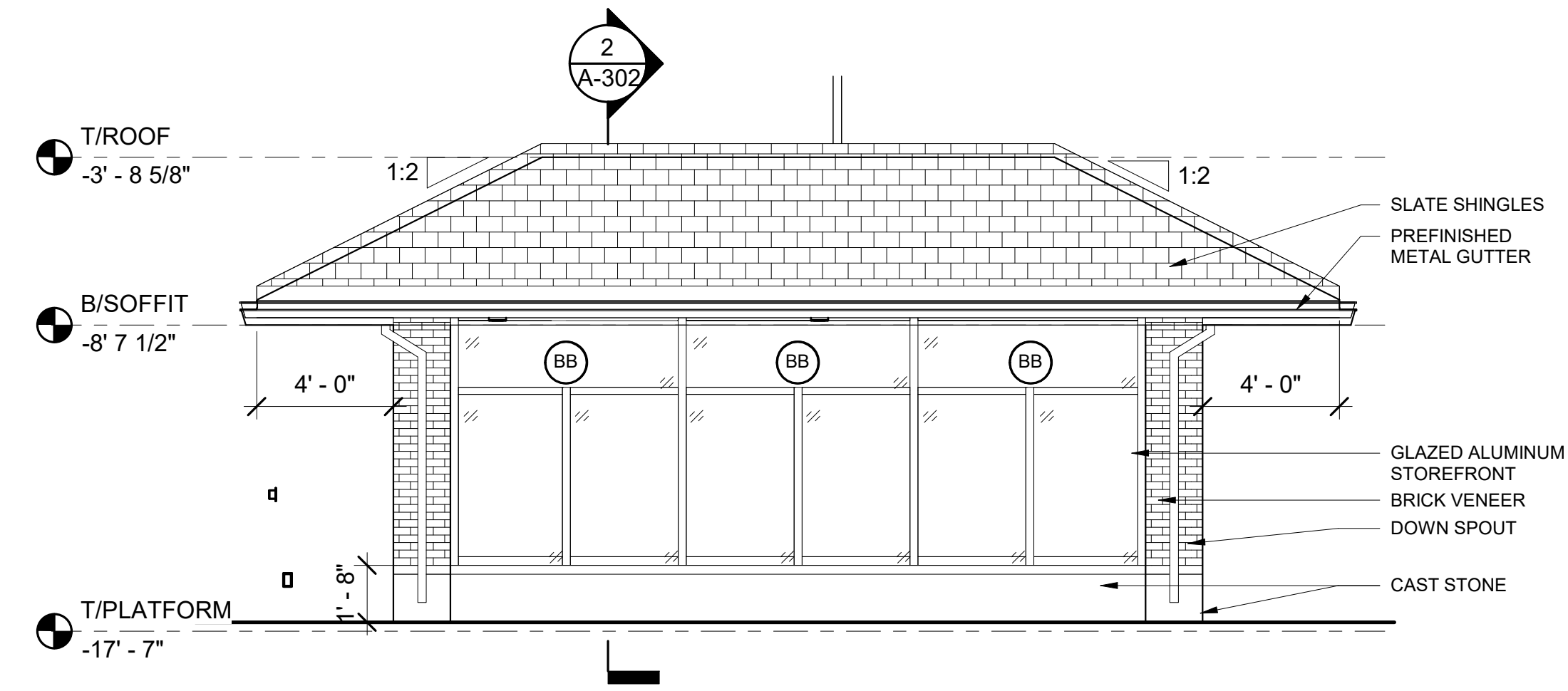


**REFLECTED CEILING PLAN -
TYPICAL WARMING SHELTER**
1/4" = 1'-0"

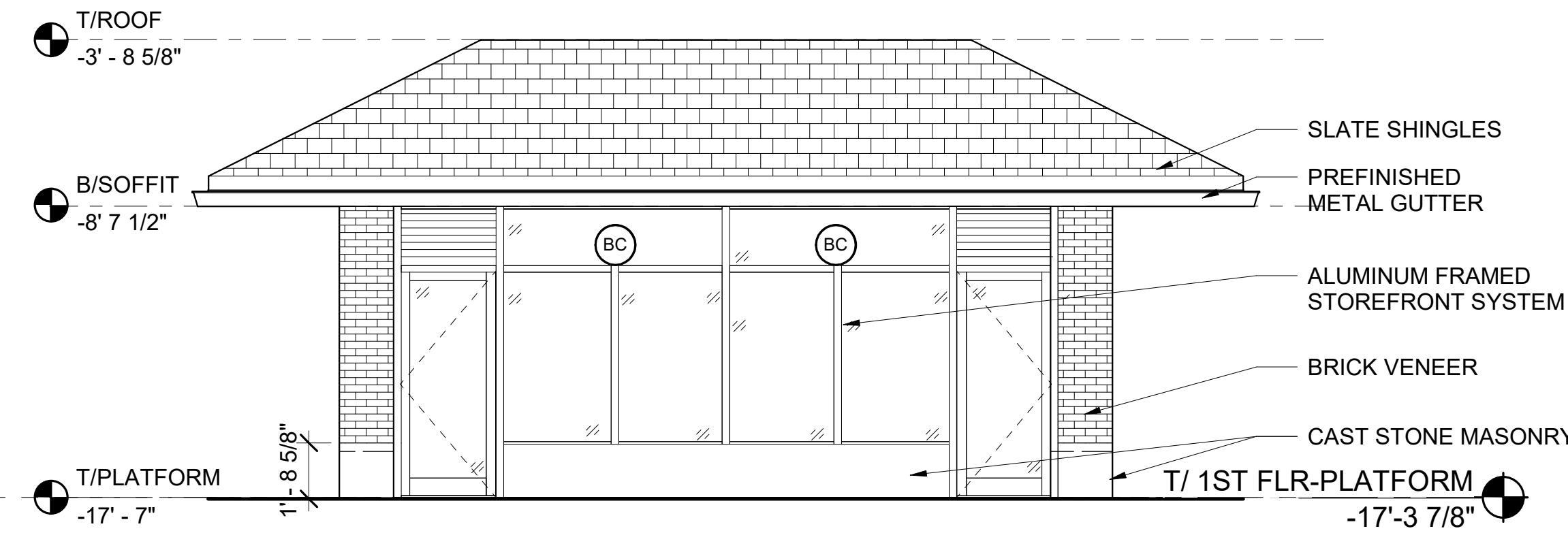


**EXTERIOR
ELEVATION
NORTH ELEVATION**
1/4" = 1'-0"

**EXTERIOR
ELEVATION
SOUTH ELEVATION**
1/4" = 1'-0"



EXTERIOR ELEVATION - EAST ELEVATION
1/4" = 1'-0"



EXTERIOR ELEVATION - WEST ELEVATION
1/4" = 1'-0"

FLOOR PLAN NOTES

- ALL DIMENSIONS AT EXISTING CONSTRUCTION ARE FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING DIMENSIONS IN FIELD PRIOR TO START OF CONSTRUCTION.
- ROOM FINISH SCHEDULE, SEE SHEET A-700.
- DOOR SCHEDULE, SEE SHEET A-600.
- PARTITION TYPES AND DETAILS, SEE SHEET A-605
- CONTRACTOR TO COORDINATE CODE REQUIRED SIZES FOR CONCRETE PADS OF MEP EQUIPMENT. SEE M-102.
- MEP COMPONENTS, INCLUDING BUT NOT LIMITED TO, CONDUIT AND PIPES/DOWNSPOUTS, ARE SHOWN ON ARCHITECTURAL PLANS FOR REFERENCE ONLY. NOT ALL PENETRATIONS AND MEP COMPONENTS ARE SHOWN. CONTRACTOR TO COORDINATE AND ADJUST CHASES AND COLUMN ENCLOSURES AS REQUIRED TO FIT MEP COMPONENTS UPON ARCHITECT'S APPROVAL.
- SEE A-602 AND A-603 FOR WINDOW RESTORATION DETAILS.

ROOF PLAN NOTES

- ROOF DETAILS, SEE SHEET A-400 FOR ELEVATOR TOWERS AND A-302 FOR WARMING SHELTER
- REFERENCE P-101 FOR ROOF DRAIN AND VTR INFORMATION.

RCP NOTES

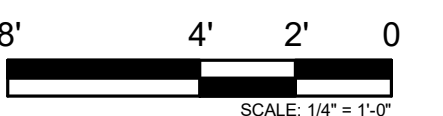
- ROOM FINISH SCHEDULE, SEE SHEET A-700.
- MATERIAL FINISH LEGEND, SEE SHEET A-700.
- LIGHTING FIXTURES; REF E-200 SERIES SHEETS.
- ALL CEILING FIXTURES AND DEVICES TO BE CENTERED IN CEILING AND/OR ALIGNED WITH ARCHITECTURAL ELEMENTS UNLESS NOTED OTHERWISE.
- PROVIDE ACCESS PANELS IN CEILING AND WALLS AS REQUIRED. SEE MECHANICAL DRAWINGS AND SPECS FOR MORE INFORMATION. OBTAIN APPROVAL OF LOCATIONS, FINISH, AND COLOR WITH OWNER/ARCHITECT DURING ACCESS PANEL PRE-INSTALLATION CONFERENCE. REFERENCE E-401 FOR ADDITIONAL LIGHT FIXTURE INFO.
- ALL GYPSUM BOARD, PLASTER, AND CEMENT BOARD CEILINGS AND SOFFITS SHALL BE PAINTED (PT-1).
- PROVIDE CEILING & SOFFIT CONTROL JOINTS AS SHOWN AND PER SPECIFICATION 09 29 00.

ELEVATION NOTES

- MATERIAL FINISH LEGEND, SEE SHEET A-700.
- SIGN TYPES; REFERENCE ARCHITECTURAL SITE PLAN AND LOCATION PLAN, A-100.
- SIGNAGE GRAPHICS; SEE A-800 SHEETS.
- SEE S-101 FOR FOUNDATION INFORMATION
- SEE SHEET A-500 FOR BRIDGE RAILING DETAILS

RCP LEGEND

- ALUMINUM SOFFIT
- RECESSED DOWNLIGHT FIXTURE (CLG MTD); REF ELEC DWGS
- OCCUPANCY SENSOR; REF ELEC DWGS
- SPEAKER (CLG MTD); REF ELEC DWGS
- ON-DEMAND HEAT; REF MECH DWGS



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
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4	12-14-2021	JH	KJK	90% SUBMITTAL					
3	08-06-2021	NT	VAW	60% SUBMITTAL					
2	05-19-2021	VW	KJK	UPDATED HISTORIC REPORT					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT	
	700 N Sangamon Chicago, IL 60642 312.432.4180 312.432.4184
	2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT	
SEAL/ SIGNATURE	

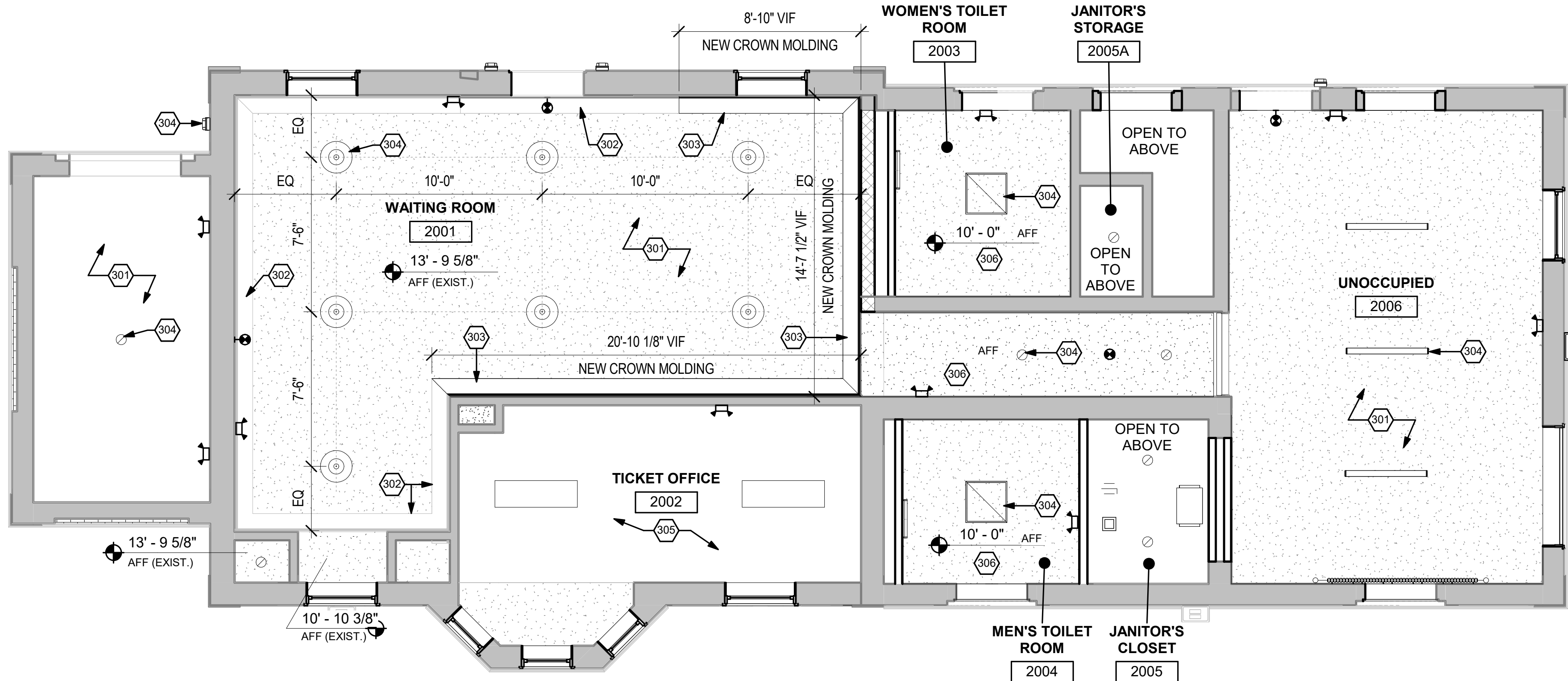
PRIMARY CONSULTANT:	
	
200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	

DESIGNED: V. WIEGAND	
DRAWN: V. WIEGAND	
CHECKED: K. KORAB	
METRA PM: R. BASARIRAD	
DATE: 07-15-2024	

	
ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	

LOCATION NAME: HUBBARD WOODS STATION	
TITLE: FLOOR PLAN, ROOF PLAN, ELEVATIONS, & REFLECTED CEILING PLAN WARMING SHELTER	

CAD FILE NUMBER: UP-N17.70_ A-104.dgn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. A-104
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	



RCP LEGEND

- GWB CEILING, PTD
- EXISTING BEADBOARD CEILING
- SURFACE MOUNTED LED LIGHT FIXTURE
- 2x2 LAY-IN LIGHT FIXTURE
- RECESSED DOWNLIGHT FIXTURE (CLG MTD)
- PENDANT DOWNLIGHT FIXTURE (CLG MTD)
- EXHAUST LOUVER
- EMERGENCY LIGHTING
- EXIT SIGN
- WALL PACK LED FIXTURE

NOTE: SEE E-200 SERIES SHEETS FOR ADDITIONAL INFORMATION

RCP NOTES

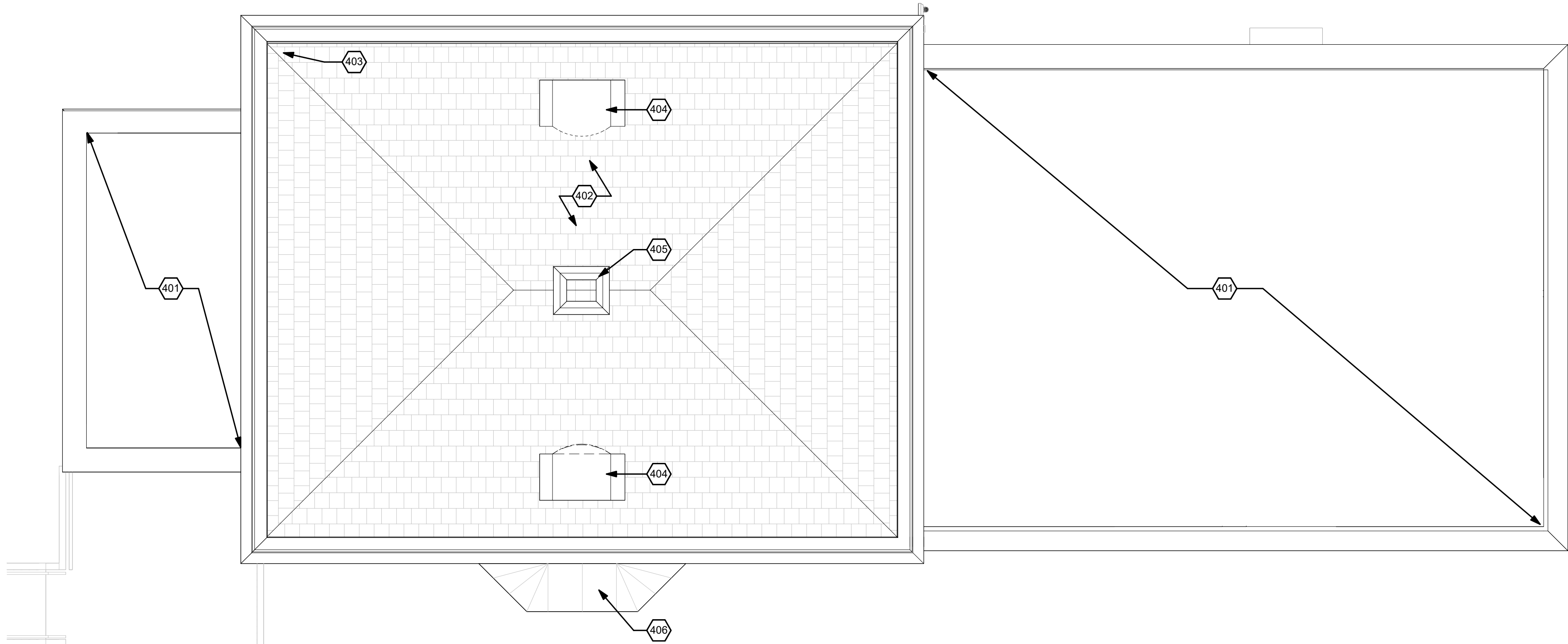
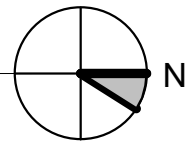
- ROOM FINISH SCHEDULE, SEE SHEET A-700.
- MATERIAL FINISH LEGEND, SEE SHEET A-700.
- LIGHTING FIXTURES, REF E-200 SERIES SHEETS.
- ALL CEILING FIXTURES AND DEVICES TO BE CENTERED IN CEILING AND/OR ALIGNED WITH ARCHITECTURAL ELEMENTS UNLESS NOTED OTHERWISE.
- PROVIDE ACCESS PANELS IN CEILING AND WALLS AS REQUIRED. SEE MECHANICAL DRAWINGS AND SPECS FOR MORE INFORMATION. OBTAIN APPROVAL OF LOCATIONS, FINISH, AND COLOR WITH OWNER/ARCHITECT DURING ACCESS PANEL PRE-INSTALLATION CONFERENCE. REFERENCE E-401 FOR ADDITIONAL LIGHT FIXTURE INFO.
- ALL GYPSUM BOARD, PLASTER, AND CEMENT BOARD CEILINGS AND SOFFITS SHALL BE PAINTED (PT-1).
- PROVIDE CEILING & SOFFIT CONTROL JOINTS AS SHOWN AND PER SPECIFICATION 09 29 00.

KEYNOTES - RCP

- EXISTING CEILING. PATCH/REPAIR FOR LIKE NEW APPEARANCE AND PAINT AS SCHEDULED.
- EXISTING PLASTER CROWN MOLDING. PATCH/REPAIR FOR LIKE NEW APPEARANCE AND PAINT TO MATCH CEILING.
- NEW CROWN MOLDING TO MATCH EXISTING.
- NEW LIGHTING, TYP. REFER TO ELECTRICAL DRAWINGS.
- NO WORK, THIS AREA. ALL EXISTING CEILING AND FIXTURES TO REMAIN.
- NEW GWB CEILING, PAINTED. SEE FINISH SCHEDULE.

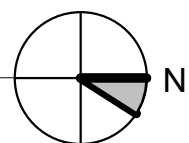
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1/4" = 1'-0"



2 ROOF PLAN DEPOT

1/4" = 1'-0"

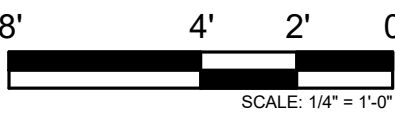


ROOF PLAN NOTES

- ROOF DETAILS, SEE SHEET A-400 FOR ELEVATOR TOWERS AND A-302 FOR WARMING SHELTER.
- REFERENCE P-101 FOR ROOF DRAIN AND VTR INFORMATION.

KEYNOTES - ROOF PLAN

- EXISTING FLAT ROOF TO REMAIN
- EXISTING SLATE SHINGLE ROOF TO REMAIN.
- REPLACE BROKEN SLATE SHINGLES WITH NEW TO MATCH EXISTING, WHERE OCCURS.
- EXISTING DORMER TO REMAIN
- EXISTING CHIMNEY TO REMAIN
- EXISTING STANDING SEAM ROOF ON BAY WINDOW TO REMAIN



PRINTED ON: 7/12/2024 5:38:36 PM

REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL
3	12-14-2021	JH	KJK	90% SUBMITTAL
2	08-06-2021	NT	VAW	60% SUBMITTAL
1	07-17-2020	VW	KJK	30% SUBMITTAL

SUB CONSULTANT	
	700 N Sangamon Chicago, IL 60642 312.432.4180 312.432.4184
MULLER2	2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT	
SEAL/ SIGNATURE	

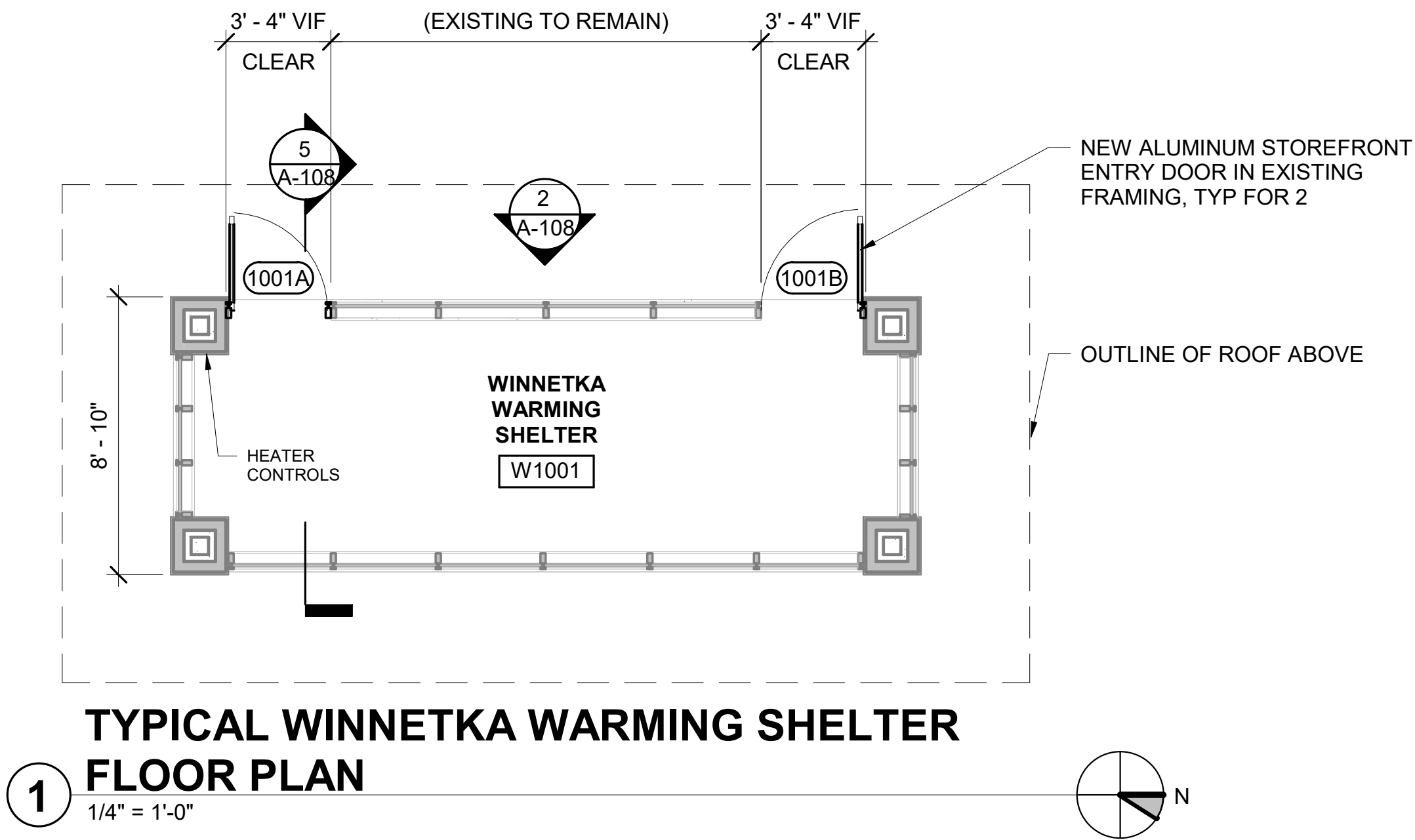
PRIMARY CONSULTANT:	
TYLin	
200 S. WACKER DR. SUITE 1400	
CHICAGO, IL 60606	
TEL: 312-777-2900	

DESIGNED:	V. WIEGAND
DRAWN:	V. WIEGAND
CHECKED:	K. KORAB
METRA PM:	R. BASARIRAD
DATE:	07-15-2024

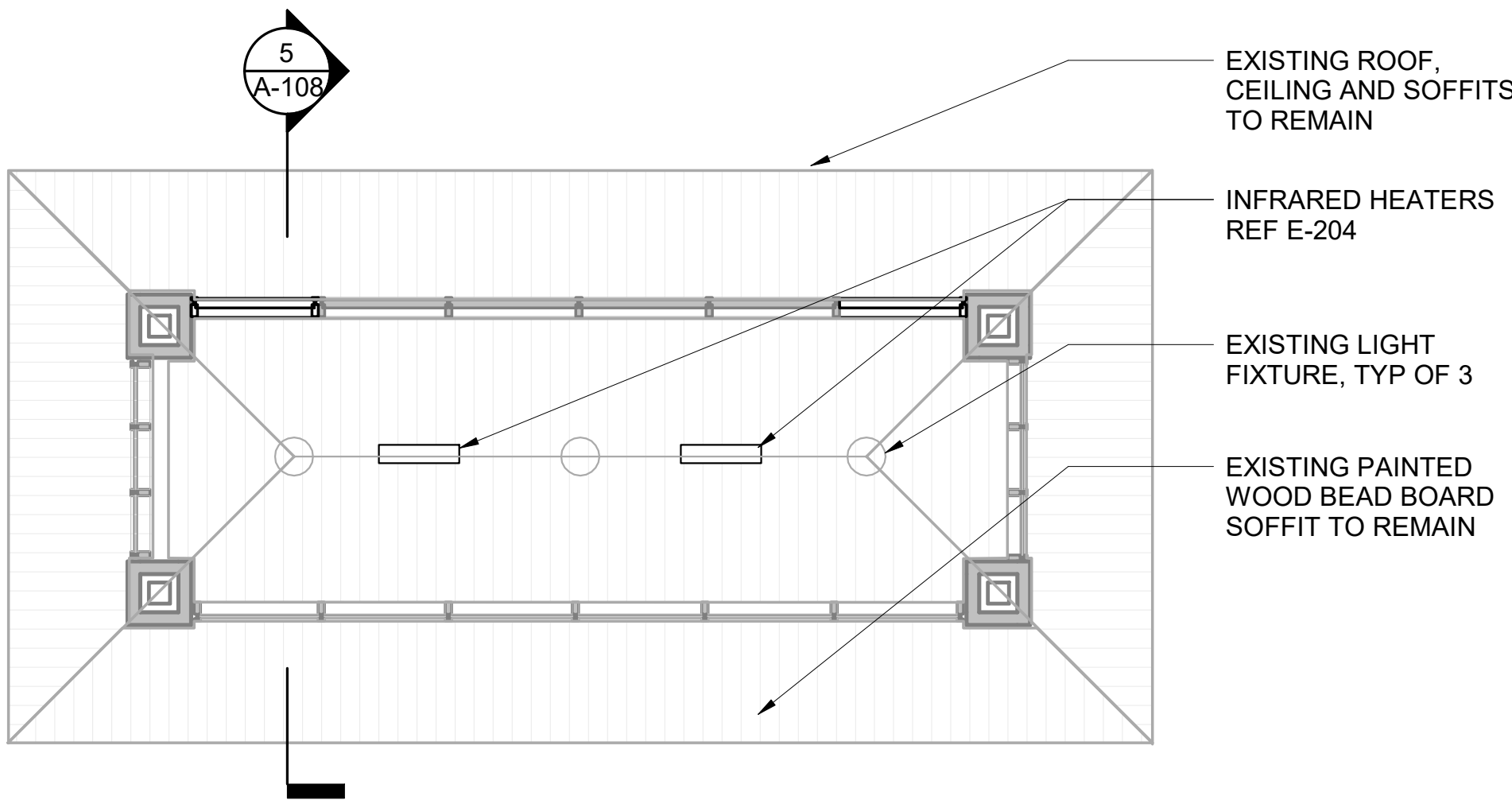
	
ENGINEERING DEPARTMENT	
547 W. JACKSON BOULEVARD	
CHICAGO, ILLINOIS 60661	

LOCATION NAME:	HUBBARD WOODS STATION
TITLE:	
SCALE:	AS INDICATED
PROJECT NO:	JP5194
MILE POST NO:	UP-N17.70
DISTRICT:	UP-N
SHEET NO.	A-107

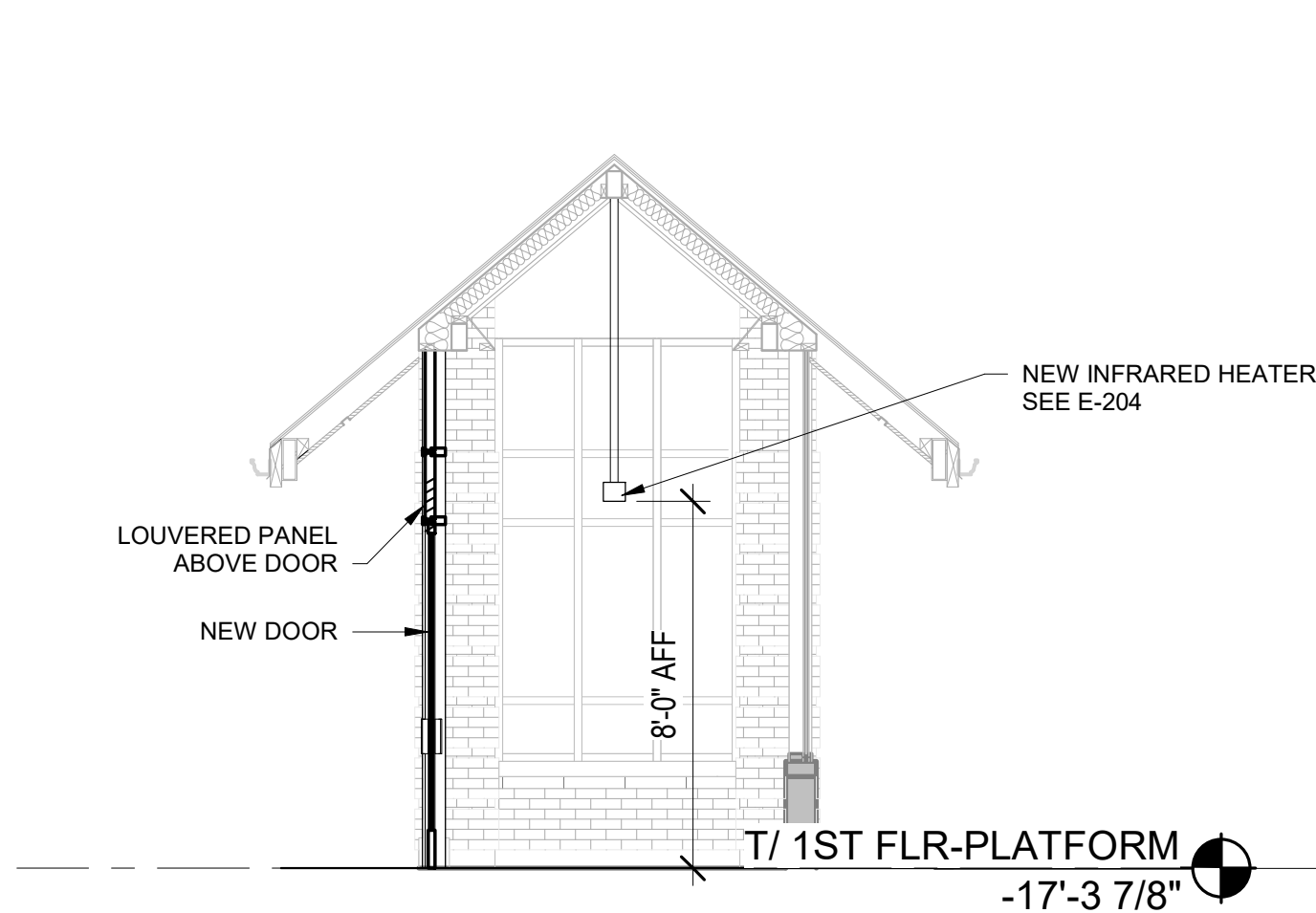
ROOF & REFLECTED CEILING PLANS DEPOT



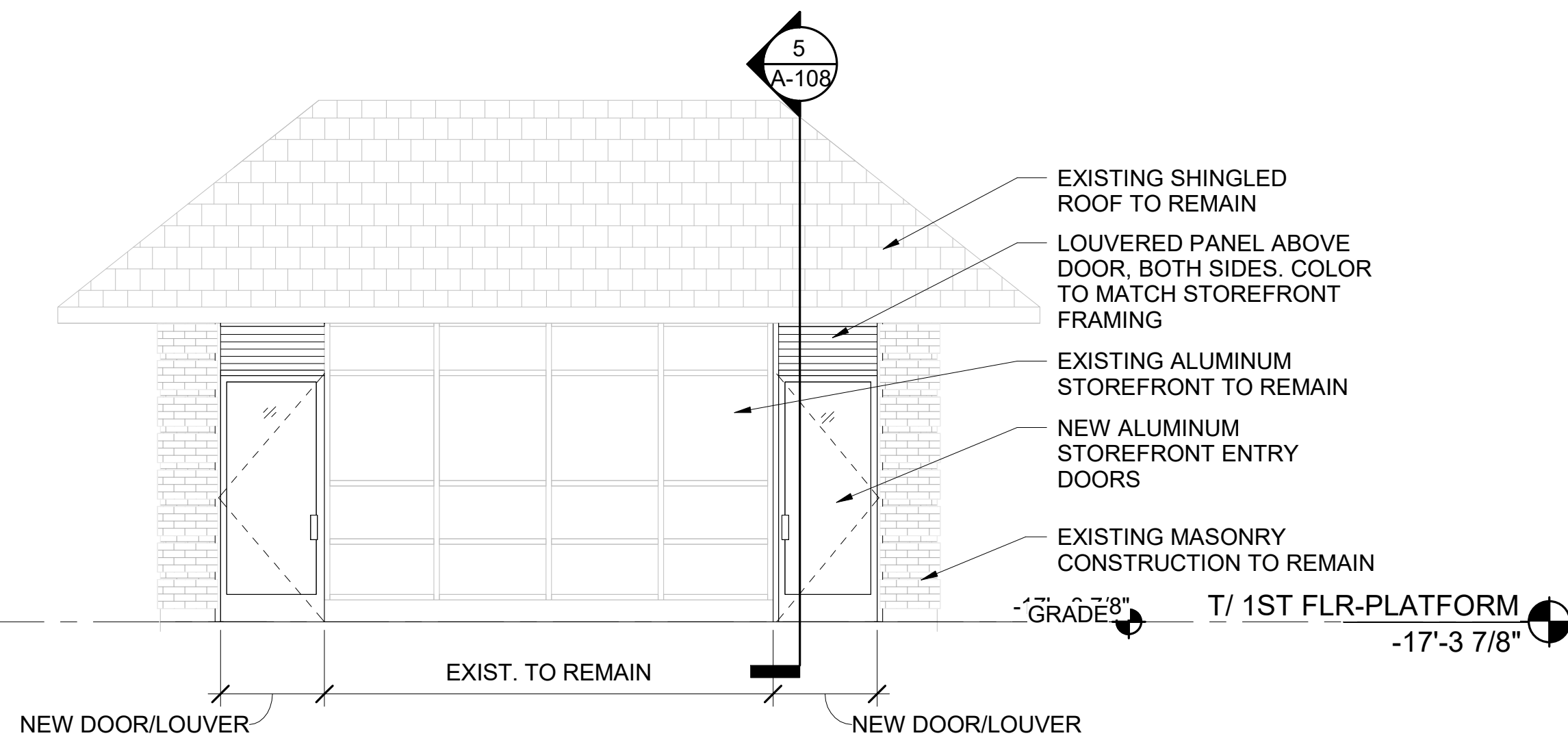
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TYPICAL WINNETKA WARMING SHELTER FLOOR PLAN



4
TYPICAL WARMING SHELTER REFLECTED CEILING PLAN



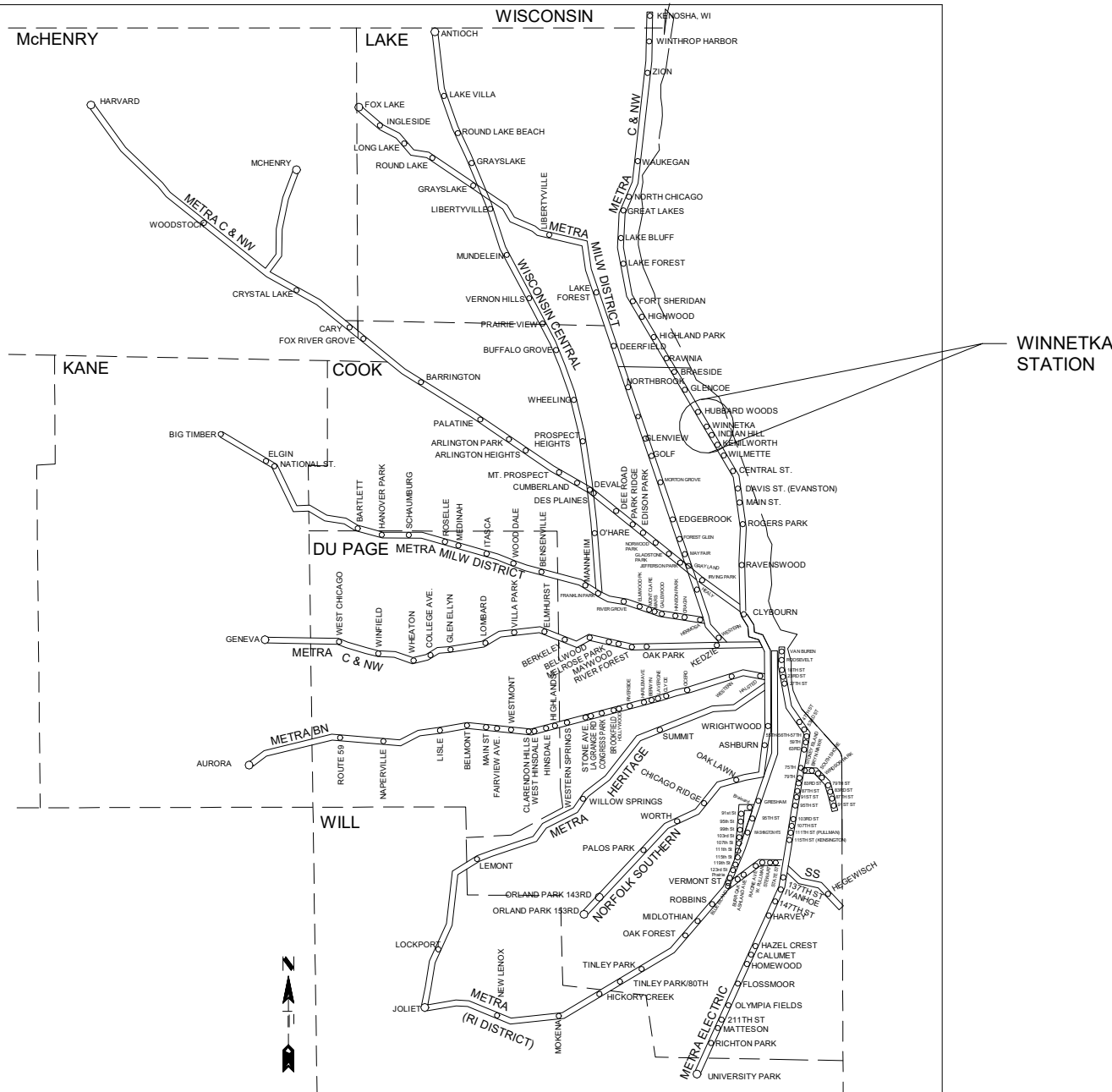
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BUILDING SECTION - WINNETKA WARMING SHELTER



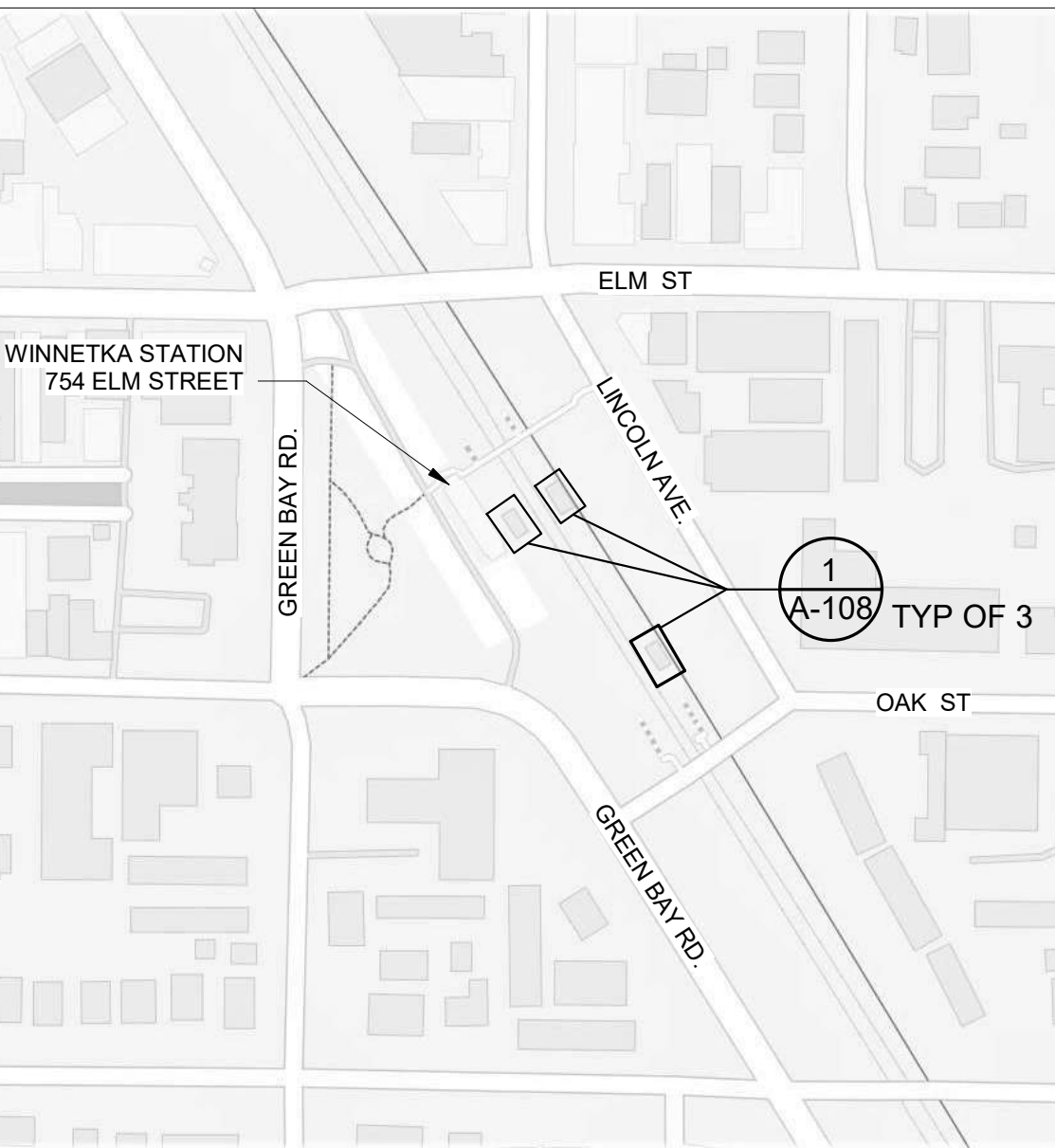
2
WINNETKA WARMING SHELTER TYPICAL ELEVATION

METRA WINNETKA STATION

WARMING SHELTERS PART OF
METRA WINNETKA STATION,
754 W ELM ST, WINNETKA, IL 60093



SYSTEM MAP



LOCATION MAP

GENERAL NOTES

- DOOR SCHEDULE, SEE SHEET A-600.
- MEP COMPONENTS, INCLUDING BUT NOT LIMITED TO, CONDUIT AND PIPES/DOWNSPOUTS, ARE SHOWN ON ARCHITECTURAL PLANS FOR REFERENCE ONLY. NOT ALL PENETRATIONS AND MEP COMPONENTS ARE SHOWN. CONTRACTOR TO COORDINATE AND ADJUST CHASES AND COLUMN ENCLOSURES AS REQUIRED TO FIT MEP COMPONENTS UPON ARCHITECT'S APPROVAL.
- STATION ADDRESS: 754 ELM ST, WINNETKA, IL 60093

WINNETKA STATION SCOPE OF WORK REMOVE AND REPLACE EXISTING STOREFRONT DOOR AND LOUVER PANELS AND REPLACE EXISTING INFRARED HEATERS AT WINNETKA STATION.

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT	
	700 N Sangamon Chicago, IL 60642 312.432.4180 312.432.4184
	2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT SEAL/ SIGNATURE	
---------------------------------------	--

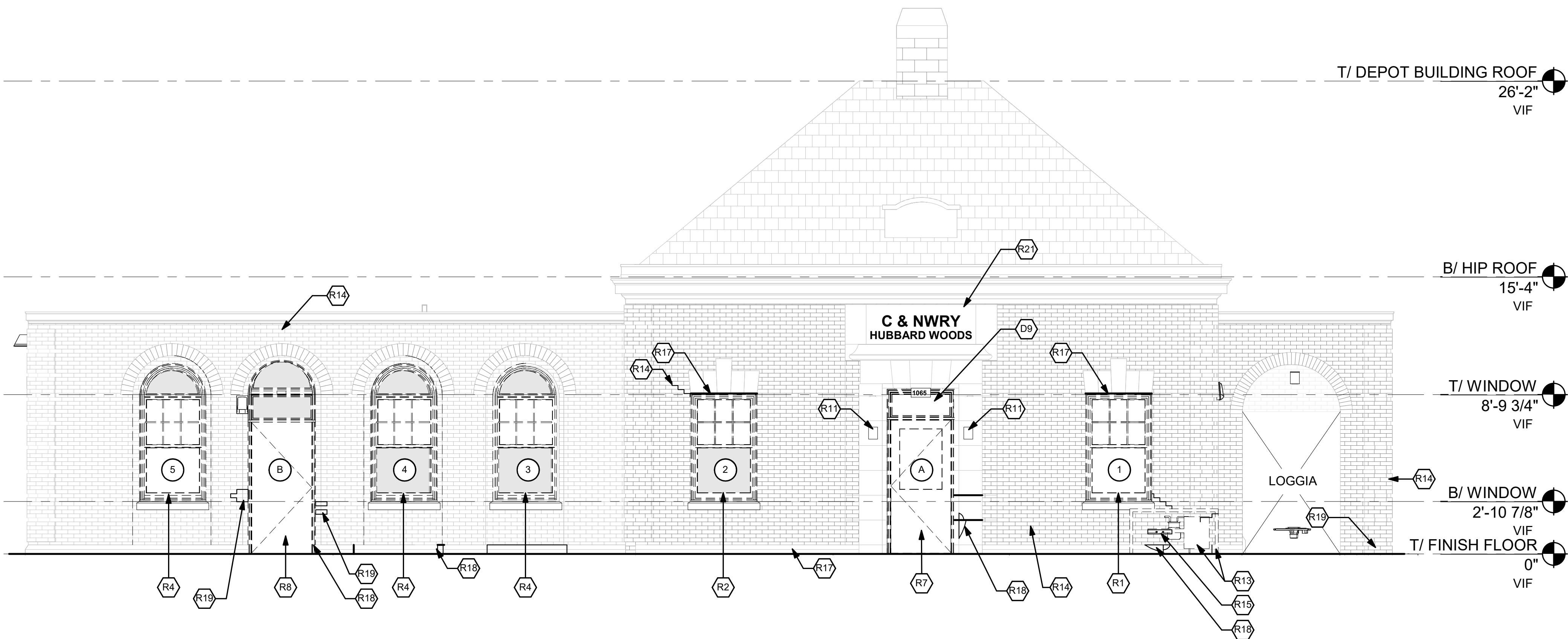
PRIMARY CONSULTANT:	
TYLin	
200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	

DESIGNED: V. WIEGAND	
DRAWN: V. WIEGAND	
CHECKED: K. KORAB	
METRA PM: R. BASARIRAD	
DATE: 07-15-2024	

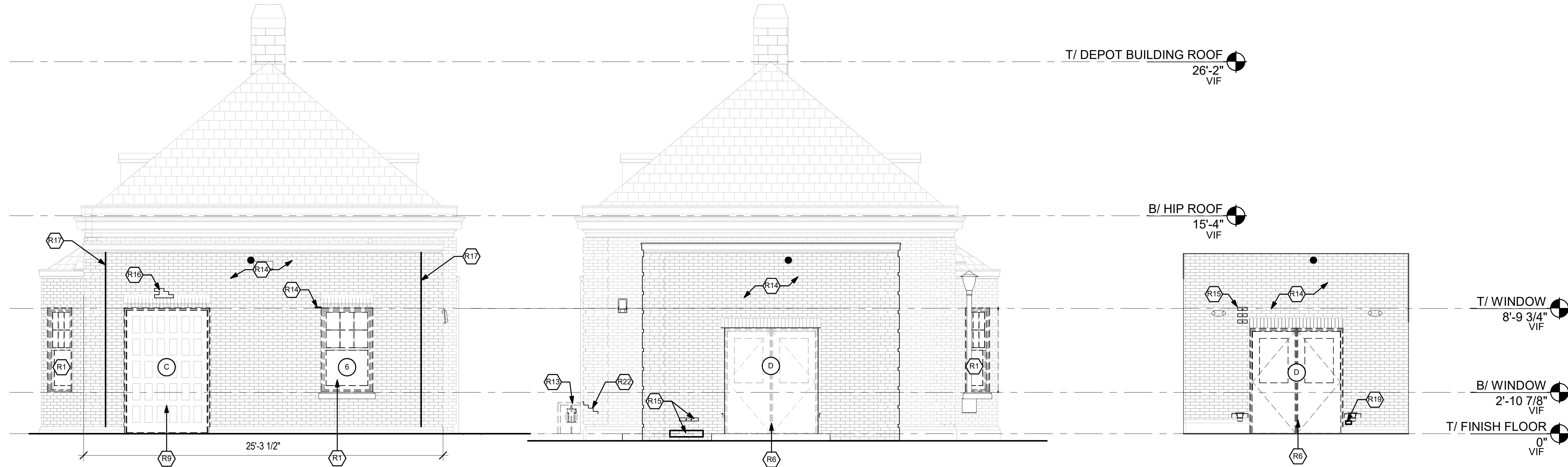
	
ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	

LOCATION NAME: HUBBARD WOODS STATION	
TITLE: WINNETKA WARMING SHELTER - FLOOR PLAN, REFLECTED CEILING PLAN, ELEVATIONS, AND SECTION	

CAD FILE NUMBER: UP-N17.70_A-108.dgn	
SCALE: AS INDICATED	DISTRICT: UP-N
PROJECT NO: JP5194	SHEET NO. A-108
MILE POST NO. UP-N17.70	



1 WEST EXTERIOR ELEVATION - RESTORATION
1/4" = 1'-0"



2 NORTH EXTERIOR ELEVATION - RESTORATION
1/4" = 1'-0"

3 SOUTH EXTERIOR ELEVATION - RESTORATION
1/4" = 1'-0"

4 SOUTH EXTERIOR ELEVATION - RESTORATION
1/4" = 1'-0"

GENERAL NOTES

- CONTRACTOR TO COORDINATE ALL REMOVAL WITH THE REQUIREMENTS OF NEW CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR COMPLETE REMOVAL OF ALL ITEMS ASSOCIATED WITHIN THE DEMOLISHED AREA.
- WALLS TO BE REMOVED ARE TO BE REMOVED TO THE DECK, U.N.O. CONTRACTOR TO VERIFY CEILING HEIGHTS IN THE FIELD DURING BIDDING.
- SEE SHEET AD-100 AND AD-101 FOR ADDITIONAL DEMOLITION INFORMATION.
- SEE SHEET A-602 TO A-605 FOR WINDOWS AND DOORS RESTORATION DETAILS.
- SEE SHEET A-403 FOR MASONRY RESTORATION DETAILS.
- CONTRACTOR TO DEVELOP A PLAN THAT IS COORDINATED TO FULFILL ALL REQUIREMENTS OUTLINED IN THE PROJECT PHASING CONTRACT DOCUMENTS
- REFERENCE MECH., ELEC., PLUMB., STRUC., AND CIVIL DEMO DRAWINGS FOR ASSOCIATED DEMO SCOPE.

RESTORATION LEGEND

- DEMOLISH WALL OR ELEMENT (UNO)
- RESTORATION WINDOW TAG
SEE A-600 SHEETS

KEYNOTES - RESTORATION ELEVATIONS

- R1 REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R2 REMOVE INFILL PANEL FROM ORIGINAL WINDOW. REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R3 REMOVE INFILL PANEL, AND AIR CONDITIONING WINDOW UNIT FROM ORIGINAL WINDOW. REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R4 REMOVE INFILL PANEL(S) FROM ORIGINAL WINDOW AND TRANSOM. REMOVE ORIGINAL WINDOW AND TRANSOM FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R5 REMOVE INFILL PANEL(S), AND AIR CONDITIONING UNIT FROM ORIGINAL WINDOW AND TRANSOM. REMOVE ORIGINAL WINDOW AND TRANSOM FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R6 REMOVE EXISTING DOOR AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPLACED WITH NEW DOOR AND FRAME.
- R7 DEMOLISH EXISTING DOOR AND ADDRESS PLATE. SALVAGE EXISTING DOOR FRAME AND TRANSOM WINDOW FROM ROUGH OPENING TO BE REPAIRED AND REUSED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION. PROVIDE NEW ADDRESS NUMBERS AS A VINYL GRAPHIC ON TRANSOM GLASS.
- R8 REMOVE EXISTING DOOR AND FRAME, TRANSOM WINDOW, AND INFILL PANEL FROM ROUGH OPENING TO BE REPLACED WITH NEW DOOR AND FRAME. INSTALL NEW DOOR, REPAIRED FRAME, AND REPAIRED TRANSOM WINDOW IN ORIGINAL ROUGH OPENING. PROVIDE NEW ADDRESS NUMBERS AS A VINYL GRAPHIC ON TRANSOM GLASS.
- R9 REMOVE INFILL PANEL OVER ORIGINAL DOOR AND FRAME. REMOVE TEMPORARY EXTERIOR CLADDING FURRED OVER OPENING. REMOVE ORIGINAL DOOR AND FRAME, AND DOOR OPENER ASSEMBLY FROM ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R10 REMOVE ORIGINAL DOOR AND FRAME, AND DOOR OPENER ASSEMBLY FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R11 REMOVE EXISTING LIGHT FIXTURE(S). PATCH EXISTING HOLES IN MASONRY TO ENSURE COMPLETE COVERAGE BY NEW FIXTURE(S). INSTALL NEW LIGHT FIXTURE(S), REFER TO ED-202 AND E-201.
- R12 REMOVE LOOSE PAINT AND DEBRIS FROM EXISTING WALL AND PATCH EXISTING MASONRY.
- R13 REMOVE GAS METER TO BE RELOCATED. REMOVE PROTECTIVE SHROUD AND PATCH EXISTING MASONRY.
- R14 REPOINT MORTAR ON ENTIRE FACADE. MATCH EXISTING COLOR/TINT. PROVIDE MOCK-UP FOR OWNER AND ARCHITECT APPROVAL.
- R15 REMOVE ANCHOR IN MASONRY UNIT. REPLACE WITH NEW MASONRY UNIT TO MATCH EXISTING.
- R16 REMOVE NON-ORIGINAL MASONRY UNITS, TO BE REPLACED WITH NEW UNITS TO MATCH ORIGINAL.
- R17 REPLACE SEALANT, SEE 2/A-403.
- R18 REPAIR PRECAST PANEL IN KIND.
- R19 REPLACE DAMAGED MASONRY UNITS WITH NEW UNITS TO MATCH EXISTING.
- R20 NEW MECHANICAL LOUVER, REF MECHANICAL, SEE 1/M-101
- R21 PROTECT EXISTING LIMESTONE DURING CONSTRUCTION.
- R22 REPAIR CRACK IN MASONRY UNITS
- R23 PROVIDE NEW LIGHT FIXTURE, REF ELECTRICAL DWGS.
- R24 PROVIDE NEW FLUE VENT, REF MECH DWG 6/M-502.



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REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL
3	12-14-2021	JH	KJK	90% SUBMITTAL
2	08-06-2021	NT	VAW	60% SUBMITTAL
1	07-17-2020	VW	KJK	30% SUBMITTAL

SUB CONSULTANT	
	700 N Sangamon Chicago, IL 60642 312.432.4180 312.432.4184
MULLER2	2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT	
SEAL/ SIGNATURE	

PRIMARY CONSULTANT:	
	200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900

DESIGNED: V. WIEGAND	
DRAWN: V. WIEGAND	
CHECKED: K. KORAB	
METRA PM: R. BASARIRAD	
DATE: 07-15-2024	

	
ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	

LOCATION NAME: HUBBARD WOODS STATION	
TITLE: EXTERIOR ELEVATIONS DEPOT RESTORATION	

CAD FILE NUMBER: UP-N17.70_ A-200.dgn	DISTRICT: UP-N
PROJECT NO: JP5194	SHEET NO. A-200
MILE POST NO. UP-N17.70	

GENERAL NOTES

1. CONTRACTOR TO COORDINATE ALL REMOVAL WITH THE REQUIREMENTS OF NEW CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR COMPLETE REMOVAL OF ALL ITEMS ASSOCIATED WITHIN THE DEMOLISHED AREA.
2. WALLS TO BE REMOVED ARE TO BE REMOVED TO THE DECK, U.N.O. CONTRACTOR TO VERIFY CEILING HEIGHTS IN THE FIELD DURING BIDDING.
3. SEE SHEET AD-100 AND AD-101 FOR ADDITIONAL DEMOLITION INFORMATION.
4. SEE SHEET A-602 TO A-605 FOR WINDOWS AND DOORS RESTORATION DETAILS.
5. SEE SHEET A-403 FOR MASONRY RESTORATION DETAILS.
6. CONTRACTOR TO DEVELOP A PLAN THAT IS COORDINATED TO FULFILL ALL REQUIREMENTS OUTLINED IN THE PROJECT PHASING CONTRACT DOCUMENTS
7. REFERENCE MECH., ELEC., PLUMB., STRUC., AND CIVIL DEMO DRAWINGS FOR ASSOCIATED DEMO SCOPE.

KEYNOTES -
RESTORATION ELEVATIONS

- R1

REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R2

REMOVE INFILL PANEL FROM ORIGINAL WINDOW. REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R3

REMOVE INFILL PANEL, AND AIR CONDITIONING WINDOW UNIT FROM ORIGINAL WINDOW. REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R4

REMOVE INFILL PANEL(S) FROM ORIGINAL WINDOW AND TRANSOM. REMOVE ORIGINAL WINDOW AND TRANSOM FROM ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R5

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- R6

REMOVE EXISTING DOOR AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPLACED WITH NEW DOOR AND FRAME.
- R7

DEMOLISH EXISTING DOOR AND ADDRESS PLATE. SALVAGE EXISTING DOOR FRAME AND TRANSOM WINDOW FROM ROUGH OPENING TO BE REPAIRED AND REUSED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION. PROVIDE NEW ADDRESS NUMBERS AS A VINYL GRAPHIC ON TRANSOM GLASS.
- R8

REMOVE EXISTING DOOR AND FRAME, TRANSOM WINDOW, AND INFILL PANEL FROM ROUGH OPENING TO BE REPLACED WITH NEW DOOR AND FRAME. INSTALL NEW DOOR, REPAIRED FRAME, AND REPAIRED TRANSOM WINDOW IN ORIGINAL ROUGH OPENING. PROVIDE NEW ADDRESS NUMBERS AS A VINYL GRAPHIC ON TRANSOM GLASS.
- R9

REMOVE INFILL PANEL OVER ORIGINAL DOOR AND FRAME. REMOVE TEMPORARY EXTERIOR CLADDING FURRED OVER OPENING. REMOVE ORIGINAL DOOR AND FRAME, AND DOOR OPENER ASSEMBLY FROM ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R10

REMOVE ORIGINAL DOOR AND FRAME, AND DOOR OPENER ASSEMBLY FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R11

REMOVE EXISTING LIGHT FIXTURE(S). PATCH EXISTING HOLES IN MASONRY TO ENSURE COMPLETE COVERAGE BY NEW FIXTURE(S). INSTALL NEW LIGHT FIXTURE(S), REFER TO ED-202 AND E-201.
- R12

REMOVE LOOSE PAINT AND DEBRIS FROM EXISTING WALL AND PATCH EXISTING MASONRY.
- R13

REMOVE GAS METER TO BE RELOCATED. REMOVE PROTECTIVE SHROUD AND PATCH EXISTING MASONRY.
- R14

REPOINT MORTAR ON ENTIRE FACADE. MATCH EXISTING COLOR/TINT. PROVIDE MOCK-UP FOR OWNER AND ARCHITECT APPROVAL.
- R15

REMOVE ANCHOR IN MASONRY UNIT. REPLACE WITH NEW MASONRY UNIT TO MATCH EXISTING.
- R16

REMOVE NON-ORIGINAL MASONRY UNITS, TO BE REPLACED WITH NEW UNITS TO MATCH ORIGINAL.
- R17

REPLACE SEALANT, SEE 2/A-403.
- R18

REPAIR PRECAST PANEL IN KIND.
- R19

REPLACE DAMAGED MASONRY UNITS WITH NEW UNITS TO MATCH EXISTING.
- R20

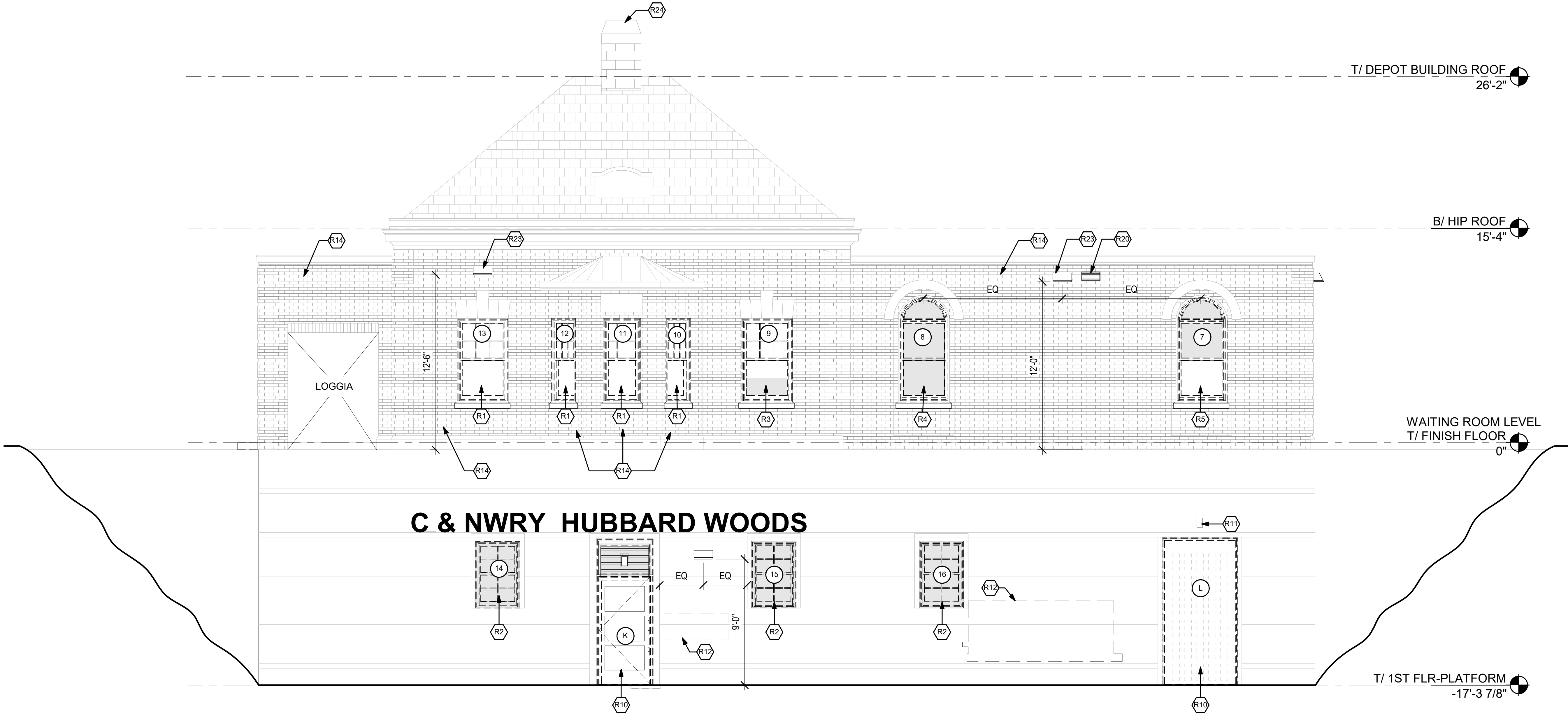
NEW MECHANICAL LOUVER, REF MECHANICAL, SEE 1/M-101
- R21

PROTECT EXISTING LIMESTONE DURING CONSTRUCTION.
- R22

REPAIR CRACK IN MASONRY UNITS
- R23

PROVIDE NEW LIGHT FIXTURE, REF ELECTRICAL DWGS.
- R24

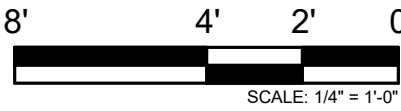
PROVIDE NEW FLUE VENT, REF MECH DWG 6/M-502.



1 EAST EXTERIOR ELEVATION - RESTORATION
1/4" = 1'-0"

RESTORATION LEGEND

RESTORATION WINDOW TAG
SEE A-600 SHEETS



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	12-14-2020	VW	KJK	30% SUBMITTAL REVISED					

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2024, Muller & Muller, Ltd.

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SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED: V. WIEGAND

DRAWN: V. WIEGAND

CHECKED: K. KORAB

METRA PM: R. BASARIRAD

DATE: 07-15-2024

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
EXTERIOR ELEVATIONS DEPOT RESTORATION

CAD FILE NUMBER:
UP-N17.70_ A-201.dgn

SCALE:
AS INDICATED

PROJECT NO:
JP5194

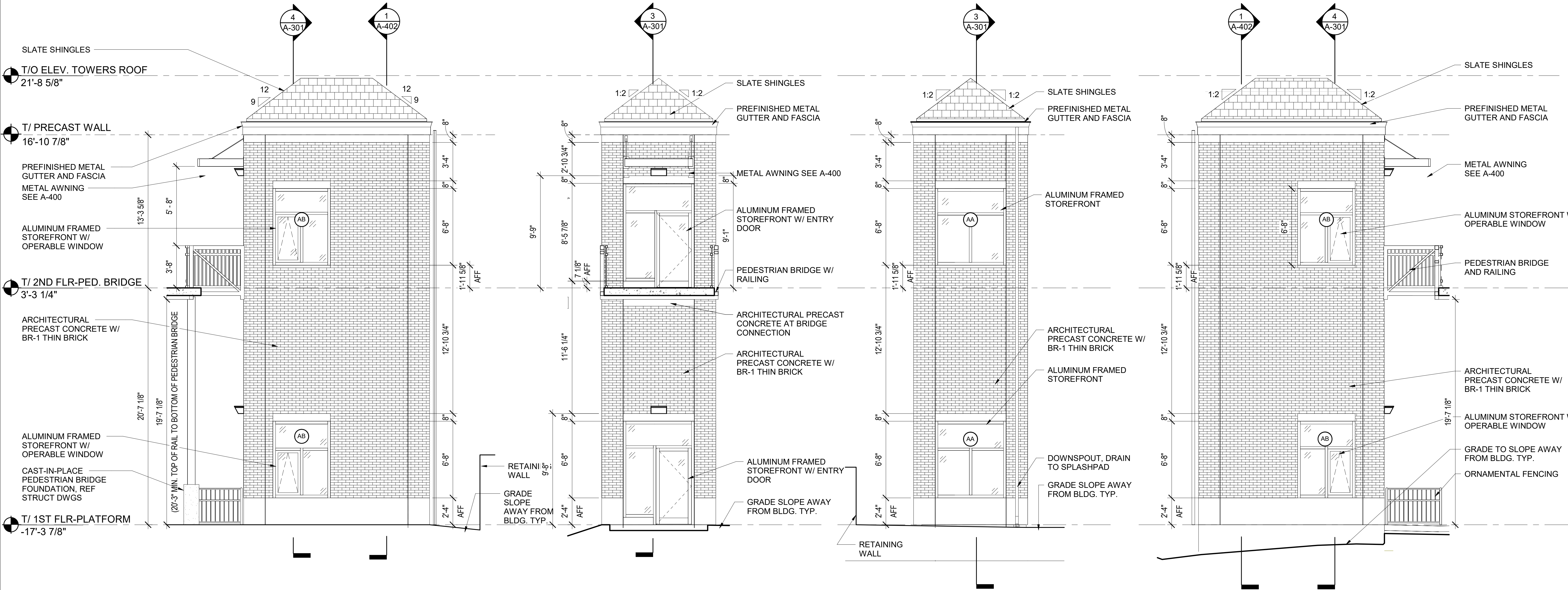
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

SHEET NO.
A-201

ELEVATION NOTES

- 1. MATERIAL FINISH LEGEND, SEE SHEET A-700.
- 2. SIGN TYPES; REFERENCE ARCHITECTURAL SITE PLAN AND LOCATION PLAN, A-100.
- 3. SIGNAGE GRAPHICS; SEE A-800 SHEETS.
- 4. SEE S-101 FOR FOUNDATION INFORMATION
- 5. SEE SHEET A-500 FOR BRIDGE RAILING DETAILS

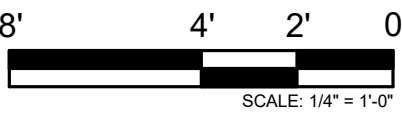


1 EXTERIOR ELEVATION
WEST ELEVATOR TOWER
WEST ELEVATION
1/4" = 1'-0"

2 EXTERIOR ELEVATION
WEST ELEVATOR TOWER
NORTH ELEVATION
1/4" = 1'-0"

3 EXTERIOR ELEVATION
WEST ELEVATOR TOWER
SOUTH ELEVATION
1/4" = 1'-0"

4 EXTERIOR ELEVATION
WEST ELEVATOR TOWER
EAST ELEVATION
1/4" = 1'-0"



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3	12-14-2021	JH	KJK	90% SUBMITTAL					
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1	07-17-2020	VW	KJK	30% SUBMITTAL					

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DRAWN: V. WIEGAND
CHECKED: K. KORAB
METRA PM: R. BASARIRAD
DATE: 07-15-2024

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
EXTERIOR ELEVATIONS WEST ELEVATOR TOWER

CAD FILE NUMBER:
UP-N17.70_A-202.dgn

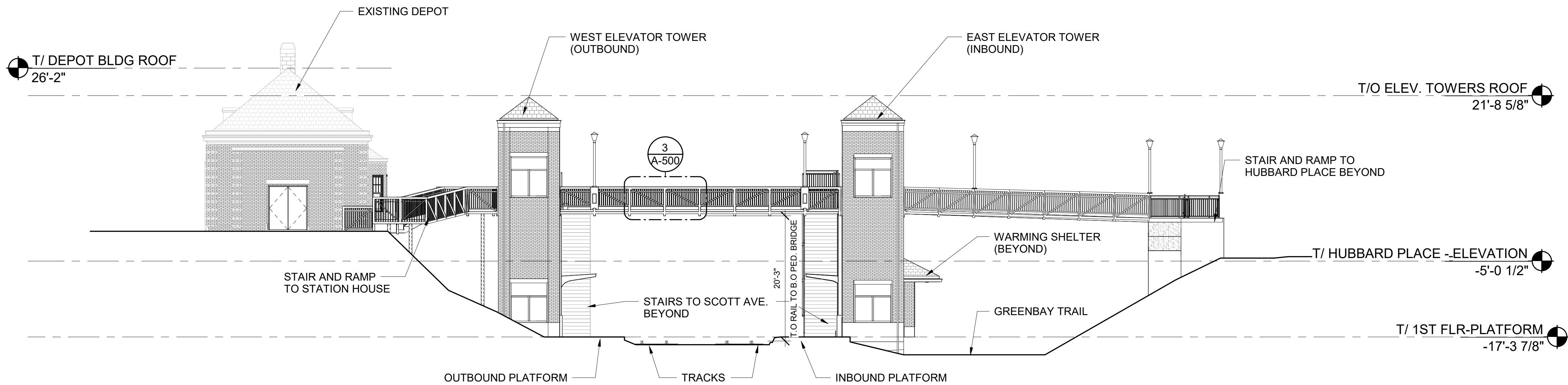
SCALE:
AS INDICATED

PROJECT NO:
JP5194

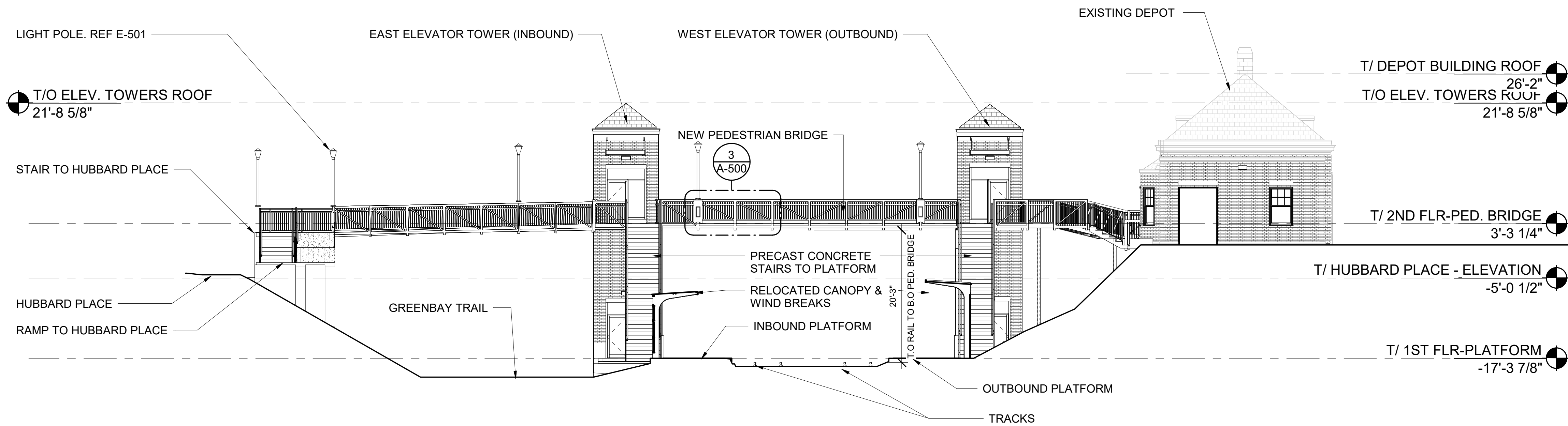
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UP-N17.70

DISTRICT:
UP-N

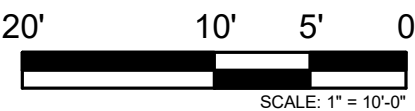
SHEET NO.
A-202



1 SITE SECTION
1" = 10'-0"



2 SITE SECTION
1" = 10'-0"



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METRA PM:	R. BASARIRAD
DATE:	07-15-2024



ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
SITE SECTIONS

CAD FILE NUMBER:
UP-N17.70_ A-300.dgn

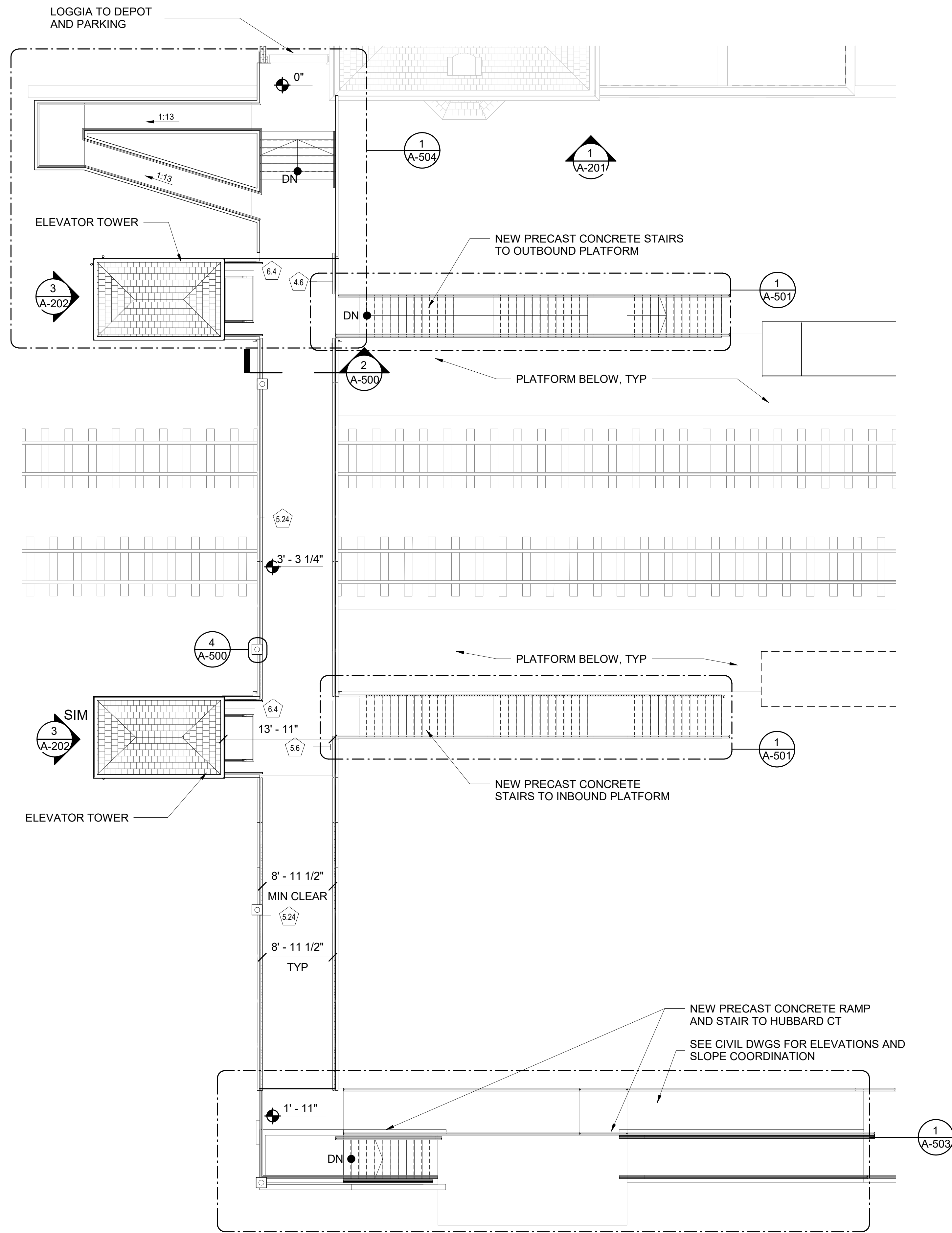
SCALE:
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PROJECT NO:
JP5194

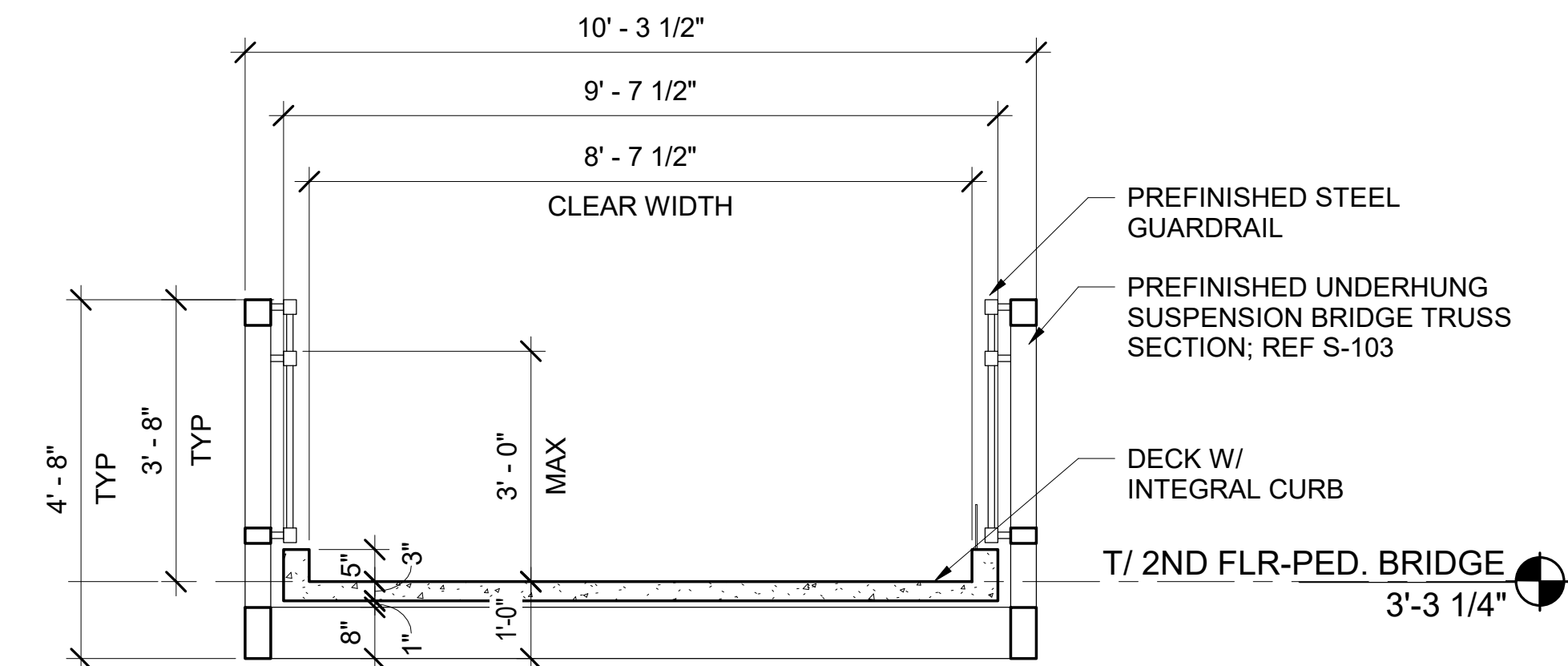
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UP-N17.70

DISTRICT:
UP-N

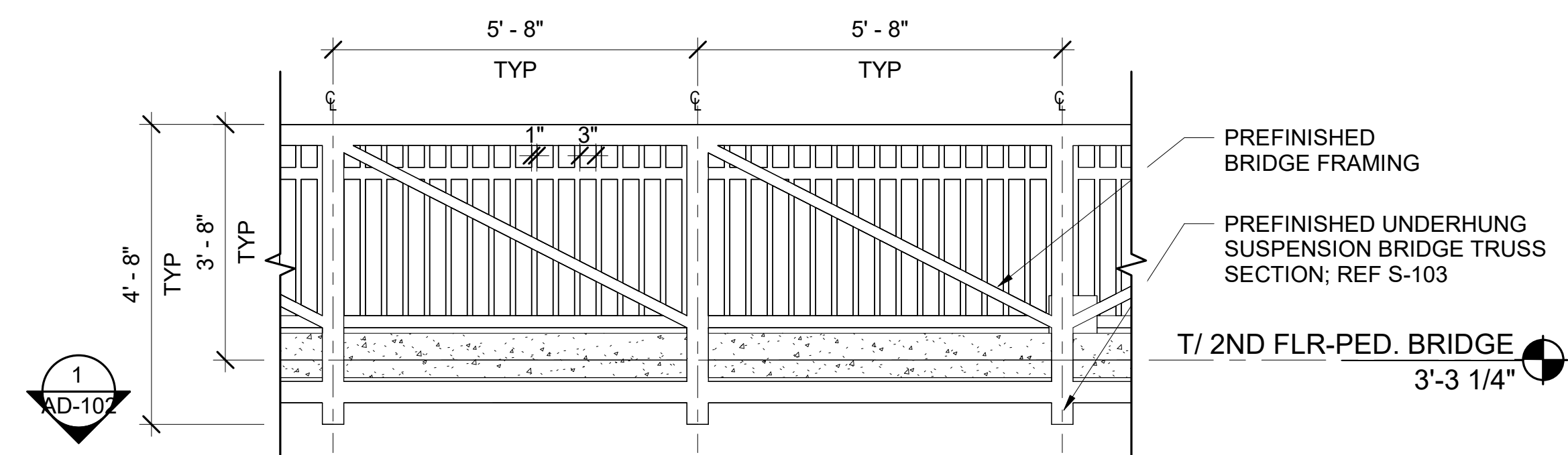
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A-300



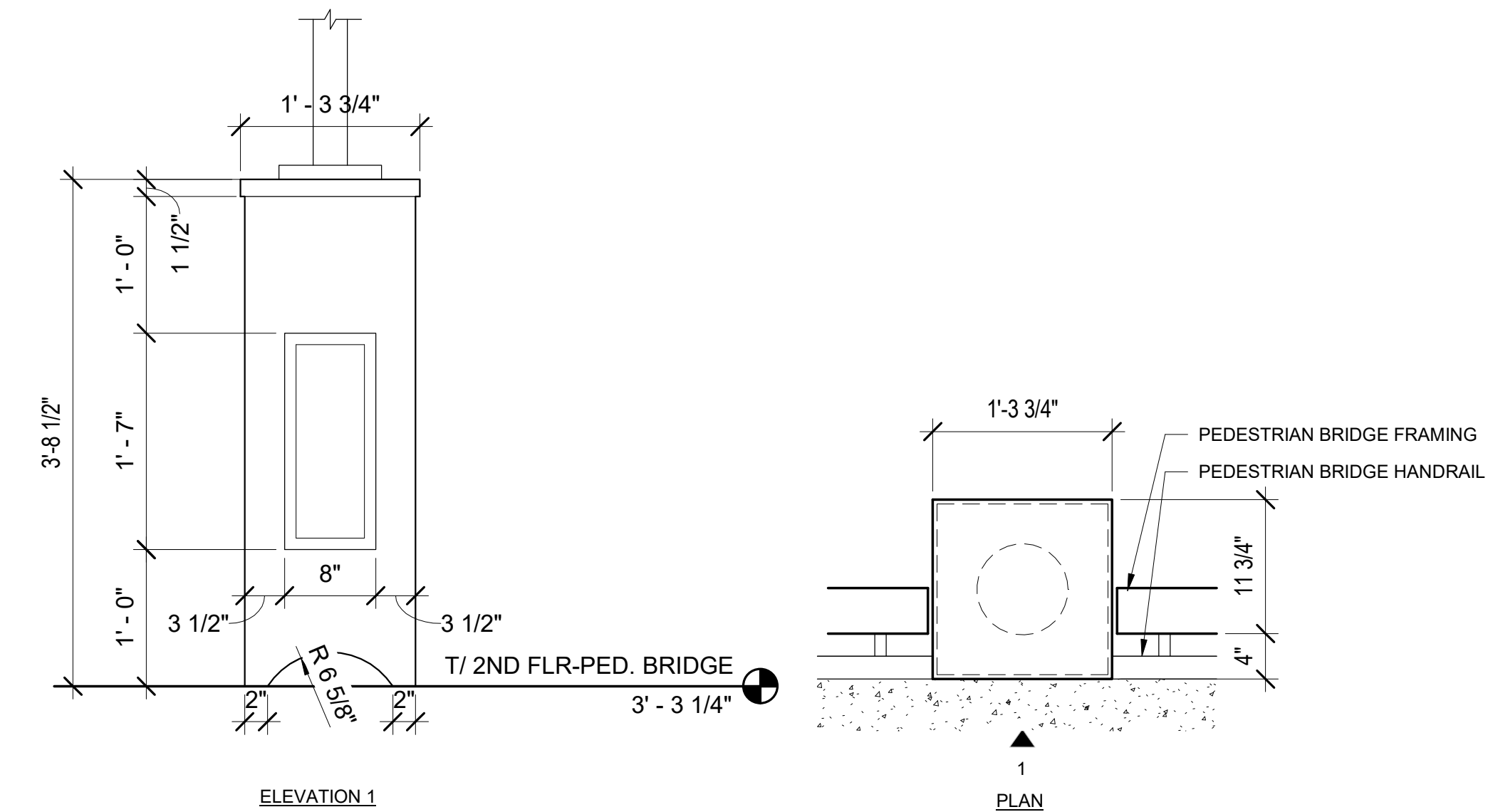
**1 ENLARGED PLAN
PEDESTRIAN BRIDGE**
1/8" = 1'-0"



2 PEDESTRIAN BRIDGE TYPICAL SECTION
1/2" = 1'-0"

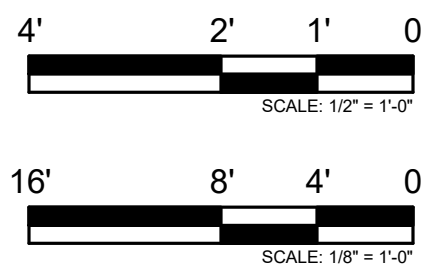
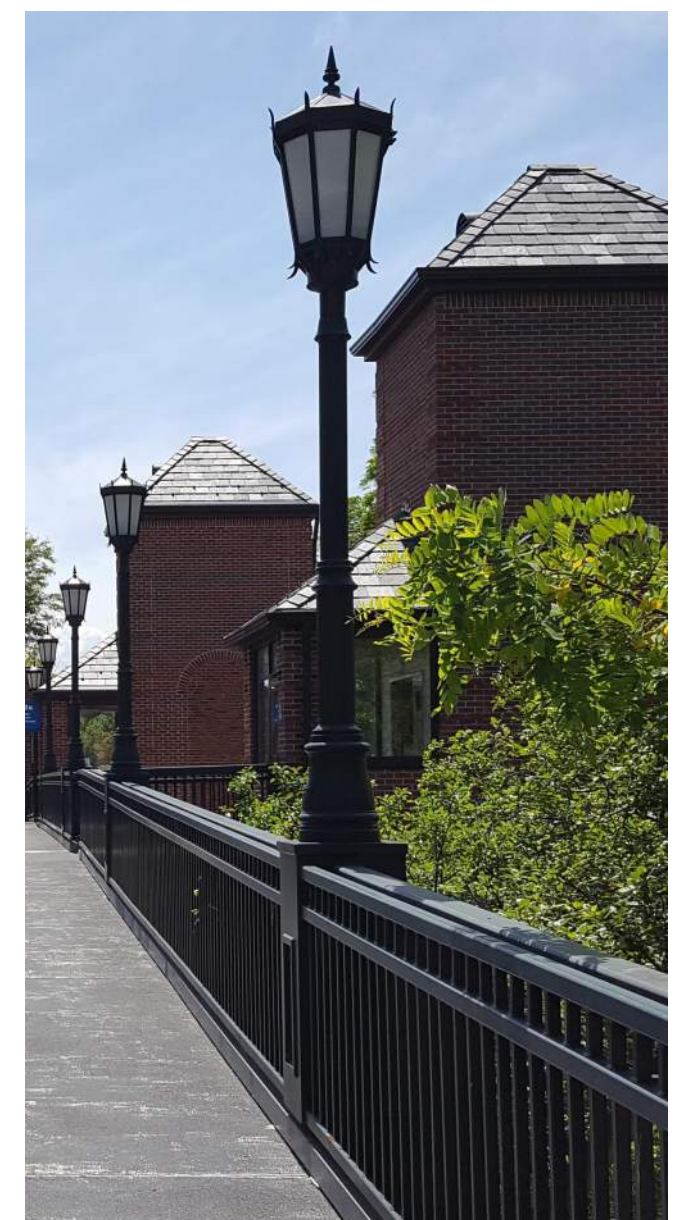


3 PEDESTRIAN BRIDGE TYPICAL RAILING ELEVATION
1/2" = 1'-0"



LIGHT POST BASE TO MATCH THOSE AT
WINNETKA STATION PEDESTRIAN BRIDGE

4 LAMP POST SUPPORT
1" = 1'-0"



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REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
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SUB CONSULTANT	
MULLER2	700 N Sangamon Chicago, IL 60642 312.432.4180 312.432.4184 2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT SEAL/ SIGNATURE	
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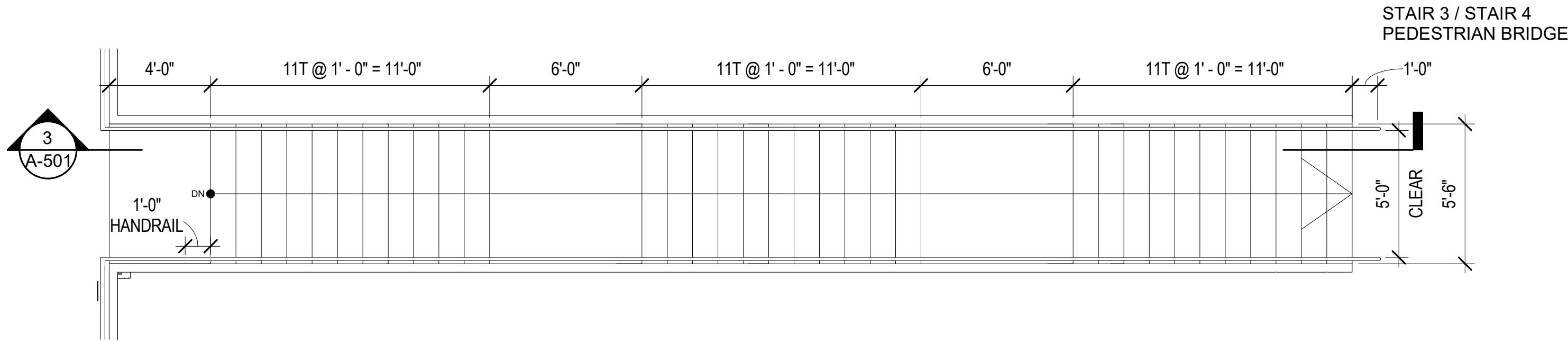
PRIMARY CONSULTANT:	
TYLin	
200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	

DESIGNED: V. WIEGAND	
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METRA PM: R. BASARIRAD	
DATE: 07-15-2024	

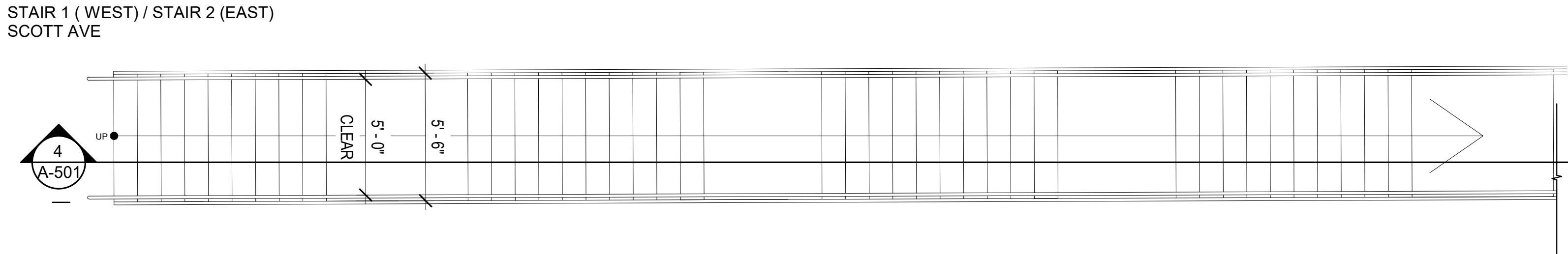
Metra	
ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	

LOCATION NAME: HUBBARD WOODS STATION	
TITLE: ENLARGED PEDESTRIAN BRIDGE PLANS, SECTIONS, ELEVATIONS & DETAILS	

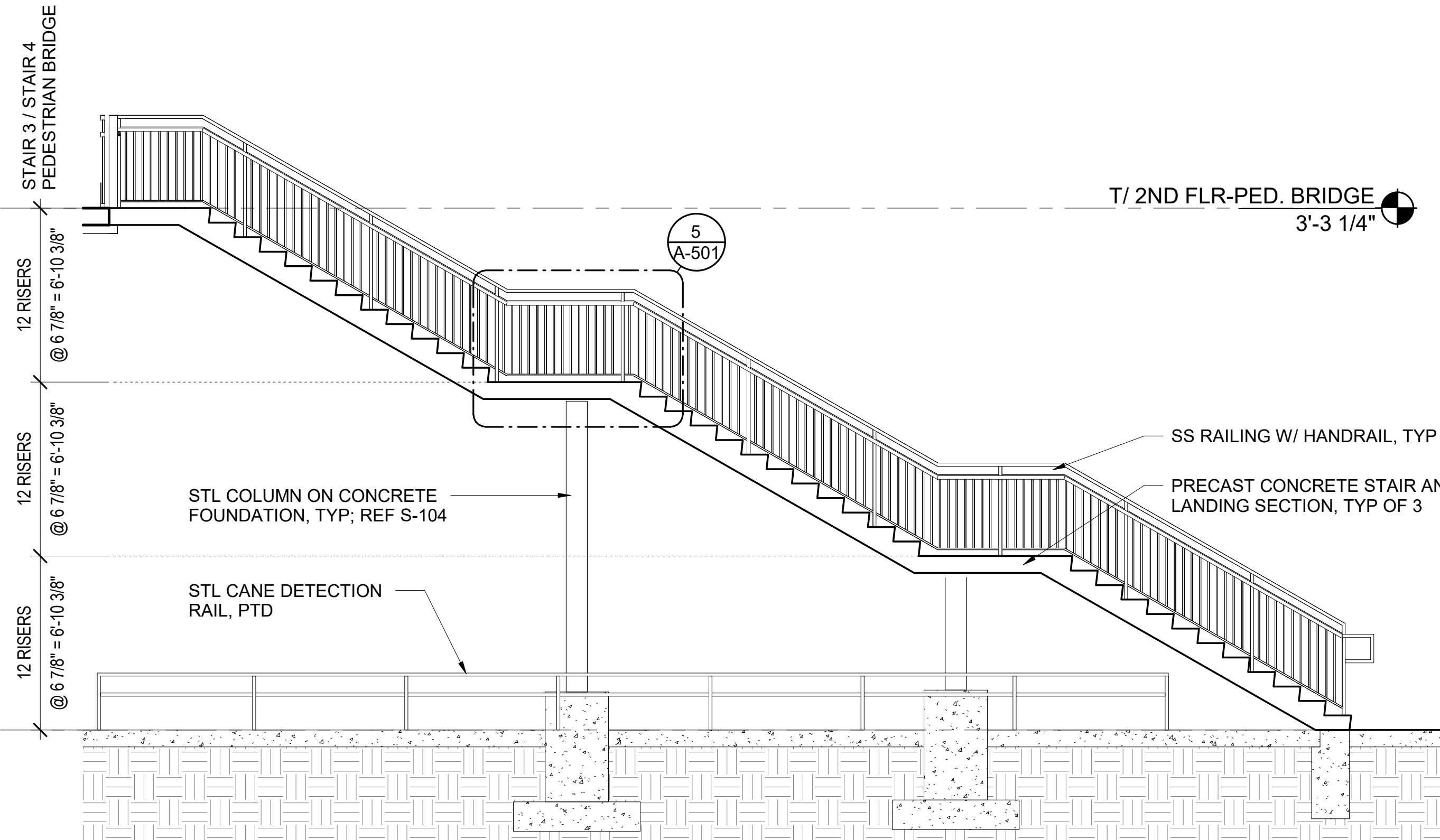
CAD FILE NUMBER: UP-N17.70_ A-500.dgn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. A-500
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	



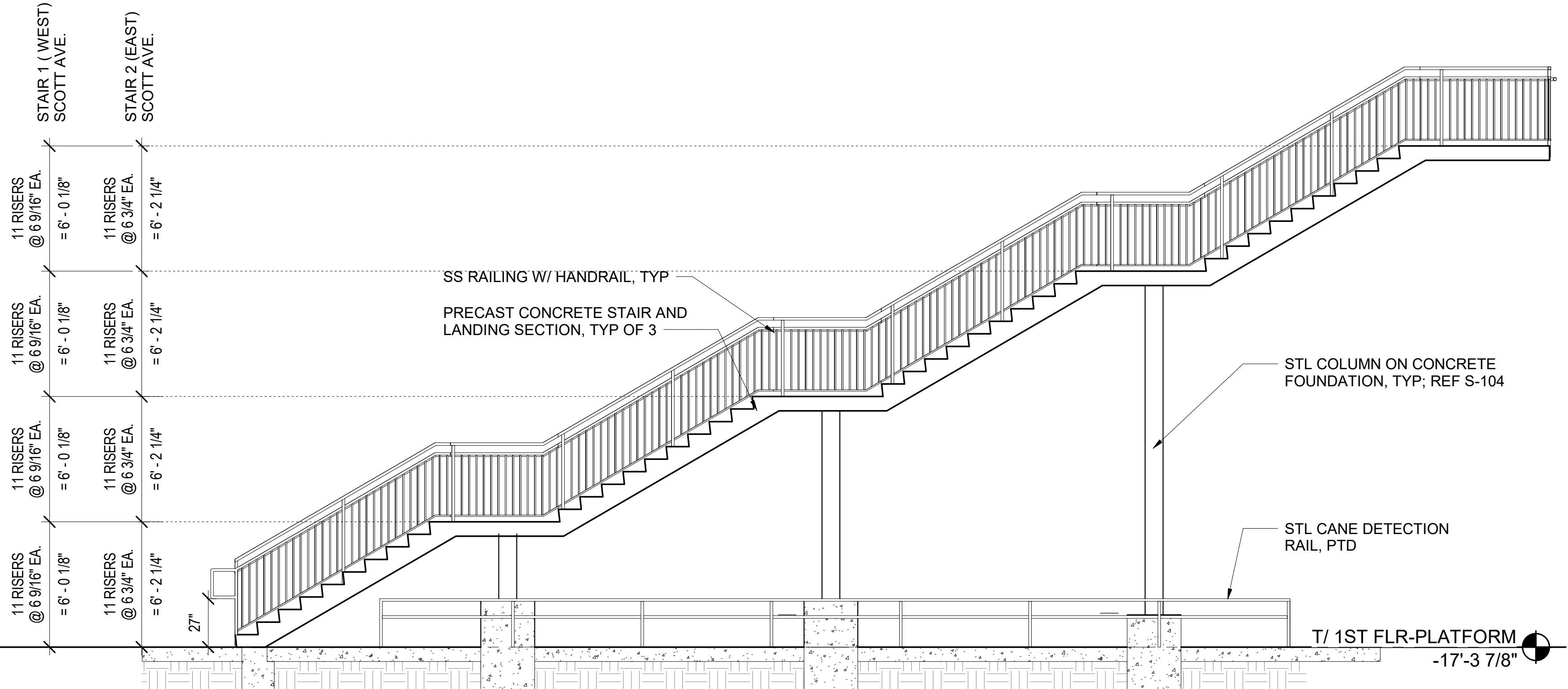
1 PLATFORM STAIRS PLAN
1/4" = 1'-0"



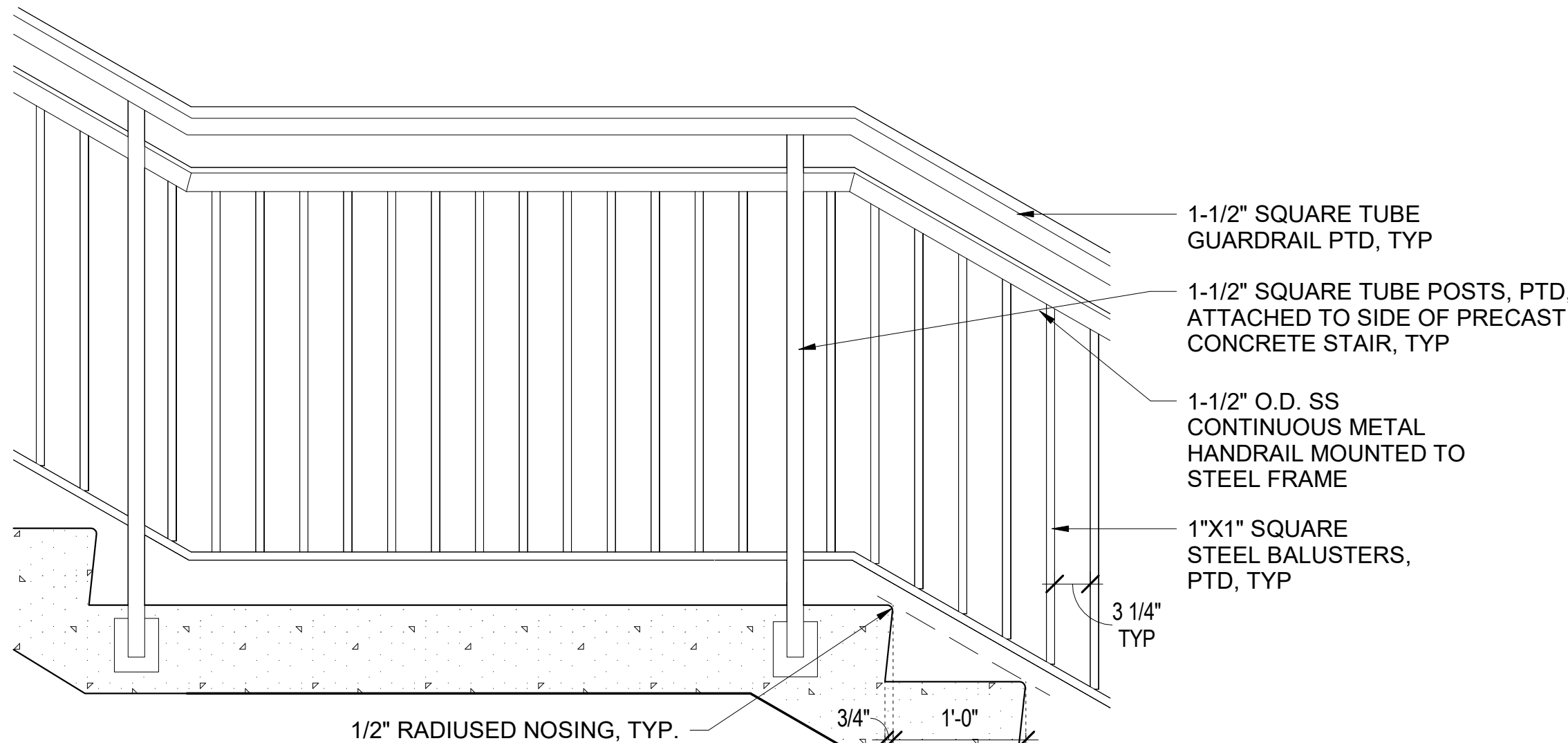
2 SCOTT AVE. STAIRS PLAN
1/4" = 1'-0"



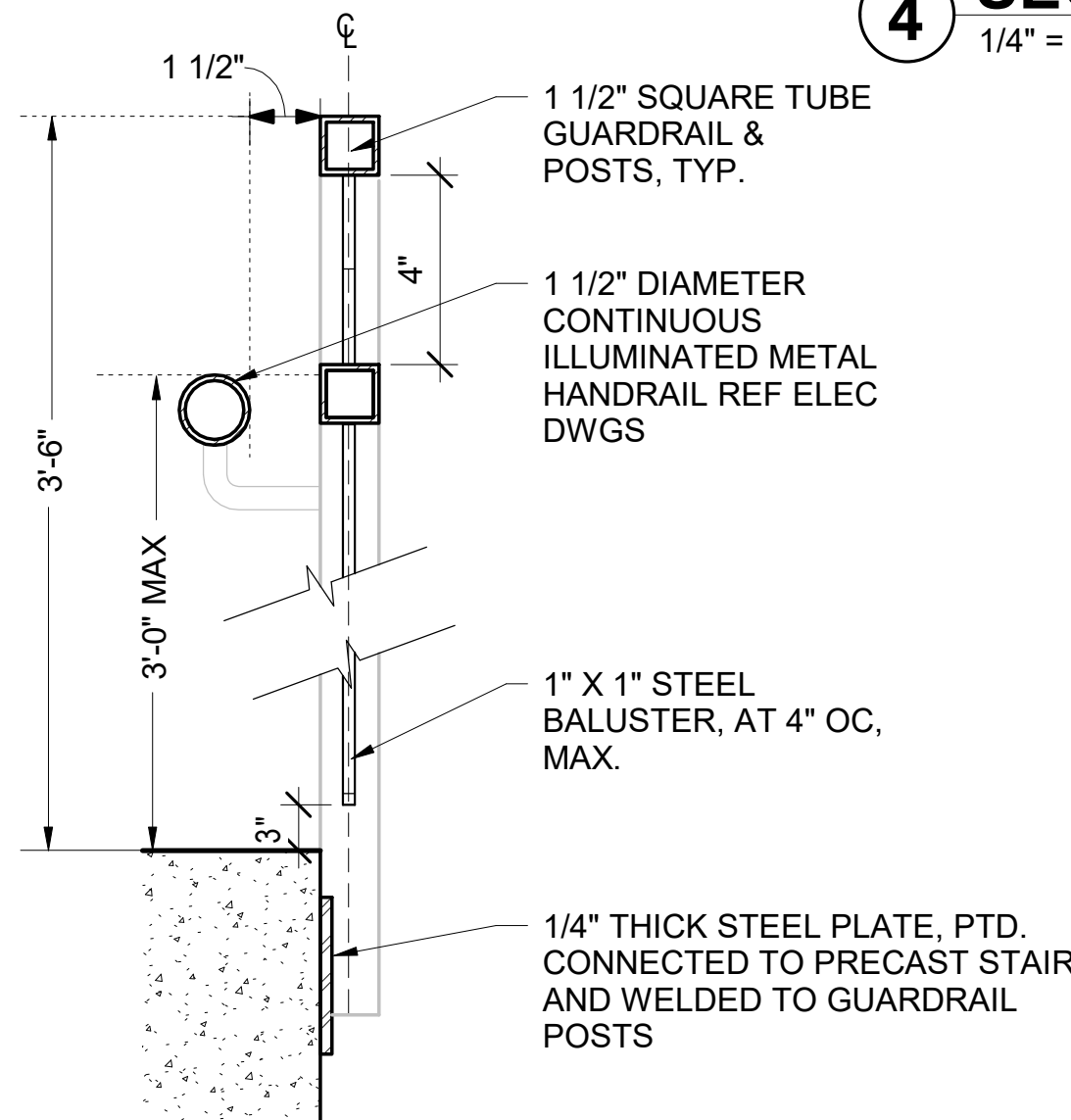
3 SECTION AT PLATFORM TYPICAL STAIR
1/4" = 1'-0"



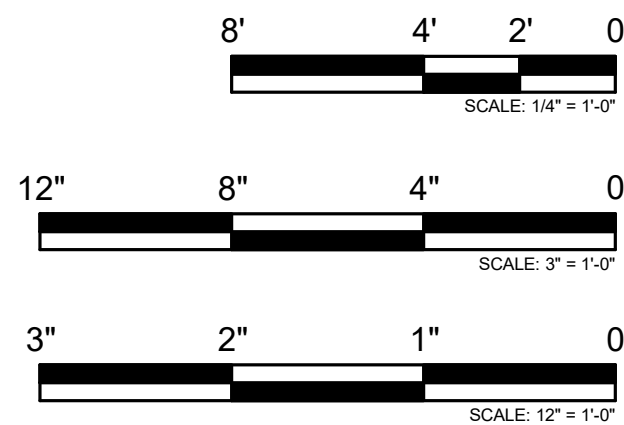
4 SECTION AT SCOTT AVE TYPICAL STAIR
1/4" = 1'-0"



5 TYPICAL GUARDRAIL ELEVATION
1" = 1'-0"



6 TYPICAL GUARDRAIL DETAIL @ PLATFORM STAIRS
3" = 1'-0"



PRINTED ON: 7/12/2024 5:39:00 PM

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1	07-17-2020	VW	KJK	30% SUBMITTAL					

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MULLER2	2024, Muller & Muller, Ltd.

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SEAL/ SIGNATURE	

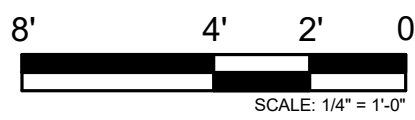
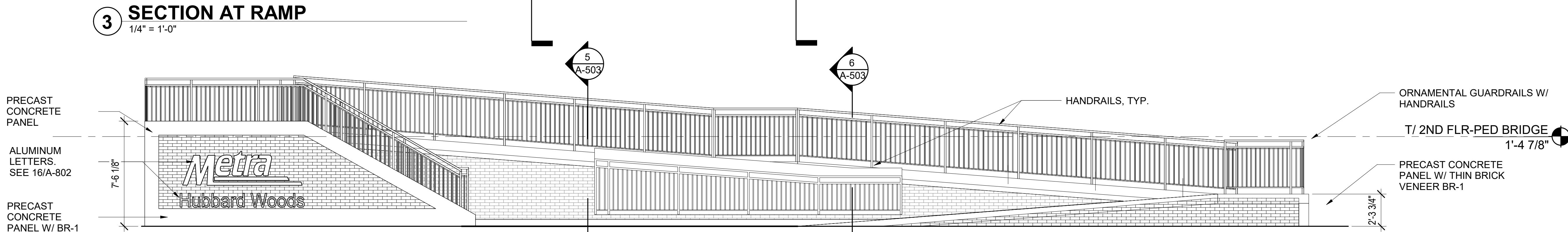
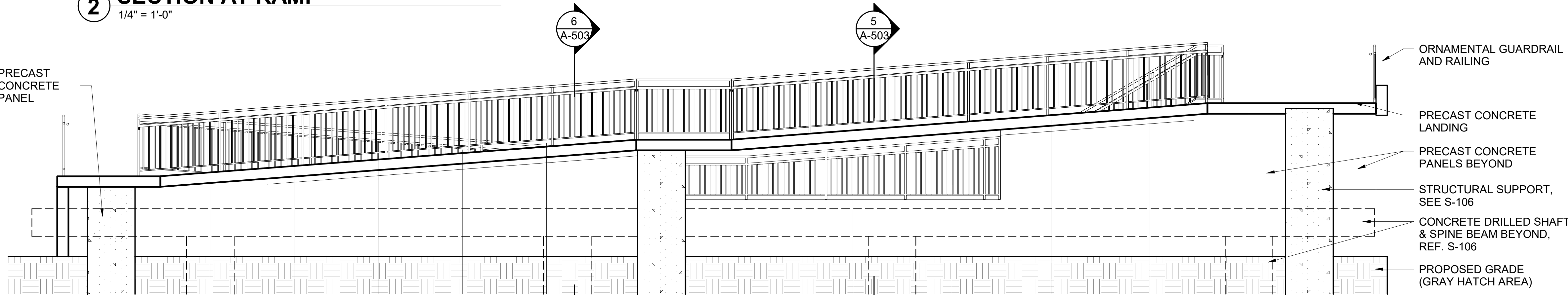
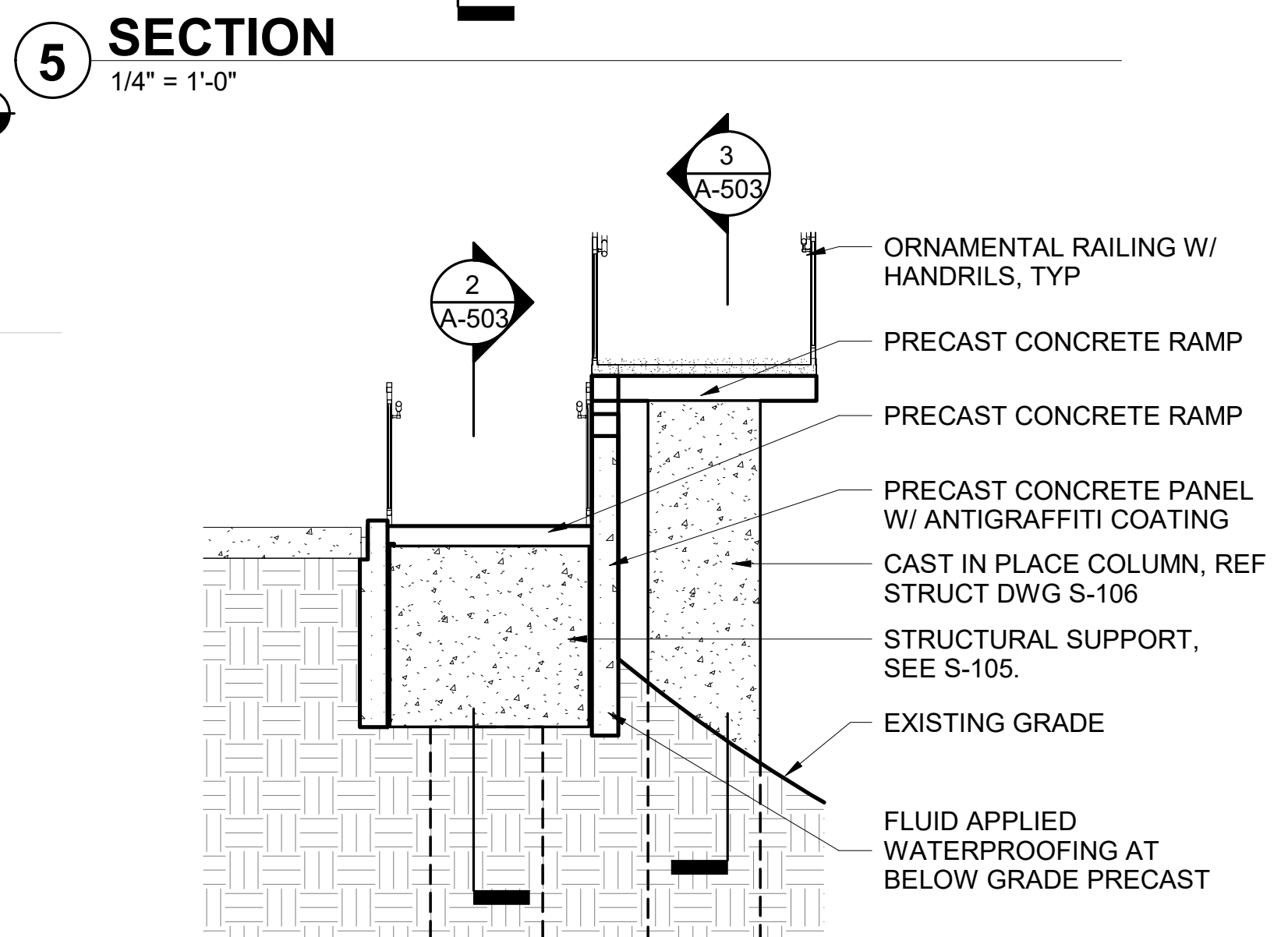
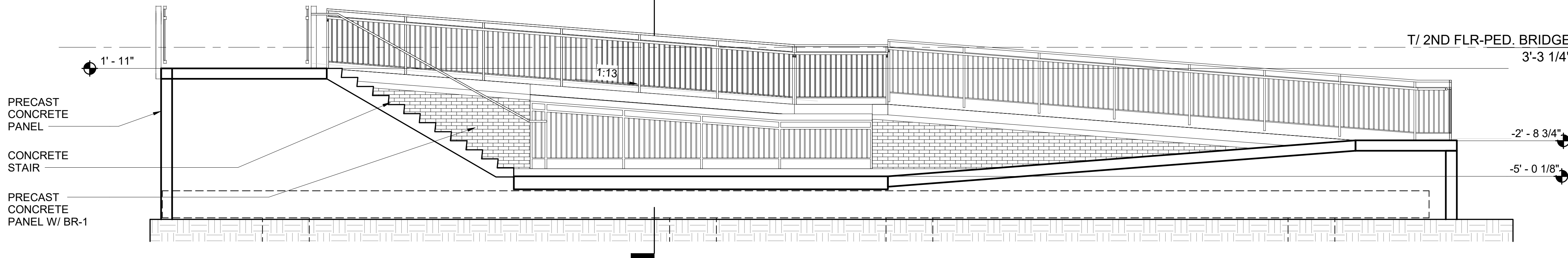
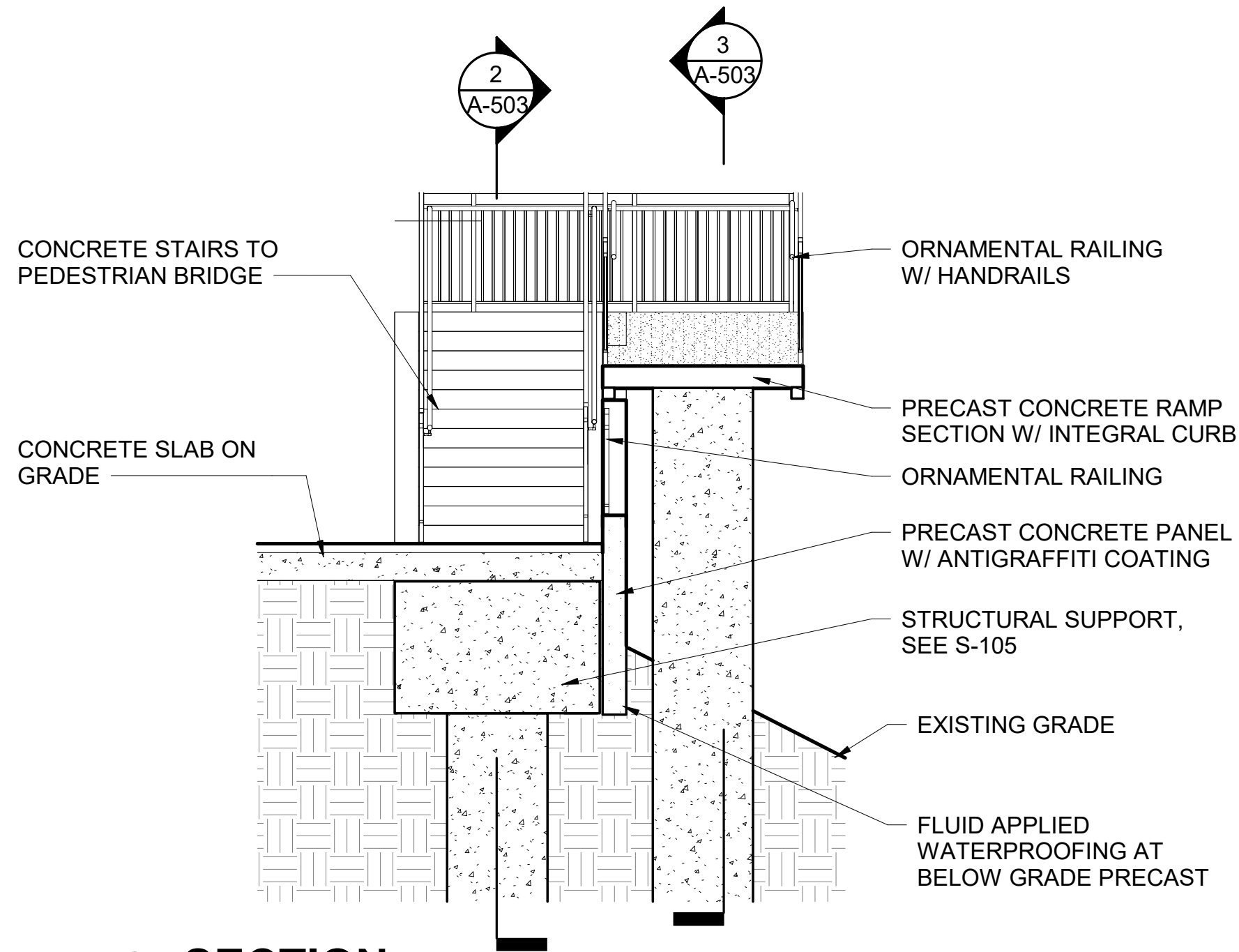
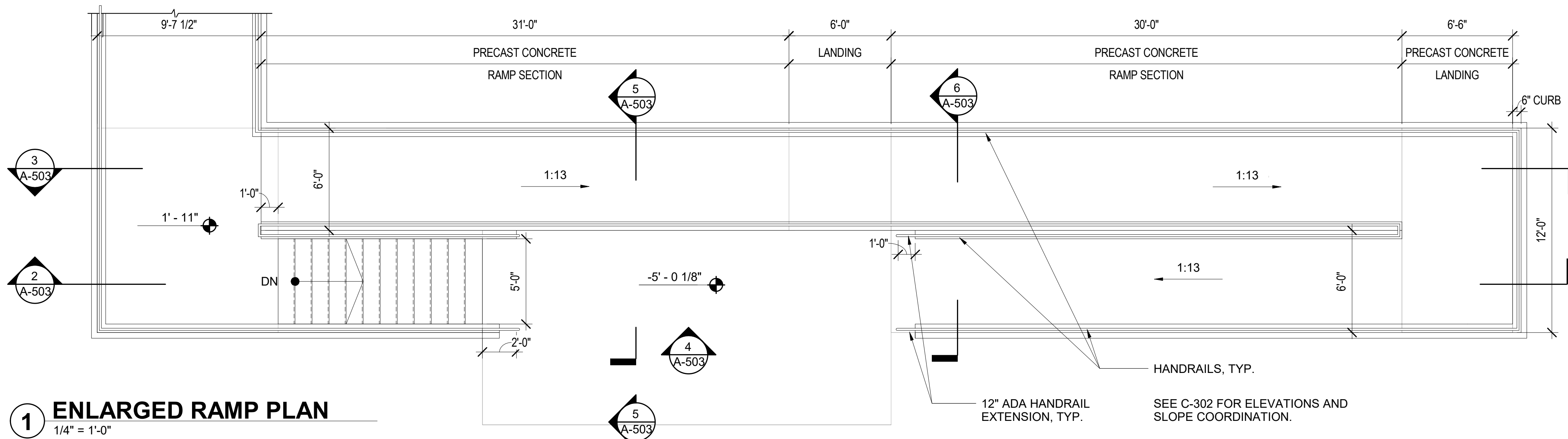
PRIMARY CONSULTANT:	
	200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900

DESIGNED:	V. WIEGAND
DRAWN:	V. WIEGAND
CHECKED:	K. KORAB
METRA PM:	R. BASARIRAD
DATE:	07-15-2024

	ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661
---	---

LOCATION NAME:	HUBBARD WOODS STATION
TITLE:	ENLARGED STAIR PLANS, SECTIONS & DETAILS

CAD FILE NUMBER:	UP-N17.70_A-501.dgn	DISTRICT:	UP-N
SCALE:	AS INDICATED	SHEET NO.	A-501
PROJECT NO:	JP5194		
MILE POST NO.	UP-N17.70		



PRINTED ON: 7/12/2024 5:39:01 PM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	IAVW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	IAVW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT



700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184

PRIMARY CONSULTANT

SEAL/ SIGNATURE

PRIMARY CONSULTANT:



200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED: V. WIEGAND

DRAWN: V. WIEGAND

CHECKED: K. KORAB

METRA PM: R. BASARIRAD

DATE: 07-15-2024



ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
ENLARGED RAMP PLAN, SECTIONS & DETAILS

CAD FILE NUMBER:
UP-N17.70_ A-503.dgn

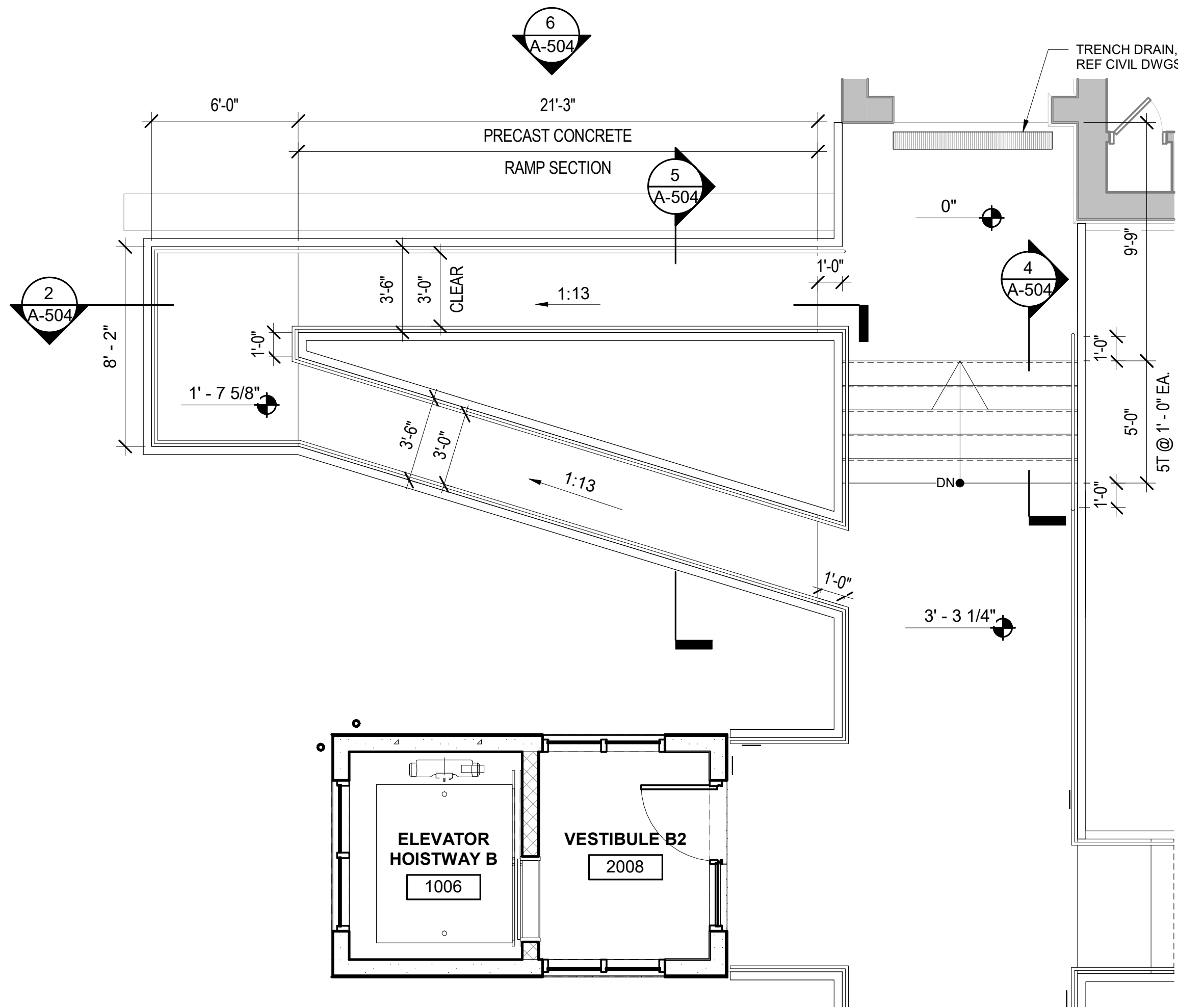
SCALE:
AS INDICATED

PROJECT NO:
JP5194

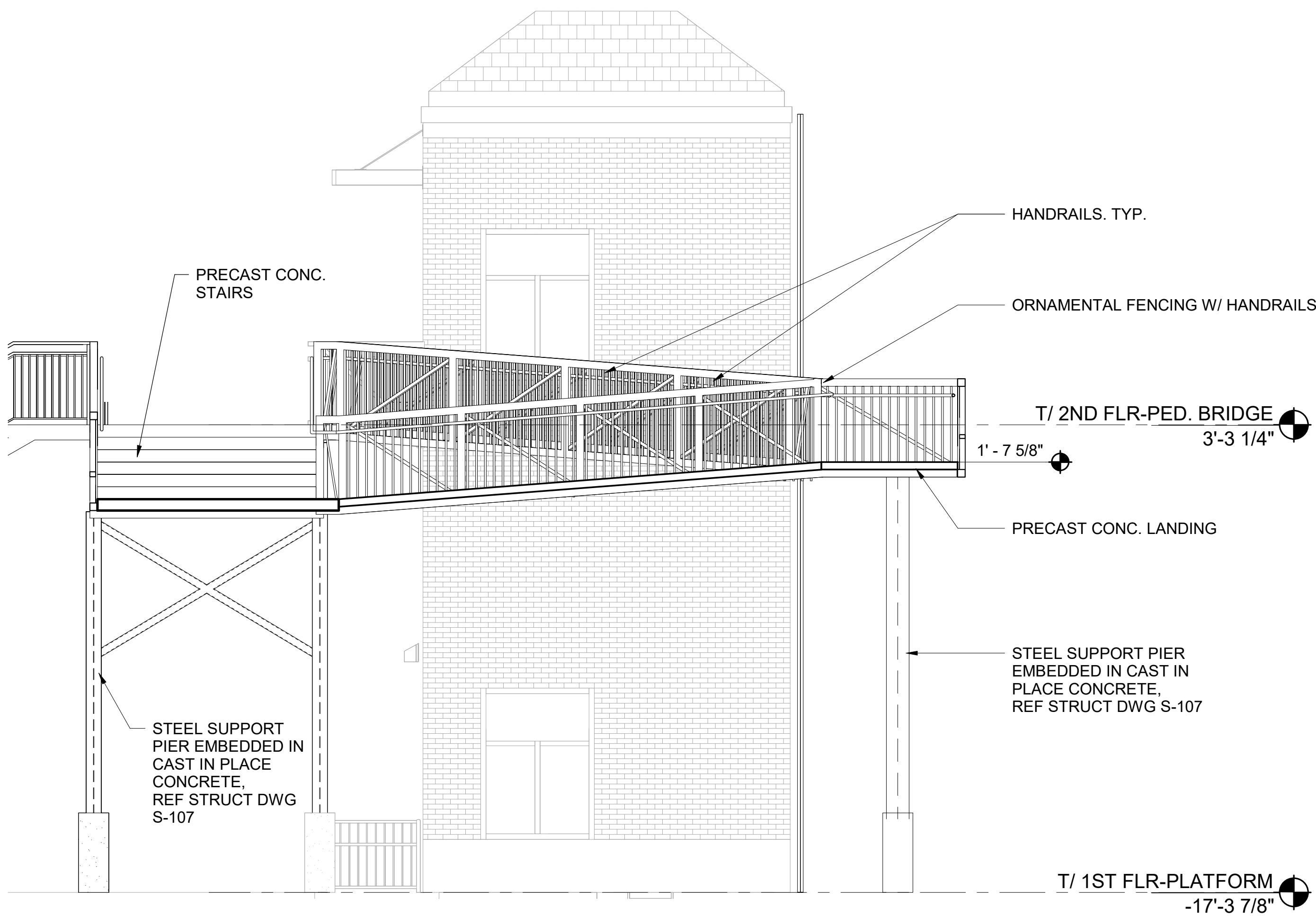
MILE POST NO:
UP-N17.70

DISTRICT:
UP-N

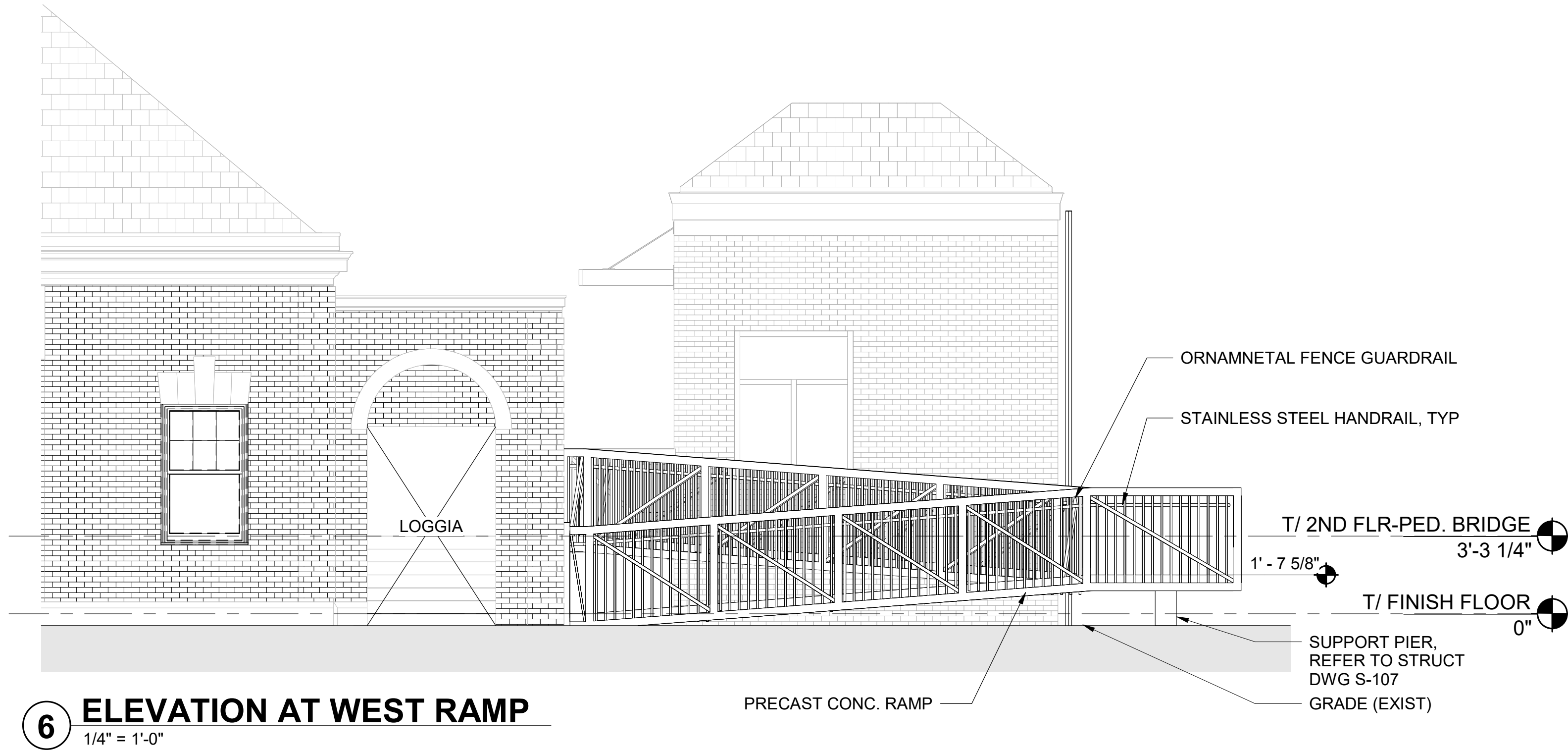
SHEET NO.
A-503



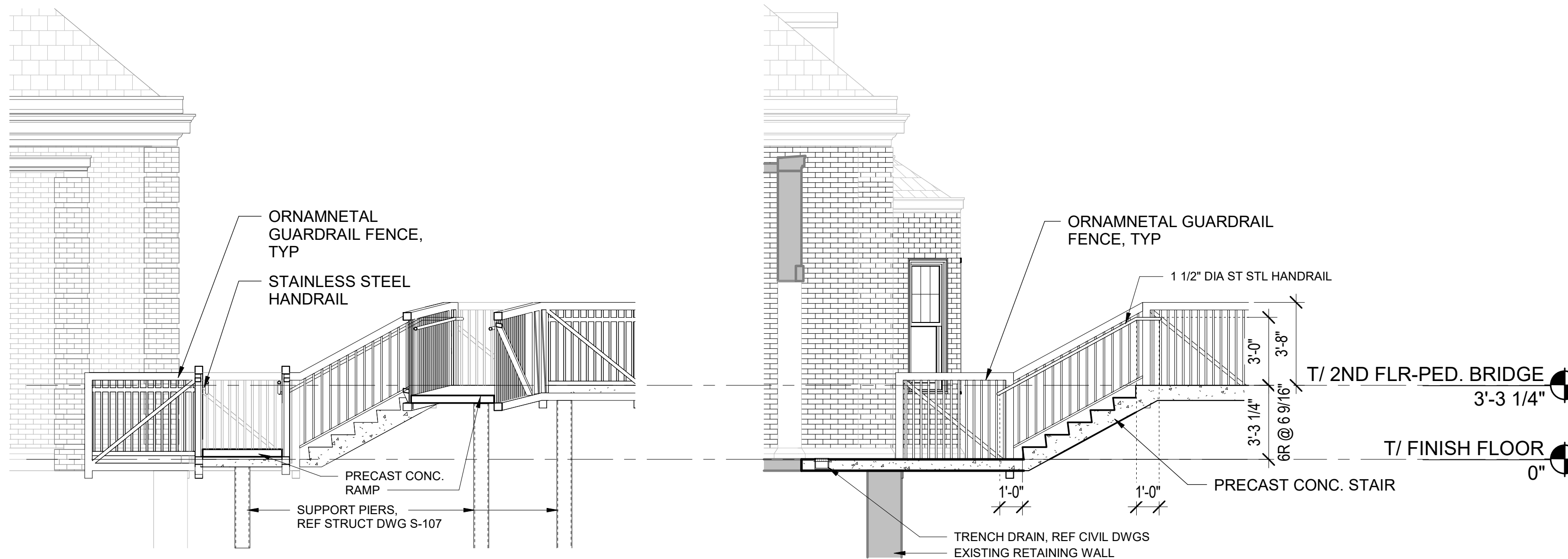
1 ENLARGED WEST RAMP PLAN
1/4" = 1'-0"



2 SECTION AT WEST RAMP
1/4" = 1'-0"

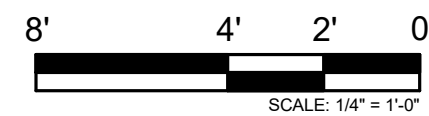


6 ELEVATION AT WEST RAMP
1/4" = 1'-0"



5 SECTION THROUGH WEST RAMP
1/4" = 1'-0"

4 SECTION THROUGH WEST STAIR
1/4" = 1'-0"



PRINTED ON: 7/12/2024 5:39:03 PM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT



700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184

MULLER2
2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT

SEAL/ SIGNATURE

PRIMARY CONSULTANT:



200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED: V. WIEGAND

DRAWN: V. WIEGAND

CHECKED: K. KORAB

METRA PM: R. BASARIRAD

DATE: 07-15-2024



ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
ENLARGED RAMP PLAN, SECTIONS & DETAILS

CAD FILE NUMBER:
UP-N17.70_ A-504.dgn

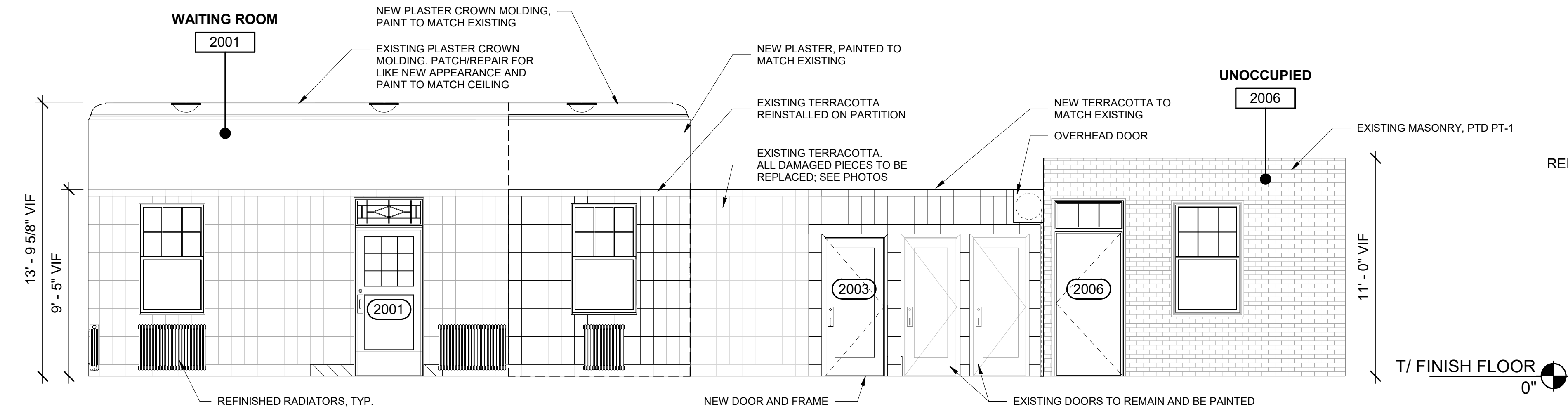
SCALE:
AS INDICATED

PROJECT NO:
JP5194

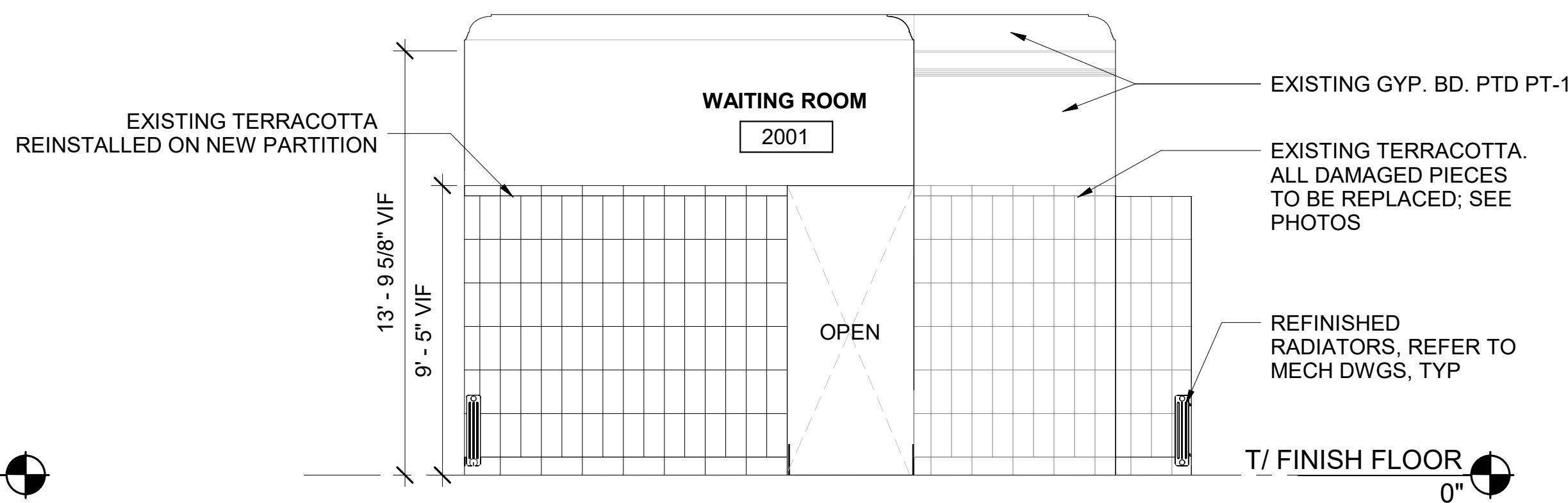
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

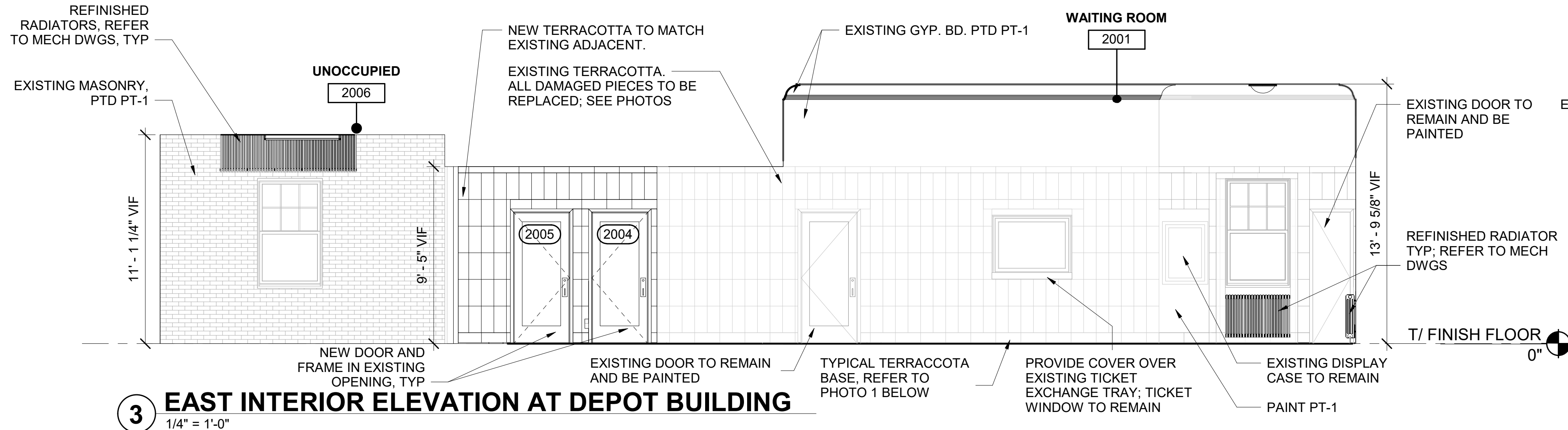
SHEET NO.
A-504



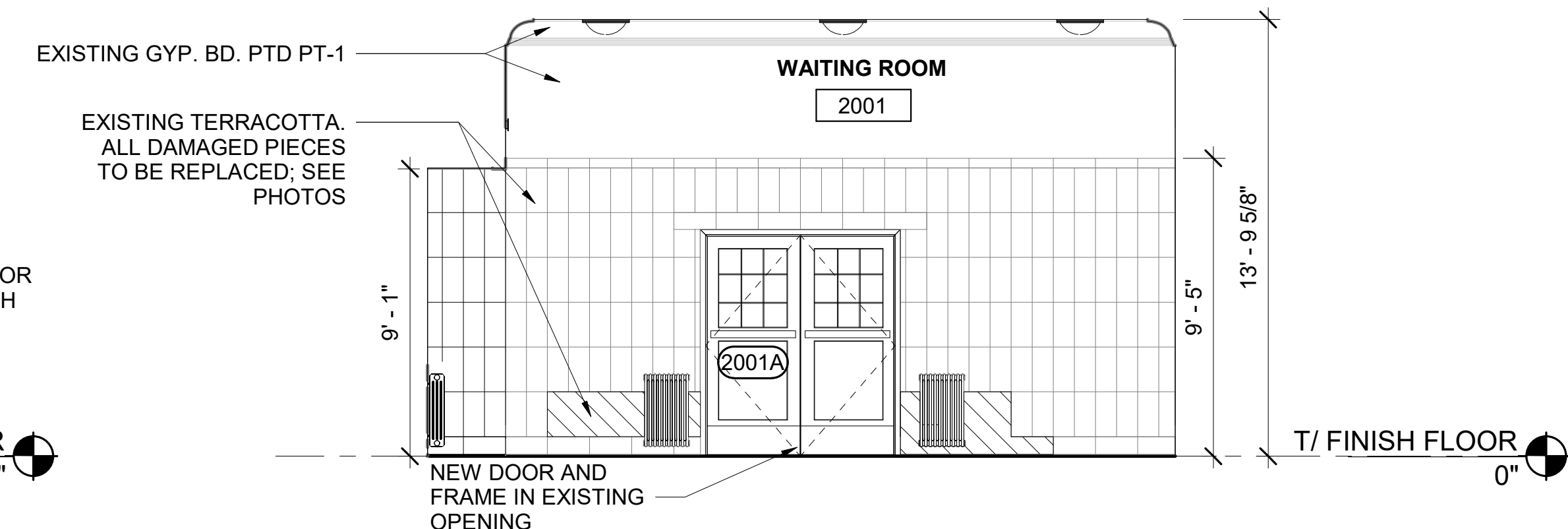
1 WEST INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



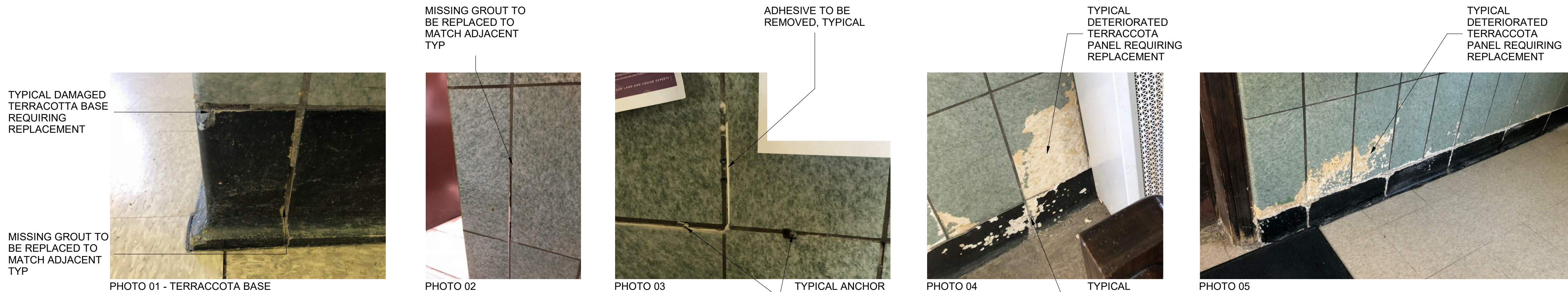
2 NORTH INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



3 EAST INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



4 SOUTH INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



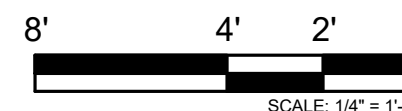
5 DAMAGED TERRACOTTA PHOTOS
1/4" = 1'-0"

LEGEND

TERRACOTTA REQUIRING REPLACEMENT AND/OR REPAIR

GENERAL NOTES

- MATERIAL FINISH LEGEND, SEE SHEET A-700.
- DOOR SCHEDULE, SEE SHEET A-600.
- REFER TO SHEET A-605 FOR PARTITION TYPES AND DETAILS



PRINTED ON: 7/12/2024 5:38:11 PM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT	
	700 N Sangamon Chicago, IL 60642 312.432.4180 312.432.4184
MULLER2	2024, Muller & Muller, Ltd.

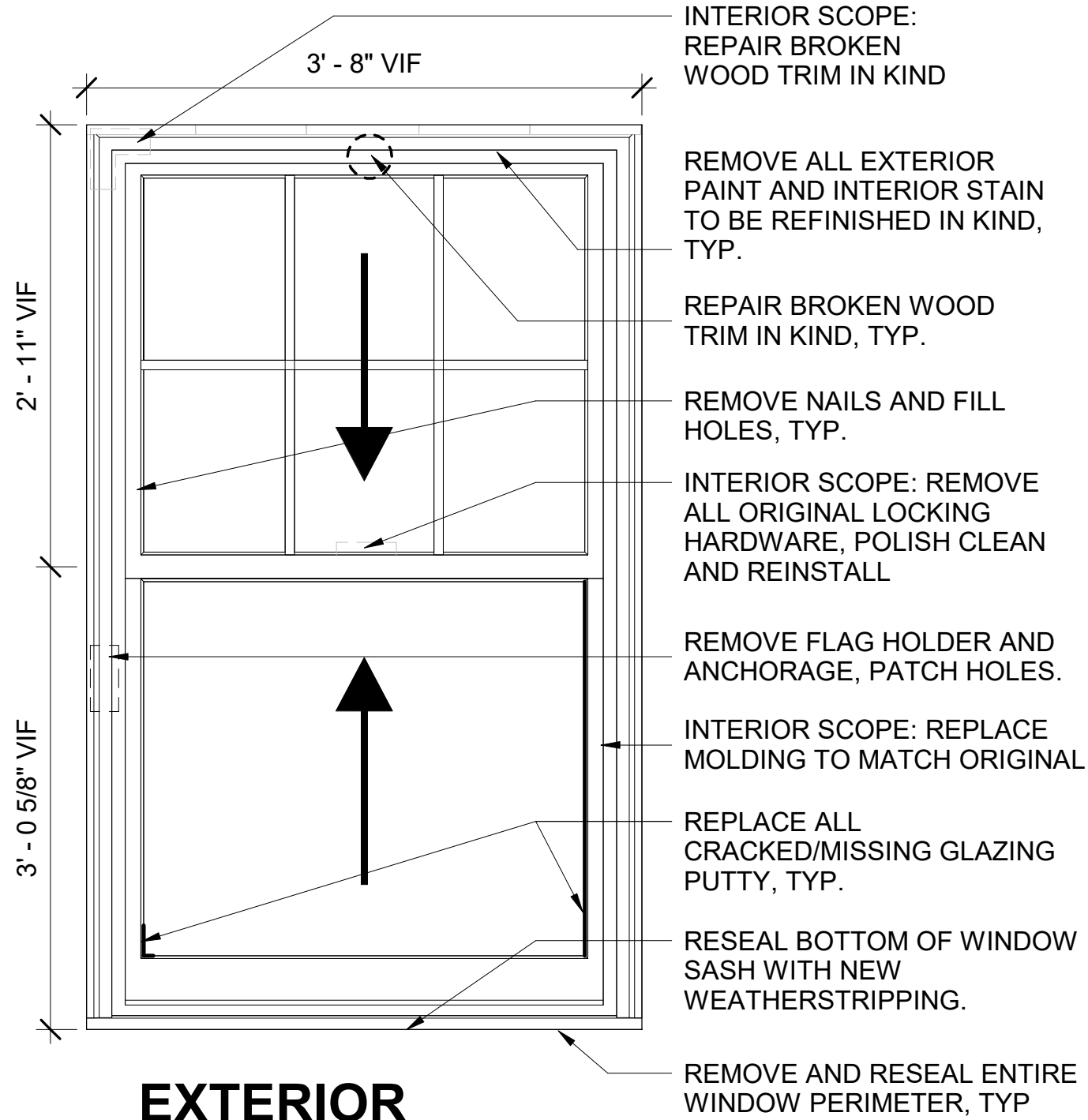
PRIMARY CONSULTANT	
SEAL/ SIGNATURE	

PRIMARY CONSULTANT:	
TYLin	
200 S. WACKER DR. SUITE 1400	
CHICAGO, IL 60606	
TEL: 312-777-2900	

DESIGNED: V. WIEGAND	
DRAWN: V. WIEGAND	
CHECKED: K. KORAB	
METRA PM: R. BASARIRAD	
DATE: 07-15-2024	

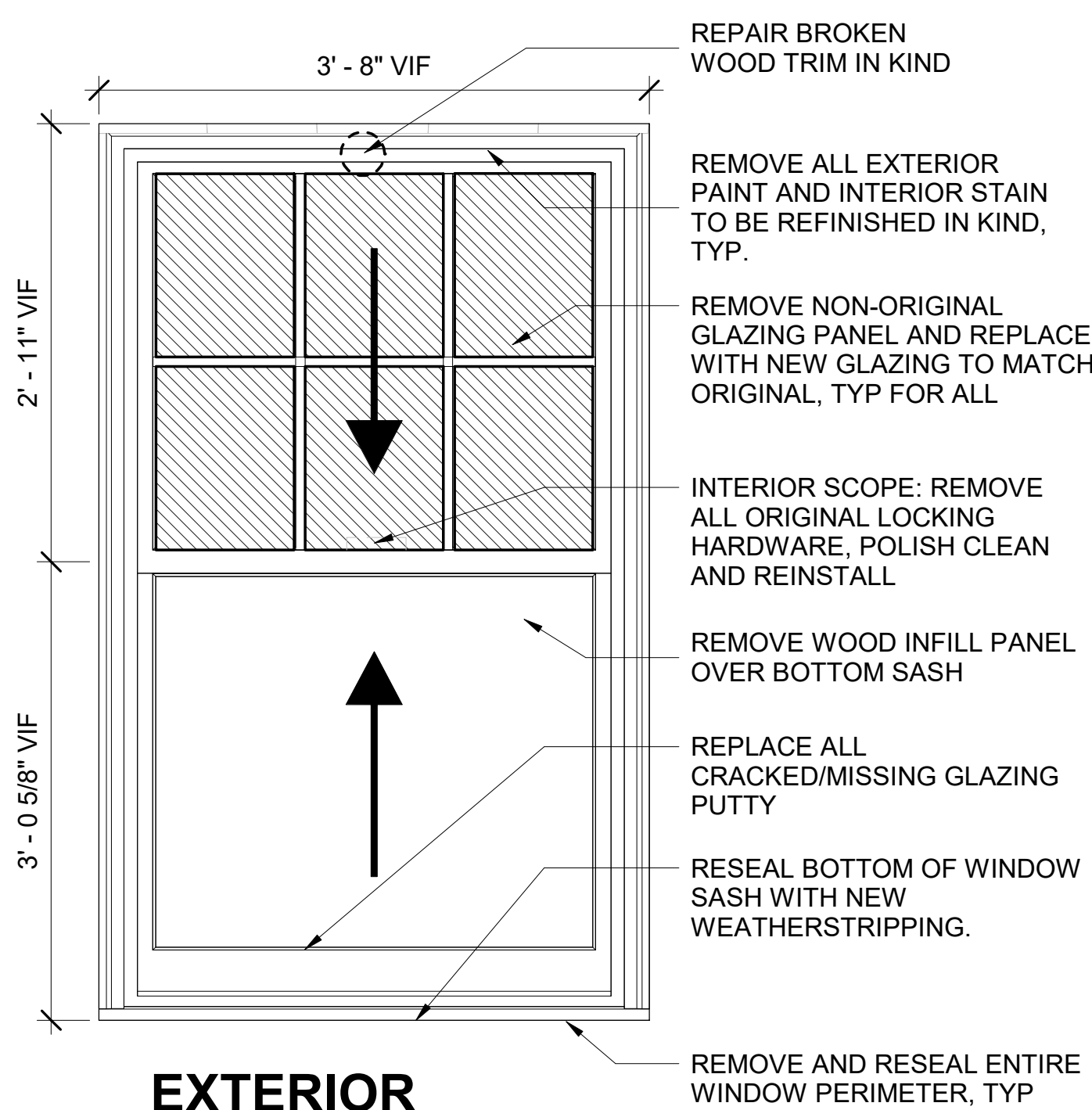
	
ENGINEERING DEPARTMENT	
547 W. JACKSON BOULEVARD	
CHICAGO, ILLINOIS 60661	

LOCATION NAME:	HUBBARD WOODS STATION
CAD FILE NUMBER:	UP-N17.70_A-505.dgn
SCALE:	AS INDICATED
PROJECT NO:	JP5194
MILE POST NO.	UP-N17.70
DISTRICT:	UP-N
SHEET NO.	A-505



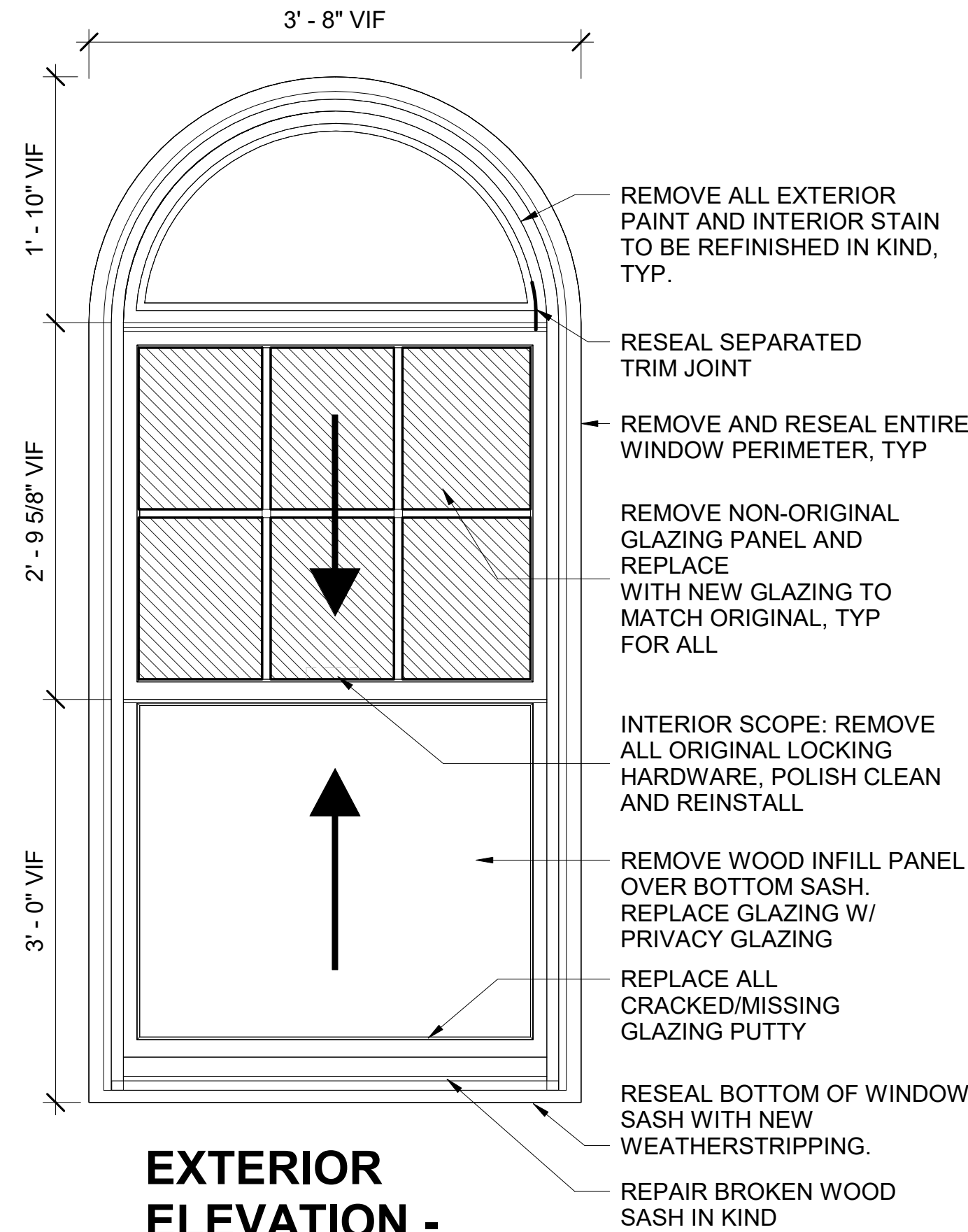
EXTERIOR ELEVATION - WINDOW 1

1
1" = 1'-0"



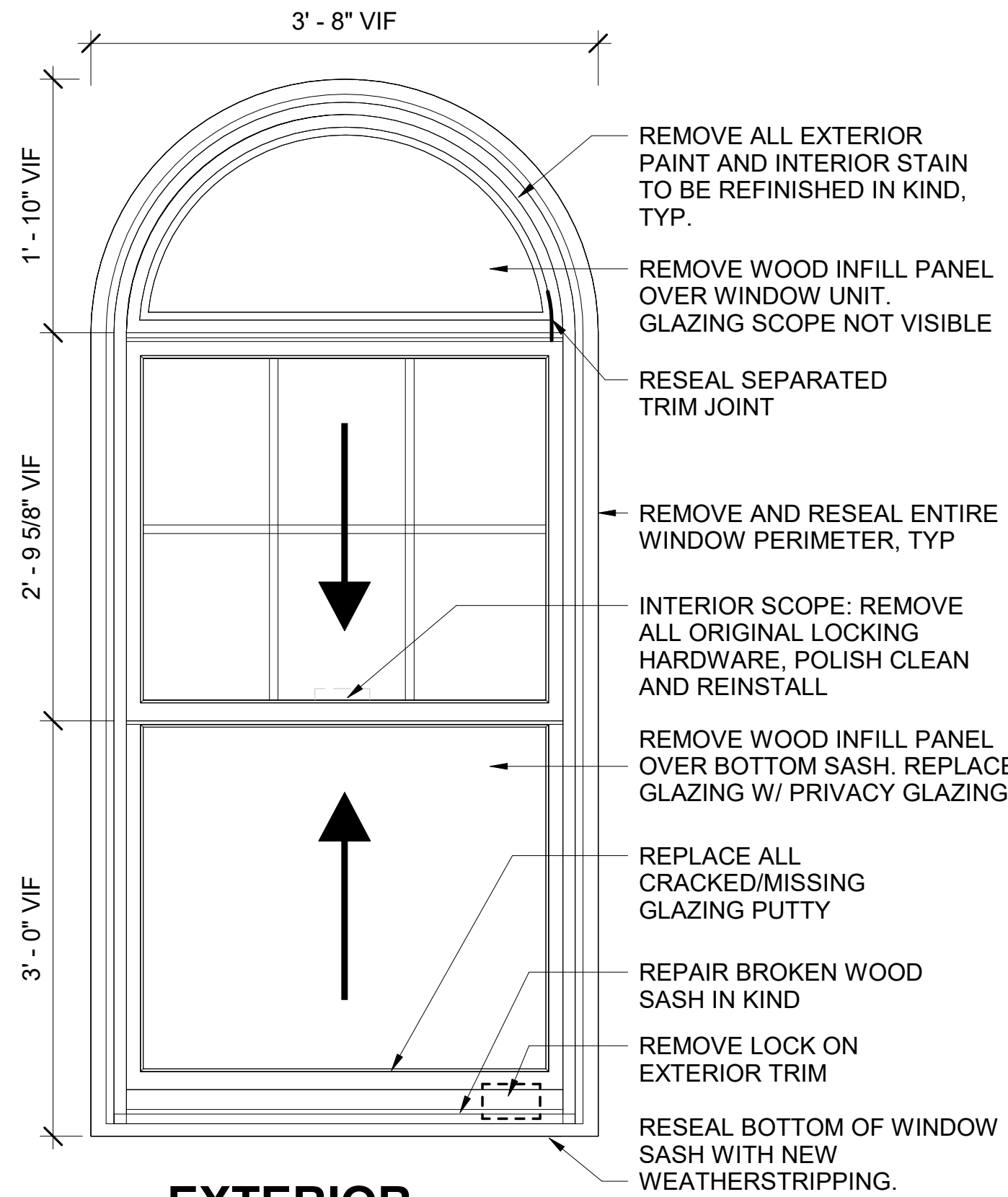
EXTERIOR ELEVATION - WINDOW 2

2
1" = 1'-0"



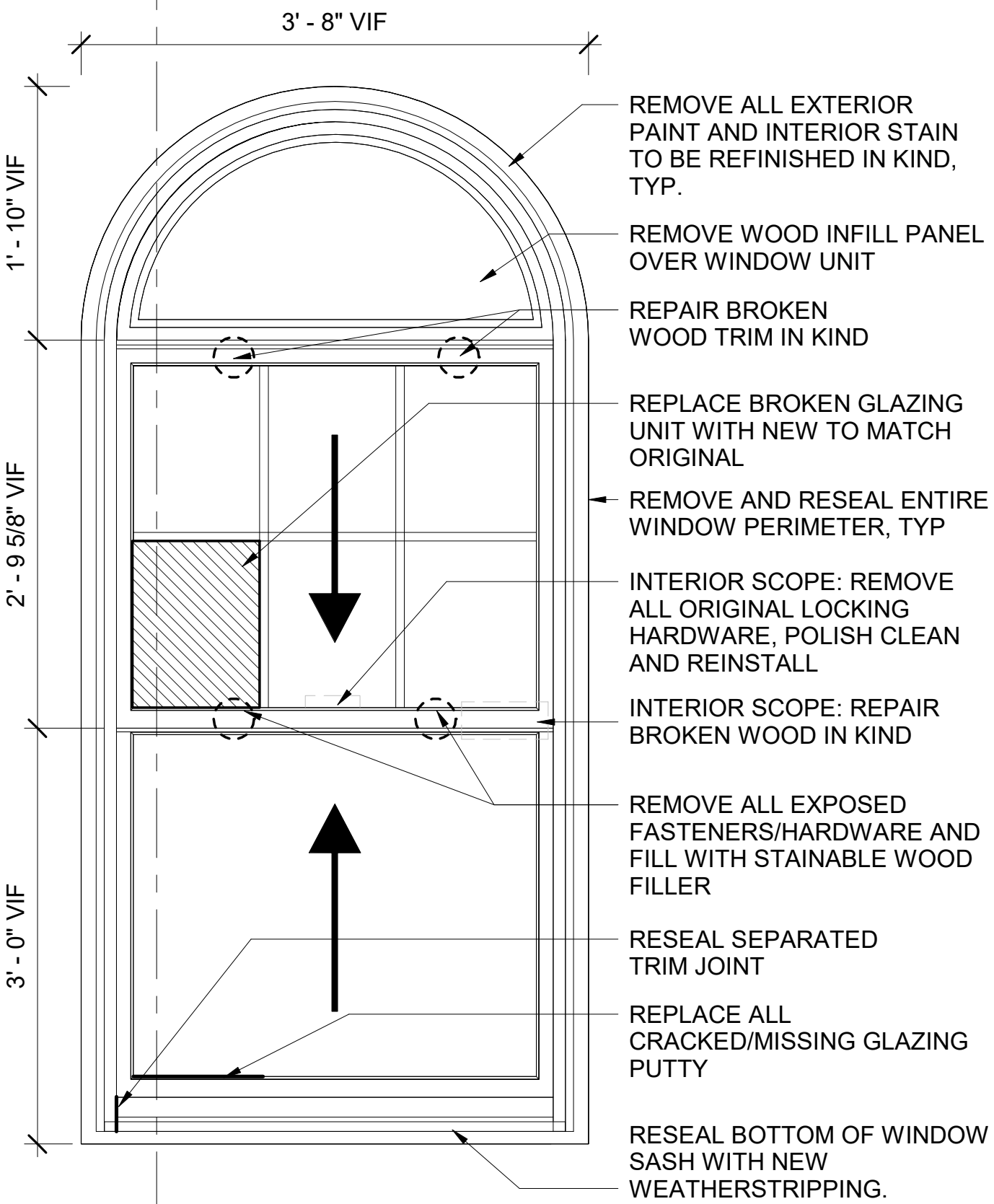
EXTERIOR ELEVATION - WINDOW 3

3
1" = 1'-0"



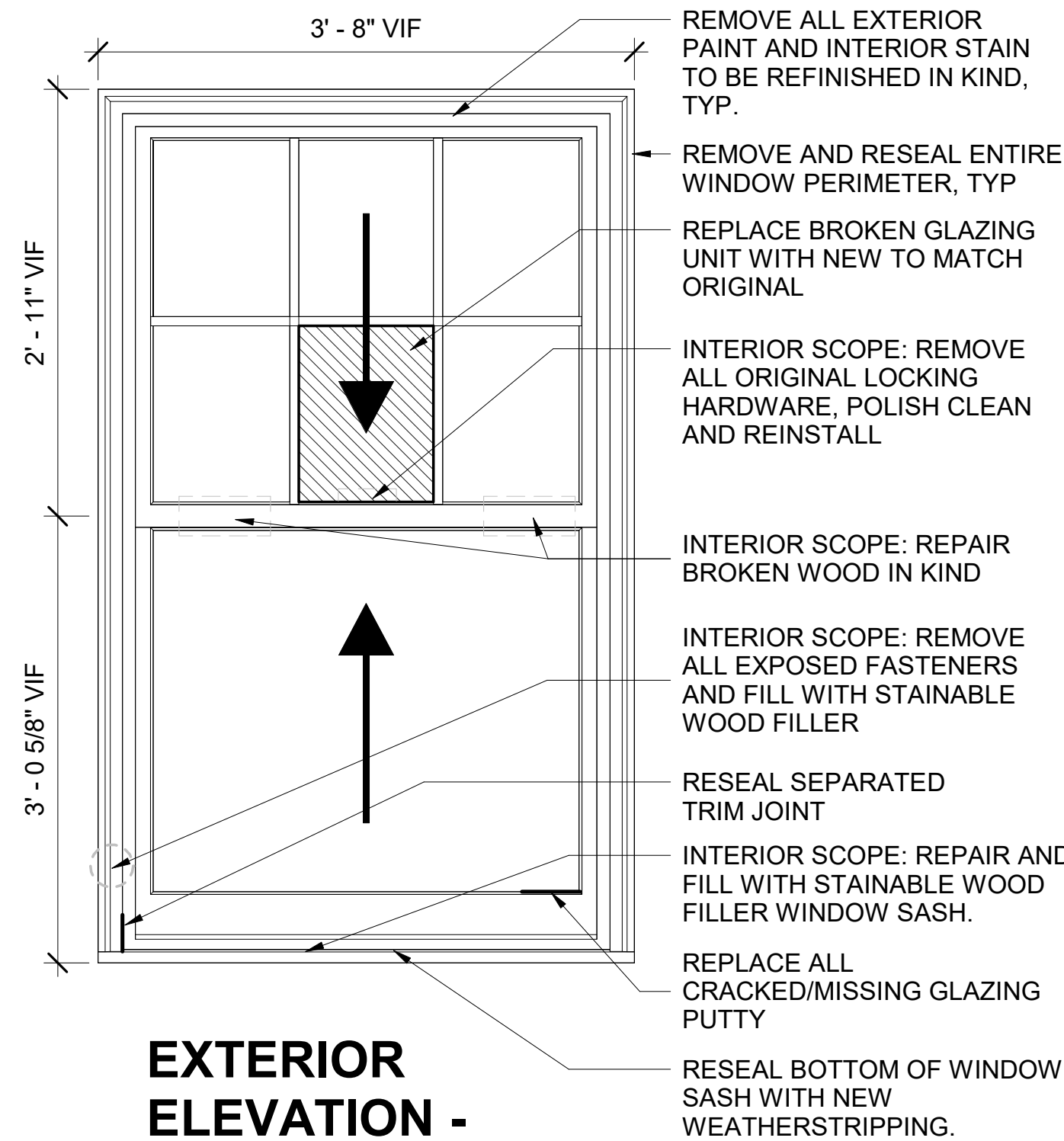
EXTERIOR ELEVATION - WINDOW 4

4
1" = 1'-0"



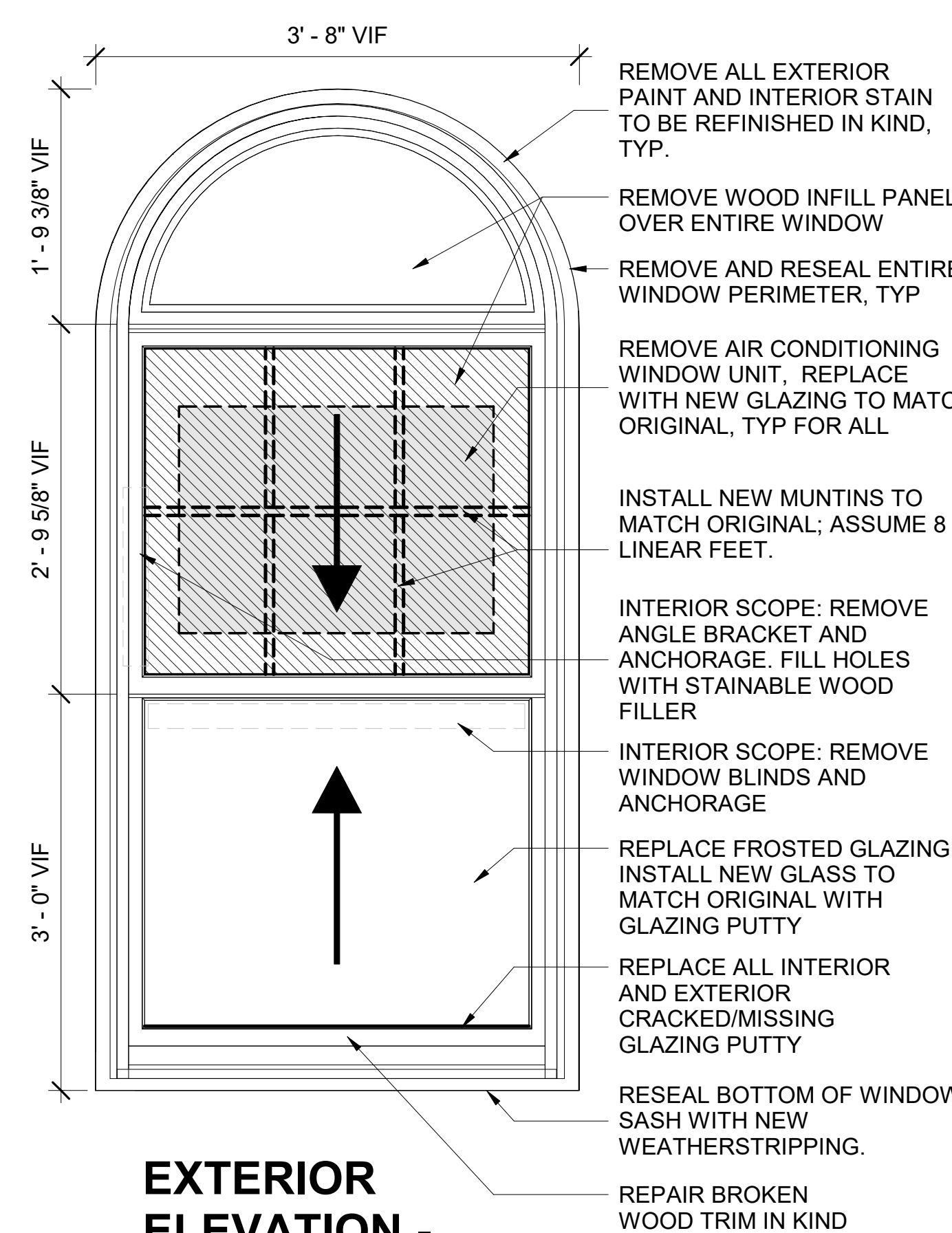
EXTERIOR ELEVATION - WINDOW 5

5
1" = 1'-0"



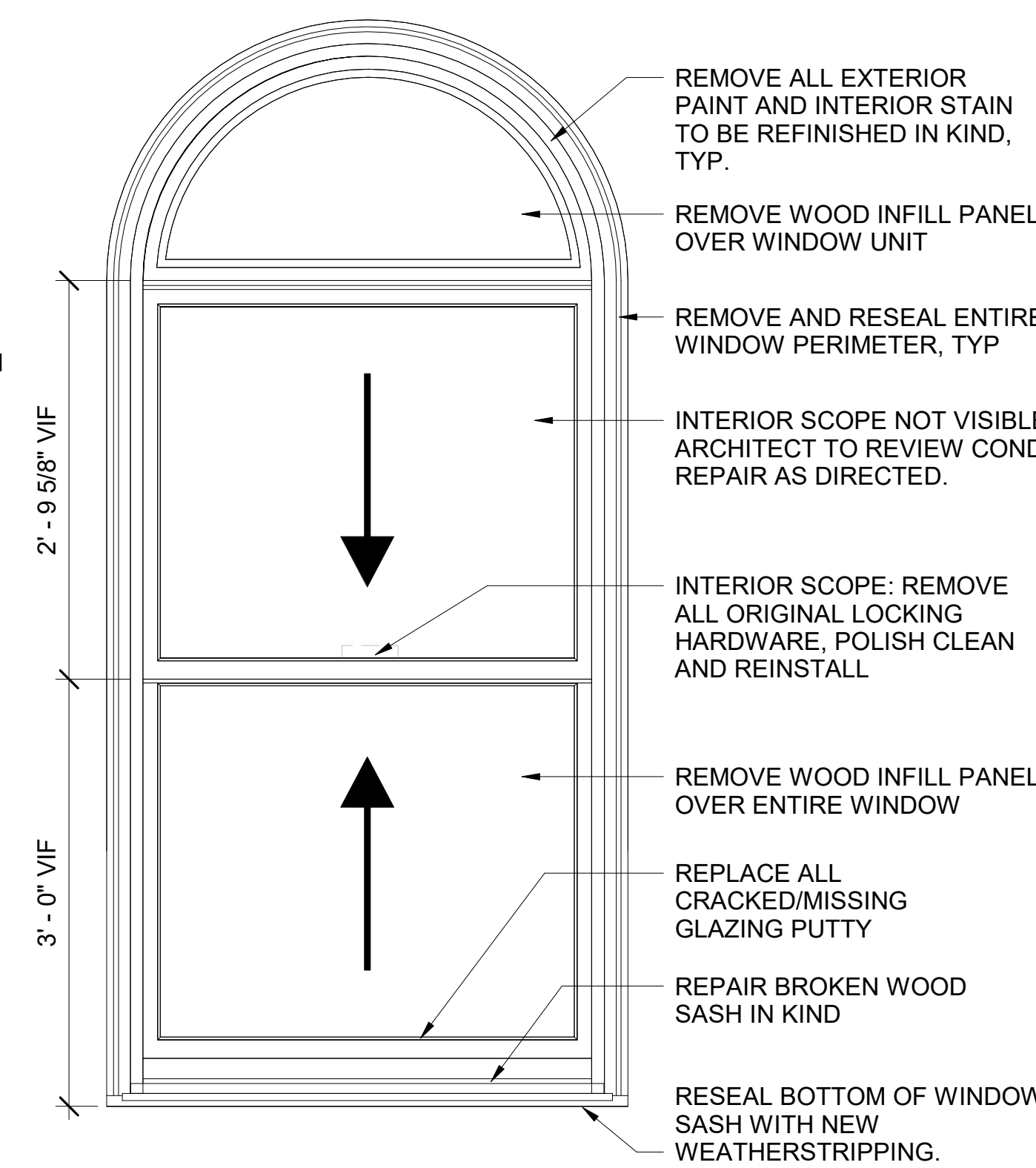
EXTERIOR ELEVATION - WINDOW 6

6
1" = 1'-0"



EXTERIOR ELEVATION - WINDOW 7

7
1" = 1'-0"



EXTERIOR ELEVATION - WINDOW 8

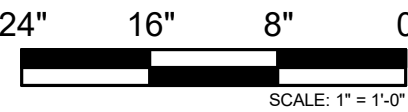
8
1" = 1'-0"

RESTORATION LEGEND

- REPLACE GLAZING UNIT
- ELEMENT TO BE REPAIRED
- CRACKED/MISSING GLAZING PUTTY
- AIR CONDITIONING UNIT TO BE REMOVED

GENERAL NOTES

- CONTRACTOR TO COORDINATE ALL REMOVAL WITH THE REQUIREMENTS OF NEW CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR COMPLETE REMOVAL OF ALL ITEMS ASSOCIATED WITHIN THE DEMOLISHED AREA.
- ALL WINDOWS / DOORS TO BE REMOVED FROM ORIGINAL OPENING TO BE REPAIRED AND REINSTALLED IN SAME OPENING. RESEAL ENTIRE WINDOW PERIMETER AFTER INSTALLATION. MAINTAIN WEATHERTIGHT ENCLOSURE WHEN PORTIONS OF WINDOW / DOOR UNITS ARE TAKEN OUT OF SERVICE.
- REFER HAZARDOUS BUILDING MATERIAL SURVEY REPORT DATED 5/24/2018 AND SPECIFICATION 02 71 00 FOR ABATEMENT AT WINDOWS TYP
- ALL OPERATING HARDWARE / DEVICE TO BE REPAIRED TO ORIGINAL FUNCTION.
- RESEAL BOTTOM OF WINDOW SASH WITH NEW WEATHERSTRIPPING.
- ALL EXTERIOR PAINT AND INTERIOR STAIN ON WINDOWS, DOORS AND FRAMES TO BE REFINISHED IN KIND.
- SEE SHEETS AD-100 TO AD-101 FOR DEMO PLANS.
- SEE SHEETS A-200 TO A-201 FOR ELEVATIONS, WINDOWS AND DOORS LOCATION.
- SEE SHEETS ED-010, ED-011 AND ED-201 FOR ASSOCIATED DEMO SCOPE.
- ALL DIMENSIONS TO BE VERIFIED IN FIELD.



PRINTED ON: 7/12/2024 5:39:23 PM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT

MULLER2

700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184
2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

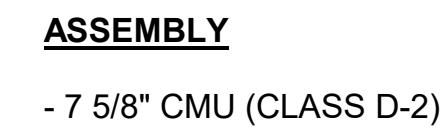
200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED:	V. WIEGAND
DRAWN:	V. WIEGAND
CHECKED:	K. KORAB
METRA PM:	R. BASARIRAD
DATE:	07-15-2024

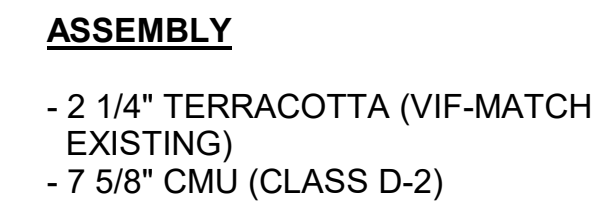
Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

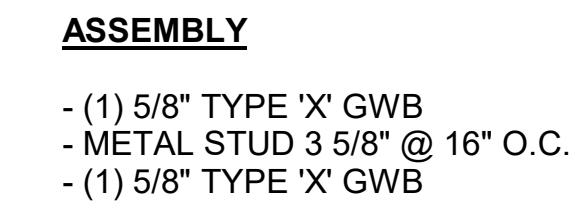
LOCATION NAME: HUBBARD WOODS STATION	CAD FILE NUMBER: UP-N17.70_A-602.dgn
TITLE: WINDOWS RESTORATIONS	DISTRICT: UP-N
	SHEET NO. A-602
	MILE POST NO. UP-N17.70



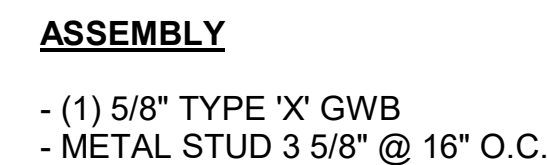
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STC: 47



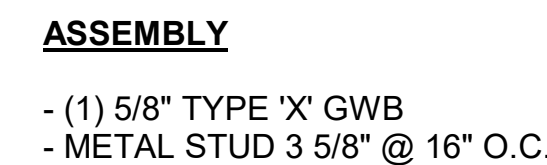
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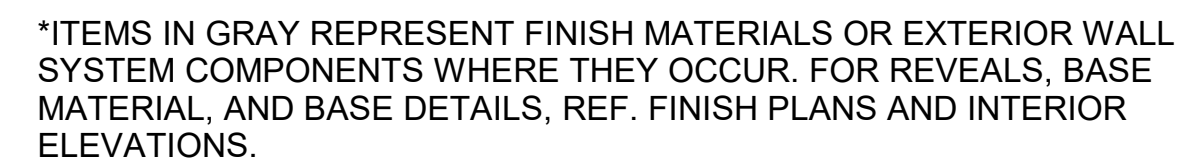
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STC: 47

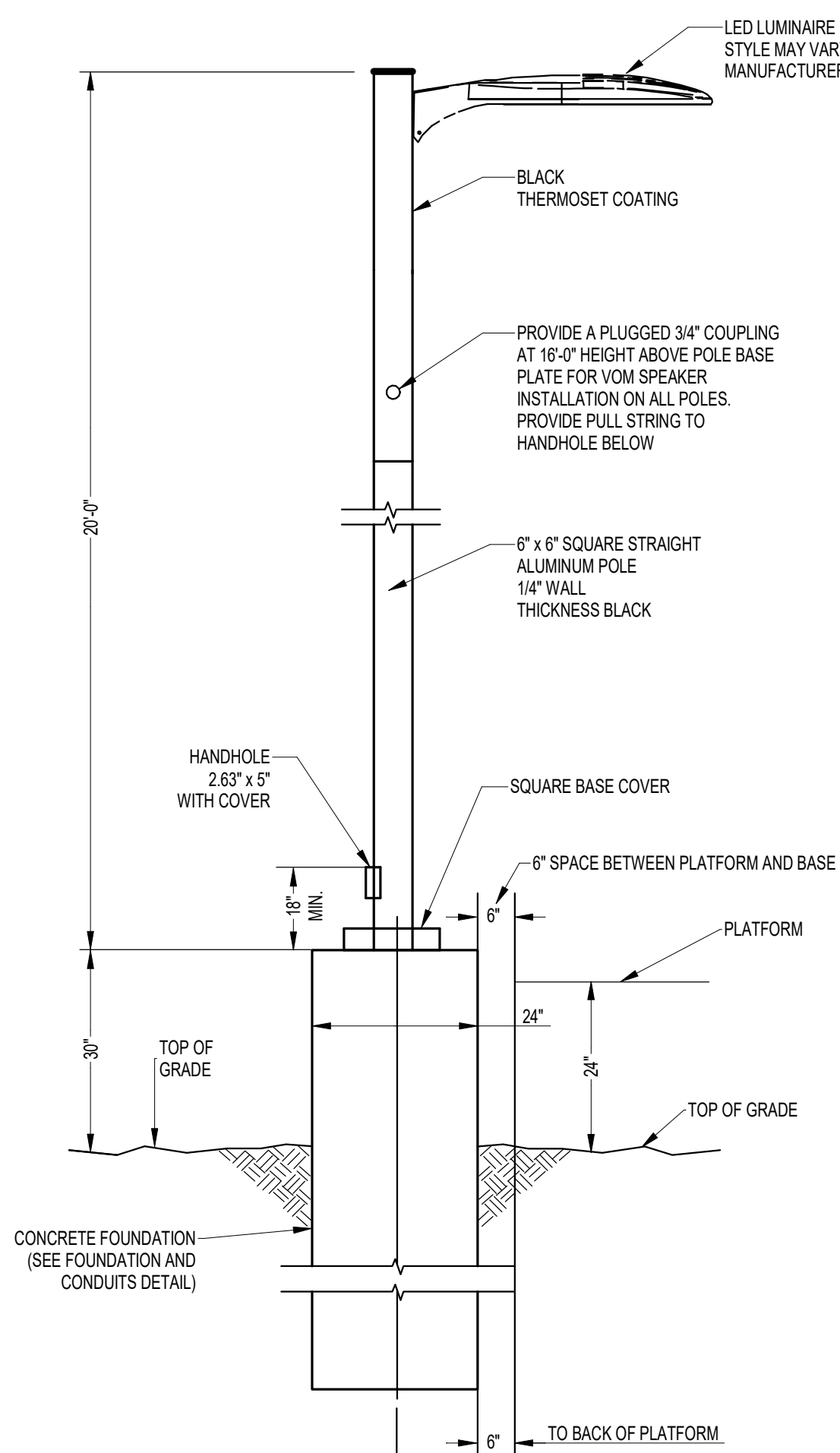


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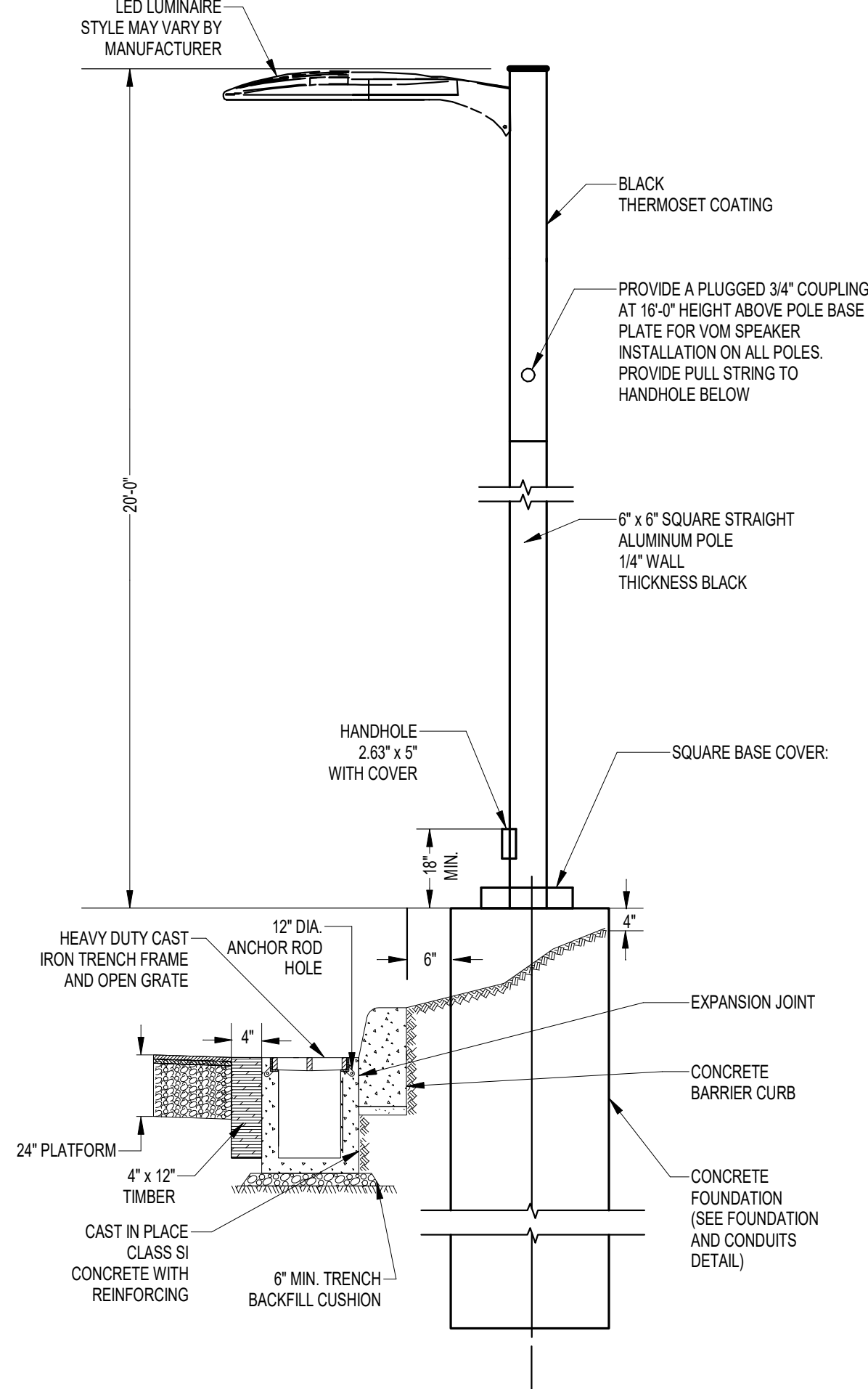


FIRE RATING: 1HR UL BASIS: U419
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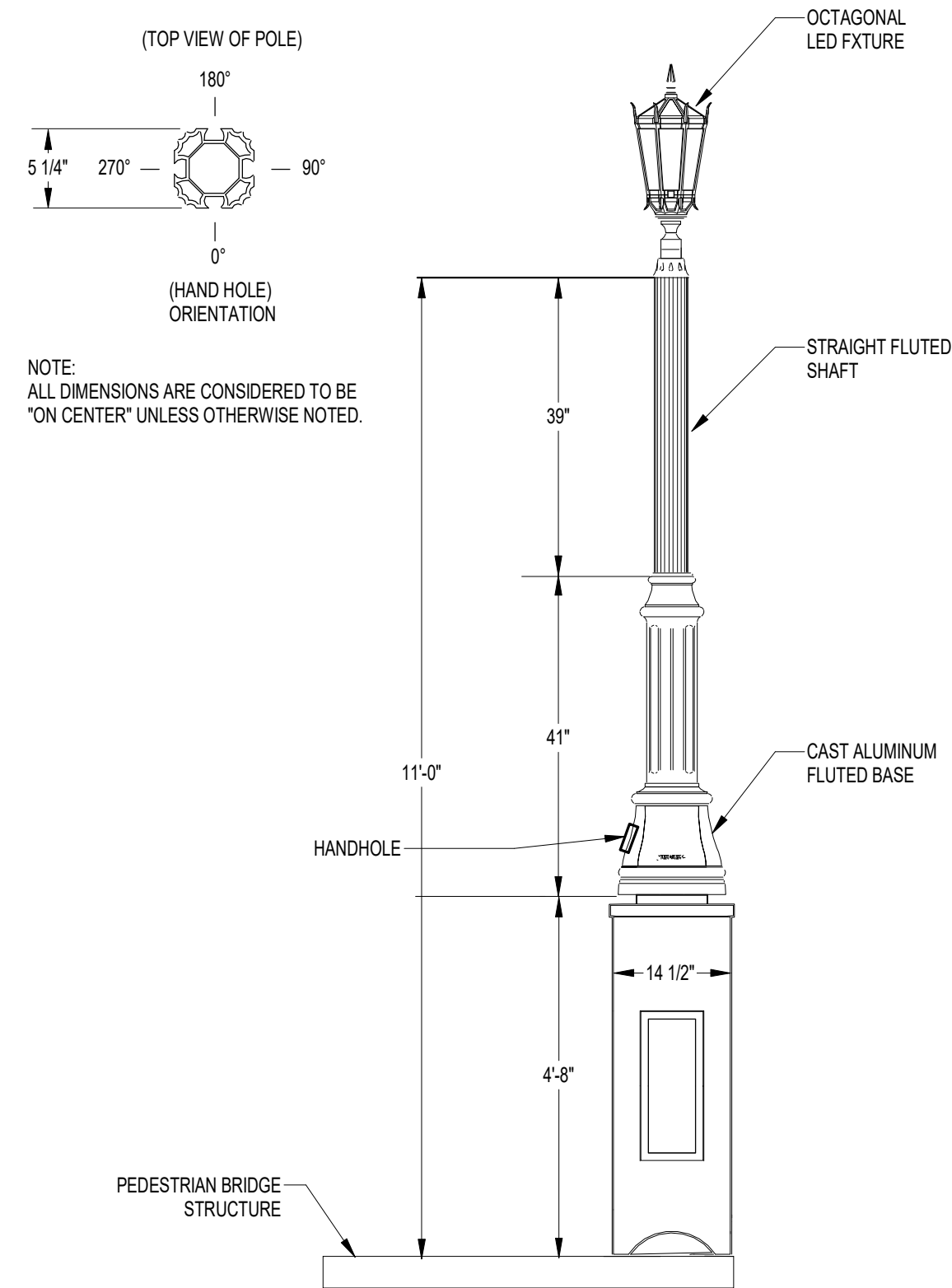
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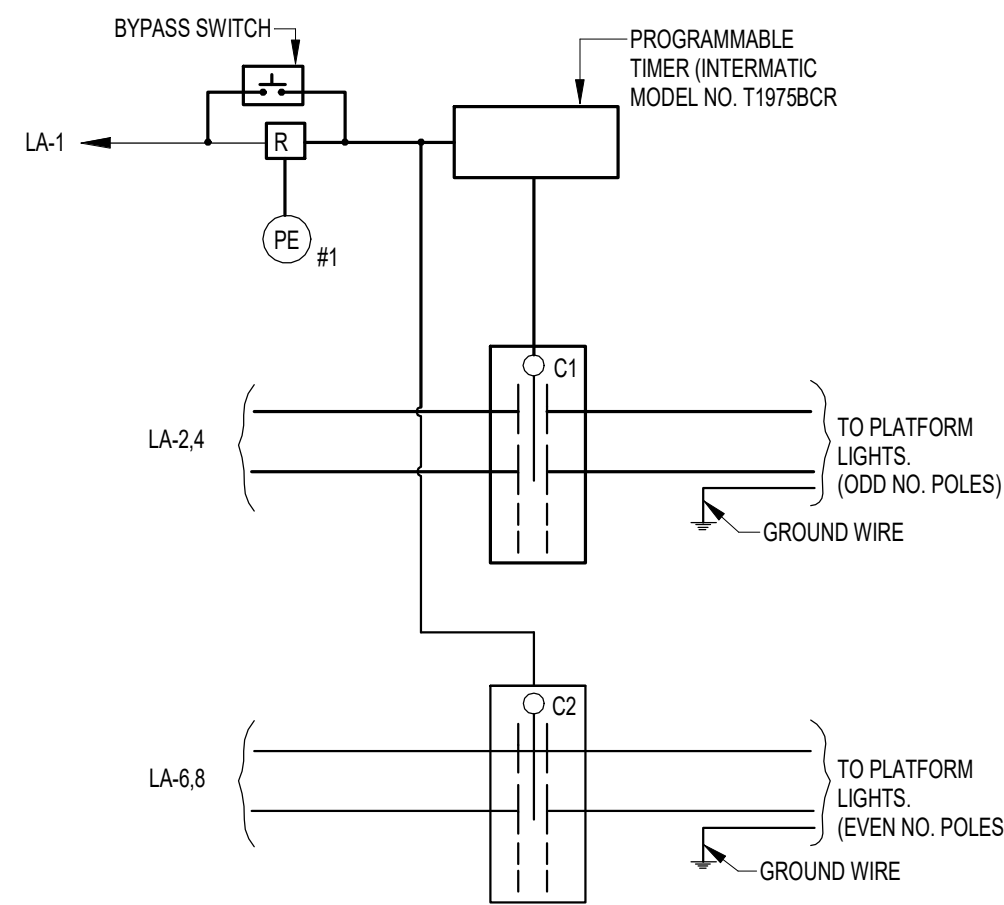
1 EAST PLATFORM LIGHT POLE DETAIL
3" = 1'-0"



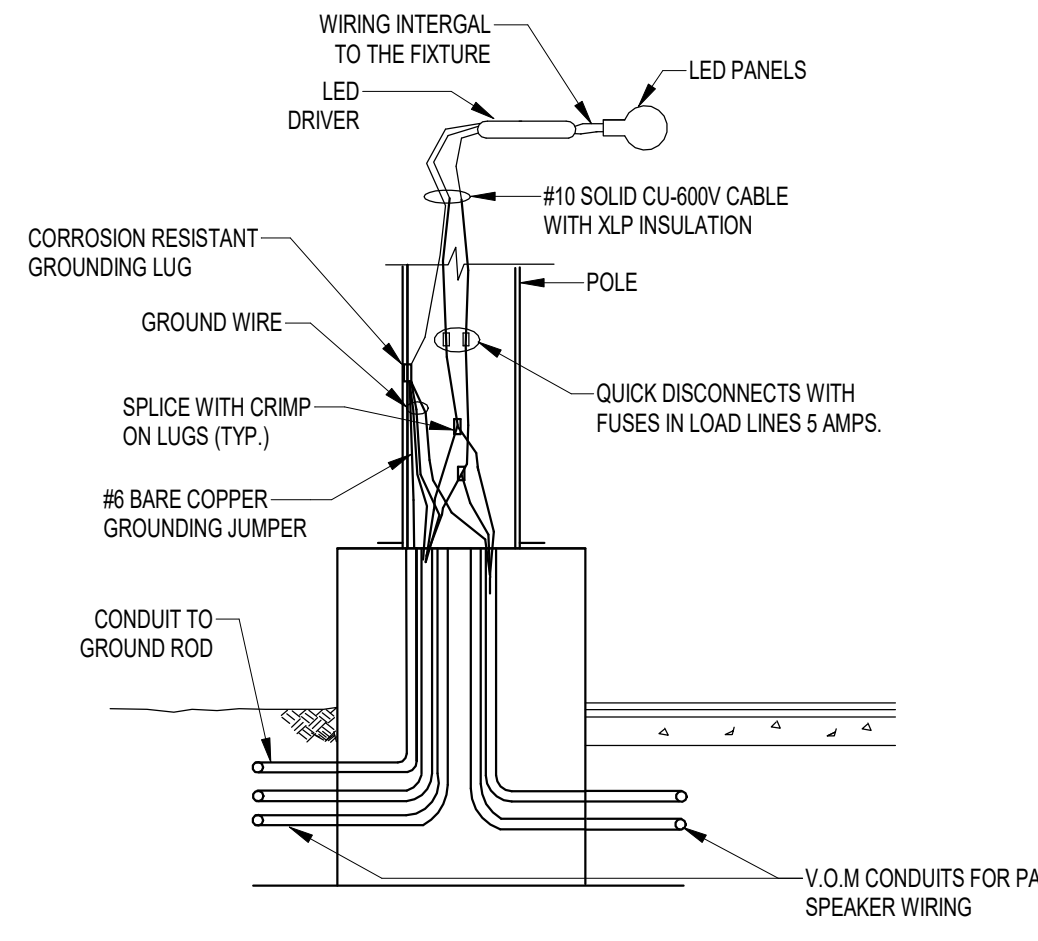
2 WEST PLATFORM LIGHT POLE DETAIL
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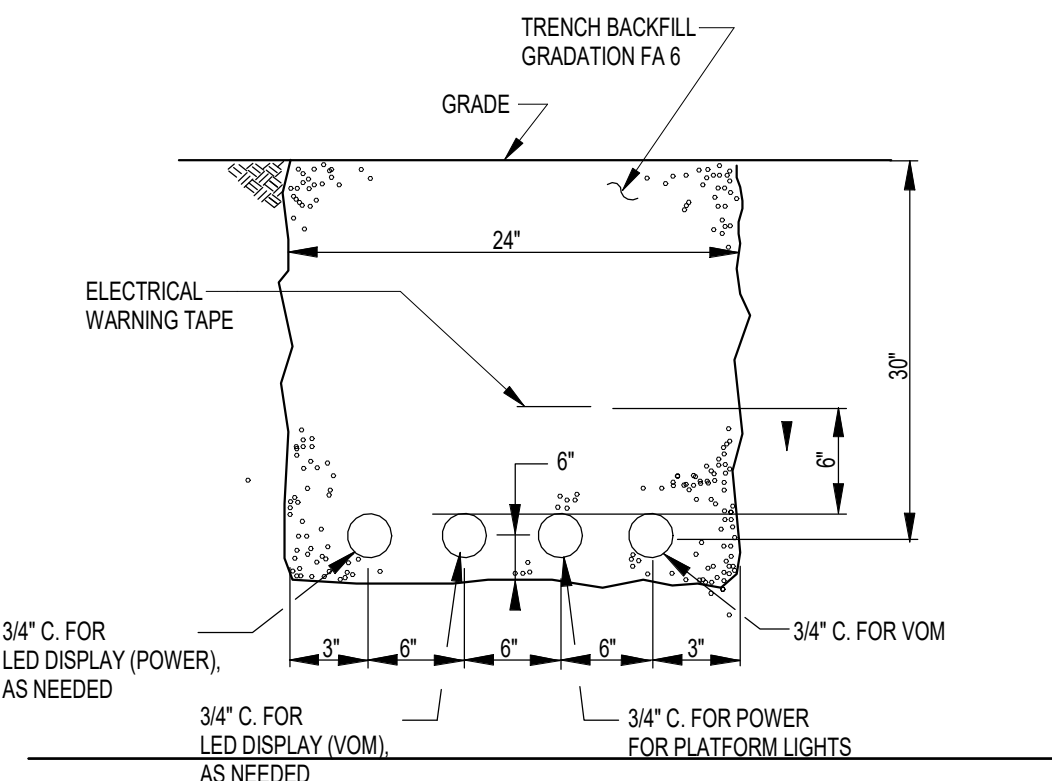
3 PEDESTRIAN BRIDGE LIGHT POLE DETAIL
NO SCALE



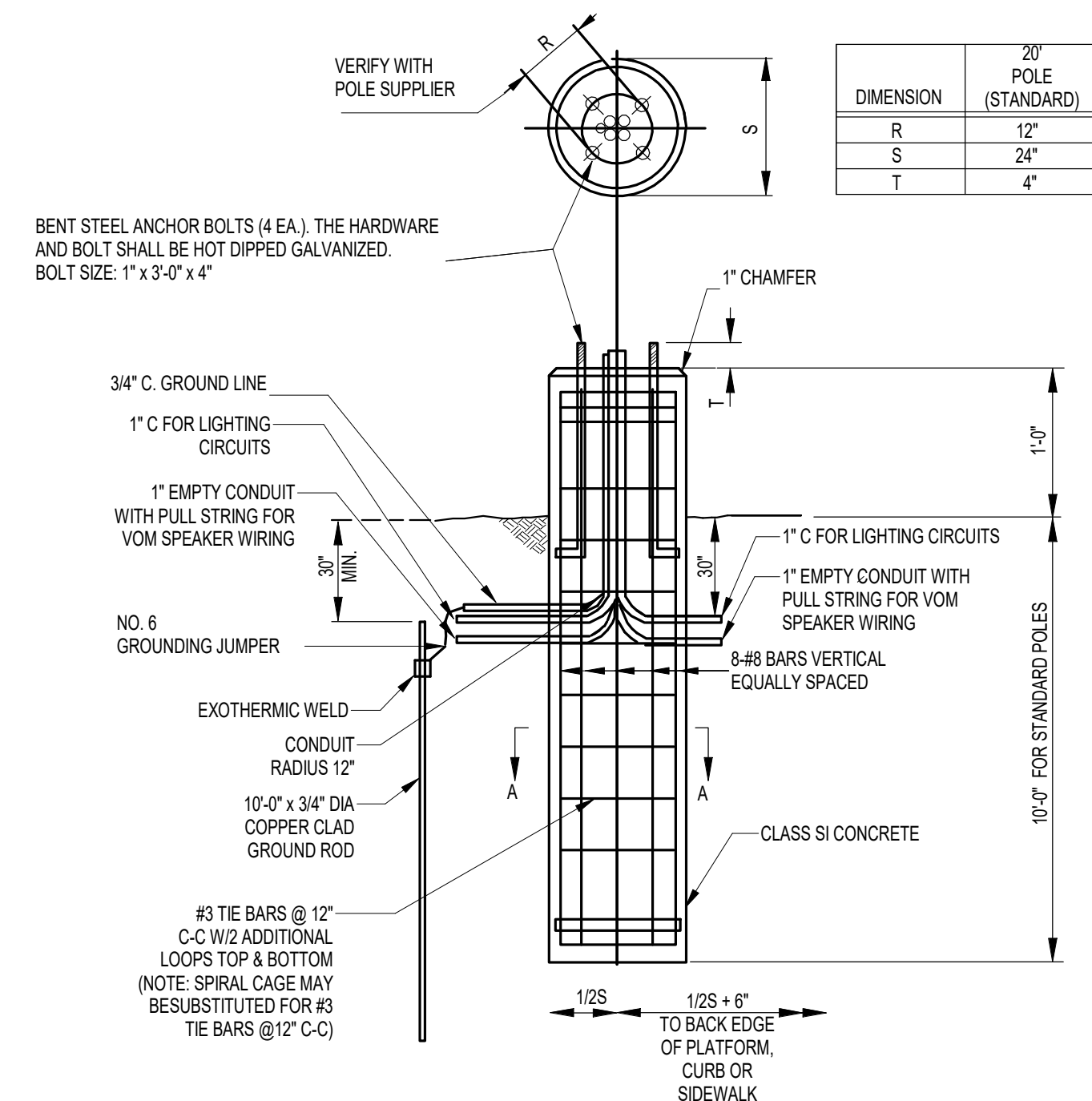
4 LIGHTING CONTROL WIRING DETAIL
NO SCALE



5 TYPICAL POLE WIRING
NO SCALE



6 POWER AND CONTROL CONDUITS TRENCH DETAIL
NO SCALE



NOTES:
1. CONTRACTOR TO PROVIDE FOR REVIEW SHOP DRAWINGS OF FINISHED ARCHITECTURAL FEATURES TO SCALE OF TOP OF THIS FOUNDATION. NO FORMS OR FOUNDATIONS WILL BE ACCEPTED WITHOUT APPROVAL.

8 FOUNDATION AND CONDUITS DETAIL
NO SCALE

PRINTED ON: 7/12/2024 1:59:06 PM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/24	RD	JBH	90% RESUBMITTAL					
3	12/14/21	RD	JBH	90% SUBMITTAL					
2	08/06/21	RD	JBH	60% SUBMITTAL					
1	07/17/20	RD	JBH	30% SUBMITTAL					

SUB CONSULTANT	SINGH & ASSOCIATES, INC. 230 W. MONROE ST. SUITE 1400 CHICAGO, IL 60606
----------------	--

PRIMARY CONSULTANT SEAL/ SIGNATURE

PRIMARY CONSULTANT:	TYLin
200 S. WACKER DR. SUITE 1400	
CHICAGO, IL 60606	
TEL: 312-777-2900	

DESIGNED: R.DAWOOD
DRAWN: R.DAWOOD
CHECKED: J.HOLT
METRA PM: R. BASIRIRAD
DATE: 07/15/2024

Metra
ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661

LOCATION NAME:	HUBBARD WOODS STATION
----------------	-----------------------

TITLE:	ELECTRICAL DETAILS SHEET-1
--------	----------------------------

CAD FILE NUMBER:	UPN 17.70_ E-501.dgn
------------------	----------------------

SCALE:	AS INDICATED
PROJECT NO:	JP5194
MILE POST NO.	UPN 17.70

DISTRICT:	UPN
SHEET NO.	E-501







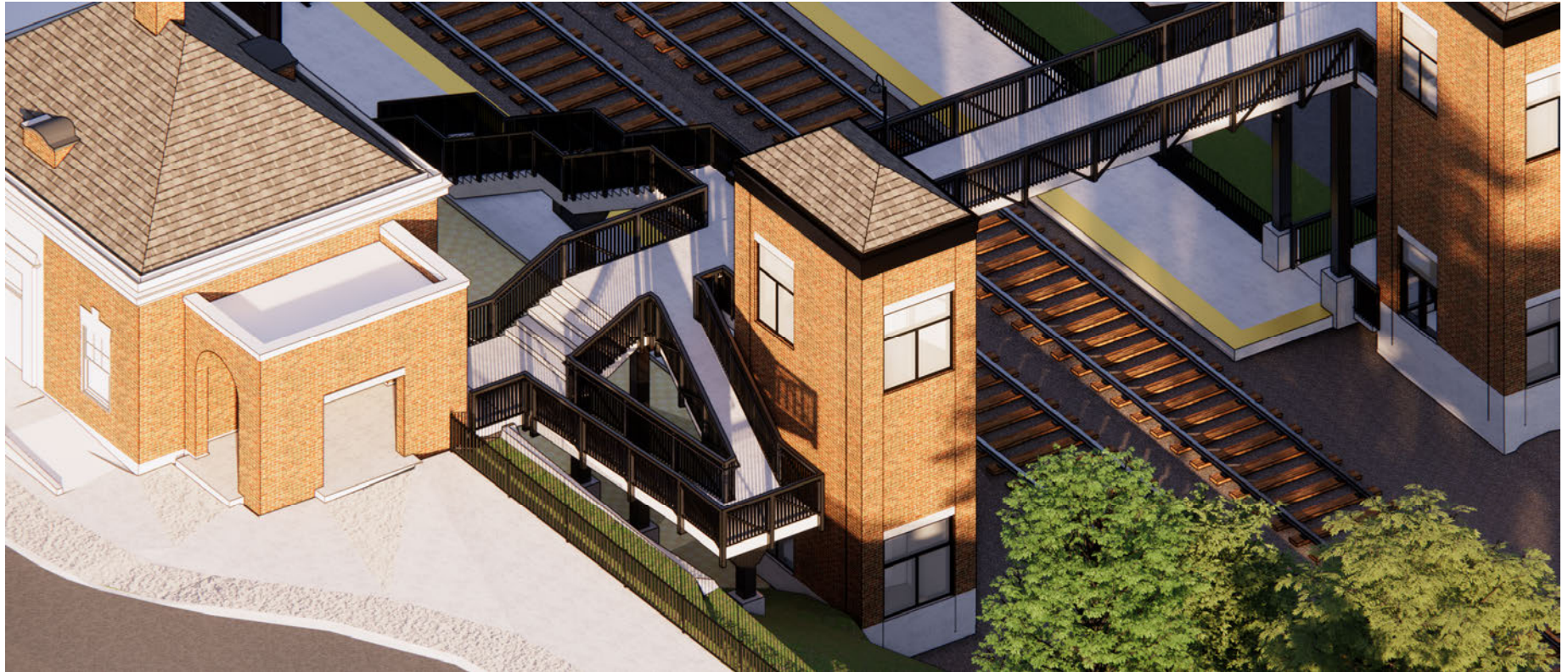








Proposed West Ramp – Scissor Shape



Pedestrian Bridge Railing Options:

Due to ongoing UPRR review, Metra and the Design team have developed options for the pedestrian bridge railing. The original option (Option 1) was designed to closely match the Winnetka Metra Station pedestrian bridge. However, the UPRR design guidelines have changed so two other options have been presented in renderings.

Option 2 - similar in style to Option 1, but 6'-0" tall over the railroad track area.

Option 3 - the UPRR guideline standard, is an arched chain link fence over the railroad track area.

Metra will propose and request a variance for Option 2 to UPRR

RENDERING
RAILING OPTION 1
BIRDS EYE



RENDERING
RAILING OPTION 1
EYE LEVEL



RENDERING
RAILING OPTION 2
BIRDS EYE



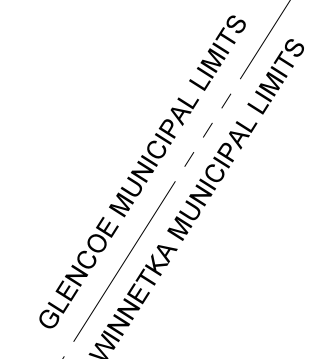
RENDERING
RAILING OPTION 3
BIRDS EYE



RENDERING
RAILING OPTION 3
EYE LEVEL

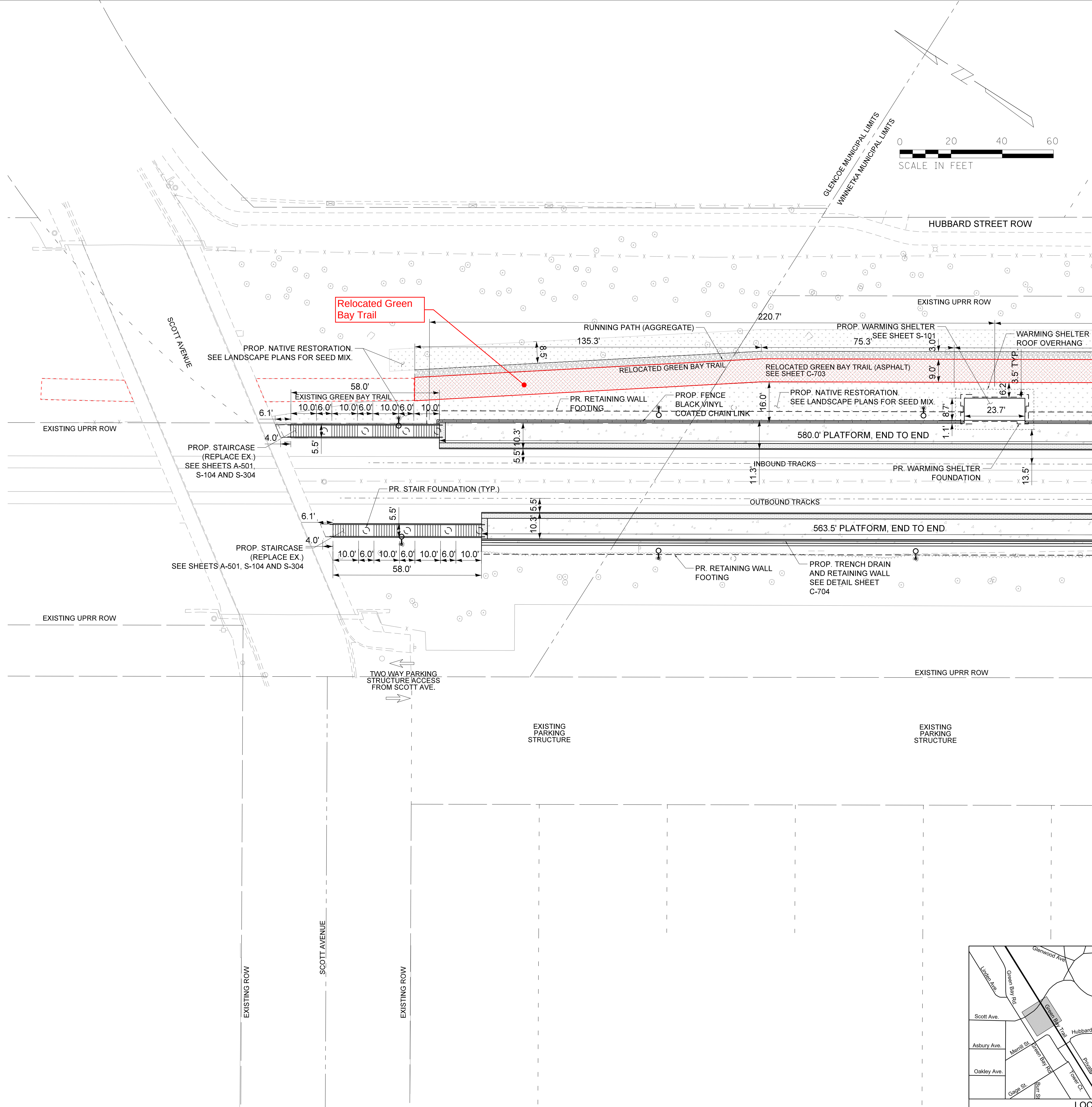


1. QUANTITIES SHOWN FOR INFORMATION ONLY
2. QUANTITIES SHOWN FOR CIVIL SHEETS C-201 & C-202
3. SEE LANDSCAPING PLANS FOR SEED TYPE.

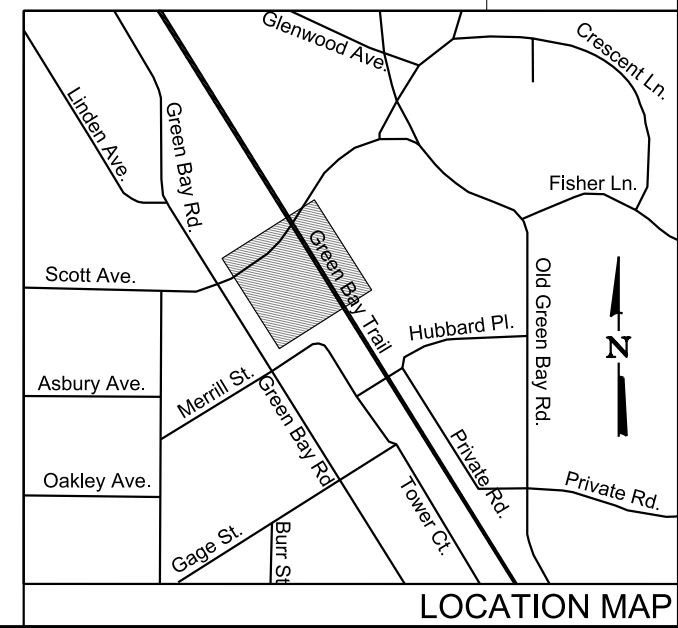


	ASPHALT TRAIL	7,741 SQFT
	AGGREGATE TRAIL	2,581 SQFT
	BRICK PAVERS	2,149 SQFT
	PEDESTRIAN BRIDGE	1,199 SQFT
	DETECTABLE WARNING	INBOUND = 600 LF OUTBOUND = 576 LF ADA = 86 LF
	LANDSCAPING - STREET LEVEL	538 SQFT
	NATIVE SEED MIX	2,326 SQYD
	PCC CONCRETE	SIDEWALK = 6,528 SQFT
	ASHALT SURFACE REPLACEMENT (1-1/2" DEPTH) & LEVELING BINDER	13,287 SQFT
	PLATFORM WINDBREAK	
	PCC B.6.12 CURB & GUTTER	1,350 LF
	TRENCH DRAIN	404 LF
	COMMUTER RAIL PLATFORM (CONCRETE TIMBER BOX)	INBOUND = 584 FT END TO END OUTBOUND = 560 FT END TO END INBOUND = 4,639 SQFT = 515 SY OUTBOUND = 4,441 SQFT = 493 SY
	FOUNDATION	
	LIGHT POLE	

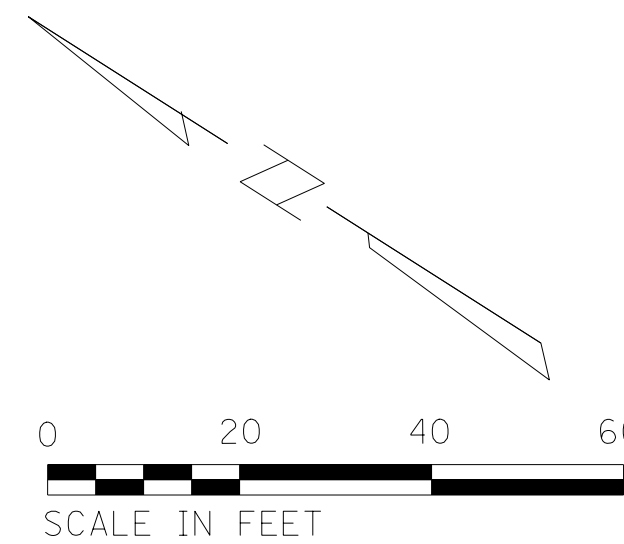
CURVE DATA (COORDINATES TO BACK OF CURB, TYP.)					
CURVE NO.	PC NORTHING	PC EASTING	PT NORTHING	PT EASTING	RADIUS TO B/C (FT)
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C-2	1986214.24	1144134.48	1986204.46	1144138.26	25
C-3	1986125.71	1144188.21	1986118.01	1144195.89	25
C-4	1986118.01	1144195.89	1986105.70	1144208.18	40
C-5	1986229.93	1144164.06	1986210.94	1144167.31	25
C-6	1986140.88	1144211.74	1986134.24	1144216.47	76.16
C-7	1986125.23	1144223.70	1986118.53	1144228.48	75
C-8	1986338.21	1144107.43	1986330.98	1144116.71	17.47



MATCH LINE - SEE SHEET C-202

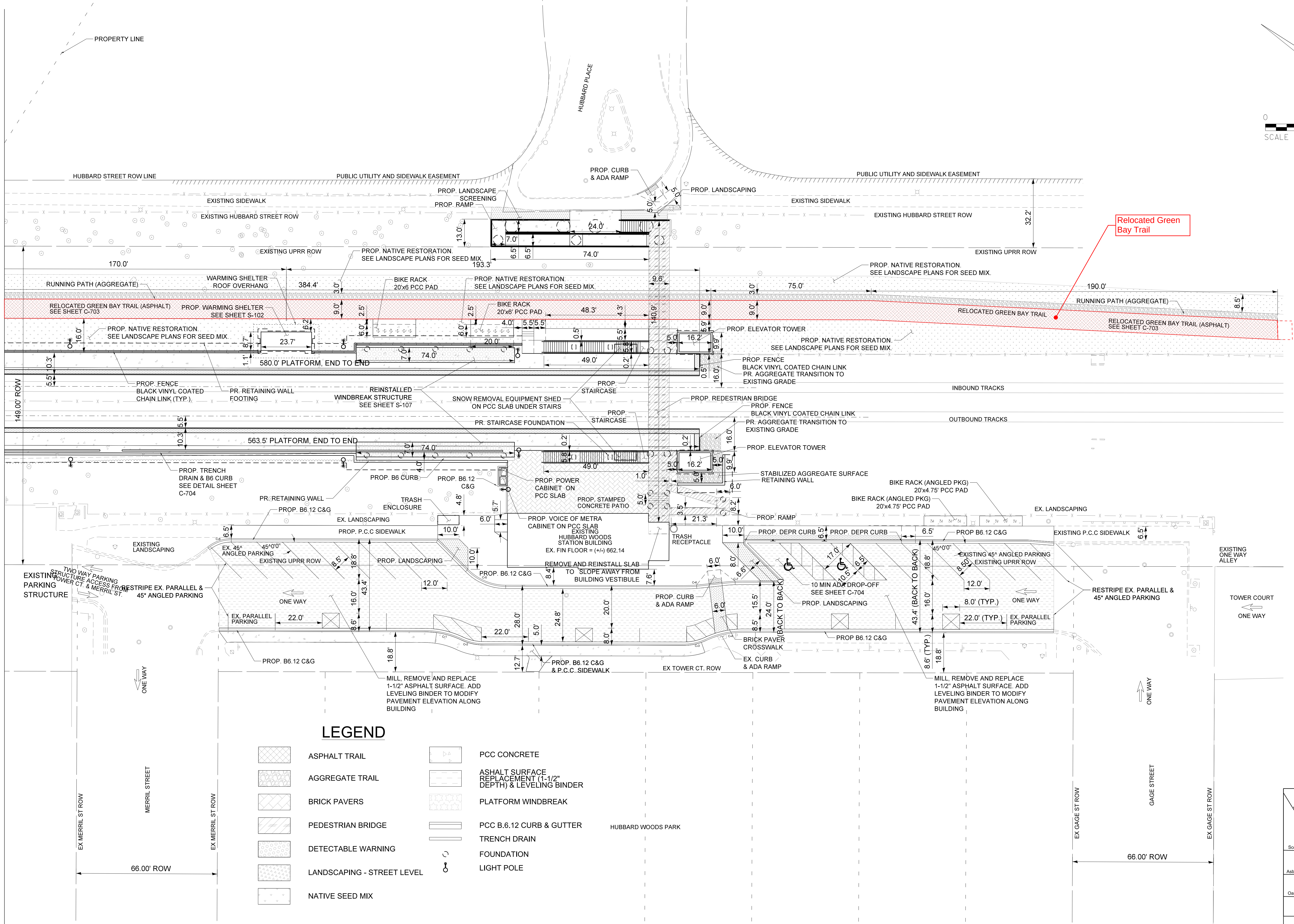


										SUB CONSULTANT	PRIMARY CONSULTANT SEAL/ SIGNATURE	PRIMARY CONSULTANT TYLin 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	DESIGNED: R. SCHIFFER DRAWN: R. SCHIFFER CHECKED: P. DAVIDSON METRA P.M. R. BASIRIRAD DATE: 07/15/2024	Metra ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	LOCATION NAME: HUBBARD WOODS STATION	CAD FILE NUMBER: UPN17.7C201_90.dgn	
4	7/15/24	RSS	PRD	90% RESUBMITTAL									TITLE:		SCALE: 1" = 20'	DISTRICT: UPN	
3	12/14/21	MPH	PRD	90% SUBMITTAL									PROPOSED PLAN - NORTH		PROJECT NO. JP5194	SHEET NO. C-201	
2	8/6/21	MPH	PRD	60% SUBMITTAL								MILE POST NO. UPN 17.70					
1	7/17/20	PRD	JL	30% SUBMITTAL													
REV	DATE	BY	APP	DESCRIPTION		REV	DATE	BY	APP	DESCRIPTION							



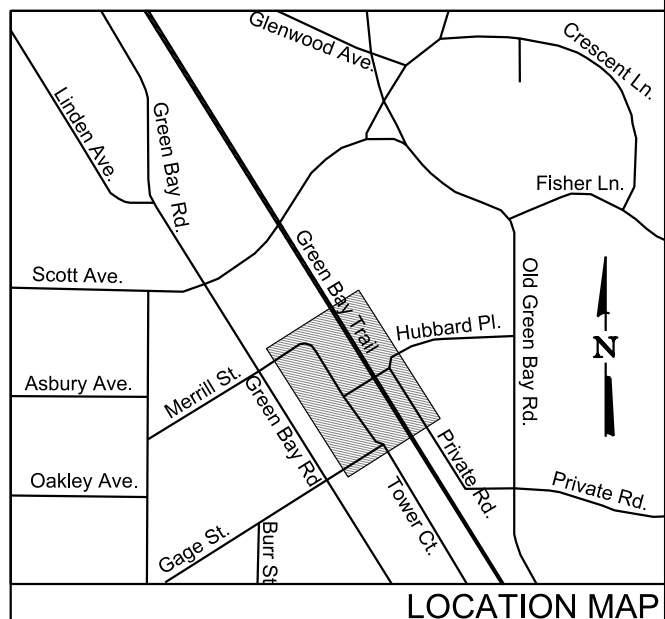
NOTES:
TOWER COURT PARKING COUNT:
EXISTING: 32 STD + 1 ADA SPACES
PROPOSED: 31 STD + 2 ADA SPACES

MATCH LINE - SEE SHEET C-201



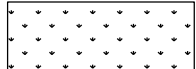
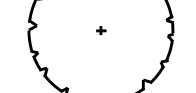
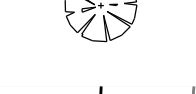
LEGEND

- | | | | |
|--|----------------------------|--|---|
| | ASPHALT TRAIL | | PCC CONCRETE |
| | AGGREGATE TRAIL | | ASHALT SURFACE REPLACEMENT (1-1/2" DEPTH) & LEVELING BINDER |
| | BRICK PAVERS | | PLATFORM WINDBREAK |
| | PEDESTRIAN BRIDGE | | PCC B.6.12 CURB & GUTTER |
| | DETECTABLE WARNING | | TRENCH DRAIN |
| | LANDSCAPING - STREET LEVEL | | FOUNDATION |
| | NATIVE SEED MIX | | LIGHT POLE |

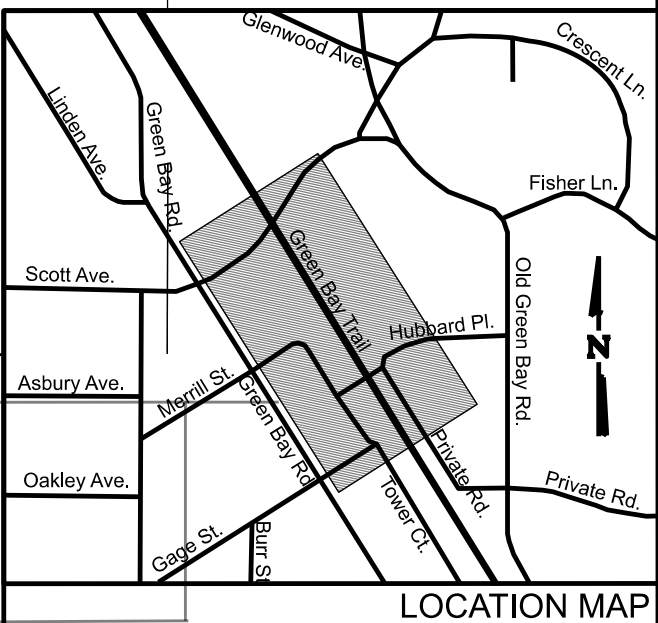
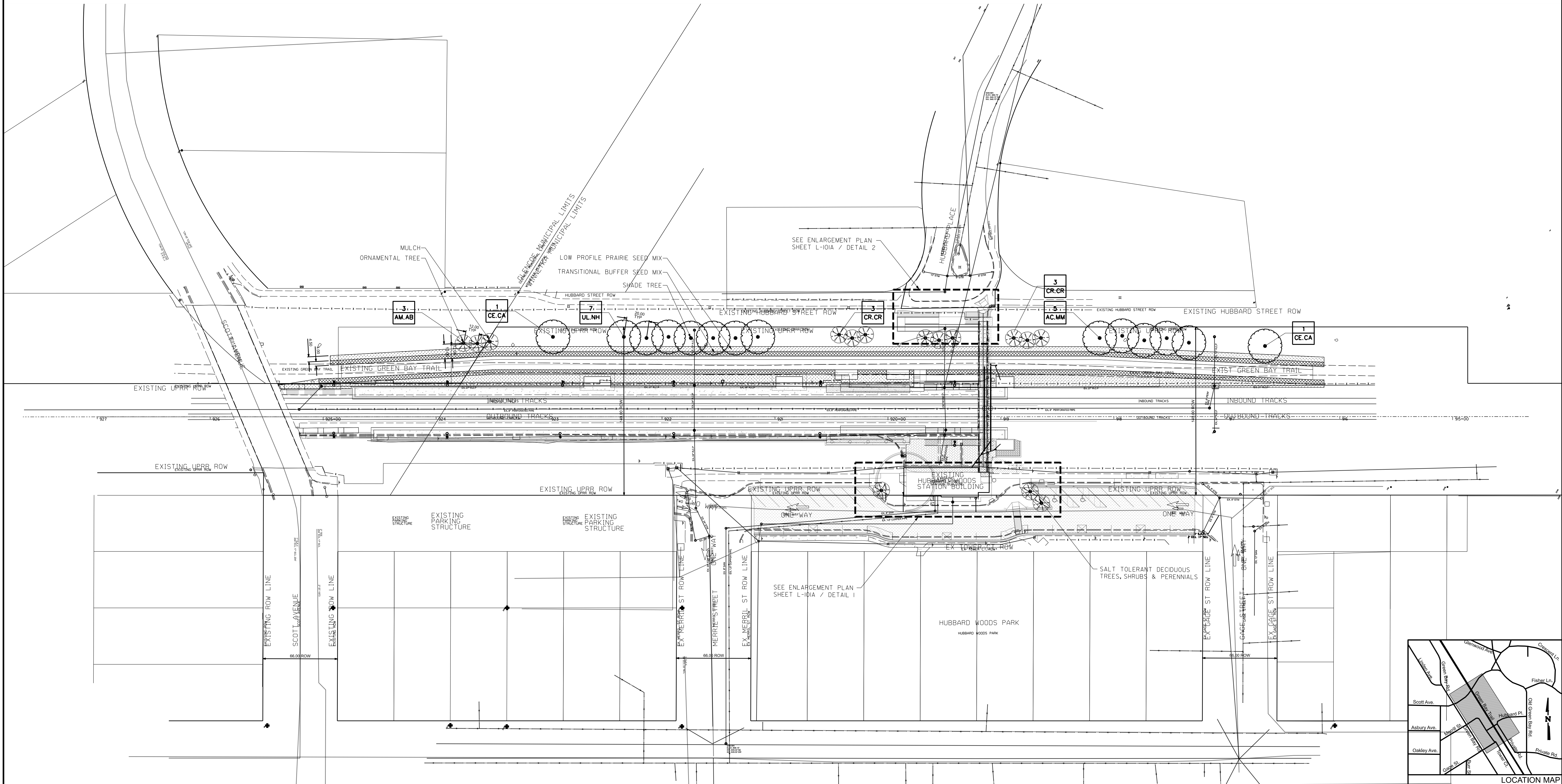


PRINTED ON: 7/15/2024 8:57:18 PM <table><tr><td>4</td><td>7/15/24</td><td>RSS</td><td>PRD</td><td>90% RESUBMITTAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>3</td><td>12/14/21</td><td>MPH</td><td>PRD</td><td>90% SUBMITTAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>2</td><td>8/6/21</td><td>MPH</td><td>PRD</td><td>60% SUBMITTAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>1A</td><td>5/19/21</td><td>PRD</td><td>JM</td><td>UPDATED HISTORIC REPORT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>1</td><td>7/17/20</td><td>PRD</td><td>JL</td><td>30% SUBMITTAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>REV</td><td>DATE</td><td>BY</td><td>APP</td><td>DESCRIPTION</td><td>REV</td><td>DATE</td><td>BY</td><td>APP</td><td>DESCRIPTION</td><td></td><td></td></tr></table>												4	7/15/24	RSS	PRD	90% RESUBMITTAL								3	12/14/21	MPH	PRD	90% SUBMITTAL								2	8/6/21	MPH	PRD	60% SUBMITTAL								1A	5/19/21	PRD	JM	UPDATED HISTORIC REPORT								1	7/17/20	PRD	JL	30% SUBMITTAL								REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION		
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										CAD FILE NUMBER: UPN17.7C202_90.dgn SCALE: 1" = 20' PROJECT NO. JP5194 MILE POST NO. UPN 17.70																																																																									
										DISTRICT: UPN SHEET NO. C-202																																																																									

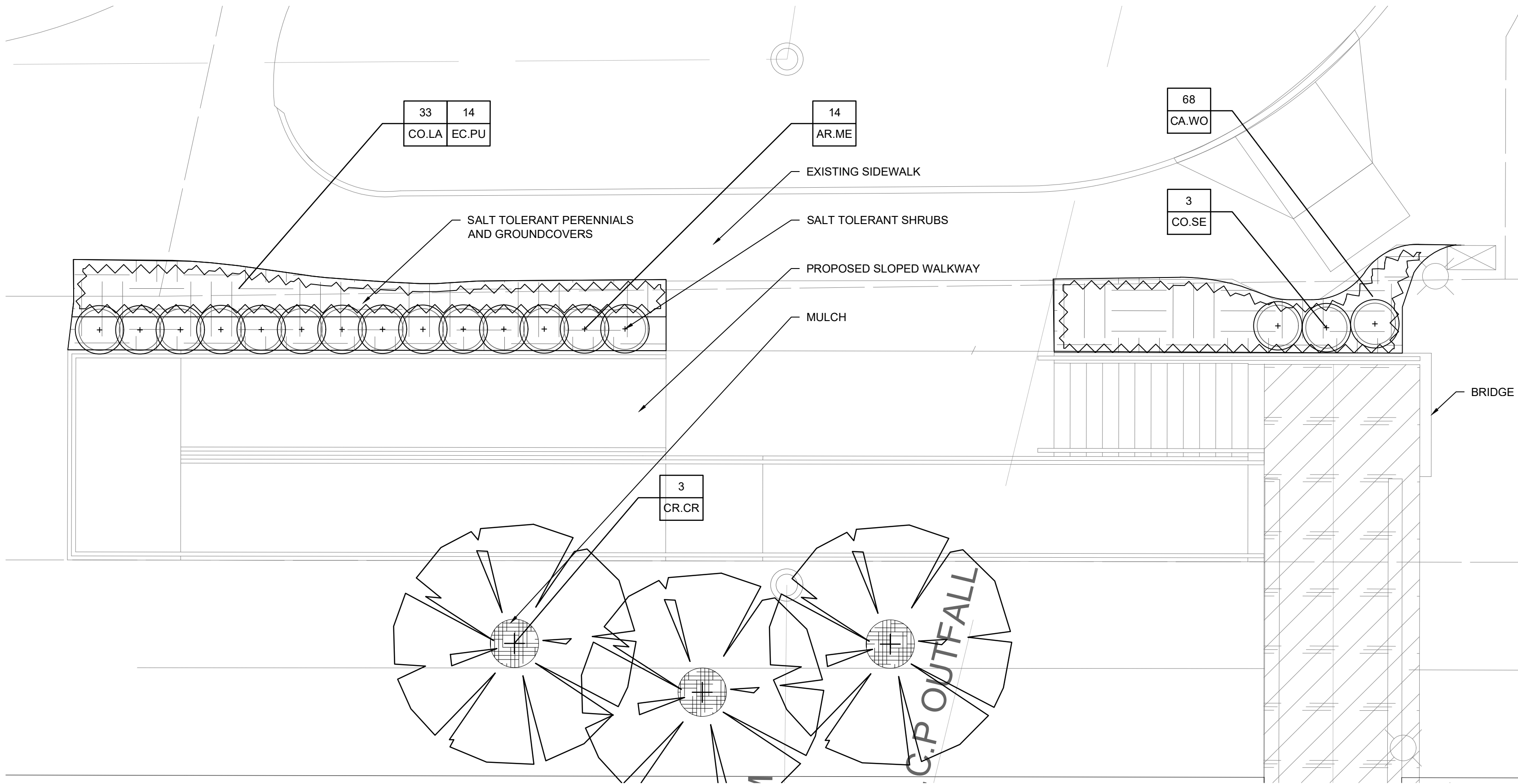
LEGEND

-  LOW PROFILE PRAIRIE SEED MIX
-  TRANSITIONAL BUFFER SEED MIX
-  MULCH
-  SHADE TREE
-  ORNAMENTAL TREE

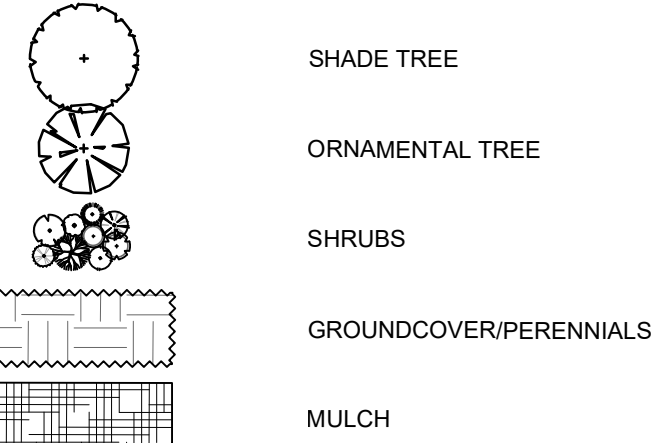
PLANT PALETTE						
CODE	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	REMARKS
SHADE TREES						
AC.MM	5	<i>Acer miyabei</i> 'Morton'	State Street Miyabe's Maple	B&B	2.5" cal	matching heads
CE.CA	2	<i>Cercis canadensis</i>	Eastern Redbud	B&B	8' ht	
CR.CR	6	<i>Crataegus crus-galli</i> var. <i>inermis</i>	Thornless Cockspur Hawthorn	B&B	2.5"	Matching Heads
UL.NH	7	<i>Ulmus</i> 'New Horizon'	New Horizon Elm	B&B	2.5" cal	matching heads
ORNAMENTAL TREES						
AM.AB	3	<i>Amelanchier x grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance Serviceberry	B&B	8' H	multi-stem



<table><tr><td>3A</td><td>03/31/25</td><td>DN</td><td>MM</td><td>REVISED PER WINNETKA REVIEW</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>3</td><td>7/15/24</td><td>DN</td><td>MM</td><td>90% RESUBMITTAL</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>3</td><td>12/14/21</td><td>JT</td><td>MM</td><td>90% SUBMITTAL</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>2</td><td>8/06/21</td><td>JT</td><td>MM</td><td>60% SUBMITTAL</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>1</td><td>7/17/20</td><td>JT</td><td>MM</td><td>30% SUBMITTAL</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>REV</td><td>DATE</td><td>BY</td><td>APP</td><td>DESCRIPTION</td><td>REV</td><td>DATE</td><td>BY</td><td>APP</td><td>DESCRIPTION</td></tr></table>										3A	03/31/25	DN	MM	REVISED PER WINNETKA REVIEW						3	7/15/24	DN	MM	90% RESUBMITTAL						3	12/14/21	JT	MM	90% SUBMITTAL						2	8/06/21	JT	MM	60% SUBMITTAL						1	7/17/20	JT	MM	30% SUBMITTAL						REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
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SUB CONSULTANT  888 South Michigan Ave Suite 1000 Chicago, IL 60605 Phone: (312) 427-7240					PRIMARY CONSULTANT SEAL/ SIGNATURE																																																																
PRIMARY CONSULTANT TYLin 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900					DESIGNED: MM DRAWN: JT CHECKED: BM METRA P.M. R. BASIRIRAD DATE: 07/15/2024																																																																
LOCATION NAME: HUBBARD WOODS STATION					LOCATION NAME: HUBBARD WOODS STATION																																																																
TITLE: OVERALL SITE PLAN					CAD FILE NUMBER: UPN17.7C																																																																
SCALE: 1" = 40'					DISTRICT: UPN																																																																
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LEGEND

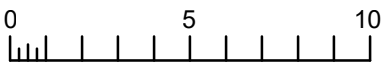
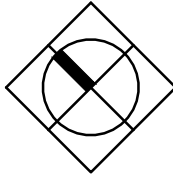


PLANT PALETTE					
CODE	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE
ORNAMENTAL TREES					
AMCA	3	<i>Amelanchier x grandiflora 'Autumn Brilliance'</i>	Autumn Brilliance Serviceberry	B&B	6' ht
CR.CR	3	<i>Crataegus crus-galli var. inermis</i>	Thornless Cockspur Hawthorn	B&B	2.5"
SHRUBS					
AR.ME	19	<i>Aronia melanocarpa</i>	Low Scape Mound	pot	#5
CO.SE	3	<i>Cornus sericea 'Farrow'</i>	Arctic Fire Red Twig Dogwood	pot	#5
ORNAMENTAL GRASSES, PERENNIALS, AND GROUNDCOVER					
CO.LA	118	<i>Coreopsis lanceolata</i>	Lance-leaved Coreopsis	pot	#1
CA.WO	68	<i>Carex woodii</i>	Wood's Sedge	pot	#1
EC.PU	46	<i>Echinacea 'Kim's Knee High'</i>	Kim's Knee High Cntflower	pot	#1

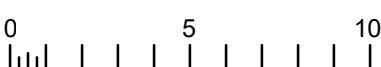
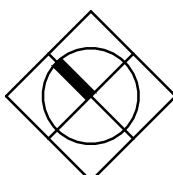
TREE REMOVAL CALCULATIONS

TREE TAG #	TREE POINT #	2020 DBH	COMMON NAME	LATIN NAME	CONDITION	COMMENTS	REPLACEMENT REQUIRED?	REASON	REMOVAL DBH CALCULATIONS	Required Replacement Inches	PROPOSED REPLACEMENT TREE CALCULATIONS	REPLACEMENT	DBH SUM	TREES
None	3510	6	Colorado Blue	<i>Picea pungens 'glauca'</i>	Good	In w ooden planter box	NO	Less than 8" DBH	9	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 45	REQUIRED	45	15
1464	2422	9	Common Buckthorn	<i>Rhamnus cathartica</i>	Fair	multi-stem	ENCOURAGED	Good forestry	18	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1465	2417	18	Black Locust	<i>Robinia pseudoacacia</i>	Poor	large cavity	ENCOURAGED	Tree in decline	18	3	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1466	2418	6	Ash	<i>Fraxinus spp.</i>	Dead	multi-stem	NO	Less than 8" DBH	18	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1467	2419	6	Unknown n- Dead		Dead	trunk only, no canopy	NO	Less than 8" DBH	18	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1468	2421	8	Common Buckthorn	<i>Rhamnus cathartica</i>	Fair	multi-stem	ENCOURAGED	Good forestry	8	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1469	2423	9	Black Locust	<i>Robinia pseudoacacia</i>	Dead	multi-stem	ENCOURAGED	Tree is dead	9	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1470	2424	16	Black Locust	<i>Robinia pseudoacacia</i>	Poor	large cavity	ENCOURAGED	Tree in decline	16	4	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1471	2425	11	White Mulberry	<i>Morus alba</i>	Fair		ENCOURAGED	Good forestry	11	6	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1472	2426	12	Black Locust	<i>Robinia pseudoacacia</i>	Fair	small basal cavity	YES	Good forestry	12	8	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1473	2427	8	Unknown n- Dead		Dead	trunk only, no canopy	ENCOURAGED	Tree is dead	8	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1474	2430	10	Norw ay Maple	<i>Acer platanoides</i>	Good		YES	Good forestry	10	8	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1475	2428	15	Black Locust	<i>Robinia pseudoacacia</i>	Fair		YES	Good forestry	15	10	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1476	2432	7	Ash	<i>Fraxinus spp.</i>	Dead		NO	Less than 8" DBH	15	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1477	2433	13	Black Locust	<i>Robinia pseudoacacia</i>	Poor		ENCOURAGED	Tree in decline	13	6	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1478	2434	8	Norw ay Maple	<i>Acer platanoides</i>	Good		YES	Good forestry	8	8	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1480	2435	11	Skippery Elm	<i>Ulmus rubra</i>	Fair	Adjacent #1481 causing trunk only, no canopy	ENCOURAGED	Good forestry	11	6	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
1481	2436	10	Black Locust	<i>Robinia pseudoacacia</i>	Dead		ENCOURAGED	Tree is dead	10	0	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38
									158	59	Sum of DBH of all protected trees w ith replacement REQUIRED = 113	ENCOURAGED	113	38

2 PLANTING PLAN ENLARGEMENT
3/16" = 1'-0"

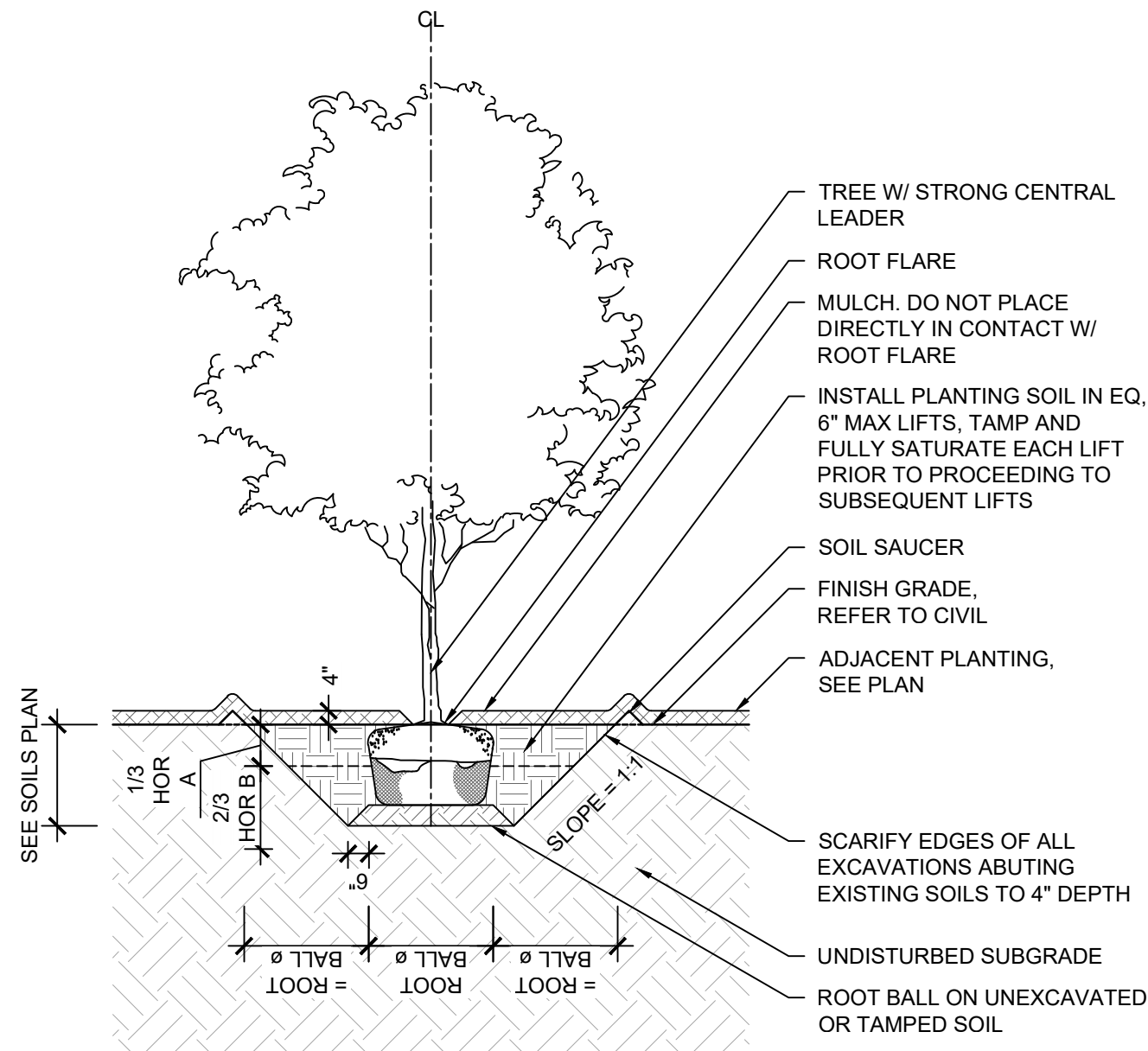


1 PLANTING PLAN ENLARGEMENT
3/16" = 1'-0"



										SUB CONSULTANT					PRIMARY CONSULTANT SEAL/ SIGNATURE					PRIMARY CONSULTANT					DESIGNED: MM					 ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661					LOCATION NAME: HUBBARD WOODS STATION					CAD FILE NUMBER: UPN17.7C																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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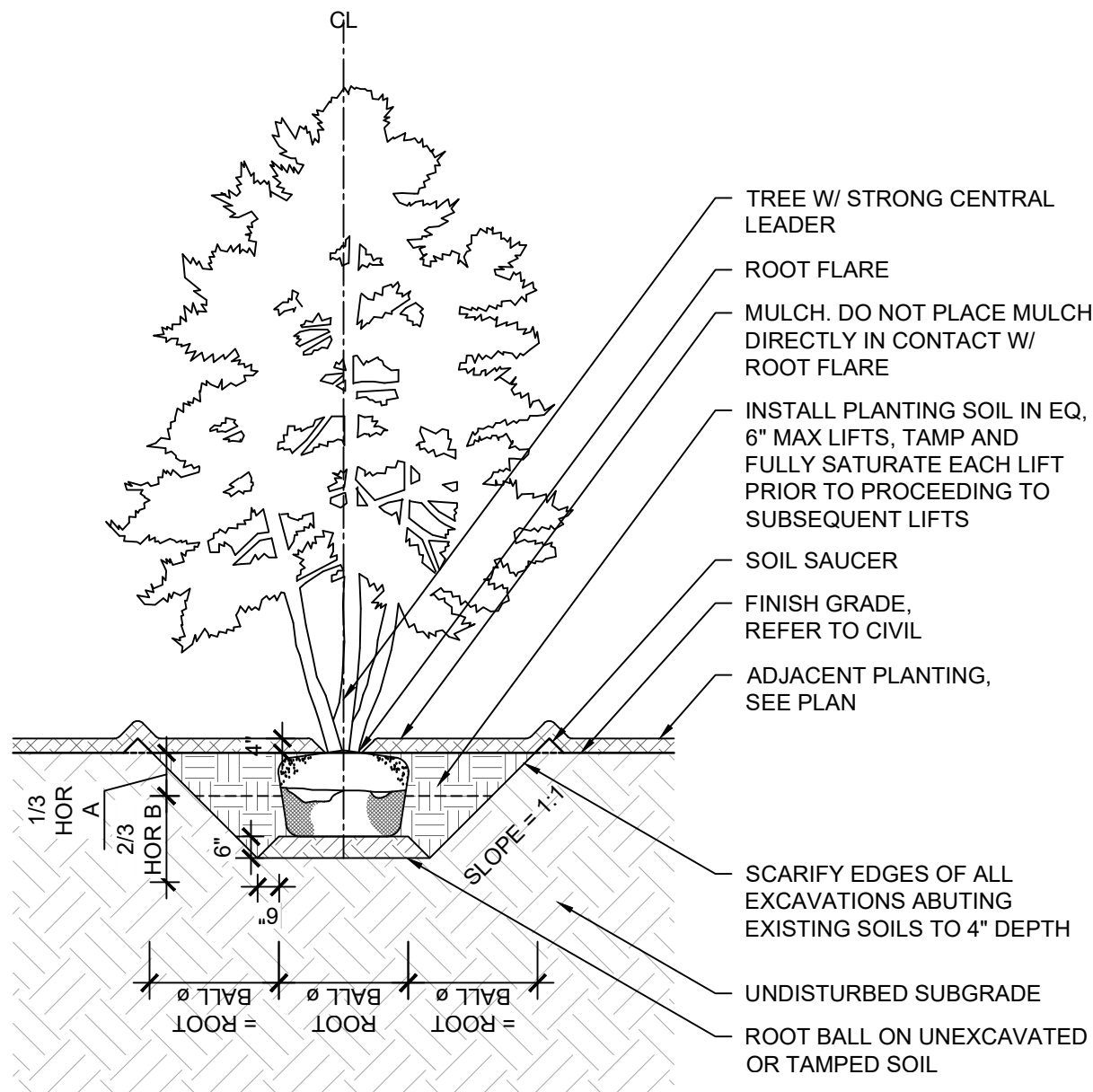
1. ALIGN TRUNK WHEN PLANTED IN A LINE
2. ORIENT TREE PER LA TREE SEALS, RIBBON, AND/OR OTHER MARKINGS AS COORDINATED WY NURSERY VISIT
3. DO NOT PRUNE OR THIN CANOPY UNLESS DIRECTED BY LA
4. REMOVE ALL TWINE, ROPE, WIRE, AND BURLAP FROM TOP HALF OF ROOT BALL (IF PLANT IS SHIPPED W/ WIRE BASKET AROUND ROOT BALL, CUT WIRE IN FOUR PLACES TO REMOVE TOP)
5. SET ROOTBALL AND BASE OF ROOT FLARE 2" HIGHER THAN FINISH GRADE
6. ENSURE TRUNK AND LEADER ARE PLUMB
7. REMOVE EXCESS FILL ON TOP OF ROOT BALL TO ENSURE ROOT FLARE IS VISIBLE



1 SHADE TREE SECTION
1/4" = 1'-0"

$$1/4" = 1'-0"$$

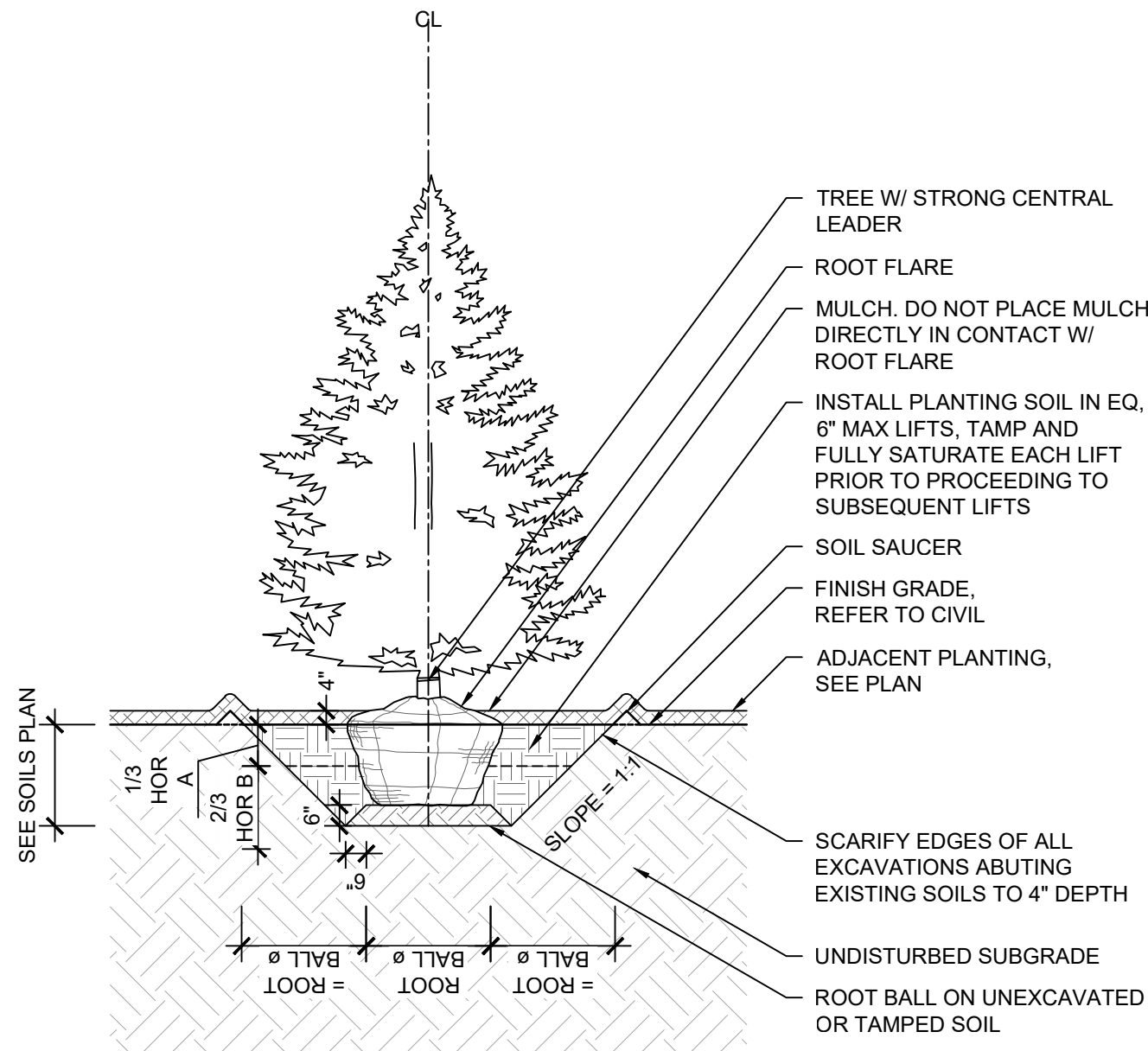
1. ALIGN TRUNKS WHEN PLANTED IN A LINE
2. OBTAIN PERMITS FOR TREE SEALS, LABELS, AND/OR OTHER MARKINGS AS COORDINATED W/ NURSERY VISITS PER SPECIFICATIONS
3. DO NOT PRUNE OR THIN CANOPY UNLESS DIRECTED BY LA
4. REMOVE ALL TWINE, ROPE, WIRE, AND BURLAP FROM TOP HALF OF ROOT BALL (IF PLANT IS SHIPPED W/ WIRE BASKET AROUND ROOT BALL, CUT WIRE IN FOUR PLACES AND REMOVE)
5. SET ROOTBALL AND BASE OF ROOT FLARE 2" HIGHER THAN FINISH GRADE
6. ENSURE TRUNK AND LEADER ARE PLUMB
7. REMOVE EXCESS FILL ON TOP OF ROOT BALL TO ENSURE ROOT FLARE IS VISIBLE



2. MULTI-STEM TREE SECTION

$$1/4" = 1'-0"$$

1. ALIGN TRUNKS WHEN PLANTED IN A LINE
2. ORIENT TRUNKS PER LA TREE SPECIES AND/OR OTHER MARKS AS COORDINATED W/ NURSERY VISITS PER SPECIFICATIONS
3. DO NOT PRUNE OR THIN CANOPY UNLESS DIRECTED BY LA
4. REMOVE ALL TWINE, ROPE, WIRE, AND BURLAP FROM TOP HALF OF ROOT BALL (IF PLANT IS SHIPPED W/ WIRE BASKET AROUND ROOT BALL, CUT WIRE IN FOUR PLACES AND REMOVE TOP HALF)
5. SET ROOTBALL AND BASE OF ROOT FLARE 2" HIGHER THAN FINISH GRADE
6. ENSURE TRUNK AND LEADER ARE PLUMB
7. REMOVE EXCESS FILL ON TOP OF ROOT BALL TO ENSURE ROOT FLARE IS VISIBLE



2 EVERGREEN TREE SECTION

$$1/4" = 1'-0"$$

3. DETERMINE EXACT LOCATIONS OF ALL UNDERGROUND UTILITIES AND VERIFY IN FIELD. REPORT ANY CONFLICTS TO METRA PRIOR TO BEGINNING WORK.
2. INFORM METRA AS EACH PHASE OF WORK IS UNDERTAKEN.
3. PROTECT EXISTING VEGETATION INCLUDING ALL EXISTING PARKWAY AND INTERIOR TREES. REPLACE DAMAGED VEGETATION WITH APPROVED SIMILAR MATERIAL.
4. MAINTAIN SITE DRAINAGE DURING LANDSCAPE INSTALLATION.
5. SLOPE ALL PLANTING AREAS AWAY FROM BUILDING AT 2% MINIMUM GRADE UNLESS NOTED OTHERWISE.
6. PRIOR TO LANDSCAPE INSTALLATION, VERIFY PLANTING AREAS ARE GRADED AT +/- 0.1 FOOT TO FINISH GRADE.
7. IN LANDSCAPE AREAS, FINISH GRADE TO 4" MINIMUM BELOW ADJACENT BUILDING FINISH FLOOR ELEVATION UNLESS NOTED OTHERWISE.
8. FINISH GRADE TO BE THE SAME ELEVATION AS FINISH PAVING SURFACE IN LAWN AREAS AND THE SAME ELEVATION IN PLANTING AREAS.
9. CONFIRM ALL PLANT QUANTITIES. PROVIDE PLANT MATERIALS SUFFICIENT TO COVER AREAS SHOWN ON PLANS AT THE SPACINGS INDICATED.
10. PROVIDE SINGLE TRUNK STANDARD TREES UNLESS NOTED OTHERWISE.
11. PROVIDE IDENTIFICATION TAG FROM THE SUPPLYING NURSERY SHOWING COMMON AND BOTANICAL PLANT NAMES FOR AT LEAST ONE PLANT OF EACH SPECIES DELIVERED TO THE SITE. PROTECT ALL PLANTS AGAINST HEAT, SUN, WIND AND FROST DURING TRANSPORTATION TO THE SITE AND WHILE BEING HELD AT THE SITE. DO NOT STORE PLANTS IN TOTAL DARKNESS MORE THAN ONE DAY.
12. DO NOT DAMAGE PLANT ROOT BALL DURING TRANSPORTATION OR PLANTING.
13. NOTIFY THE METRA AT THE TIME OF DELIVERY OF ANY PLANT MATERIAL THAT IS DAMAGED OR IN POOR CONDITION.
14. METRA RESERVES THE RIGHT TO INSPECT ALL PLANT MATERIALS BEFORE PLANTING. MATERIAL MAY BE REJECTED AT ANY TIME DUE TO CONDITION, FORM OR DAMAGE BEFORE OR AFTER PLANTING.
15. REMOVE ALL ROCK AND DEBRIS 1" AND LARGER FROM PLANTING AREAS. LEGALLY DISPOSE ALL EXCESS MATERIALS RESULTING FROM THE WORK.
16. IN PLANTING SOIL PIT, REMOVE CRUSHED AGGREGATE TO AN ADEQUATE DEPTH TO ENSURE THAT NO PART OF THE PLANT MATERIAL IS IN CONTACT OR AFFECTED BY THE LIME OR LIMESTONE IN THE AGGREGATE
17. PROVIDE NEW TOPSOIL THAT IS FERTILE, FRIABLE AND NATURAL LOAM SURFACE SOIL, FREE OF SUBSOIL, CLAY, CLAY LUMPS, BRUSH, WEEDS, AND OTHER LITTER AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 3/4" IN DIMENSION AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT NECESSARY FOR VIGOROUS GROWTH OF SPECIFIED PLANTINGS. OBTAIN TOPSOIL THAT OCCURS IN A DEPTH OF NOT LESS THAN 6". DO NOT OBTAIN SOIL FROM BOGS OR MARSHES. SEE SPECIFICATIONS 32 93 11 PLANTINGS.
18. MIX SOIL AMENDMENTS AND FERTILIZERS WITH TOPSOIL ON A SITE SPECIFIC BASIS AT RATES APPROPRIATE FOR PLANTINGS IN ACCORDANCE WITH SPECIFICATION SECTION 32 93 11 PLANTINGS.
19. STAKE LOCATION OF ALL TREES, HEDGE LINES AND PLANTING BEDS AND NOTIFY METRA FOR REVIEW PRIOR TO PLANTING.
20. THE PLANTING PLANS ARE DIAGRAMMATIC. SPOT PLANT MATERIALS APPROXIMATELY AS SHOWN ON THE LANDSCAPE DRAWING AND NOTIFY METRA FOR REVIEW BEFORE REMOVING FROM CONTAINERS.
21. INSTALL ALL PLANT MATERIAL IN ACCORDANCE WITH DETAILS AND SPECIFICATIONS.
22. REMOVE ALL PLANT TYING MATERIAL AND MARKING TAPES AT THE TIME OF PLANTING.
23. INSTALL A MINIMUM 3" LAYER OF HARDWOOD BARK MULCH AROUND ALL TREES AND IN ALL PLANTING AREAS UNLESS NOTED OTHERWISE. CREATE A NATURAL SPADED EDGE WHERE PLANTING BEDS MEET TURF AREAS. SEE SPECIFICATION SECTION 32 93 11 PLANTINGS.
24. WATER ALL PLANTS IMMEDIATELY AFTER PLANTING. FLOOD PLANTS TWICE DURING FIRST TWENTY-FOUR HOUR PERIOD OF PLANTING.
25. GUY AND STAKE TREES, AS DIRECTED BY METRA, IMMEDIATELY AFTER PLANTING. PROVIDE A MINIMUM OF TWO GUY WIRES PER TREE ON THE UPHILL SIDE OF TREES PLANTED ON SLOPES STEEPER THAN 3:1.
26. PRUNE ALL DECIDUOUS SHADE TREES FOR A MINIMUM LOWEST BRANCH HEIGHT OF 7 FEET.
27. PROTECT SEEDED AREAS AND SLOPES AGAINST EROSION AND SEED LOSS DUE TO BIRDS AND OTHER WILDLIFE BY APPLYING SHORT TERM, BIODEGRADABLE EROSION CONTROL BLANKETS, MATS, AND/OR NETTING AFTER COMPLETION OF SEEDING OPERATIONS. ADHERE TO MANUFACTURER'S SPECIFICATIONS FOR REQUIRED PLACEMENT AND STAKING.
28. WARRANTY ALL PLANTS AND LAWN EXPERIENCING DEATH AND DEFECTS INCLUDING UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLIGENCE BY OWNER, ABUSE OR DAMAGE BY OTHERS OR UNUSUAL PHENOMENON OR INCIDENTS WHICH ARE BEYOND CONTRACTOR'S CONTROL.
29. REFER TO CIVIL PLANS FOR EXISTING TREE REMOVAL.

29. REFER TO CIVIL PLANS FOR EXISTING TREE REMOVAL.

SEE SOILS PLAN
2/3 HOR B 1/3 HOR A

SHRUB,
SEE PLANTING SCHEDULE

SET BASE OF ROOT FLARE 2" -
3" ABOVE FINISH GRADE

MULCH, DO NOT PLACE IN
CONTACT W/ TRUNK

FINISH GRADE,
REFER TO CIVIL

SOIL, SAUCER AND SPADE CUT
EDGE,
SEE DETAIL R/L-506

ROOTBALL W/ TOP HALF OF
BURLAP REMOVED

PLANTING SOIL,
SEE PLAN

SCARIFY SIDES AND BOTTOM
OF PIT PRIOR TO BACKFILL

TAMPED COMPACTED FILL, OR
NATIVE SOIL

UNDISTURBED SUBGRADE

BALL Ø = ROOT Ø

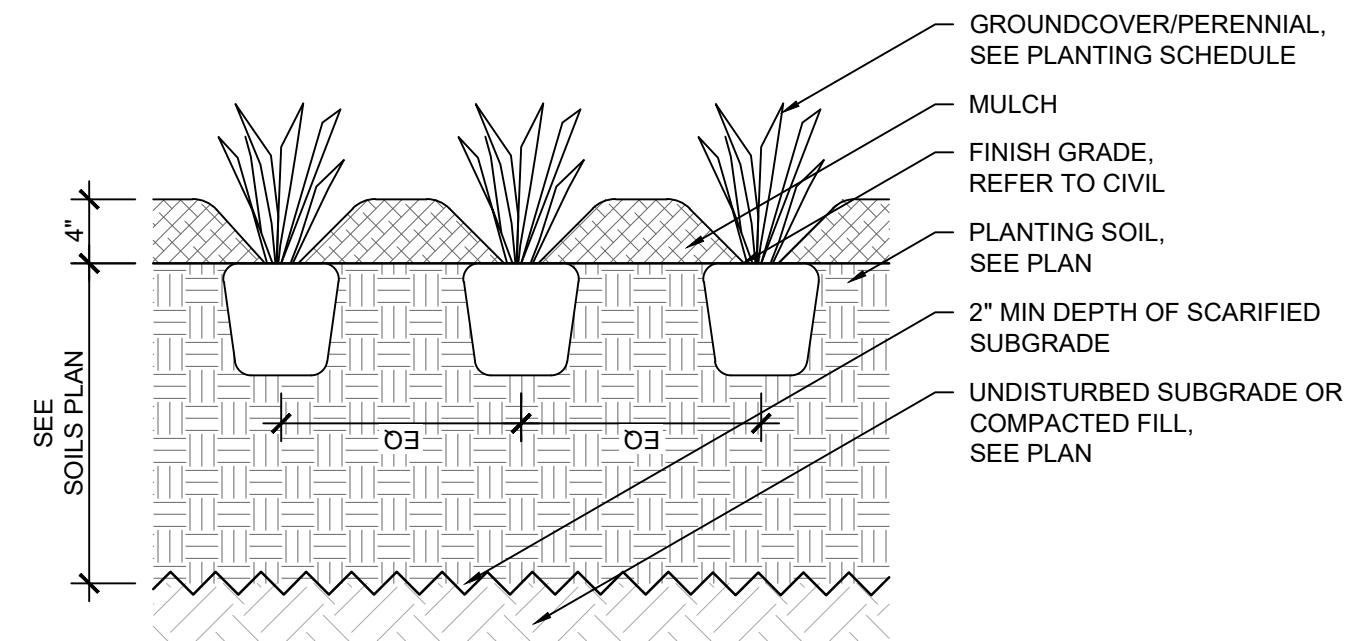
4"

6"

8"

4 SHRUB SECTION
$$1/2" = 1'-0"$$

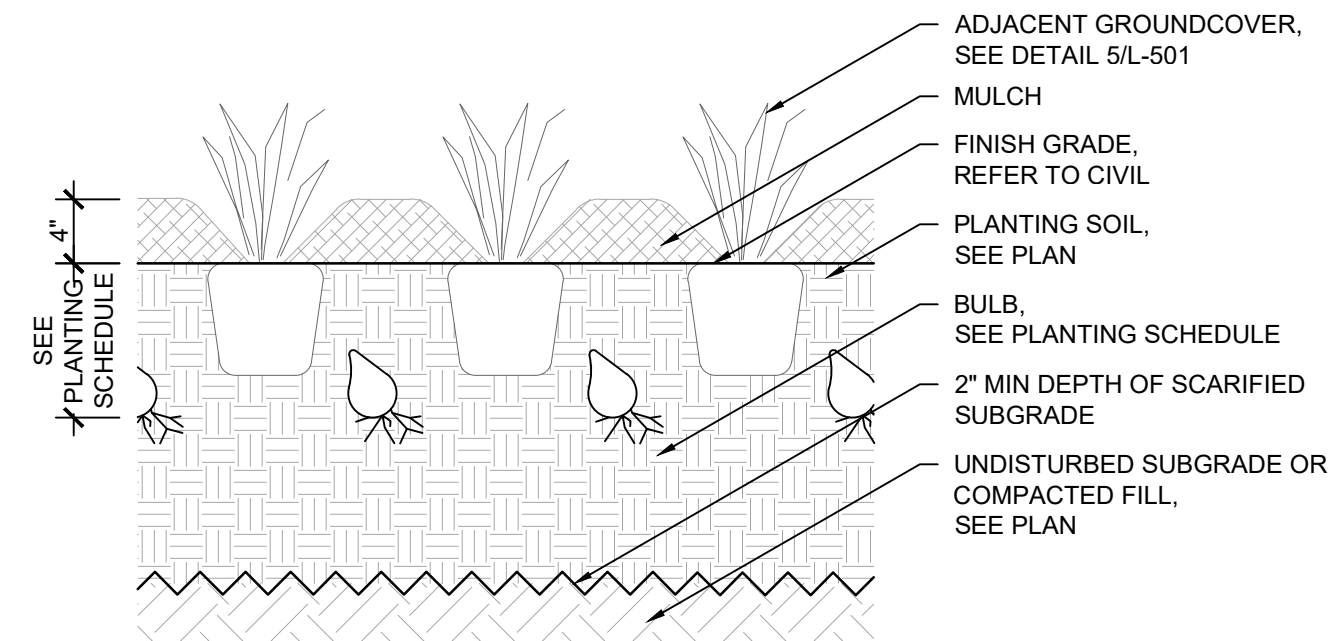
1. RAISE PLANTING BED FOR ADEQUATE DRAINAGE. PROPOSED DRAINAGE, REFER TO CIVIL
2. PLANT SHALL BE HANDLED BY CONTAINER, NOT BY STEMS OR BRANCHES



GROUNDCOVER/PERENNIAL SECTION

$$1'' = 1'-0''$$

1. PLANT SINGLE BULB, OR CLUMPS OF BULBS BETWEEN GROUNDCOVERS AS SHOWN IN ENLARGEMENT PLANTING PLANS



6 BULB SECTION

$$1'' = 1'-0''$$

Diagram illustrating triangular OC spacing for plant layout. The diagram shows a grid of circles representing plants, with arrows indicating the spacing and alignment. The text on the right side of the diagram provides instructions:

- GROUNDCOVER, SEE DETAIL 5/L-501
- NUDGE EVERY OTHER PLANT, SLIGHTLY OFF PATTERN TO ENSURE ALL PLANTS ARE ROUGHLY EVENLY SPACED, BUT NO PLANT ROW APPEARS IN A PERCEIVABLE LINE
- TRIANGULAR OC SPACING VARIES PER PLANT TYPE, SEE PLANTING SCHEDULE

7 TRIANGULAR SPACING PLANTING PLAN

NTS

										SUB CONSULTANT				PRIMARY CONSULTANT SEAL/ SIGNATURE				PRIMARY CONSULTANT				DESIGNED: MM		LOCATION NAME: HUBBARD WOODS STATION		CAD FILE NUMBER: UPN17.7C					
3A	03/31/25	DN	MM	REVISED PER WINNETKA REVIEW										 888 South Michigan Ave Suite 1000 Chicago, IL 60605 Phone: (312) 427-7240				 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900				 ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661		TITLE:		LANDSCAPE DETAILS		SCALE:		DISTRICT: UPN	
PROJECT NO.		SHEET NO.																													
JPS194		L-501																													
MILE POST NO.																															
UPN 17.70																															
3	7/15/24	DN	MM	90% RESUBMITTAL																											
3	12/14/21	JT	MM	90% SUBMITTAL																											
2	8/06/21	JT	MM	60% SUBMITTAL																											
1	7/17/20	JT	MM	30% SUBMITTAL																											
REV	DATE	BY	APP	DESCRIPTION				REV	DATE	BY	APP	DESCRIPTION																			

Page 97 of 117

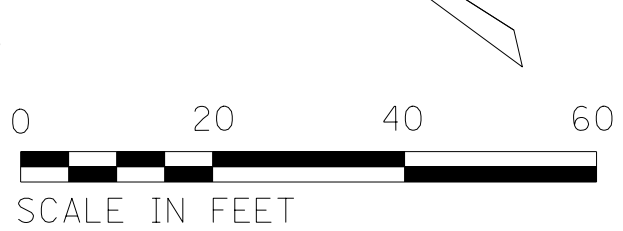
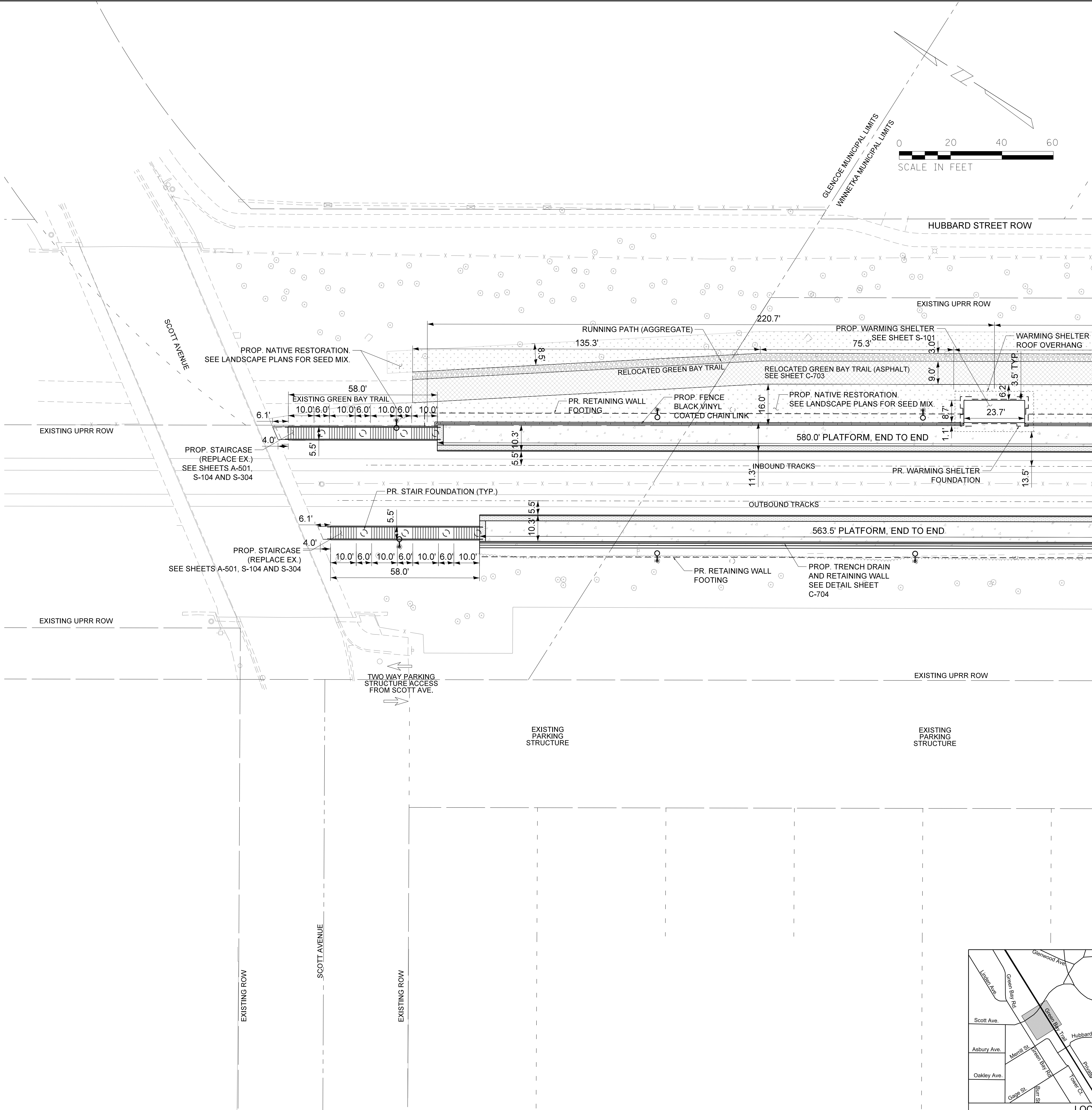
NOTES:

1. QUANTITIES SHOWN FOR INFORMATION ONLY
2. QUANTITIES SHOWN FOR CIVIL SHEETS C-201 & C-202
3. SEE LANDSCAPING PLANS FOR SEED TYPE.

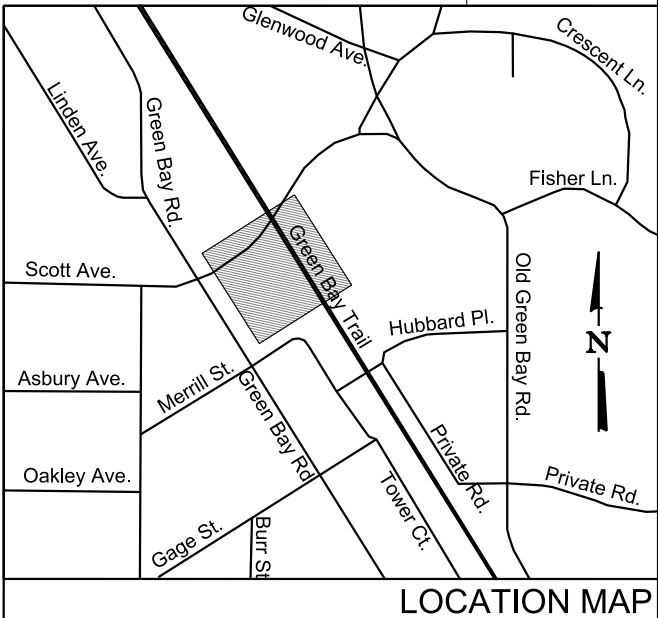
LEGEND

	ASPHALT TRAIL	7,741 SQFT
	AGGREGATE TRAIL	2,581 SQFT
	BRICK PAVERS	2,149 SQFT
	PEDESTRIAN BRIDGE	1,199 SQFT
	DETECTABLE WARNING	INBOUND = 600 LF OUTBOUND = 576 LF ADA = 86 LF
	LANDSCAPING - STREET LEVEL	538 SQFT
	NATIVE SEED MIX	2,326 SQYD
	PCC CONCRETE	SIDEWALK = 6,528 SQFT
	ASHALT SURFACE REPLACEMENT (1-1/2" DEPTH) & LEVELING BINDER	13,287 SQFT
	PLATFORM WINDBREAK	
	PCC B.6.12 CURB & GUTTER	1,350 LF
	TRENCH DRAIN	404 LF
	COMMUTER RAIL PLATFORM (CONCRETE TIMBER BOX)	INBOUND = 584 FT END TO END OUTBOUND = 560 FT END TO END INBOUND = 4,639 SQFT = 515 SY OUTBOUND = 4,441 SQFT = 493 SY
	FOUNDATION	
	LIGHT POLE	

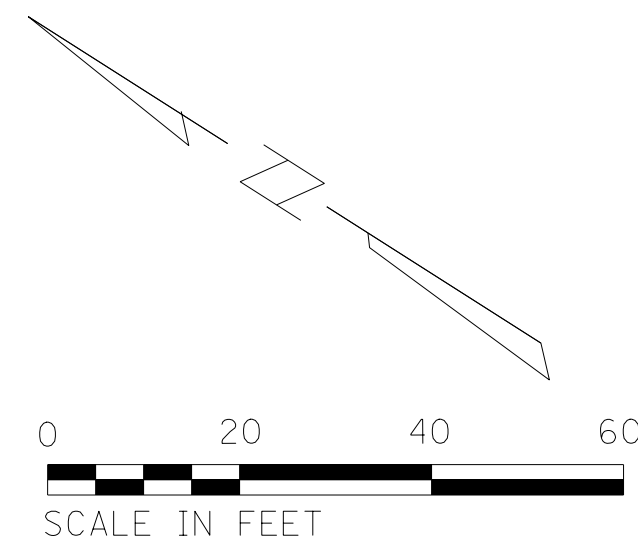
CURVE DATA (COORDINATES TO BACK OF CURB, TYP.)					
CURVE NO.	PC NORTHING	PC EASTING	PT NORTHING	PT EASTING	RADIUS TO B/C (FT)
C-1	1986231.26	1144128.55	1986214.84	1144134.48	40
C-2	1986214.84	1144134.48	1986204.46	1144138.26	25
C-3	1986125.71	1144188.21	1986118.01	1144195.89	25
C-4	1986118.01	1144195.89	1986105.70	1144208.18	40
C-5	1986229.93	1144164.06	1986210.94	1144167.31	25
C-6	1986140.88	1144211.74	1986134.24	1144216.47	76.16
C-7	1986125.23	1144223.70	1986118.53	1144228.48	75
C-8	1986338.21	1144107.43	1986330.98	1144116.71	17.47



MATCH LINE - SEE SHEET C-202

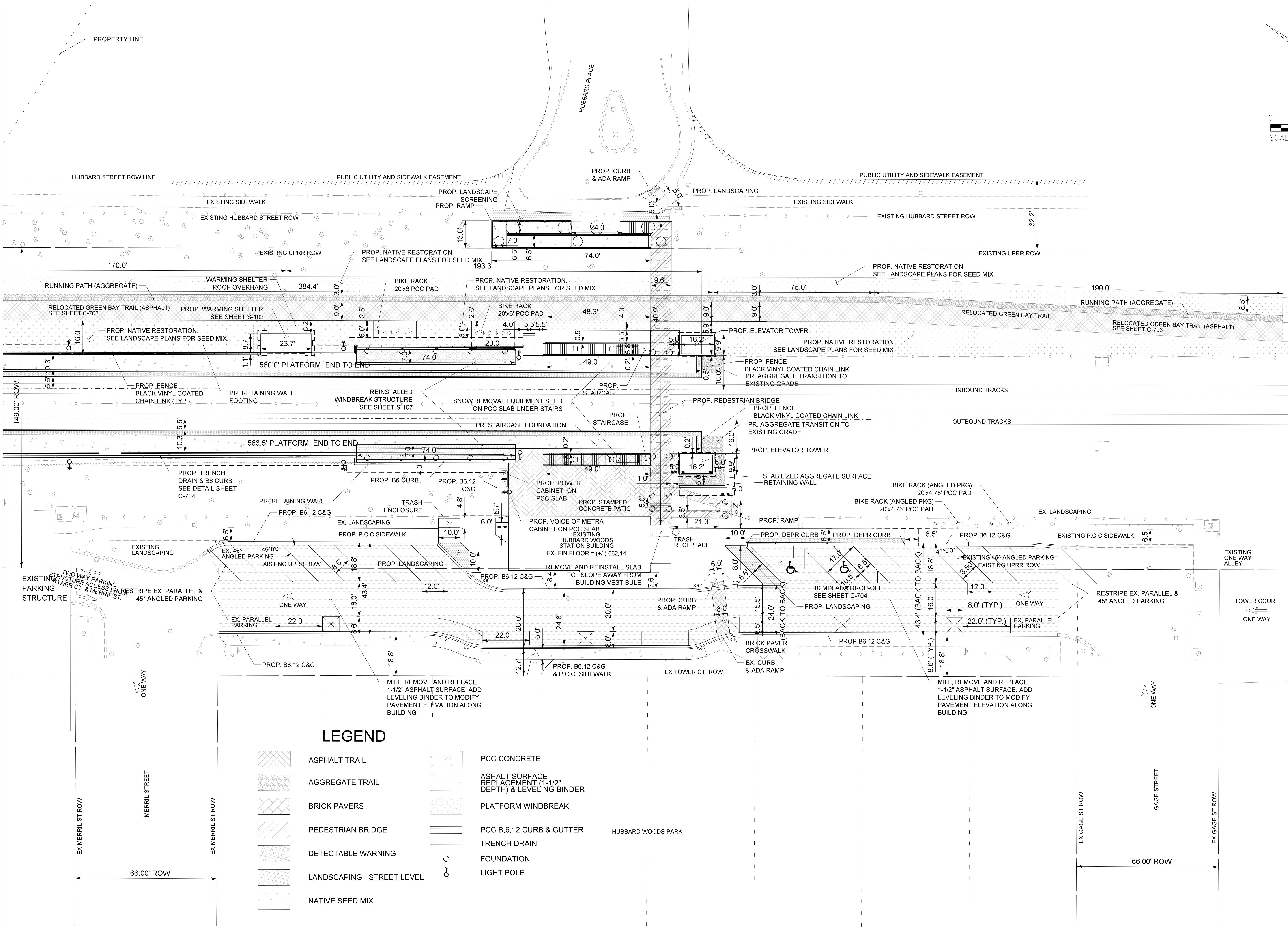


										SUB CONSULTANT				PRIMARY CONSULTANT SEAL/ SIGNATURE				PRIMARY CONSULTANT				DESIGNED: R. SCHIFFER				 ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661				LOCATION NAME: HUBBARD WOODS STATION				CAD FILE NUMBER: UPN17.7C201_90.dgn											
4										7/15/24				RSS				PRD				90% RESUBMITTAL								DRAWN: R. SCHIFFER				TITLE:				SCALE: 1" = 20'				DISTRICT: UPN			
3										12/14/21				MPH				PRD				90% SUBMITTAL								CHECKED: P. DAVIDSON				PROPOSED PLAN - NORTH				PROJECT NO. JP5194				SHEET NO. C-201			
2										8/6/21				MPH				PRD				60% SUBMITTAL								METRA P.M. R. BASIRIRAD															
1										7/17/20				PRD				JL				30% SUBMITTAL								DATE: 07/15/2024															
REV		DATE		BY		APP		DESCRIPTION				REV		DATE		BY		APP		DESCRIPTION																									



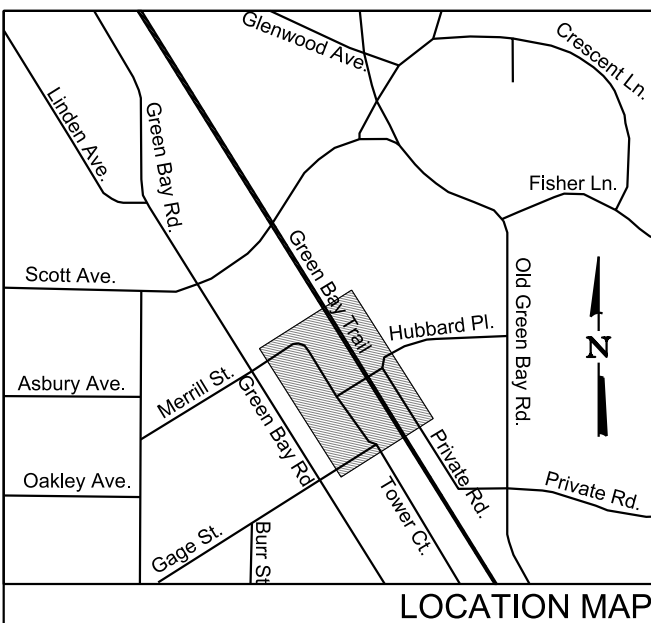
NOTES:
TOWER COURT PARKING COUNT:
EXISTING: 32 STD + 1 ADA SPACES
PROPOSED: 31 STD + 2 ADA SPACES

MATCH LINE - SEE SHEET C-201



LEGEND

- | | | | |
|--|----------------------------|--|---|
| | ASPHALT TRAIL | | PCC CONCRETE |
| | AGGREGATE TRAIL | | ASHALT SURFACE REPLACEMENT (1-1/2" DEPTH) & LEVELING BINDER |
| | BRICK PAVERS | | PLATFORM WINDBREAK |
| | PEDESTRIAN BRIDGE | | PCC B.6.12 CURB & GUTTER |
| | DETECTABLE WARNING | | TRENCH DRAIN |
| | LANDSCAPING - STREET LEVEL | | FOUNDATION |
| | NATIVE SEED MIX | | LIGHT POLE |



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	7/15/24	RSS	PRD	90% RESUBMITTAL					
3	12/14/21	MPH	PRD	90% SUBMITTAL					
2	8/6/21	MPH	PRD	60% SUBMITTAL					
1A	5/19/21	PRD	JM	UPDATED HISTORIC REPORT					
1	7/17/20	PRD	JL	30% SUBMITTAL					

SUB CONSULTANT	PRIMARY CONSULTANT SEAL/ SIGNATURE
----------------	------------------------------------

PRIMARY CONSULTANT

DESIGNED: R. SCHIFFER
DRAWN: R. SCHIFFER
CHECKED: P. DAVIDSON
METRA P.M. R. BASIRIRAD
DATE: 07/15/2024

TYLin
200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

Metra
ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:	HUBBARD WOODS STATION
TITLE:	PROPOSED PLAN - SOUTH

CAD FILE NUMBER:	UPN17.7C202_90.dgn
SCALE:	1" = 20'
DISTRICT:	UPN
PROJECT NO.	JP5194
SHEET NO.	C-202
MILE POST NO.	UPN 17.70



Village of Winnetka – Certificate of Appropriateness
Application

Renovation of Hubbard Woods Station Neighborhood / Adjacent Building Context





Figure 1 - Hubbard Woods Park Building, 1047 Gage Street; Structure is approximately 52' from Station drive aisle.



Figure 2 - Residential Dwelling at 1045 Hubbard Place, Structure is approximately 65' from pedestrian bridge and ADA ramp



Figure 3 - Residential Dwelling at 1040 Hubbard Place, Structure is approximately 43' from pedestrian bridge and ADA ramp.

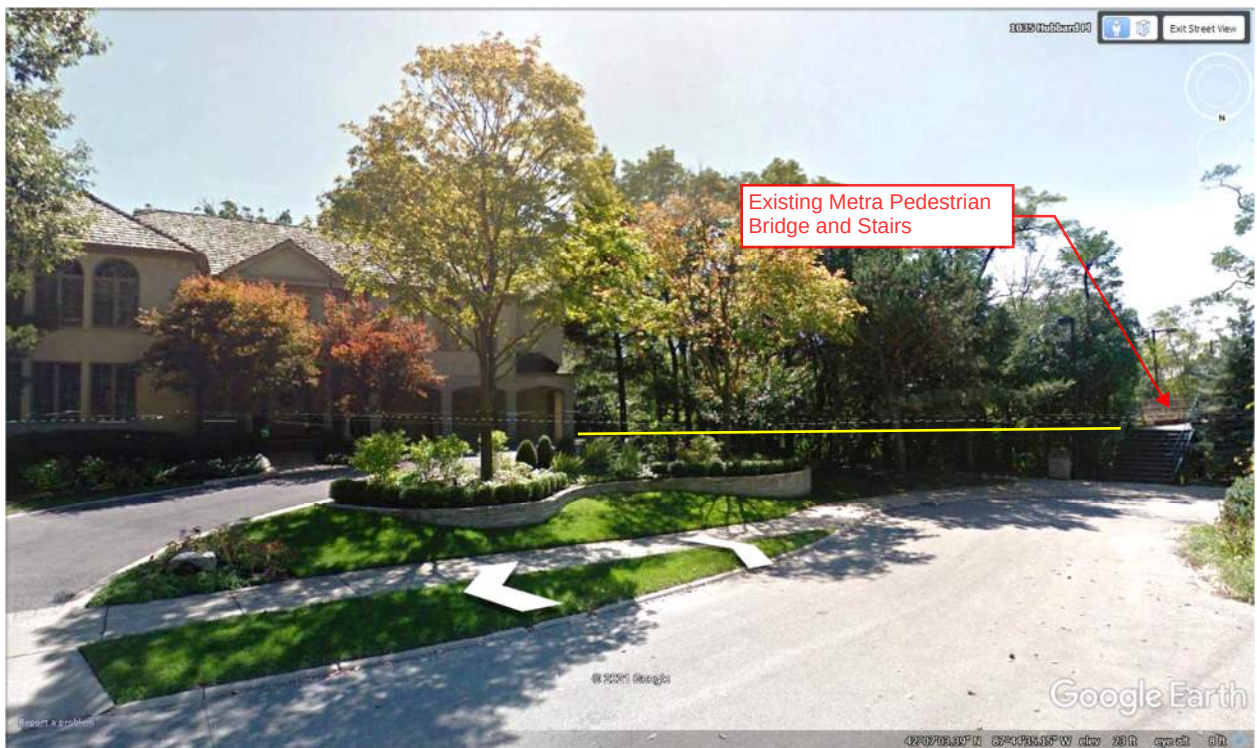


Figure 4 - Residential Dwelling at 1040 Hubbard Place, Illustrates reference height of existing pedestrian bridge stairs to residential dwelling.

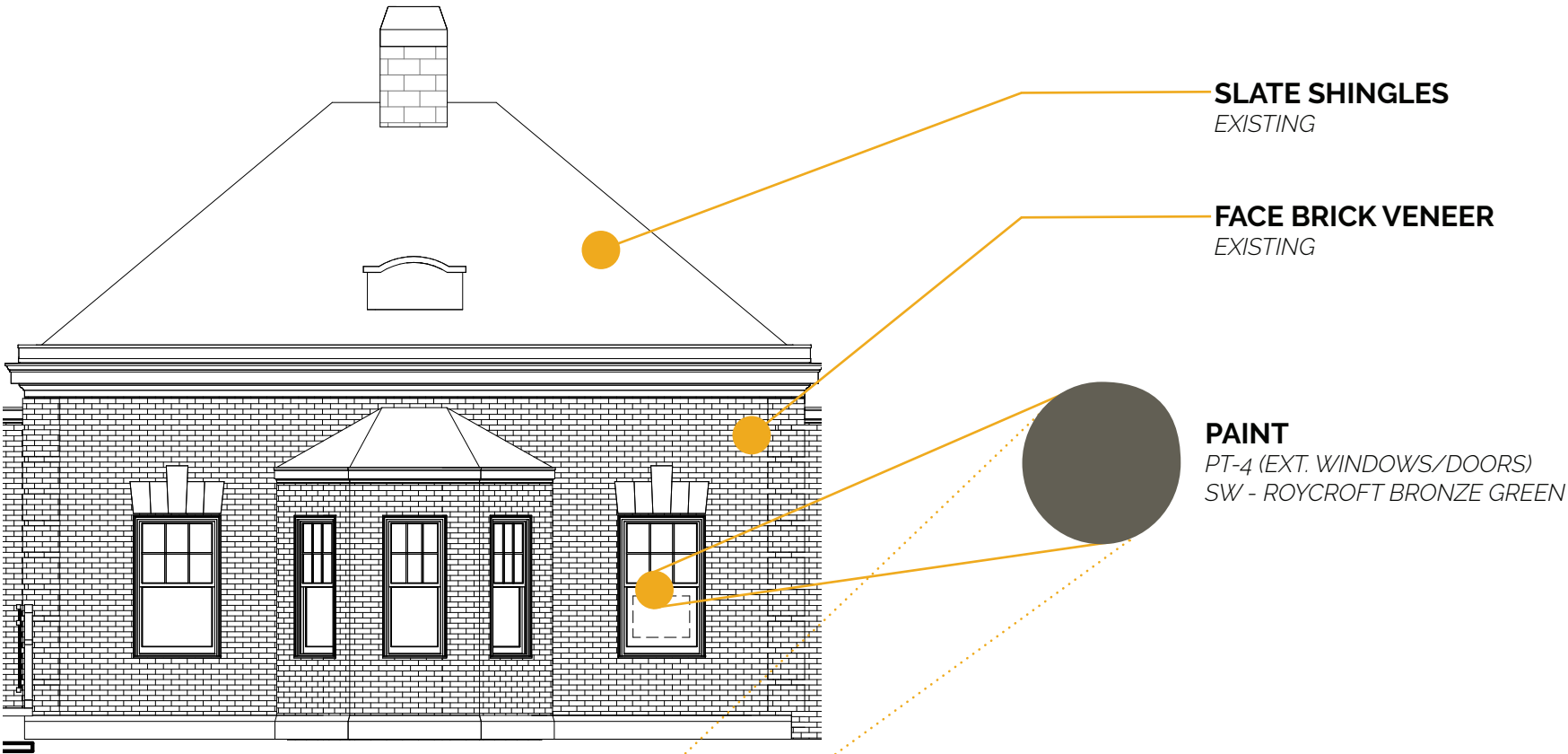


Village of Winnetka – Certificate of Appropriateness
Application

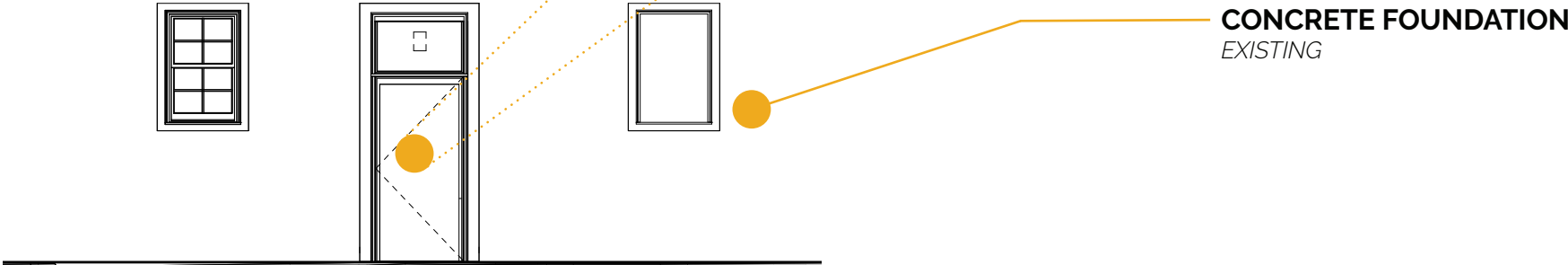
Renovation of Hubbard Woods Station Materials

EXTERIOR MATERIALS & FINISHES

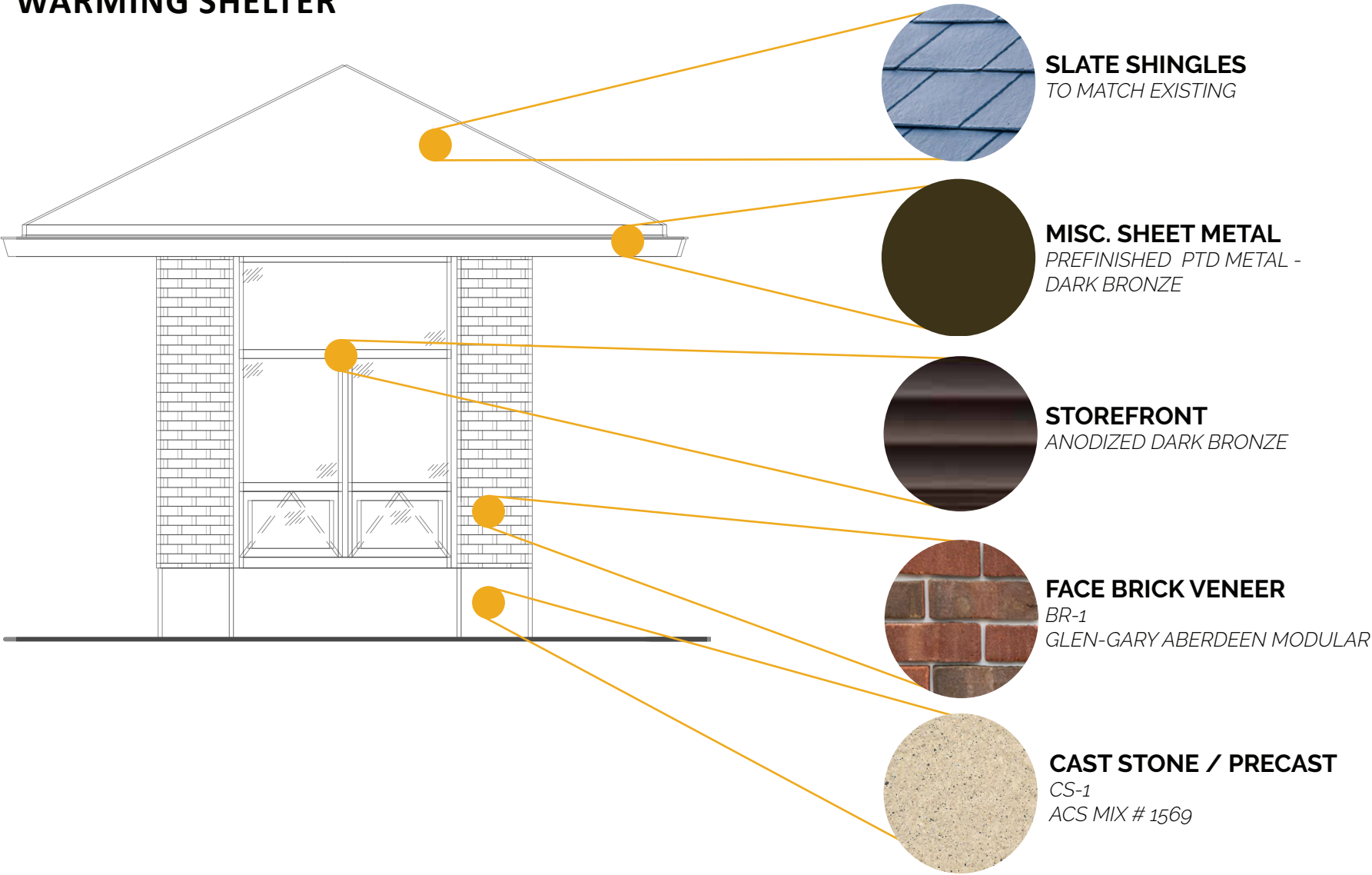
DEPOT BUILDING



C & NWRY -HUBBARD WOODS

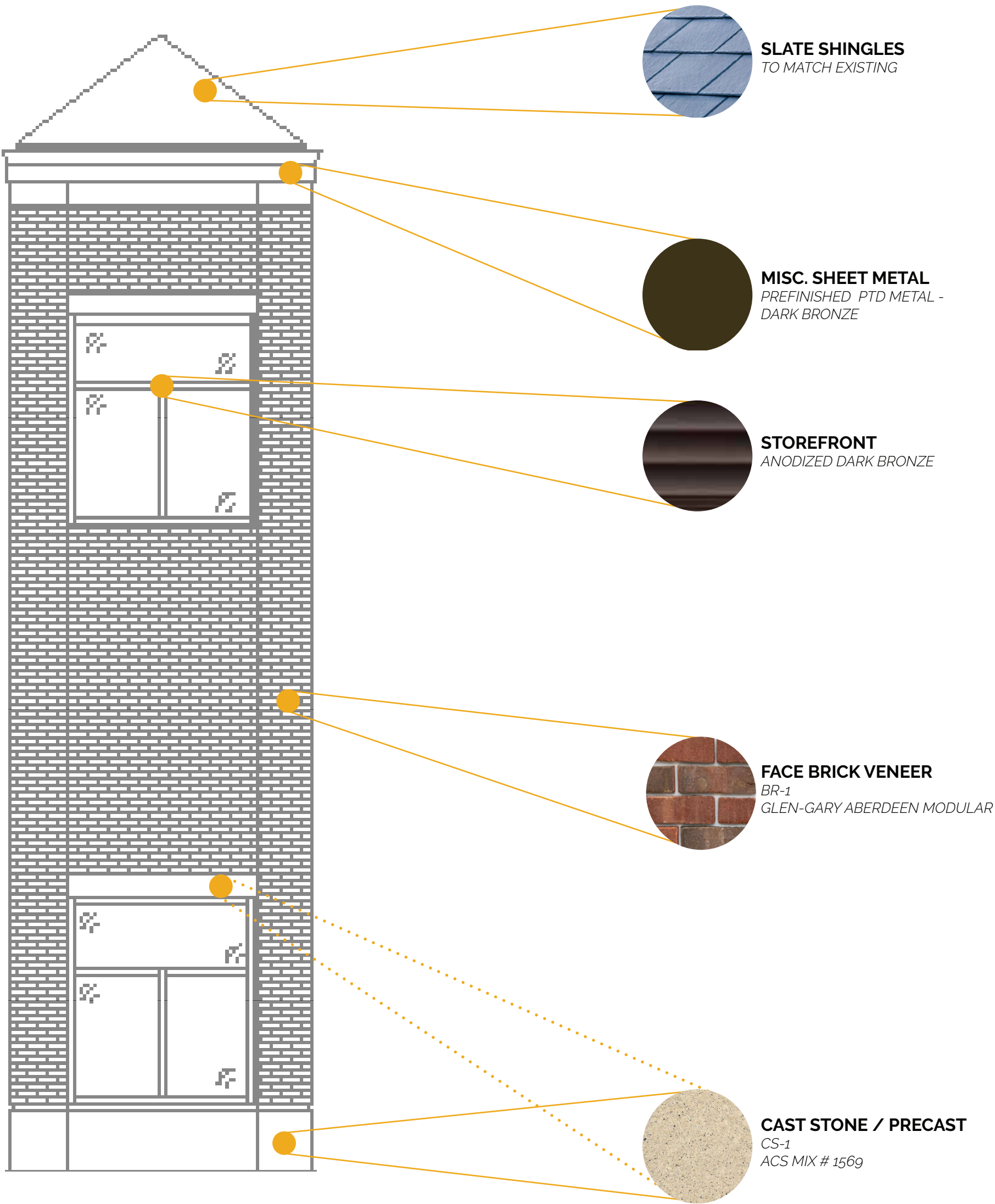


WARMING SHELTER



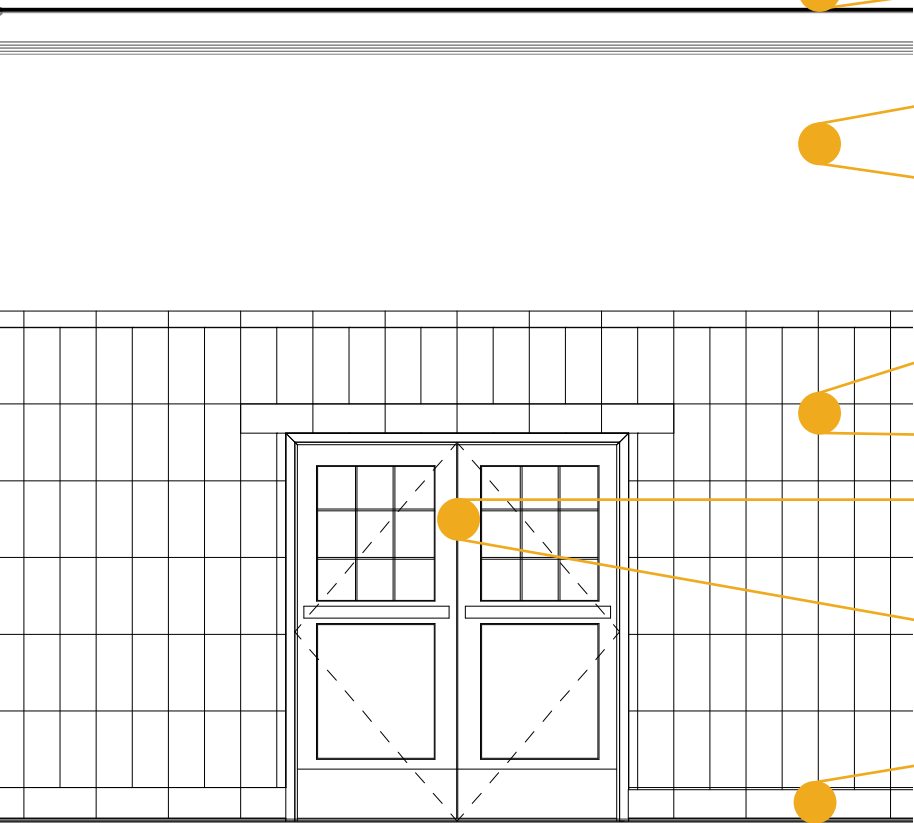
EXTERIOR MATERIALS & FINISHES

ELEVATOR TOWERS



INTERIOR MATERIALS & FINISHES

DEPOT WAITING ROOM



PAINT
PT-2 (TYPICAL CEILING PAINT)
SW - CEILING WHITE

PAINT
PT-1 (TYPICAL WALL PAINT)
SW - AESTHETIC WHITE

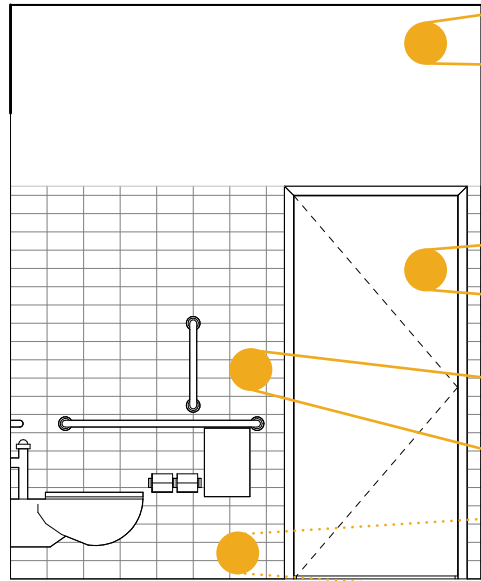
TERRACOTTA
TC-1
EXISTING OR CUSTOM TO MATCH
EXISTING FOR REPLACEMENT

PAINT
PT-3 (INT. WINDOWS/DOORS)
SW- ROYCROFT MIST GRAY

TERRACOTTA BASE
TCB-1
CUSTOM TO MATCH EXISTING

TERRAZO
TZ-1
CUSTOM BLEND

DEPOT TYPICAL TOILET ROOM



PAINT
PT-1 (TYPICAL WALL PAINT)
SW - AESTHETIC WHITE

PAINT
PT-3 (INT. WINDOWS/DOORS)
SW- ROYCROFT MIST GRAY

CERAMIC TILE
CT-1 / CTB-1
DAL TILE - URBAN PUTTY

TERRAZO
TZ-1
CUSTOM BLEND



Village of Winnetka – Certificate of Appropriateness
Application

Renovation of Hubbard Woods Station Signage



2 SECTION OF SIGN
N.T.S.

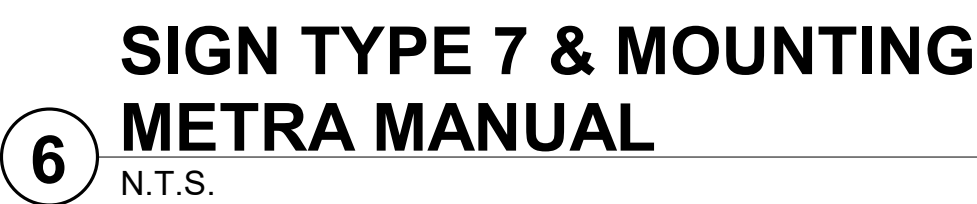


SIGN TYPE 2A MOUNTING

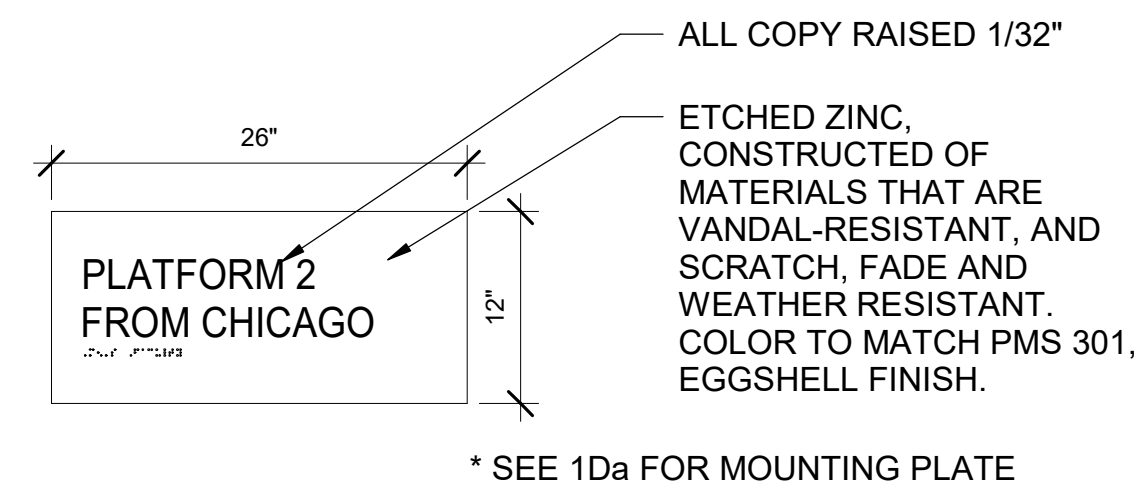
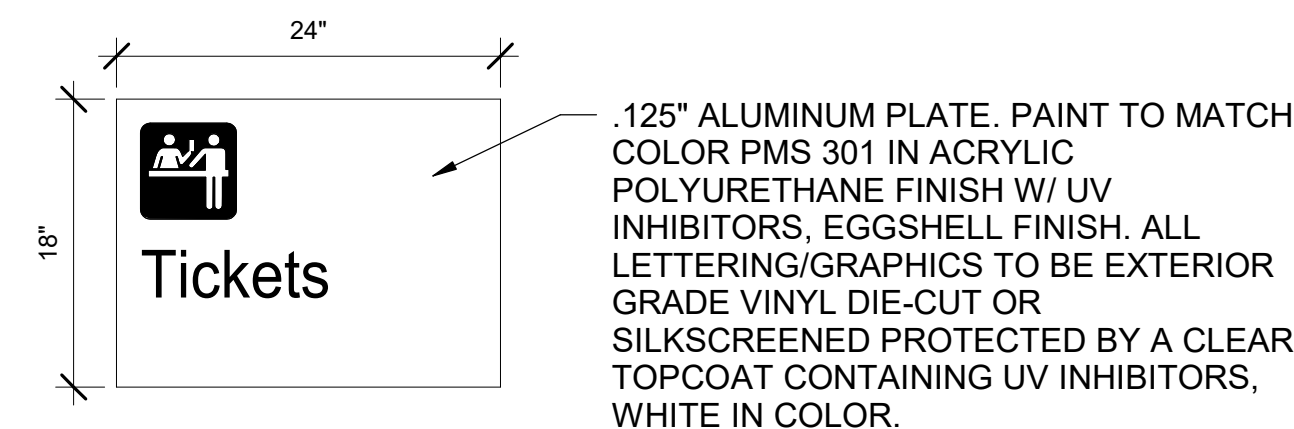
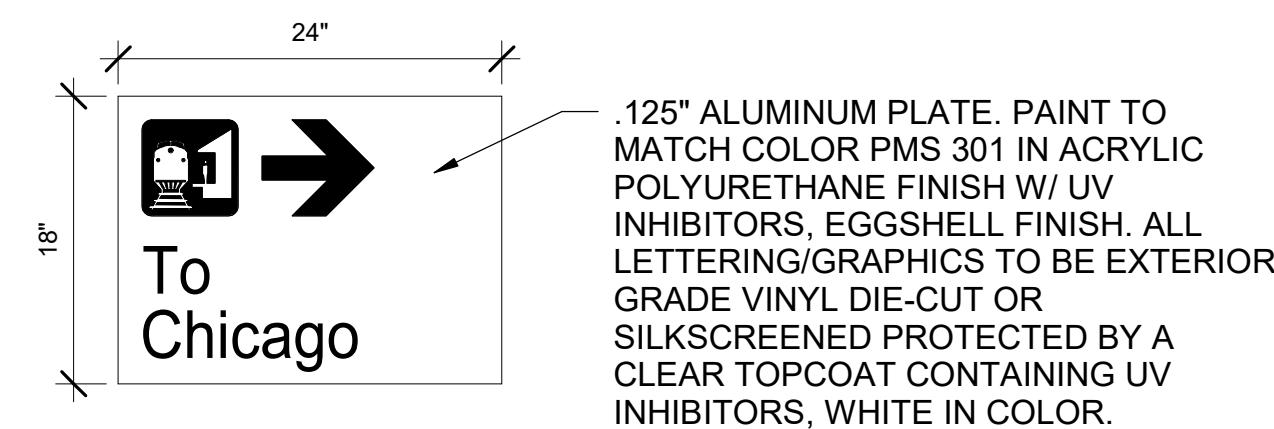
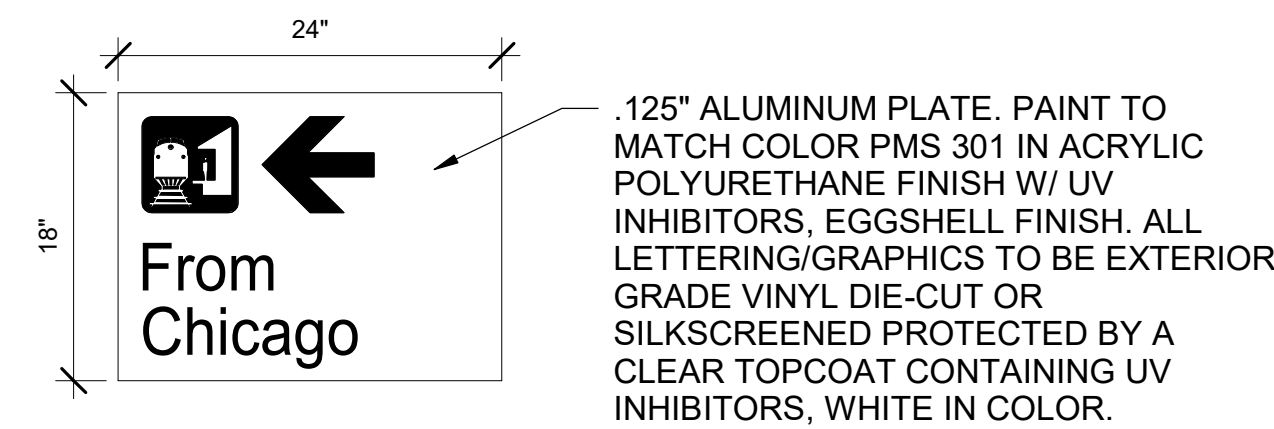
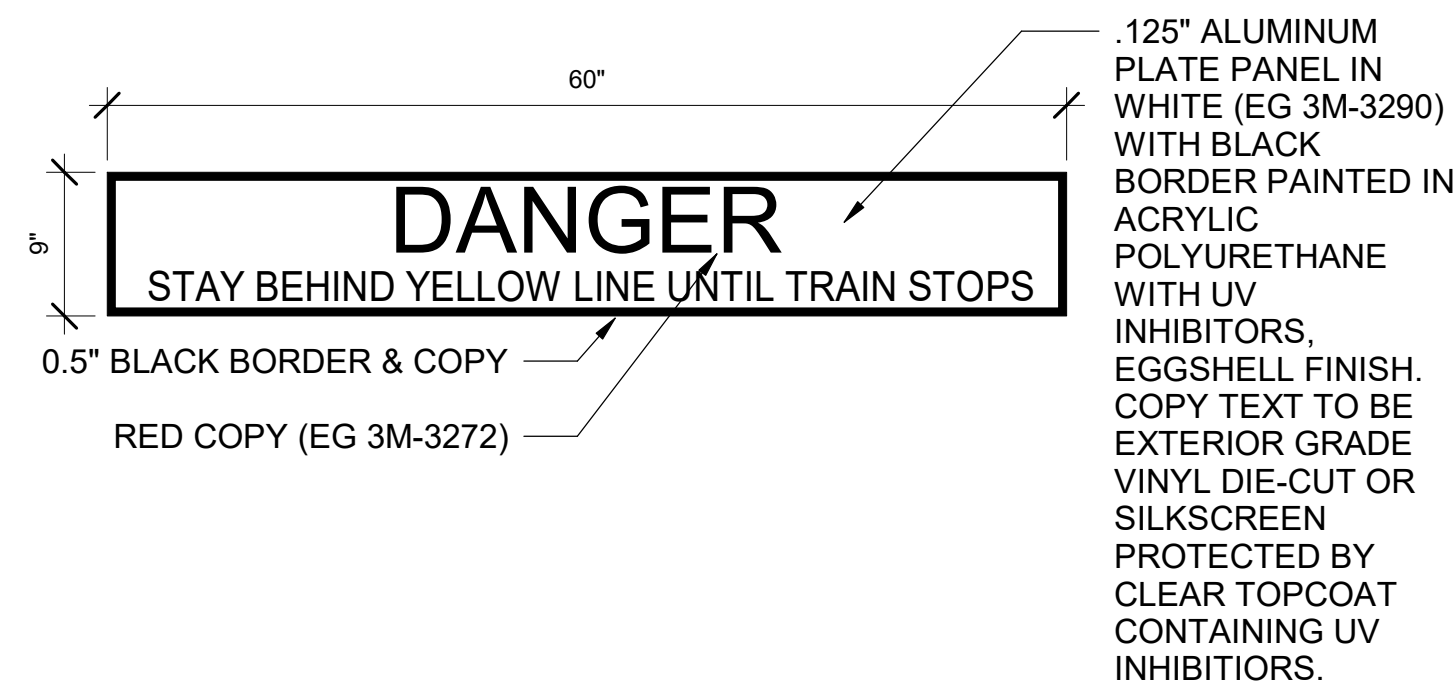
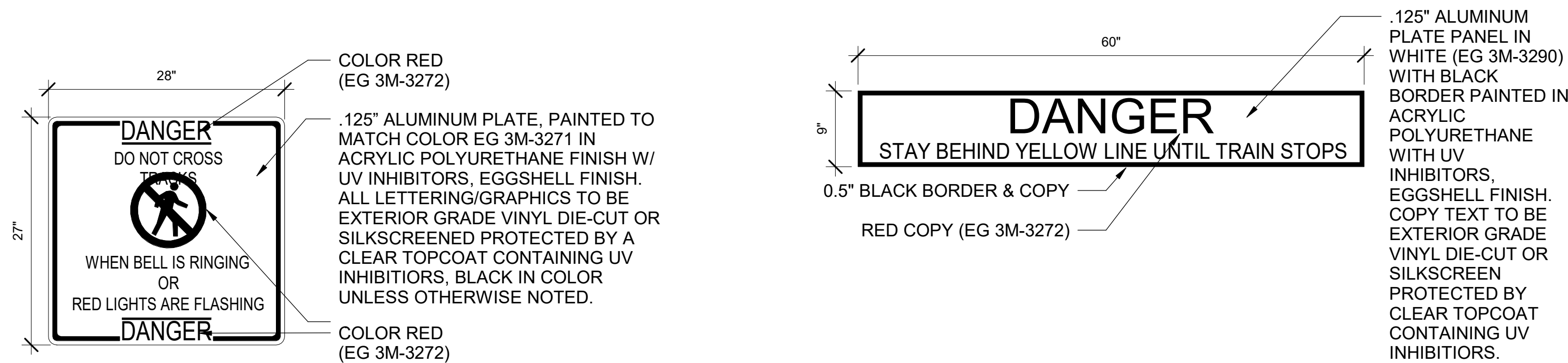
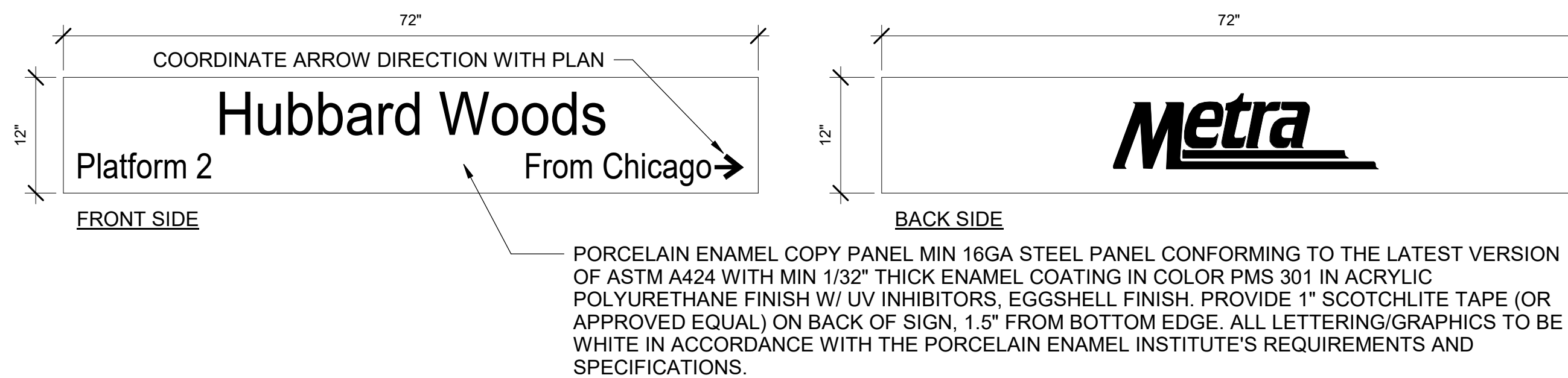
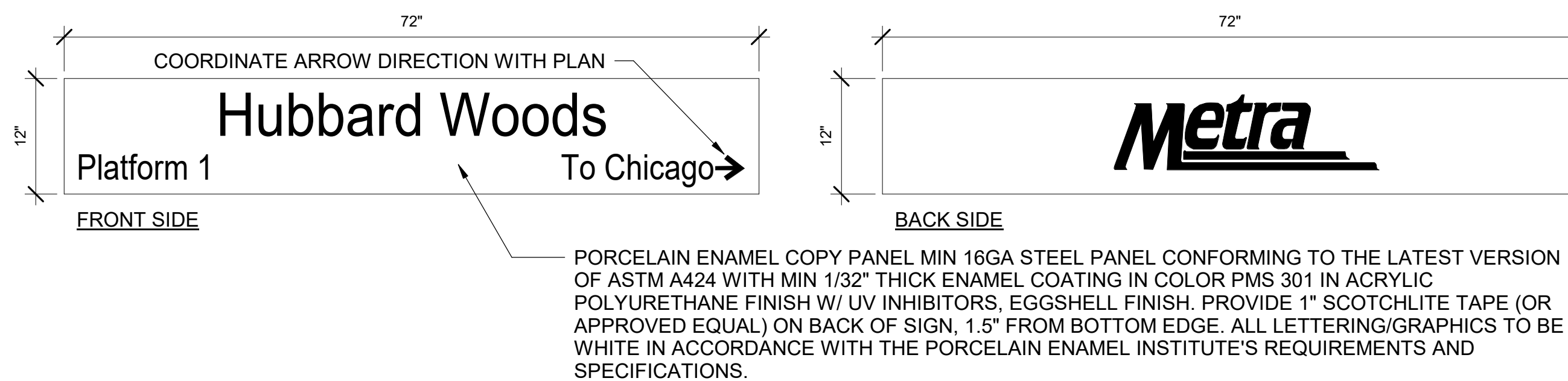
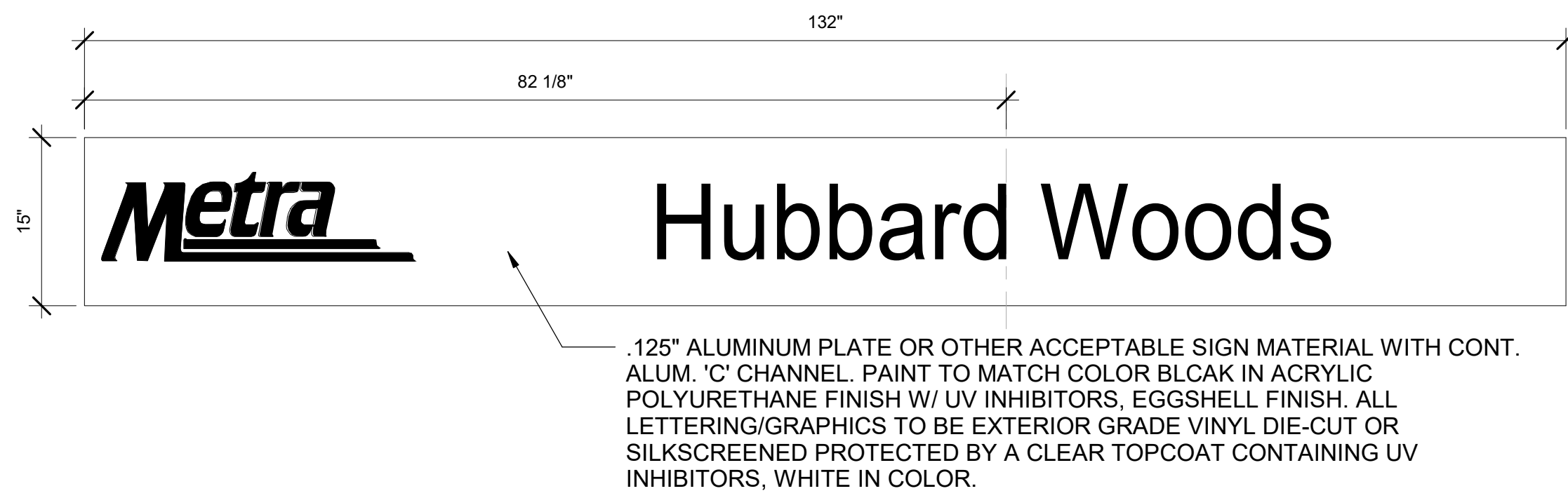
SIGN TYPE 4 & MOUNTING

METRA MANUAL

N.T.S.



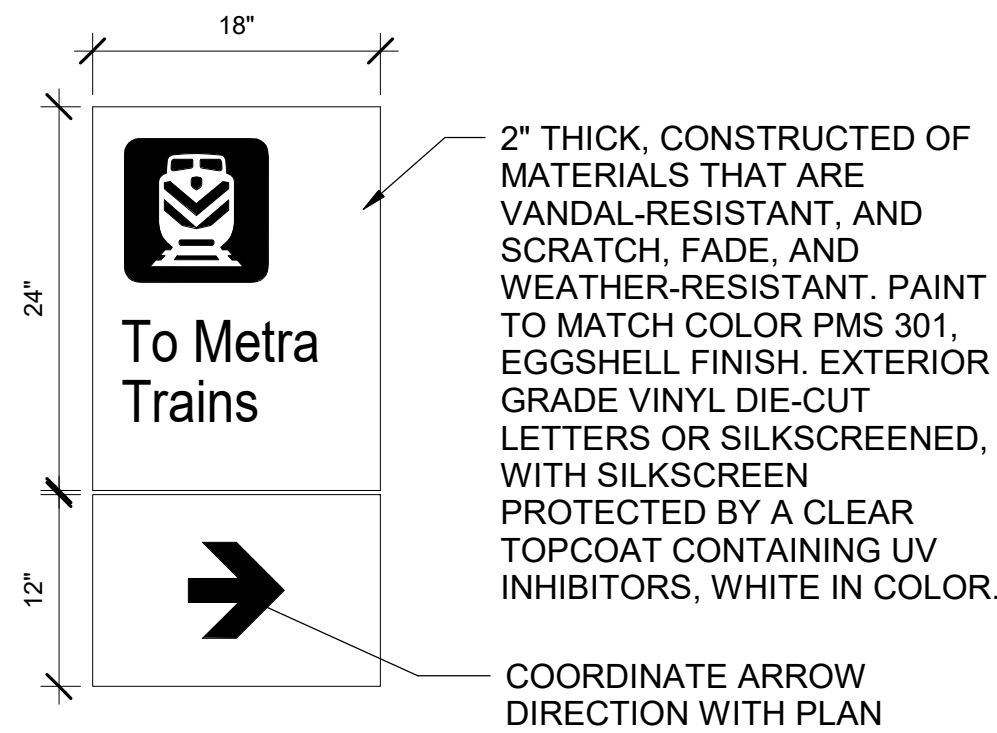
DISTRICT: UP-N	
SHEET NO.	A-800



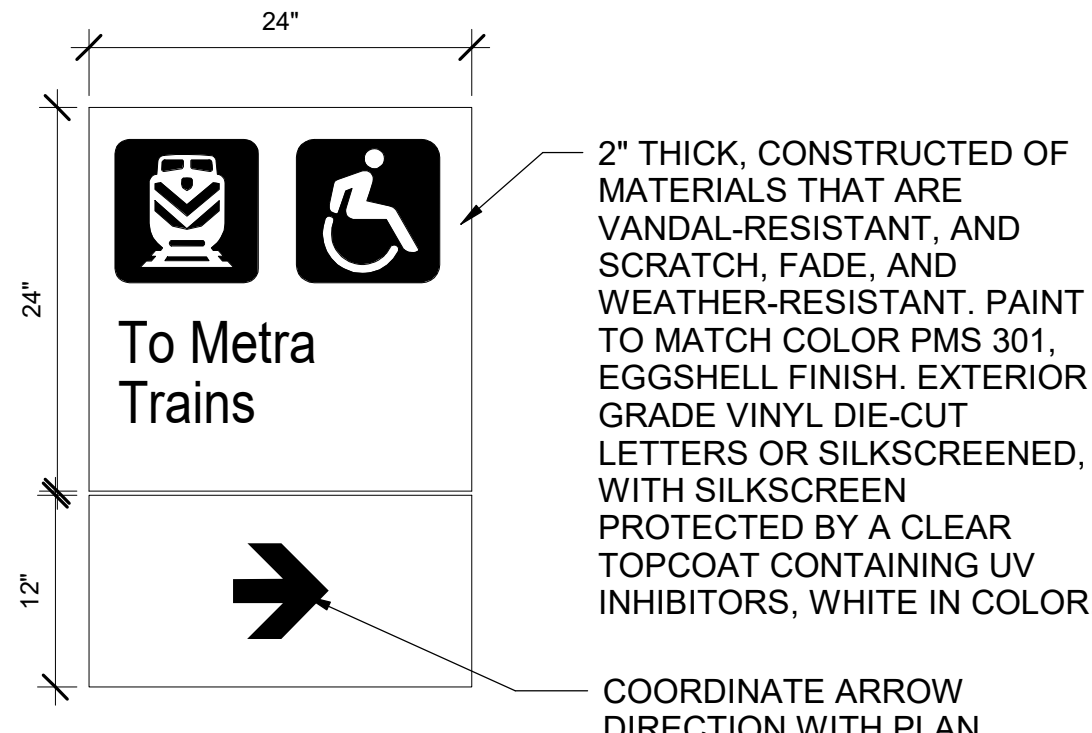
- ## SIGNAGE NOTES

1. ALL SIGNS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR PER METRA STATION SIGN PROGRAM SPECIFICATIONS, LATEST EDITION.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL SIGNS FOR METRA'S REVIEW PRIOR TO FABRICATION AND PER THE REQUIREMENTS IN THE PROJECT SPECIFICATIONS AND METRA SIGN PROGRAM SPECIFICATIONS.
3. CONTRACTOR TO SCHEDULE PRE-INSTALLATION MEETING IN THE FIELD FOR METRA'S APPROVAL OF LOCATION AND MOUNTING DETAILS OF SIGNAGE.
4. MOUNTING DETAILS & HEIGHTS ARE PER THE DETAILED OUTLINED IN METRA SIGN PROGRAM SPECIFICATION UNLESS NOTED OTHERWISE ON THE DRAWINGS.
5. ALL SIGNS TO BE SCRATCH AND VANDAL RESISTANT. TAMPER PROOF HARDWARE SHALL BE USED FOR ALL SIGNAGE INSTALLATIONS.
6. ALL SIGN PANEL COLORS TO BE PMS 301, LETTERS AND GRAPHICS TO BE WHITE, U.O.
7. SEE SHEET A-801 AND A-802 FOR SIGN PANEL DETAILS.
8. SIGNAGE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL SIGNAGE AND GRAPHICS SCHEDULE WITH A PLAN INDICATING THE LOCATION OF EACH. COORDINATE LOCATION OF SIGNAGE WITH MOUNTING HEIGHT REQUIREMENTS INDICATED ON SHEET A-800.
9. REFERENCE ELEVATIONS FOR INTERIOR SIGN LOCATIONS.
10. REFER TO C-704 FOR PARKING AND VEHICULAR AND SITE SIGNAGE.
11. WHEN A DIMENSION ON A DRAWING IS GIVEN, THE CONSTRUCTION TOLERANCE ALLOWED BY ADA IS $\pm 1/4"$ TO $\pm 1/4"$ OF THE DIMENSION ON THE DRAWING.
12. WHEN A RANGE IS GIVEN FOR A DIMENSION ON A DRAWING, THERE IS NO CONSTRUCTION TOLERANCE ALLOWED BY ADA. THE ITEM MUST BE INSTALLED IN THE RANGE INDICATED.
13. THE EXACT LOCATION OF ALL SIGNAGE WILL BE DETERMINED BY ACTUAL FIELD CONDITIONS. IF CONFLICTS OCCUR WITH THE PLACEMENT OF SIGNAGE SHOWN ON DRAWINGS AND EXISTING STRUCTURES AND APPURTENANCES, THE CONTRACTOR WILL COORDINATE WITH THE ARCHITECT BEFORE FINAL INSTALLATION. CONTRACTOR WILL OBTAIN AND VERIFY ALL DIMENSIONS AND CONDITIONS AT THE JOB SITE AND BE FULLY RESPONSIBLE FOR SAME.

[illegible]



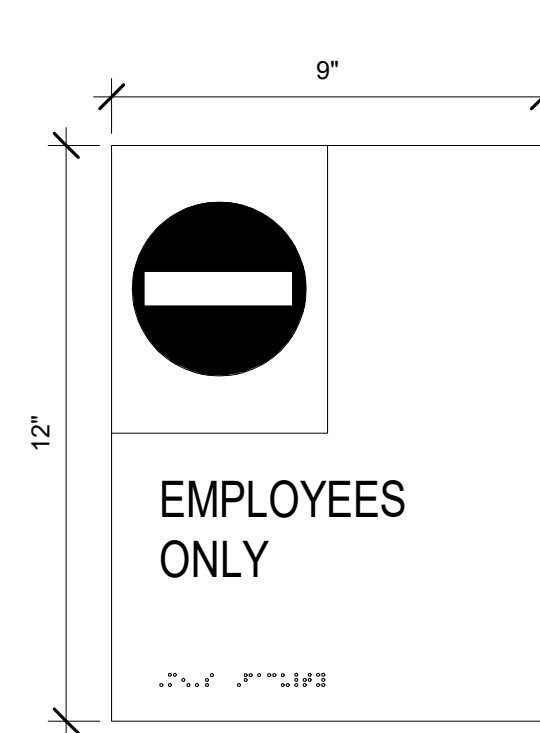
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N.T.S.



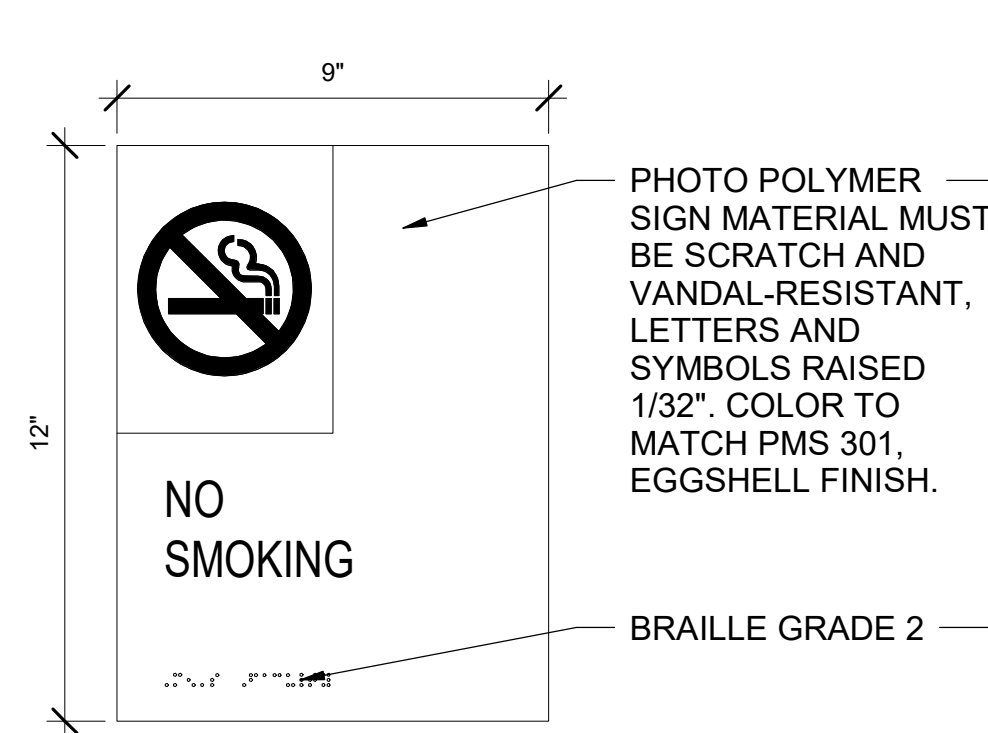
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METRA MANUAL
N.T.S.



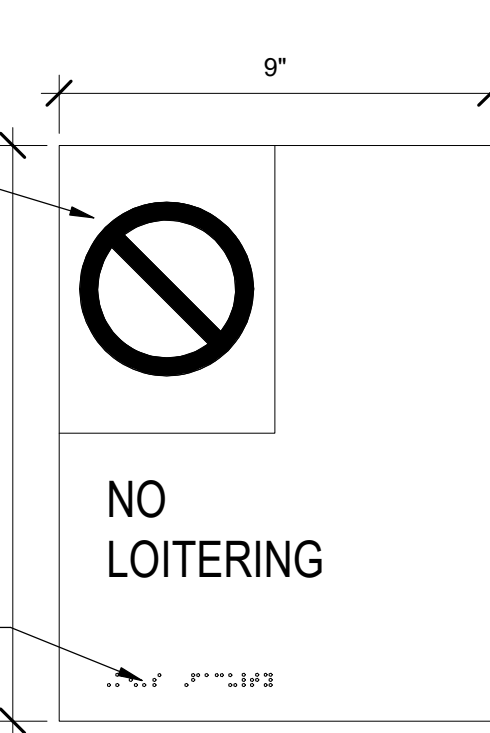
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METRA MANUAL
N.T.S.



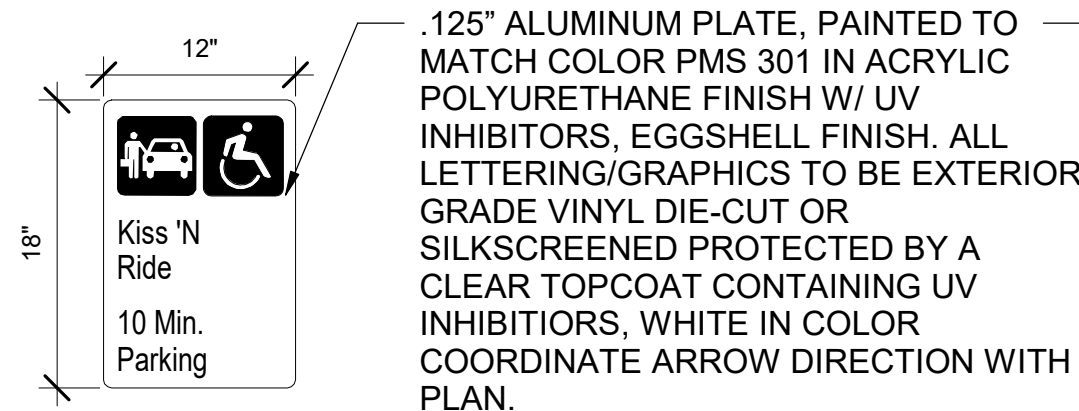
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N.T.S.



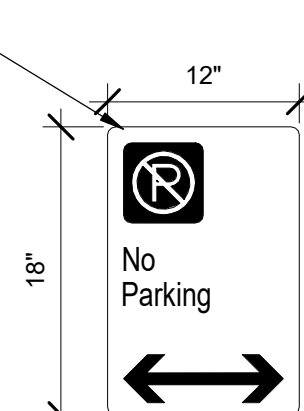
6 SIGN TYPE 6.5
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N.T.S.



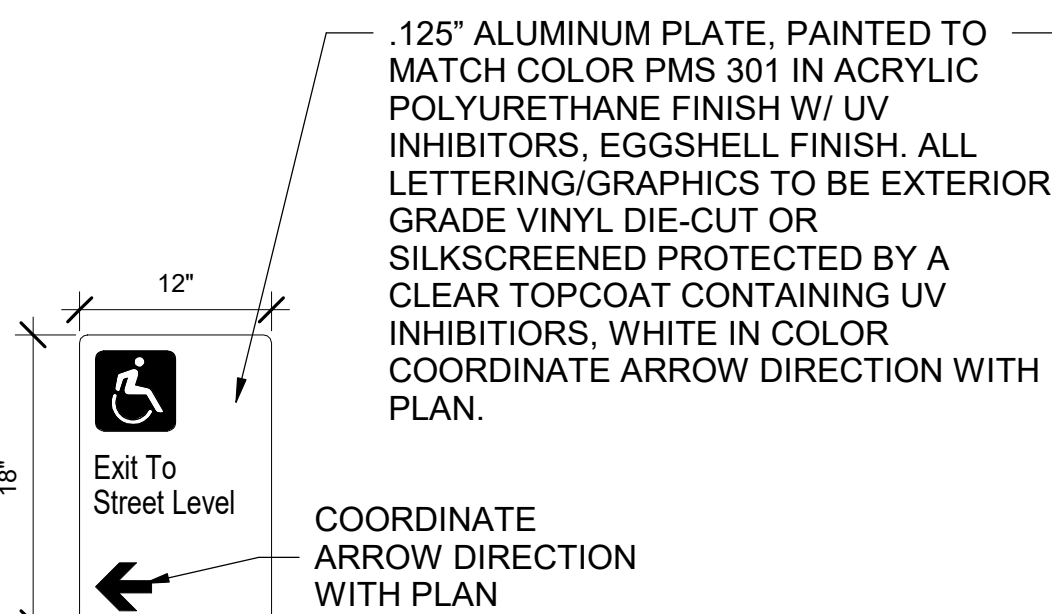
7 SIGN TYPE 6.10
METRA MANUAL
N.T.S.



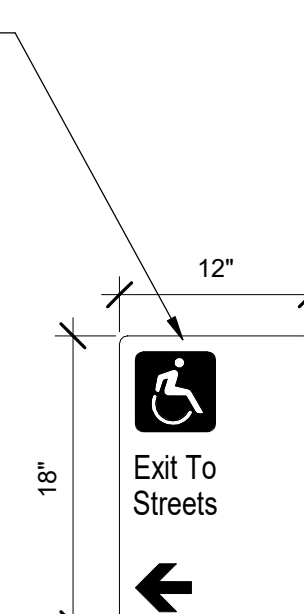
8 SIGN TYPE 7.3
METRA MANUAL
N.T.S.



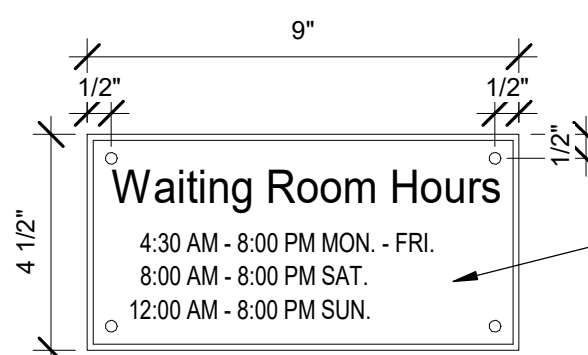
9 SIGN TYPE 7.5
METRA MANUAL
N.T.S.



10 SIGN TYPE 7.6
METRA MANUAL
N.T.S.

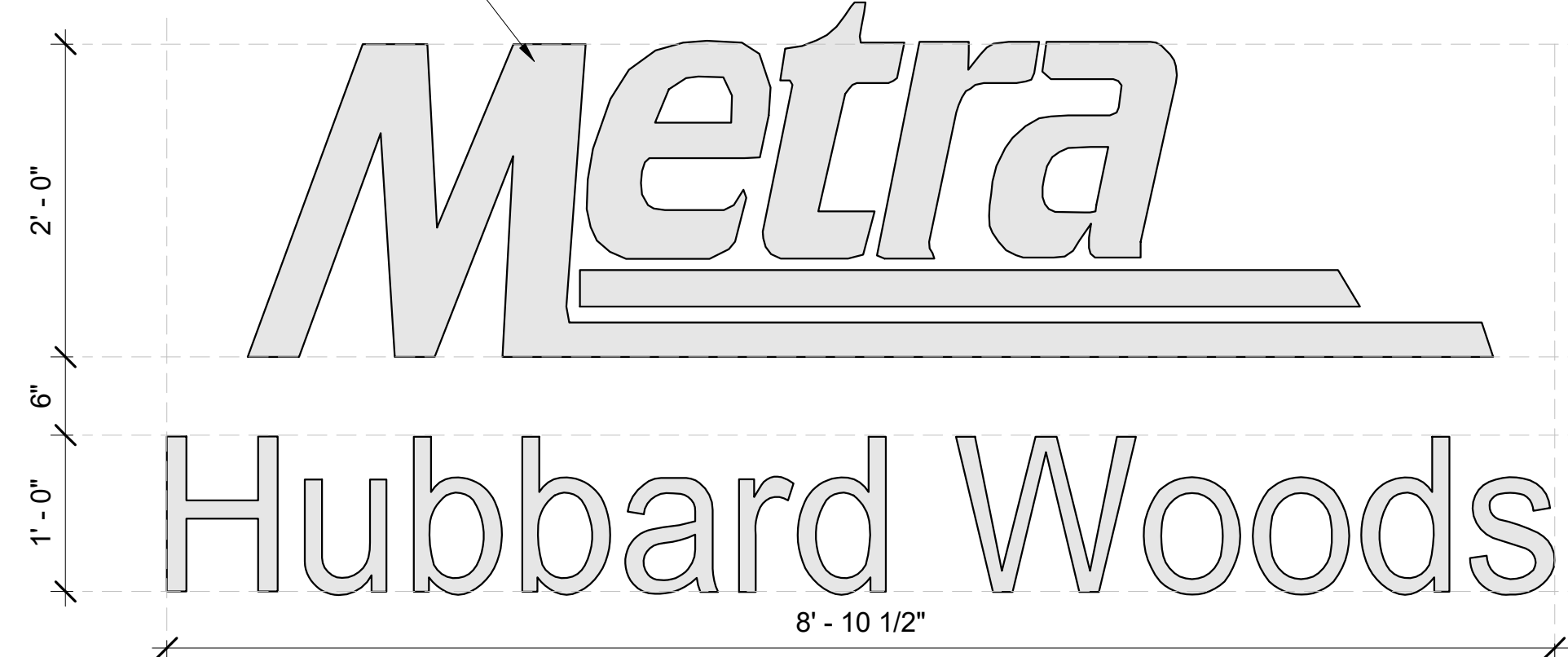


11 SIGN TYPE 7.9
METRA MANUAL
N.T.S.

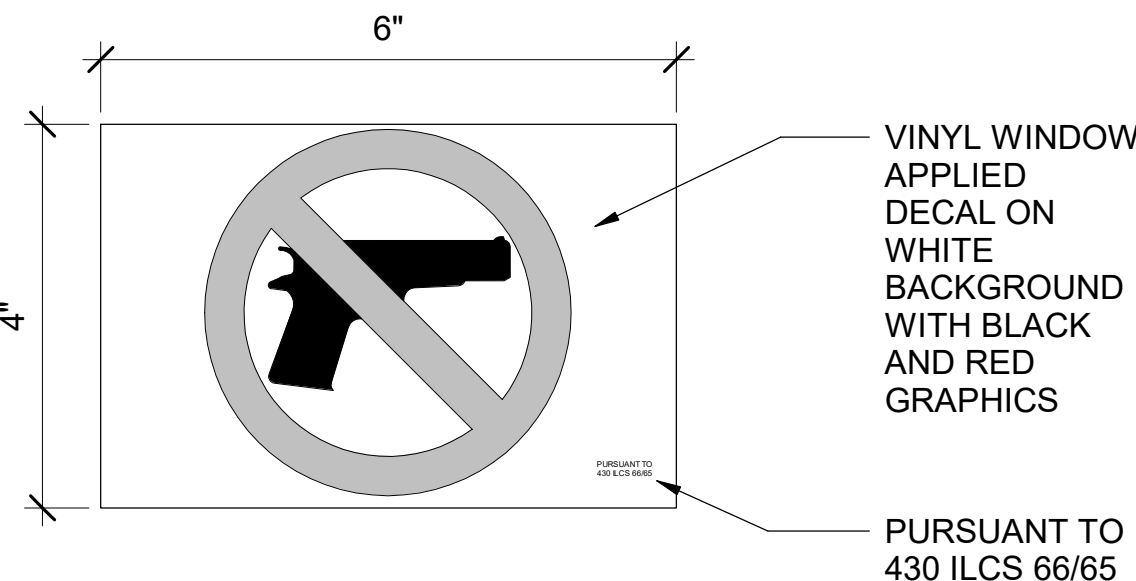


14 SIGN TYPE M-6
METRA MANUAL
N.T.S.

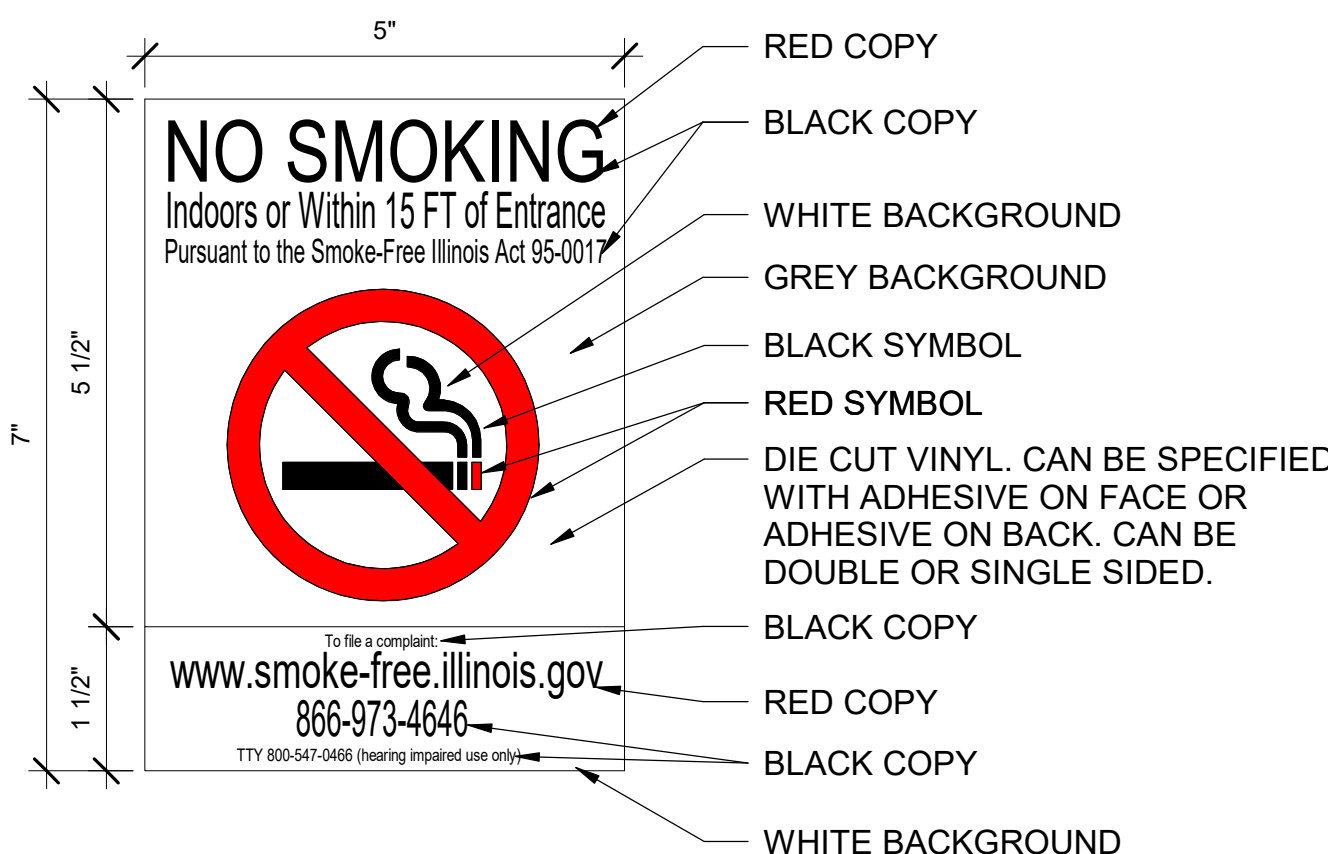
.125" PTD ALUMINUM FACE FABRICATED (BOX) LETTERS, 3" DEEP W/2" STANDOFFS MOUNTED TO BRICK OVER PRECAST PANEL. PROVIDE BLOCKING AS REQUIRED.



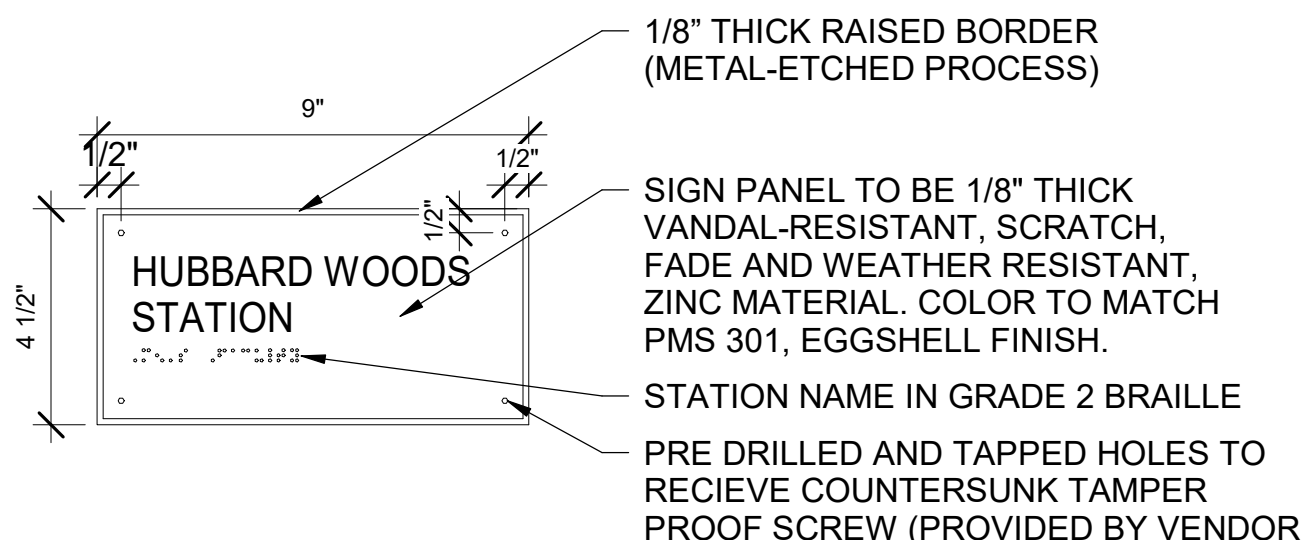
16 ALUMINUM LETTERS
N.T.S.



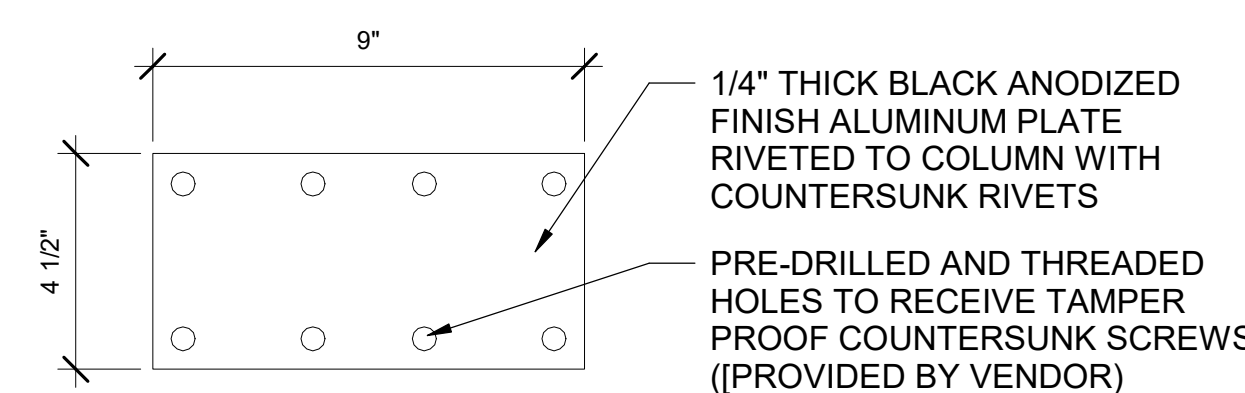
12 SIGN TYPE F-1
METRA MANUAL
N.T.S.



13 SIGN TYPE 8-B
METRA MANUAL
N.T.S.



15 SIGN TYPE 1Da &
MOUNTING METRA
MANUAL
N.T.S.



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
4	07/15/2024	MB	VAW	90% RESUBMITTAL					
3	12-14-2021	JH	KJK	90% SUBMITTAL					
2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

SUB CONSULTANT

MULLER2

700 N Sangamon
Chicago, IL 60642

312.432.4180
312.432.4184

2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

DESIGNED: V. WIEGAND
DRAWN: V. WIEGAND
CHECKED: K. KORAB
METRA PM: R. BASARIRAD
DATE: 07-15-2024

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

SIGNAGE DETAILS

CAD FILE NUMBER:
UP-N17.70_A-802.dgn

SCALE:
AS INDICATED

PROJECT NO:
JP5194

MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

SHEET NO.
A-802

2. Screening

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

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

VIII. Materials

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

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

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

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

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

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

Acceptable Materials:

a. Primary Facade

Commercial, Mixed Use, Multiple-Family and Institutional

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



Figure 43

b. Secondary Facade

Commercial, Mixed Use, Multiple-Family and Institutional

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



Figure 44

c. Roof materials

Commercial, Mixed Use, Multiple-Family and Institutional

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



Figure 45

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



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

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

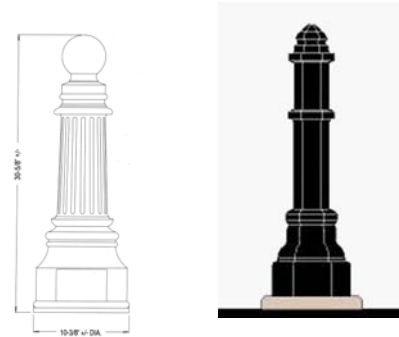
Lighting should enhance pedestrian areas with minimal glare onto adjacent properties/residential areas. Lighting should extend from the street into public, semi-public, and select private open space, vehicular use areas and publicly accessible alleys.

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



Typical Bike Rack Figure 51g

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



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

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

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



Standard decorative metal fencing Figure 51i

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



Example of a newspaper corral screen Figure 51j

ATTACHMENT C1

From: [REDACTED]
To: [Planning](#)
Cc: [REDACTED]
Subject: Hubbard Woods Train Station Renovation
Date: Saturday, April 12, 2025 4:38:23 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>> Dear Design Review Board,

>>

>> I live near the Hubbard Woods Train Station and I support renovating the station. It is old and rusty in places, and definitely needs to be updated. The proposal looks nice.

>>

>> I write to bring up the loud train announcements. We live in a nice residential neighborhood, east of the station. The very loud announcements impact the neighborhood. (The mechanical sound of the train does not bother us). At times, the announcements have been so loud and so repetitive that they have impacted our enjoyment of our yard.

>>

>> I request that you, the Design Review Board, is sensitive to the impact of the announcements, as you study and approve the renovation of this station. Would it be possible to include an electronic sign that updates the train arrivals and departures? Can the speakers be targeted to the warming shelters and the platforms? Perhaps the speakers could be lowered to reach the people waiting for the train, and low height would ensure that the sound does not blast the neighborhood.

>>

>> Thank you very much,

>>

>>

>> Katherine Hazelwood

>> 270 Scott Ave

>> Winnetka, IL 60093

>> [REDACTED]