



Village of Winnetka

Plan Commission Special Meeting

May 22, 2025 at 7:00 PM
Winnetka Village Hall Council Chambers
510 Green Bay Road

AGENDA

1. **Call to Order & Roll Call**
2. **Approval of Minutes**
 - a. April 10, 2025, Special Meeting Minutes
3. **Public Comments**
4. **Community Development Report**
5. **New Applications**
 - a. **Case No. 25-03-SU: Hubbard Woods Metra Train Station (1065 Gage Street):** An application seeking approval of a Special Use Permit 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.
 - b. **Case No. 25-04-SD: 557 Orchard Lane and 561 Orchard Lane:** Applications seeking approval of a Final Plat of Subdivision to consolidate the two existing lots into a single lot of record. As part of the Final Plat approval, the application includes a request of approval of a zoning variation to permit the existing residence at 561 Orchard Lane to observe less than the minimum required side yard setback from the west property line, which is due to an increase in the minimum required side yard setback as a result of the proposed increase in total lot area and increase in average lot width. The Village Council has final jurisdiction on this request.
6. **New Business**
 - a. May 28, 2025, Regular Meeting - Quorum Check
7. **Adjournment**

NOTICE

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

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

**WINNETKA PLAN COMMISSION SPECIAL MEETING MINUTES
APRIL 10, 2025**

Members Present:

Layla Danley, Chairperson
Matthew Bradley
Chris Enck
Liz Kunkle
Cyrus Subawalla

Members Absent:

Jonathan Alt
Mamie Case

Non-Voting Members Present:

Rob Apatoff

Village Staff:

Scott Mangum, Director of Community Development
Ann Klaassen, Assistant Director of Community Development

Call to Order & Roll Call:

The meeting was called to order by Chairperson Danley at 7:13 p.m. Ms. Klaassen took roll call of the Commission Members present.

Approval of March 13, 2025, Special Meeting Minutes:

Chairperson Danley asked for a motion to approve the March 13, 2025, special meeting minutes. A motion to approve the March 13, 2025, special meeting minutes was made by Mr. Bradley and seconded by Ms. Kunkle. A vote was taken and the motion unanimously passed, 5 to 0:

AYES: Bradley, Danley, Enck, Kunkle, Subawalla

NAYS: None

NON-VOTING: Apatoff

Public Comment:

No comments were made at this time.

Community Development Report:

Ms. Klaassen provided an update on the Grace Presbyterian Church project which is to be presented to the ZBA on April 14, 2025, and the design changes to be presented to the DRB on April 17, 2025.

New Applications:

a. **Case No. 25-02-SD: 473 Sheridan Road and 499 Sheridan Road:** Applications seeking approval of (i) a Final Plat of Subdivision to consolidate the two existing lots known as 473 Sheridan Road and 499 Sheridan Road into a single Lot of Record, which requires (a) a variation to allow a side lot line abutting a rear lot line; and (b) a finding of "No Material Increased Adverse Impact" for the existing wood deck at 499 Sheridan Road, which observes less than the minimum required side yard setback of 12 feet and less than the minimum required front yard setback of 50 feet from the ordinary high water mark of Lake Michigan; and (ii) a Special Use Permit to allow the consolidation that is greater than two times the minimum required lot size and more than two times the minimum required average lot width for a corner lot in the R-2 Single-Family Residential Zoning District. The Village Council has final jurisdiction on this request.

1 Ms. Klaassen stated the application is for the lot consolidation of two existing lots to accommodate the
2 construction of a new home with the Commission to consider a recommendation on the final plat of
3 subdivision and a special use request. She identified the property's location, zoning classification and size,
4 both of which she described to the Commission in detail. Ms. Klaassen then referred to the
5 Comprehensive Plan designation with regard to the two lots and noted the property is also subject to the
6 steep slope regulations. She referred to current property photos and noted demolition permit applications
7 for both lots were approved without delay by the Historic Preservation Commission. Ms. Klaassen
8 described the proposed consolidated lot which she identified for the Commission in an illustration as well
9 as the existing utility easements. She noted a special use permit is required due to the proposed lot's size
10 and noted the two existing lots are nonconforming in terms of minimum required lot area and lot width
11 for 473 Sheridan parcel and lot depth for the 499 Sheridan Road parcel. Ms. Klaassen then described the
12 existing nonconforming deck and gazebo that would remain and referred to residential standards used to
13 evaluate the proposed consolidation with the ability of the Village Council to impose conditions.

14
15 Ms. Klaassen stated plans were provided by the applicant and the Commission can determine if the
16 proposed plans are consistent with the special use standards and may consider any appropriate
17 conditions. She also referred to 40 lots east of Sheridan Road which measure more than double the
18 minimum lot area. Mr. Bradley asked for clarification relating to the standards for the minimum lot size
19 for two lots. Ms. Klaassen explained that the ordinance was adopted in 2023 in order to address these
20 types of issues. She also referred to subdivision standards with which the proposed consolidation must
21 comply and she explained how it applied to the application that the Commission is to consider. Ms.
22 Klaassen then identified the standard which encouraged typical lot configurations and identified the
23 existing remaining nonconformities and those which would be eliminated.

24
25 Ms. Klaassen described the proposed improvements and stated the Village Engineer and Coastal Engineer
26 assisting the Village with the review of lakefront developments confirmed the application would comply
27 with the steep slope zone regulations. She noted the proposed boathouse is allowed in the steep slope
28 zone and the front yard setback, and is within the size limitations allowed in the steep slope regulations.
29 Ms. Klaassen noted that the Village Engineering Department would require additional engineering with
30 regard to the entire proposal to ensure it would not impact the stability of the steep slope zone or adjacent
31 properties. She also noted storm water detention would not be required and explained how storm water
32 would be discharged from the site with the Village Engineering staff verifying storm water regulations are
33 adhered to in terms of onsite storm water management. Ms. Klaassen then referred to the various
34 proposed elevations.

35
36 Ms. Klaassen stated the Commission is to consider whether the special use to allow the lot consolidation
37 is consistent with the Comprehensive Plan and the six special use standards as well as whether the
38 subdivision code variation to allow the side lot line to abut the rear lot line complied with the exception
39 she previously referred to. She stated the Commission is also to consider whether the remaining
40 nonconforming wood deck would result in a material increased adverse impact on the public health,
41 comfort and welfare. Ms. Klaassen stated following the applicant's presentation and public comment, the
42 Commission may either continue the hearing to a date certain to allow the applicant or staff to address
43 questions or consider a motion recommending approval or denial of the special use and plat of subdivision
44 with draft language included on page nos. 24 and 25. She then asked if there were any questions.

45
46 Chairperson Danley asked if there were any questions. Mr. Subawalla asked if the gazebo would be
47 grandfathered in. Ms. Klaassen confirmed that is correct and referred to the fact that it is not uncommon
48 for existing lakefront improvements to be legally nonconforming. She also explained it is not uncommon

1 in this area for side lot lines to abut rear lot lines, etc. Ms. Klaassen also explained the conditions under
2 which flag lots are allowed to be created and that they are not strictly prohibited. Ms. Klaassen added the
3 Village Engineering Department preferred for storm water to be discharged to the lake.
4

5 Chairperson Danley swore in those speaking to this matter. Bill Murphy, the architect, introduced himself
6 to the Commission and referred to an illustration and explained the existing homes' positions. He also
7 explained how storm water would be discharged to the lake and noted there is currently no detention
8 system in place on either property. Mr. Murphy stated storm water discharge toward the lake would
9 benefit the storm water management system and the neighborhood.
10

11 Chairperson Danley asked if there were any questions. Mr. Enck asked if the project would involve bluff
12 reinforcement. Mr. Murphy responded there is an existing sound concrete reinforcement with additional
13 reinforcement to be constructed around the boathouse. Chairperson Danley asked for an explanation for
14 keeping the existing wood deck and gazebo. Mr. Murphy explained their reasoning including that they are
15 in good condition. Mr. Subawalla asked if the pool is beyond the steep slope zone. Ms. Klaassen responded
16 it is allowed in the slope transition area with certain engineering standards to be met. No additional
17 questions were raised at this time.
18

19 Chairperson Danley asked for public comment. No comments were made at this time. She then called the
20 matter in for discussion.
21

22 Mr. Bradley stated he is generally in support of the application, due to the uniqueness of the properties,
23 although it is precedent setting. He referred to the amount of the square foot overage which is a result of
24 joining two lots which would create a side lot abutting a rear lot. Mr. Bradley stated the new home would
25 comply with the standards and steep slope issues. Trustee Apatoff commented the proposal represented
26 a good plan and would not have a significant impact on the slope while eliminating worse problems. Mr.
27 Enck informed the Commission the Historic Preservation Commission reviewed the home to the north for
28 landmark status and referred to the irregularly shaped lots in the neighborhood. Ms. Kunkle agreed with
29 the comments made and the odd lot shapes. She stated the request would not be overdone and the
30 gazebo and deck to remain would be similar in style to the new home. Ms. Kunkle also noted no other
31 potential relief is requested and agreed it is a unique situation which would not be precedent setting. Mr.
32 Subawalla asked for accommodations to be made in terms of the 1950's or 1960's gazebo style. Mr. Enck
33 referred to the fact that the new home would be smaller than the buildable amount of FAR allowed. Ms.
34 Kunkle referred to the unanimous support from other advisory bodies and the fact that there was no
35 public objection. Chairperson Danley agreed with Ms. Kunkle's comments and referred to the deck
36 remaining and that she would be in support.
37

38 Mr. Bradley questioned the demolition plans and property access. Mr. Murphy explained how staging
39 would occur during the demolition and construction process.
40

41 Chairperson Danley then asked for a motion to recommend approval. Mr. Bradley moved to recommend
42 approval of the request as indicated on page nos. 24 and 25 of the agenda packet without conditions. Ms.
43 Kunkle seconded the motion. A vote was taken and the motion unanimously passed, 5 to 0:

44 AYES: Bradley, Danley, Enck, Kunkle, Subawalla

45 NAYS: None

46 NON-VOTING: Apatoff
47

48 **New Business.**

1 a. April 23, 2025, Regular Meeting – Quorum Check.

2 The Commission Members discussed their availability. Ms. Klaassen advised the Commission Members of
3 the alternatives if there is not a quorum.
4

5 **Adjournment:**

6 Chairperson Danley asked for a motion to adjourn. A motion to adjourn was made by Mr. Bradley and
7 seconded by Mr. Enck. A vote was taken and the motion unanimously passed, 5 to 0:

8 AYES: Bradley, Danley, Enck, Kunkle, Subawalla

9 NAYS: None

10 NON-VOTING: Apatoff

11 The meeting was adjourned at 8:01 p.m.
12

13 Respectfully submitted,

14 Antionette Johnson

15 Recording Secretary
16

DRAFT



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: PLAN COMMISSION
FROM: ANN KLAASSEN, ASSISTANT DIRECTOR
DATE: MAY 14, 2025
SUBJECT: HUBBARD WOODS METRA TRAIN STATION - 1065 GAGE STREET
SPECIAL USE PERMIT (CASE NO. 25-03-SU)

INTRODUCTION

On May 22, 2025, the Plan Commission 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 **Special Use Permit** to allow renovation of the existing Hubbard Woods 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.

The Zoning Board of Appeals (ZBA) considered the special use permit on May 12, 2025; by a vote of 6-0, the ZBA recommended approval of the request. The Applicant has also submitted an application for a **Certificate of Appropriateness** for the design of the proposed improvements. The Design Review Board (DRB) considered the certificate of appropriateness at its April 17, 2025, meeting and continued the item to its May 15 meeting. Details regarding both the ZBA's and the DRB's considerations are provided later in this report.

A mail notice was sent to property owners within 250 feet of the Subject Property, in compliance with Zoning Ordinance, informing them of the public hearing before the Plan Commission. The hearing was also properly noticed in the *Winnetka Talk* on May 1, 2025. Additionally, a public notice sign was posted on the Subject Property informing the public of the May 22 Plan Commission meeting. As of the date of this memo, staff has received three written comments from the public regarding this application. The comments are provided in **Attachment B**.

The Village Council has final jurisdiction on this request as only the Council has the authority to grant or amend a Special Use Permit.

PROPERTY DESCRIPTION

The Subject Property is generally located along the Union Pacific Railroad between Tower Road and Scott Avenue, is zoned R-5 and R-3 Single Family Residential and C-2 General Retail Commercial, and contains the Metra Hubbard Woods Train Station (Figures 1 and 2). The Comprehensive Plan designates the Subject Property as appropriate for "Transportation, Utilities, Communications" uses (Figure 3).

The Zoning Ordinance allows nonessential public uses in any zoning district within the Village by special use permit approval. A "nonessential public use" means a "use affected with the public interest, regardless

of ownership, except that the term nonessential public use shall not include essential public uses.” For reference, “essential public use” means the “use of any real property, building or other structure owned and operated by the Village for the purpose of providing an essential public service or for the purpose of providing communications for or between any development of the Village.”

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 zoning.

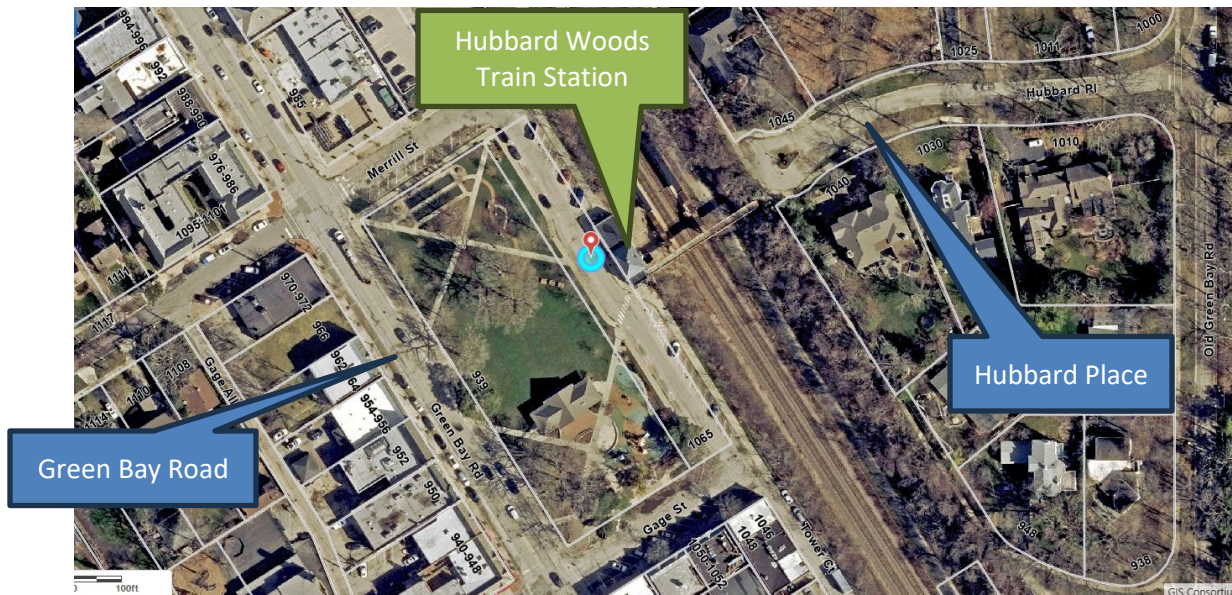


Figure 1 – Location Map

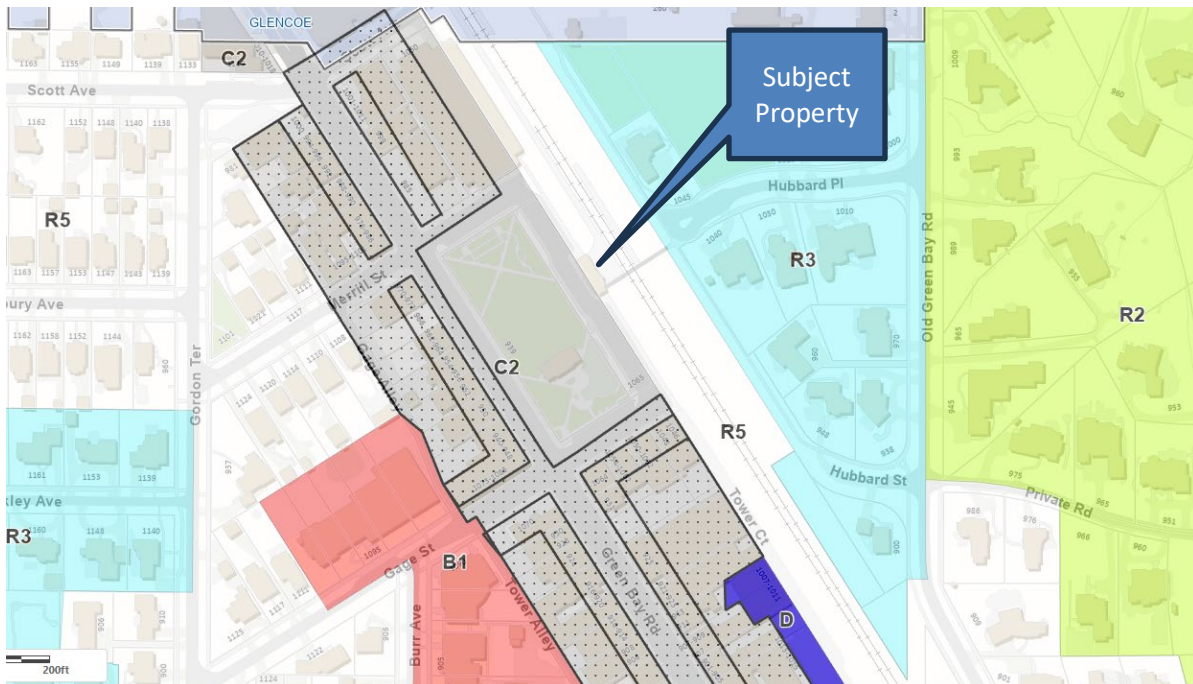


Figure 2 – Zoning Map

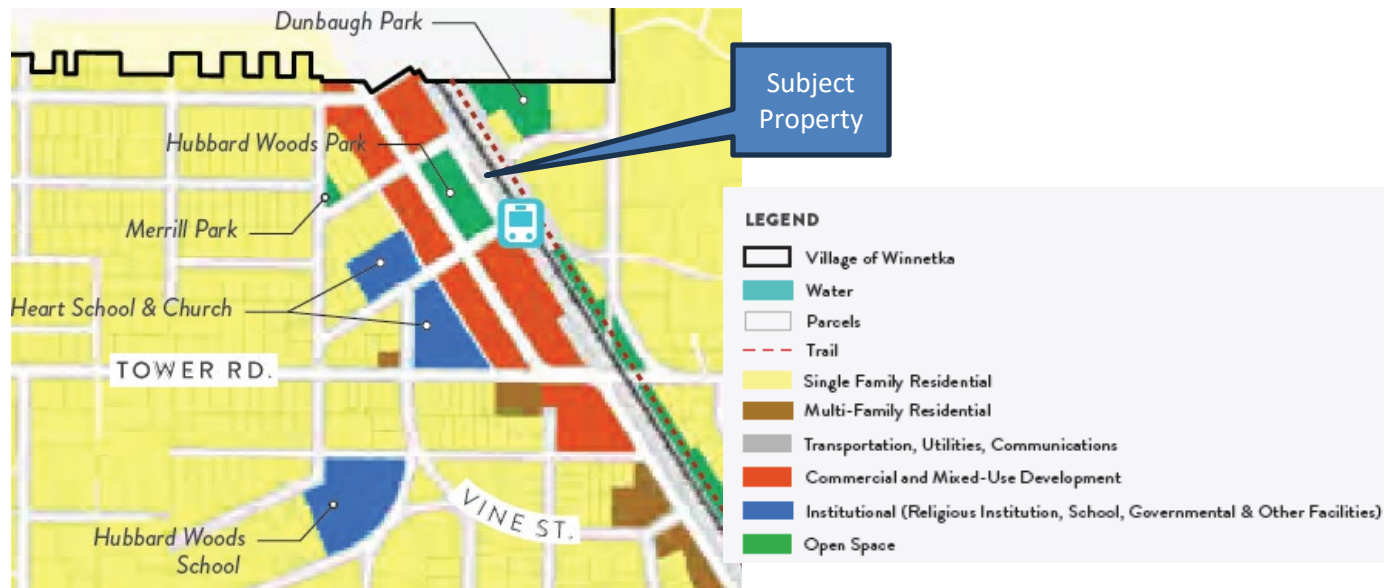


Figure 3 – Comprehensive Plan Land Use Map – Winnetka Futures 2040 Plan

The Comprehensive Plan also contains the following vision statement and goal relevant to the proposed improvements:

***Pillar 8 - Mobility & Accessibility:** A progressive community with forethought in developing safe and efficient local and regional mobility connections for all through public transportation, regional trails and pedestrian and bike friendly neighborhood street networks.*

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

***Initiative 8.4.1:** Improve the experience of accessing Metra by upgrading and concentrating amenities at the three stations, such as upgraded and sheltered bicycle parking.*

***Initiative 8.4.2:** Recognizing the role transit plays in achieving community goals like health, equity, and sustainability ensure zoning regulations support and encourage development around transit stops, generating pedestrian traffic that mutually benefits local businesses, transit users, and transit agencies.*

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 4 through 12 on the following pages are photos taken in March 2025 of the train station building and external elements associated with Metra's use of the Subject Property.



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



Figure 5 – Hubbard Woods Train Station – West & North Elevations



Figure 6 – Hubbard Woods Train Station – East Elevation



Figure 7 – Pedestrian Bridge, Stairs to Platforms & Windbreak Shelters



Figure 8 – Pedestrian Bridge Over Tracks



Figure 9 – East Windbreak Shelter



Figure 10 – West Windbreak Shelter



Figure 11 – Stairs from Hubbard Place to Pedestrian Bridge



Figure 12 - Stairs from Platform to Scott Avenue

PROPOSED PLAN

The Applicant is proposing renovation of the existing Hubbard Woods Train 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.

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)

An excerpt of the proposed site plan, site sections, and additional renderings of the proposed improvements are provided below and on the following pages as Figures 16 through 24. The complete submittal is included in the application materials provided in **Attachment A**.

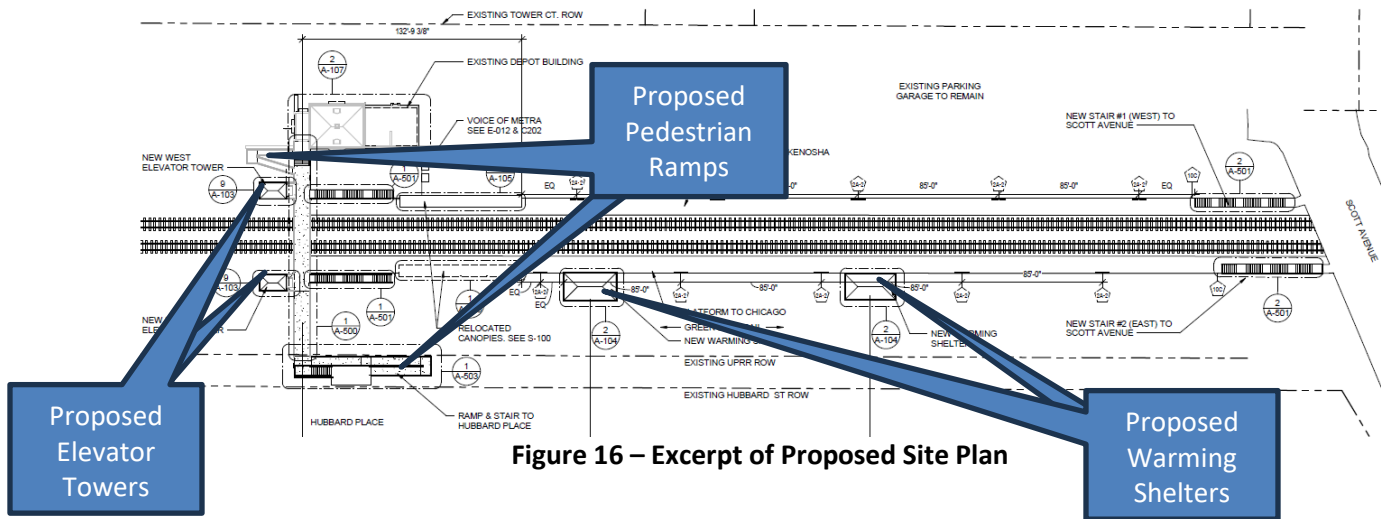


Figure 16 – Excerpt of Proposed Site Plan

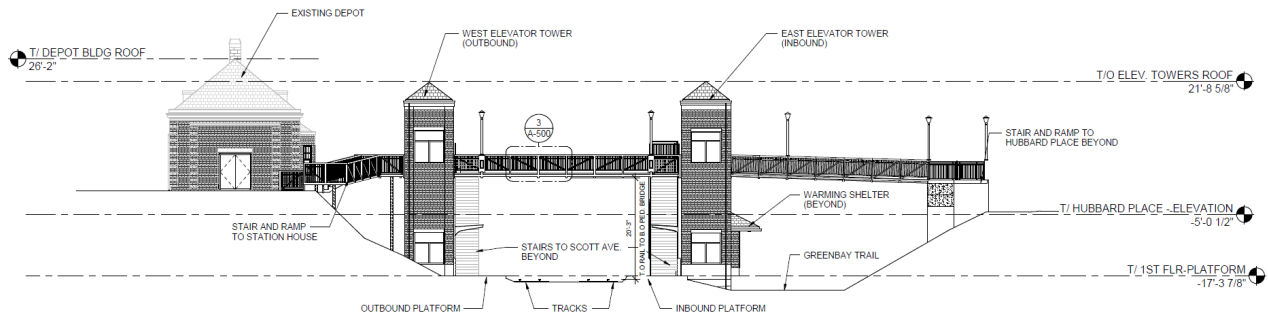


Figure 17 – Site Section (South Elevation)

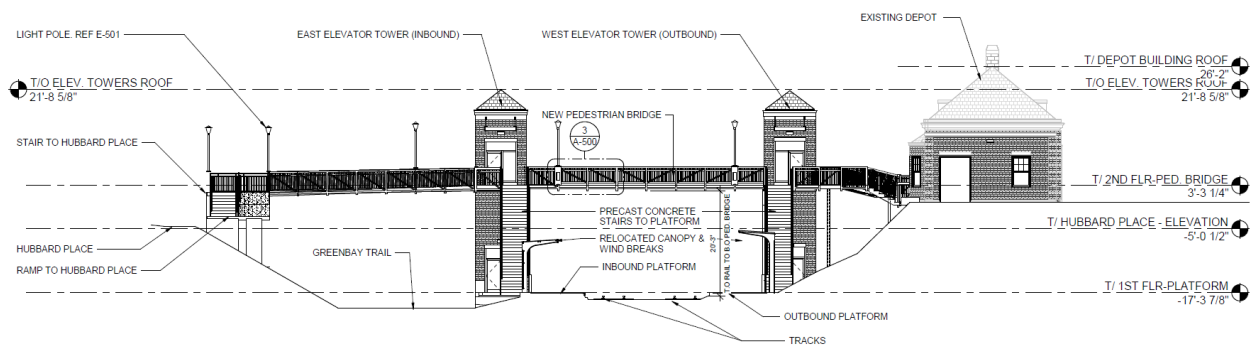


Figure 18 – Site Section (North Elevation)



Figure 19 – North Aerial Perspective



Figure 20 – Southeast Aerial Perspective



Figure 21 – Rendering - Green Bay Trail Looking North



Figure 22 – Rendering of North Façade



Figure 23 – Rendering of East Façade



Figure 24 – 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 26). (The renderings do not depict the proposed fixture.)

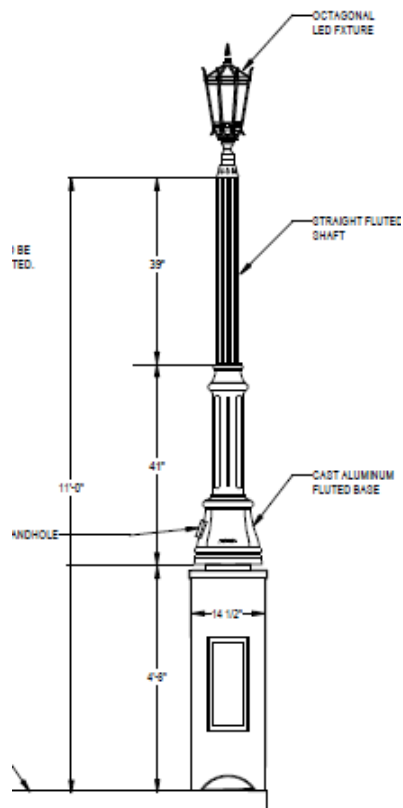


Figure 25 – Proposed Pedestrian Bridge Lights

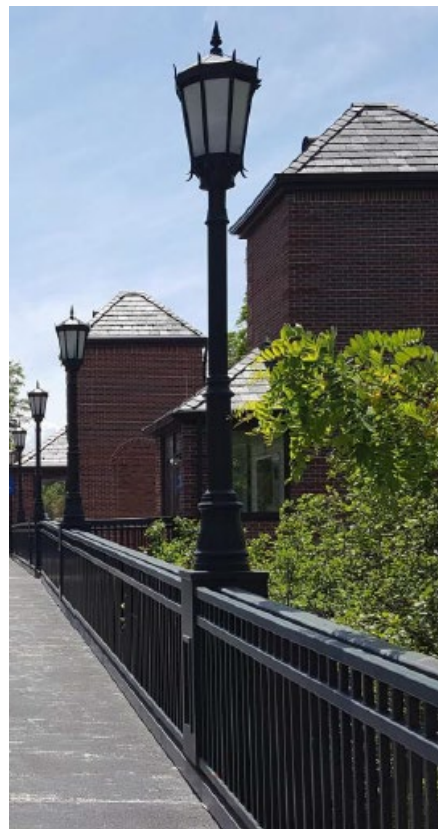


Figure 26 – Photo of Light Fixtures at Elm Street Station

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.

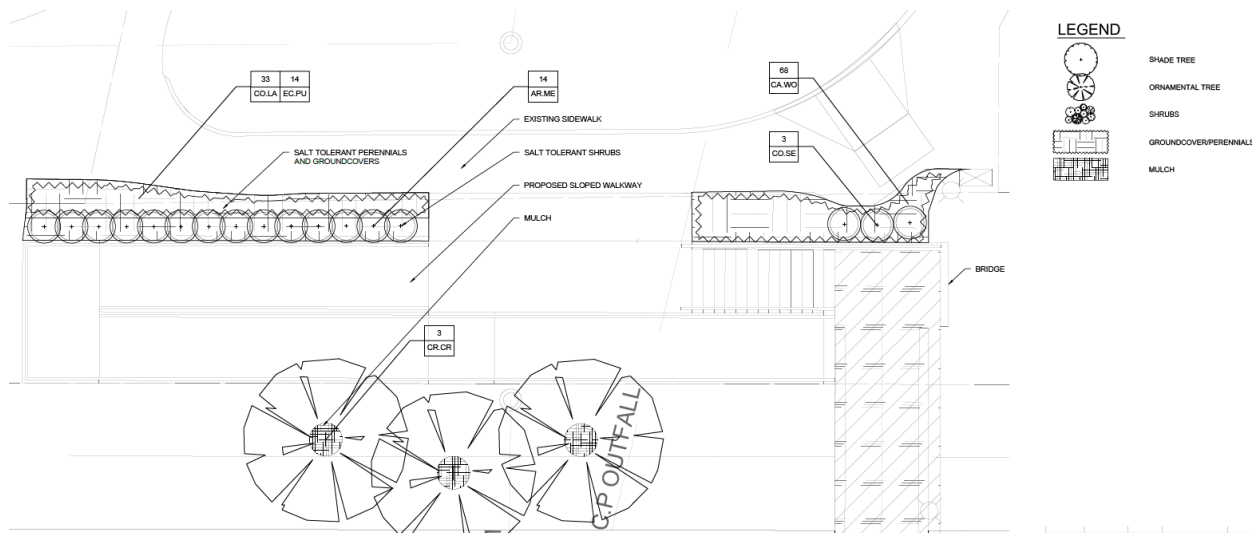


Figure 27 – Excerpt of Landscape Plan

CONSIDERATION BY OTHER ADVISORY BOARDS/COMMISSIONS

Design Review Board (DRB). The DRB considered a Certificate of Appropriateness for the proposed improvements on April 17, 2025. After hearing a presentation by staff and one by the Applicant, and receiving one written comment from the public (included in **Attachment B**), the DRB discussed the design of the proposed improvements. The DRB was complementary of Elm Street Station improvements and suggested the Applicant consider matching the details of the elevator towers and pedestrian railing at the Hubbard Woods Station. Ultimately, by a vote of 5-0, the DRB continued the item to its May 15 meeting while requesting that the Applicant consider revisions to: (i) add more detailing to the elevator towers; (ii) revise color of the railings; (iii) reduce the size of the east entrance signage at Hubbard Place to reflect the residential character of the area; and (iv) address concern of neighbor related to the volume of the audio messages coming from the speakers.

In response to comments at the April DRB meeting, the Applicant has provided a written response. 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 25%; (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. A compilation of these materials is included in **Attachment A**.

Zoning Board of Appeals (ZBA). The ZBA considered the Special Use Permit on May 12, 2025. After hearing from staff and the Applicant, the Board heard from three members of the public. One member of the public explained that he has been writing to officials at Metra since 2008 regarding the condition of the existing pedestrian bridge at the Hubbard Woods Metra Station and the need for its replacement. He provided his written correspondence to the ZBA, which is included in Attachment B. Another member of the public suggested that Metra consider interior alterations to the existing depot building to provide: (i) an elevator inside the depot to possibly eliminate the need for the east ramp; and (ii) access to the lower level of the depot building since there aren't warming shelters on the west side of the tracks. The third member of the public spoke in favor of the east ramp as it would provide an accessible pathway for the public to access the west side of the tracks, not just access for commuters. The ZBA then discussed the project. One member expressed a strong desire to push the east ramp to the west to provide space for additional, more substantial, landscape screening for the residential neighbors on Hubbard Place.

Another member encouraged Metra to reconsider adding a warming shelter on the west side of the tracks for those commuting northbound. Members also commented that the size of the east entrance sign facing Hubbard Place did not need to be so large since it is facing a residential neighborhood, not a commercial area. Ultimately, by a vote of 6-0, the ZBA recommended approval of the request.

FINDINGS & RECOMMENDATION

The Plan Commission is to consider whether or not the requested special use to allow the proposed improvements to the existing Hubbard Woods Metra Train Station is consistent with the Village's Comprehensive Plan and with the Village's six standards for granting special use permits. In the attached application materials submitted by the Applicant, the Applicant has provided a statement of justification regarding how the Special Use Permit meets the standards for granting special use permits.

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

- 1) Continue the public hearing to a specific date to provide the Applicant and/or staff with additional time to address questions and comments from the Commission or the public; or
- 2) Consider a motion recommending approval or denial of the Special Use. If the Commission is prepared to make a recommendation to the Village Council regarding the requested relief, a Commissioner may wish to make a motion recommending approval or recommending denial based upon the following:

Move to recommend **approval [denial]** a **Special Use Permit** to allow renovation of the existing Hubbard Woods 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, based on evidence in the record, or a public document, and upon the following findings of fact:

1. The proposed improvements **are [are not]** consistent with the Comprehensive Plan's Land Use Map designation of the Subject Property as appropriate for "Transportation, Utilities, Communications" uses; and
2. The proposed improvements **are consistent [are not consistent]** with the Standards for the granting of Special Use Permits, as follows:
 - a. That the establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, comfort, morals or general welfare;
 - b. That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
 - c. That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
 - d. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimizes pedestrian and vehicular traffic congestion in the public ways;

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

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

ATTACHMENTS

Attachment A: Application Materials

Attachment B: Public Correspondence

Village of Winnetka – Special Use Permit Application
Application Materials

Renovation of Hubbard Woods Station

1065 Gage Street
Winnetka, IL 60626

Metra Project Number: 5194

Village of Winnetka Case No. 25-03-SU

Prepared for:
Metra
547 W. Jackson Blvd.
Chicago, IL 60093

Prepared by:
TYLin
200 S. Wacker Dr., Suite 1400
Chicago, IL 60606

Date: 3/31/2025



VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

SPECIAL USE PERMIT APPLICATION

Case No. 25-03-SU

Property Information

Site Address: 1065 Gage Street, Winnetka, IL

Applicant Information

Name: Metra

Primary Contact: Mark Delaney
Chief Capital Delivery Officer

Address: 547 W. Jackson Blvd.

City, State, ZIP: Chicago, IL 60601

Phone No. 312-322-6915

Email: mdelaney@METRARR.com

Architect Information

Name: TY Lin International

Primary Contact: Patricia Davidson, P.E.

Address: 200 S. Wacker Drive

City, State, ZIP: Chicago, IL 60606

Phone No. 312-777-2886

Email: patricia.davidson@tylin.com

Owner Information

Name: Union Pacific Railroad

Primary Contact: Dana Brummund

Address: 1400 Douglas Street

City, State, ZIP: Omaha, NE 68179

Phone No. 402-544-8644

Email: dlbrummund@up.com

Attorney Information

Name: Metra

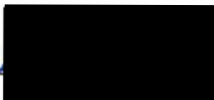
Primary Contact: Keith H. Pardonnet

Address: 547 W. Jackson Blvd.

City, State, Zip: Chicago, IL 60601

Phone No. 312-322-6779

Email: khpardonnet@MetraRR.com

Applicant Signature: 

Date: 2/27/25

Property Owner Signature: _____

Date: _____

Printed Name of Owner: Please refer to the attached official letter from Dana Brummund, Union Pacific RR
Dated January 29, 2025

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

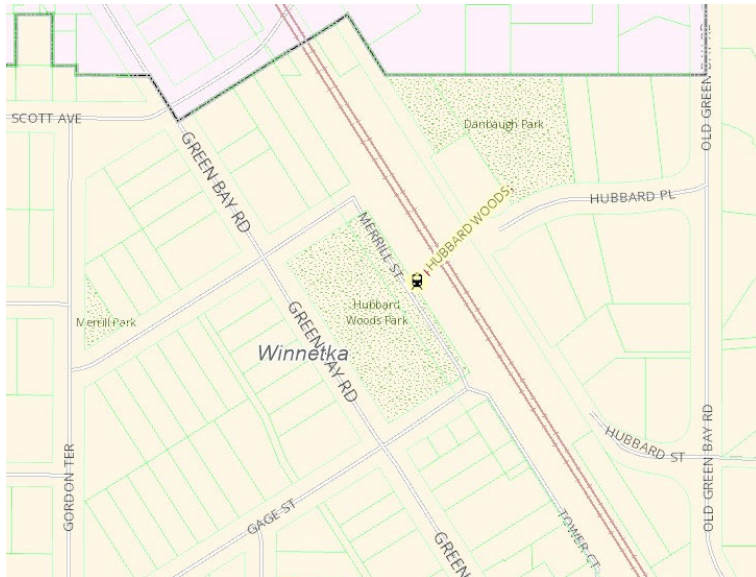
Union Pacific Railroad Company

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.

Village of Winnetka – Special Use Permit Application

Renovation of Hubbard Woods Station Plat of Survey



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

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).

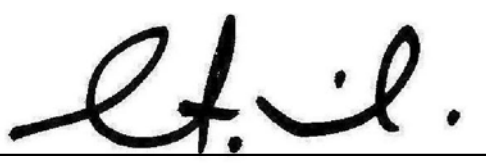
SEE SHEET C-002

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

SUB CONSULTANT



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

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: UPN

PROJECT NO. JP5194

SHEET NO. C-001

MILE POST NO. UPN 17.70

PRINTED ON: 8/14/2024 5:01:47 PM

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	
	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

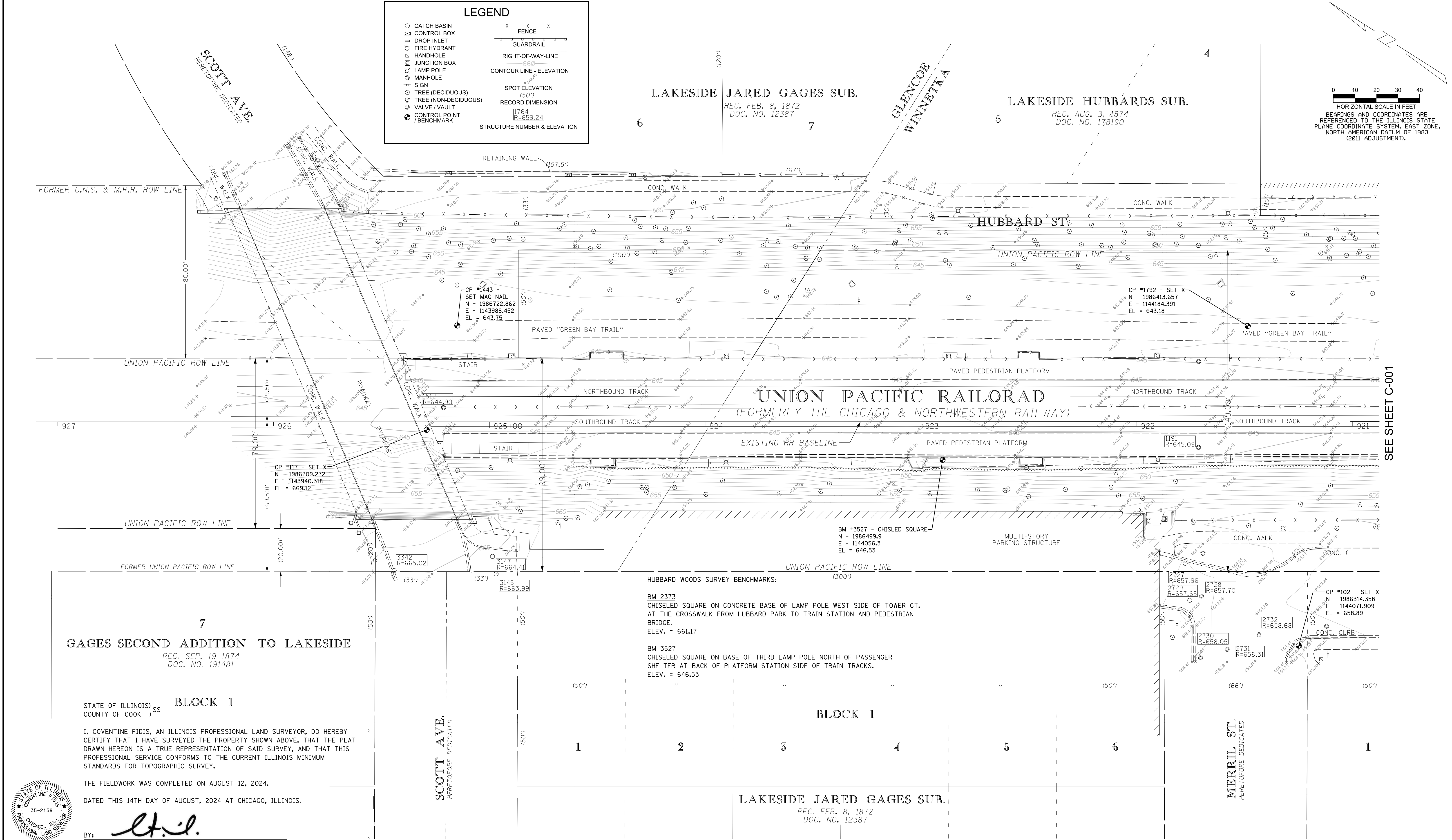
PRIMARY CONSULTANT SEAL/ SIGNATURE	
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PRIMARY CONSULTANT	
TYLin	
200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	
DESIGNED: E. SLADEK	
DRAWN: M. BARAN	
CHECKED: C. FIDIS	
METRA P.M. R. BASIRIRAD	
DATE: 07/15/2024	

	
ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	

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

CAD FILE NUMBER: UPN17.7C002_90.dgn	
SCALE: 1" = 20'	DISTRICT: UPN
PROJECT NO. JP5194	SHEET NO. C-002
MILE POST NO. UPN 17.70	



Village of Winnetka – Special Use Permit Application

Renovation of Hubbard Woods Station

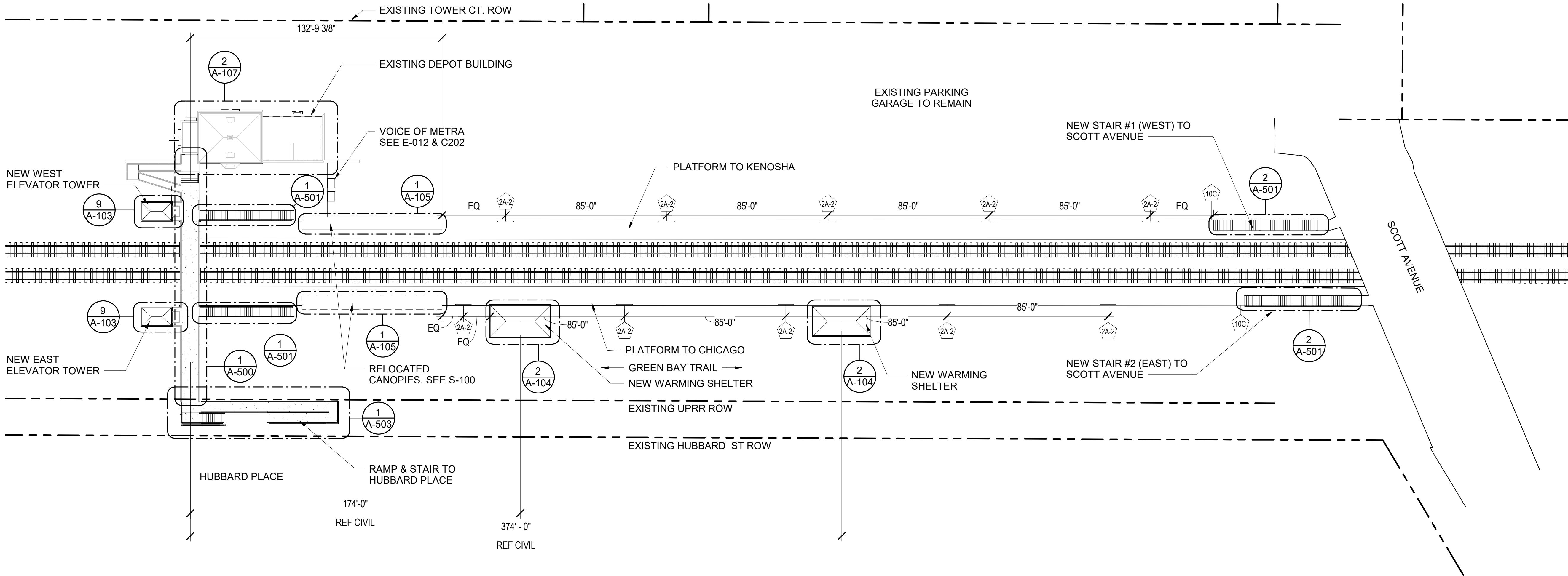
Selection of Project Plans

(Full Set Provided under Separate Cover)

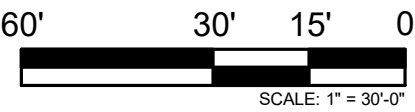
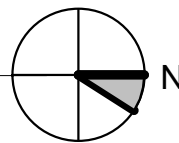
- Existing and Proposed Floor Plans
- Exterior Elevations
- Renderings
- Civil Site Plan
- Landscape Plans

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
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

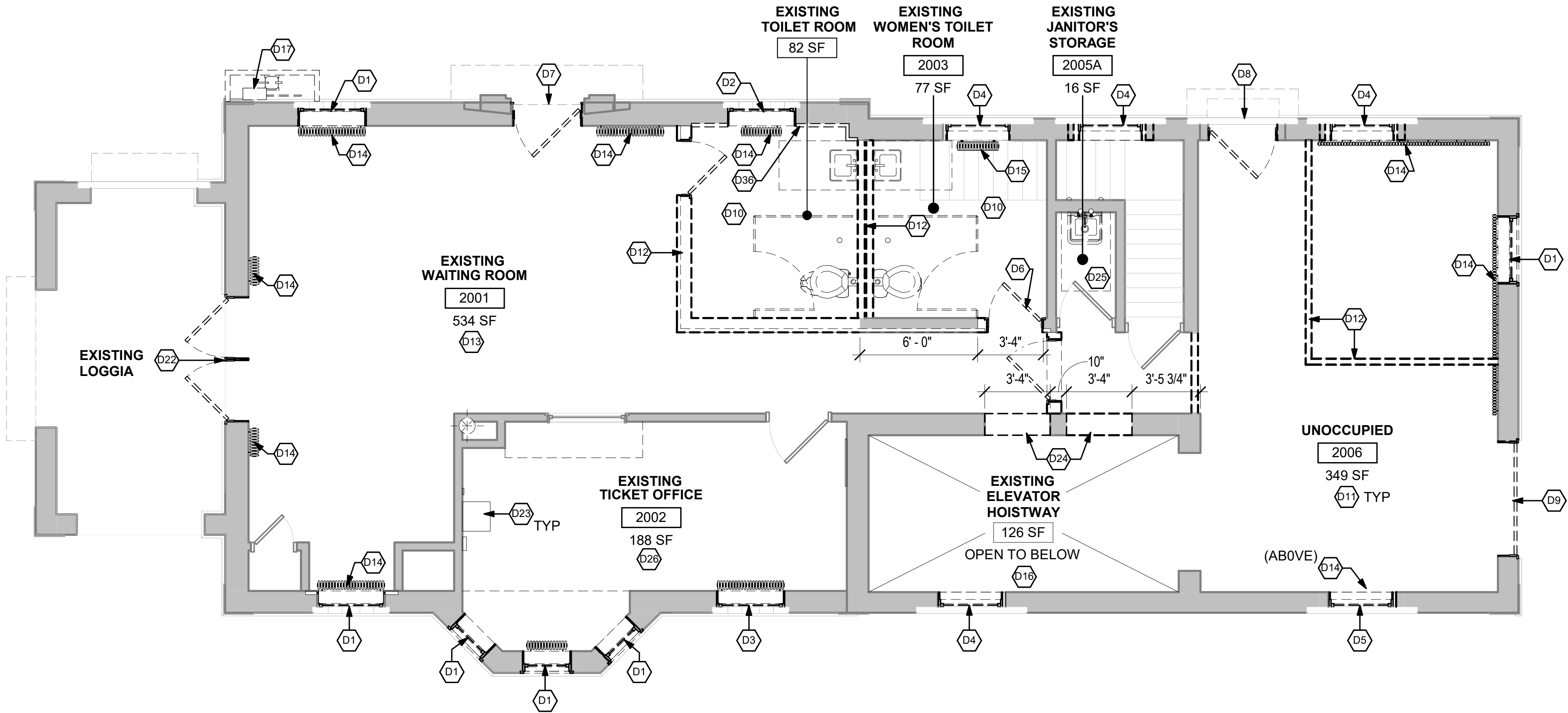
SCALE:
AS INDICATED

PROJECT NO:
JP5194

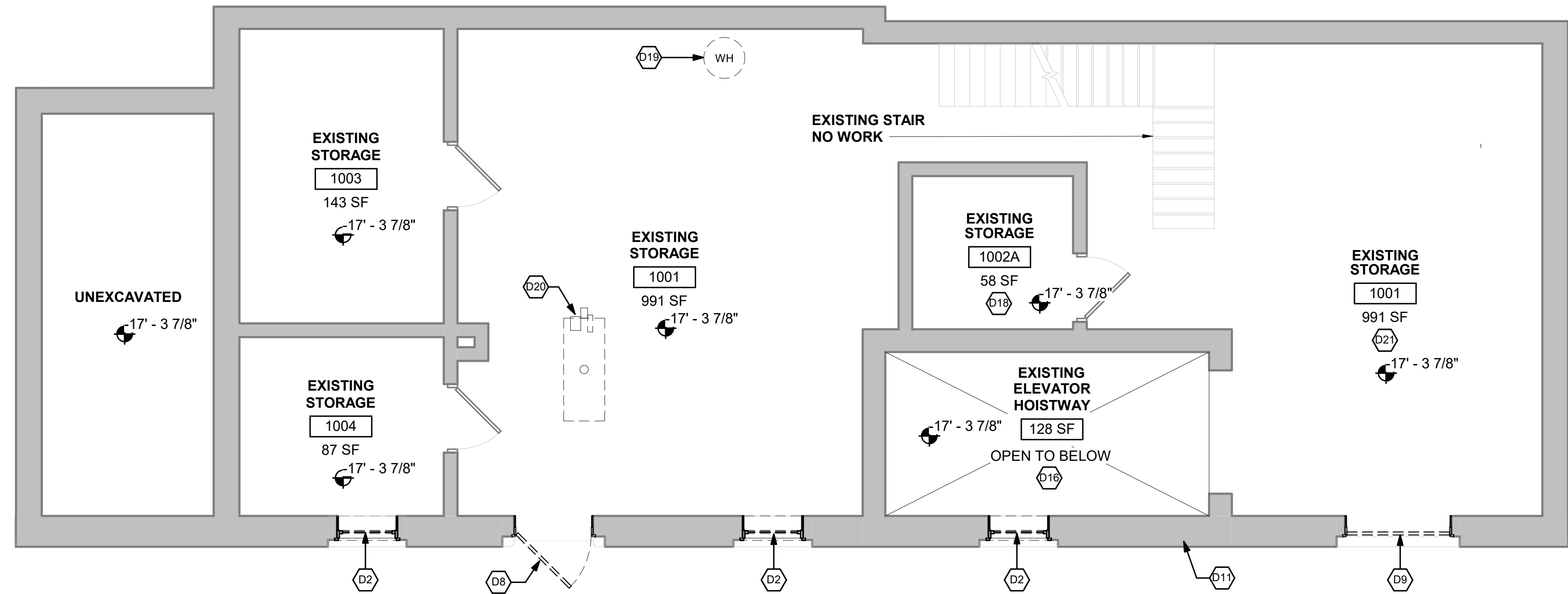
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

SHEET NO.
A-100



1 DEMOLITION PLAN - STATION LEVEL
1/4" = 1'-0"



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

KEYNOTES - DEMO PLANS

- D1 REMOVE WINDOW AND FRAME TO BE REPAIRED FROM ROUGH OPENING. REINSTALL REPAIRED WINDOW IN ROUGH OPENING DURING CONSTRUCTION. REFER HAZARDOUS BUILDING MATERIAL SURVEY REPORT DATED 5/24/2018 AND SPECIFICATION 02 71 00 FOR ABATEMENT AT WINDOWS TYP.
- D2 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. REFER TO ENVIRONMENTAL REPORT DATED 5/24/2018 AND SPECIFICATION 02 71 00 FOR ABATEMENT AT WINDOWS
- D3 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.
- D4 REMOVED INFILL PANEL(S) FROM ORIGINAL WINDOW AND TRANSOM. REMOVE ORIGINAL WINDOW AND TRANSOM FROM ORIGINAL ROUGH OPENING TO REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- D5 REMOVE INFILL PANEL(S), AND AIR CONDITIONING UNIT FROM ORIGINAL WINDOW AND TRANSOM. REMOVE ORIGINAL WINDOW AND TRANSOM FROM ORIGINAL ROUGH OPENING TO REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- D6 REMOVE EXISTING DOOR AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPLACED WITH NEW DOOR AND FRAME. REMOVE MASONRY TO ENLARGE ROUGH OPENING FOR NEW ADA COMPLIANT DOOR AND FRAME.
- D7 DEMOLISH EXISTING DOOR AND DOOR FRAME 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.
- D8 REMOVE EXISTING DOOR FRAME, TRANSOM WINDOW, AND INFILL PANEL FROM ROUGH OPENING TO BE REPLACED WITH NEW DOOR. INSTALL NEW DOOR, REPAIRED FRAME, AND REPAIRED TRANSOM WINDOW IN ORIGINAL ROUGH OPENING. PROVIDE NEW ADDRESS NUMBERS AS A VINYL GRAPHIC ON TRANSOM GLASS.
- D9 REMOVE ORIGINAL DOOR, FRAME, AND DOOR OPENER ASSEMBLY FROM ROUGH OPENING TO BE REPAIRED. REMOVE TEMPORARY EXTERIOR CLADDING FURRED OVER OPENING.
- D10 REMOVE ALL PLUMBING FIXTURES, TOILET PARTITIONS, AND ASSOCIATED PIPING FROM EXISTING ROOM. REFER TO PLUMBING DRAWINGS. ABATE AND REMOVE FINISH FLOOR TO ORIGINAL CONCRETE SLAB. REFER TO ENVIRONMENTAL REPORT IN PROJECT MANUAL

- D11 REMOVE LOOSE PAINT, AND DEBRIS FROM EXISTING WALLS.
- D12 REMOVE INTERIOR WALLS IN THEIR ENTIRETY, INCLUDING BUT NOT LIMITED TO DOORS AND FRAMES, WINDOWS, WALL MOUNTED SHELVING, ETC. SALVAGE TERRACOTTA WALL TILES AND BASE FOR REUSE. REPAIR FLOOR FROM WALL DEMOLITION.
- D13 ABATE AND REMOVE FINISH FLOOR TO ORIGINAL CONCRETE SLAB. REFER TO ENVIRONMENTAL REPORT IN PROJECT MANUAL.
- D14 REMOVE AND REFINISH EXISTING RADIATOR(S) FOR REINSTALLATION. REFER TO MD-101 & M-101.
- D15 REMOVE AND REFINISH EXISTING RADIATOR AND REINSTALL IN NEW LOCATION. REFER TO MD-101 & M-101.
- D16 REMOVE ELEVATOR CAB, RAILS, ENTRANCES, AND SILLS FOR A COMPLETE REMOVAL OF ALL COMPONENTS.
- D17 REMOVE GAS METER TO BE RELOCATED. REMOVE PROTECTIVE SHROUD.
- D19 REMOVE ELEVATOR MACHINERY AND ALL COMPONENTS FOR COMPLETE REMOVAL OF ELEVATOR. REFER TO KEYNOTE D16.
- D19 REMOVE EXISTING WATER HEATER. REFER TO PD-101.
- D20 REMOVE AND REPLACE EXISTING BOILER. REFER TO MD-101 & M-101.
- D21 ALL UNION PACIFIC CARTS AND EQUIPMENT TO REMAIN. PROTECT FROM DAMAGE.
- D22 REMOVE EXISTING DOOR(S) AND FRAME FROM ROUGH OPENING TO BE REPLACED WITH NEW DOOR(S) AND FRAME.
- D23 WALL MOUNTED AUDIO/VISUAL AND VOM DEVICES TO REMAIN.
- D24 REMOVE MASONRY TO CREATE NEW ADA COMPLIANT DOOR OPENING.
- D29 REMOVE EXISTING SINK, SHELVING, AND MOP RACK. REMOVE LIGHT FIXTURE, REFER TO ED-202 & PD-101.
- D26 NO WORK IN THIS AREA. ALL FIXTURES, FINISHES, AND EQUIPMENT TO REMAIN.
- D39 REMOVE EXISTING TERRACOTTA TILE AND PLASTER.

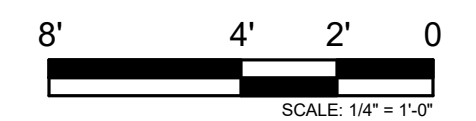
DEMO KEYNOTES D27 - D35 ON SHEET AD-102

DEMOLITION LEGEND

- DEMOLISH WALL OR ELEMENT (UNO)
- EXISTING CONSTRUCTION TO REMAIN

GENERAL NOTES - DEMO PLANS

- CONTRACTOR TO COORDINATE ALL REMOVAL WITH THE REQUIREMENTS OF NEW CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR COMPLETE REMOVAL, SALVAGE, AND DISPOSAL OF ALL ITEMS ASSOCIATED WITHIN THE DEMOLISHED AREA.
- WALLS TO BE REMOVED ARE TO BE REMOVED FROM FLOOR TO THE DECK, U.N.O. CONTRACTOR TO VERIFY CEILING HEIGHTS IN THE FIELD DURING BIDDING.
- SEE SHEET AD-101 FOR ADDITIONAL INFORMATION.
- CONTRACTOR TO DEVELOP A PLAN THAT IS COORDINATED TO FULFILL ALL REQUIREMENTS OUTLINED IN THE PROJECT PHASING CONTRACT DOCUMENTS FOR REVIEW AND APPROVAL BY METRA.
- REFERENCE MECH., ELEC., PLUMB., STRUC., AND CIVIL DEMO DRAWINGS FOR ASSOCIATED DEMO SCOPE.
- SEE SHEETS MD-101, ED-010, ED-011, ED-201 AND PD-101 FOR ASSOCIATED DEMO SCOPE.
- REFER TO ENVIRONMENTAL REPORT AND SPECIFICATION 02 72 00 FOR INFORMATION REGARDING LOCATIONS OF BUILDING MATERIALS IN NEED OF ABATEMENT FOR HAZARDOUS MATERIALS. CONTRACTOR TO COORDINATE REPORTS WITH ABATEMENT SCOPE AS NEEDED FOR THE PROJECT IMPROVEMENTS.



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 t 312.432.4180 f 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: DEMOLITION PLANS DEPOT	

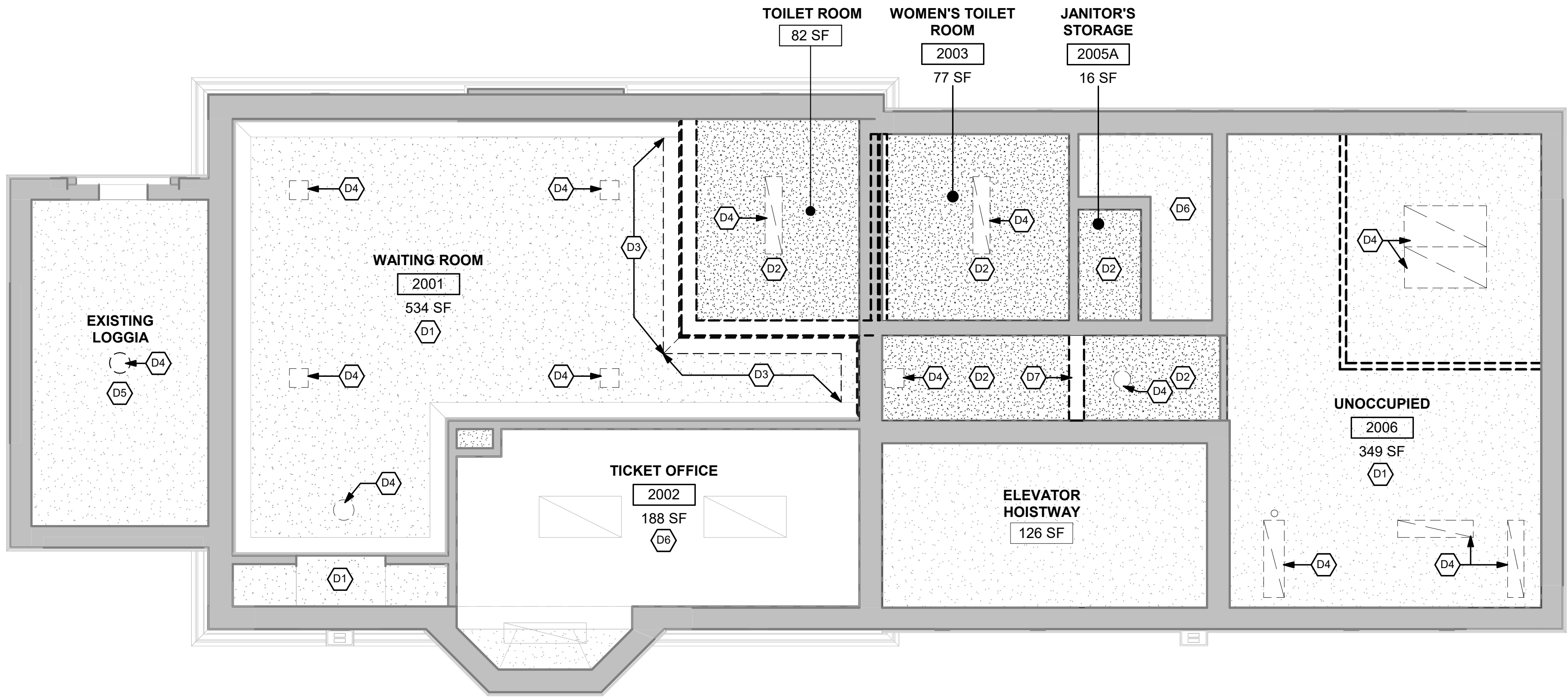
CAD FILE NUMBER: UP-N17.70_AD-100lgn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. AD-100
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	

KEYNOTES - DEMO RCP

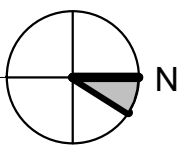
- D1 EXISTING PLASTER CEILING TO REMAIN. REMOVE PEELING PAINT, PATCH, AND REPAIR CEILING AND CROWN MOLDING (WHERE APPLICABLE) AS REQUIRED FOR NEW FINISHES.
- D2 REMOVE EXISTING PLASTER CEILING.
- D3 REMOVE EXISTING CROWN MOLDING. REFER TO HAZARDOUS BUILDING MATERIAL SURVEY REPORT DATED 5/24/2018 AND SPECIFICATION 02 71 00 FOR ABATEMENT AT WINDOWS TYP.
- D4 REMOVE EXISTING LIGHT FIXTURES. REFER TO ED-202.
- D5 REMOVE PEELING PAINT, REPLACE DAMAGED PLASTER.
- D6 NO WORK, THIS AREA.
- D7 REMOVE EXISTING SOFFIT.

DEMOLITION LEGEND - RCP

- DEMOLISH WALL OR SOFFIT (UNO)
- EXISTING LIGHT FIXTURES TO REMAIN
- EXISTING LIGHT FIXTURES TO BE REMOVED
- PLASTER CEILING TO BE REMOVED
- EXISTING PLASTER CEILING TO REMAIN



1 DEMOLITION REFLECTED CEILING PLAN - STATION LEVEL
1/4" = 1'-0"



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

SUB CONSULTANT



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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

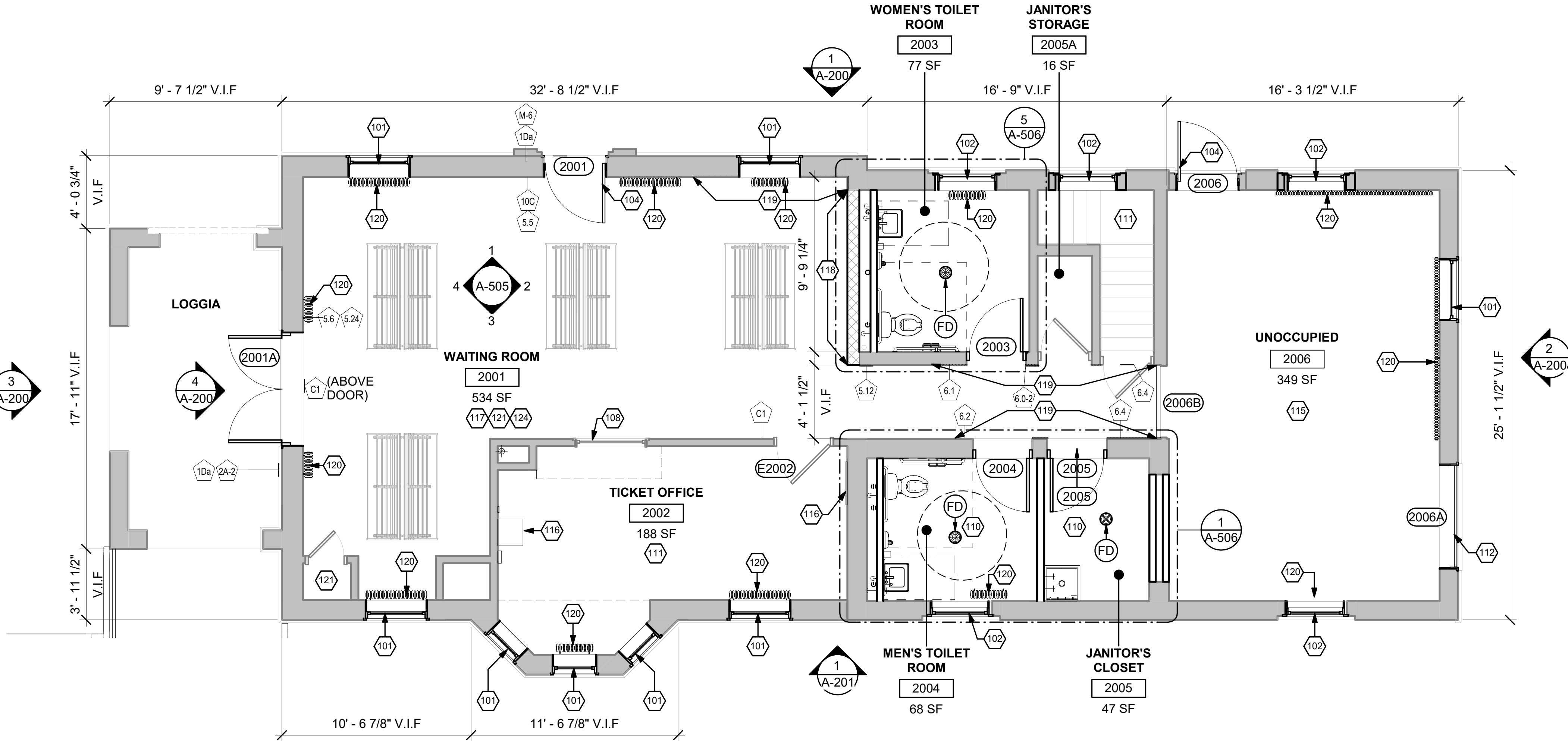
**Metra**

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

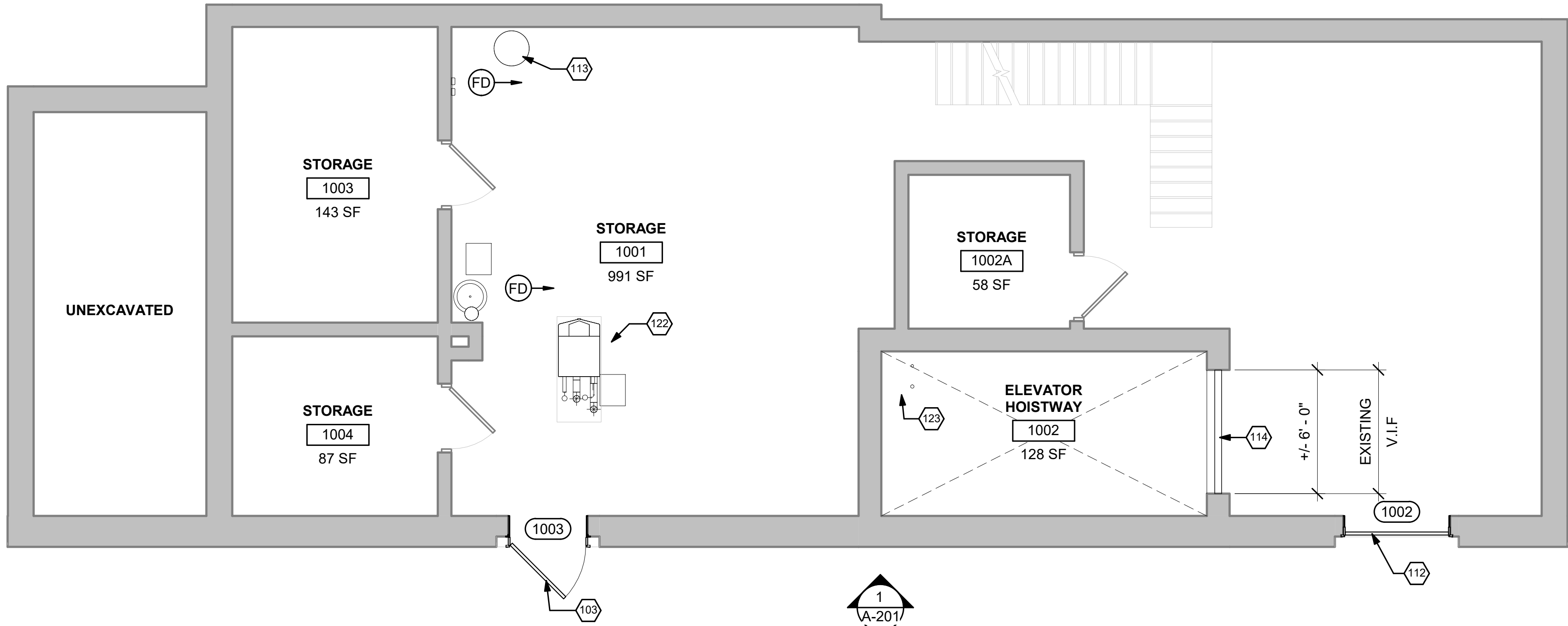
LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
DEMOLITION REFLECTED CEILING PLAN DEPOT

CAD FILE NUMBER: UP-N17.70_AD-1011gn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. AD-101
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	



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



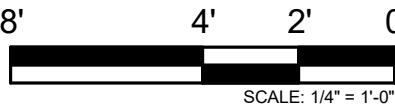
2 PLATFORM LEVEL FLOOR PLAN
1/4" = 1'-0"

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

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



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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

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700 N Sangamon
Chicago, IL 60642
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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

TITLE:

FLOOR PLANS DEPOT

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

SCALE:
AS INDICATED

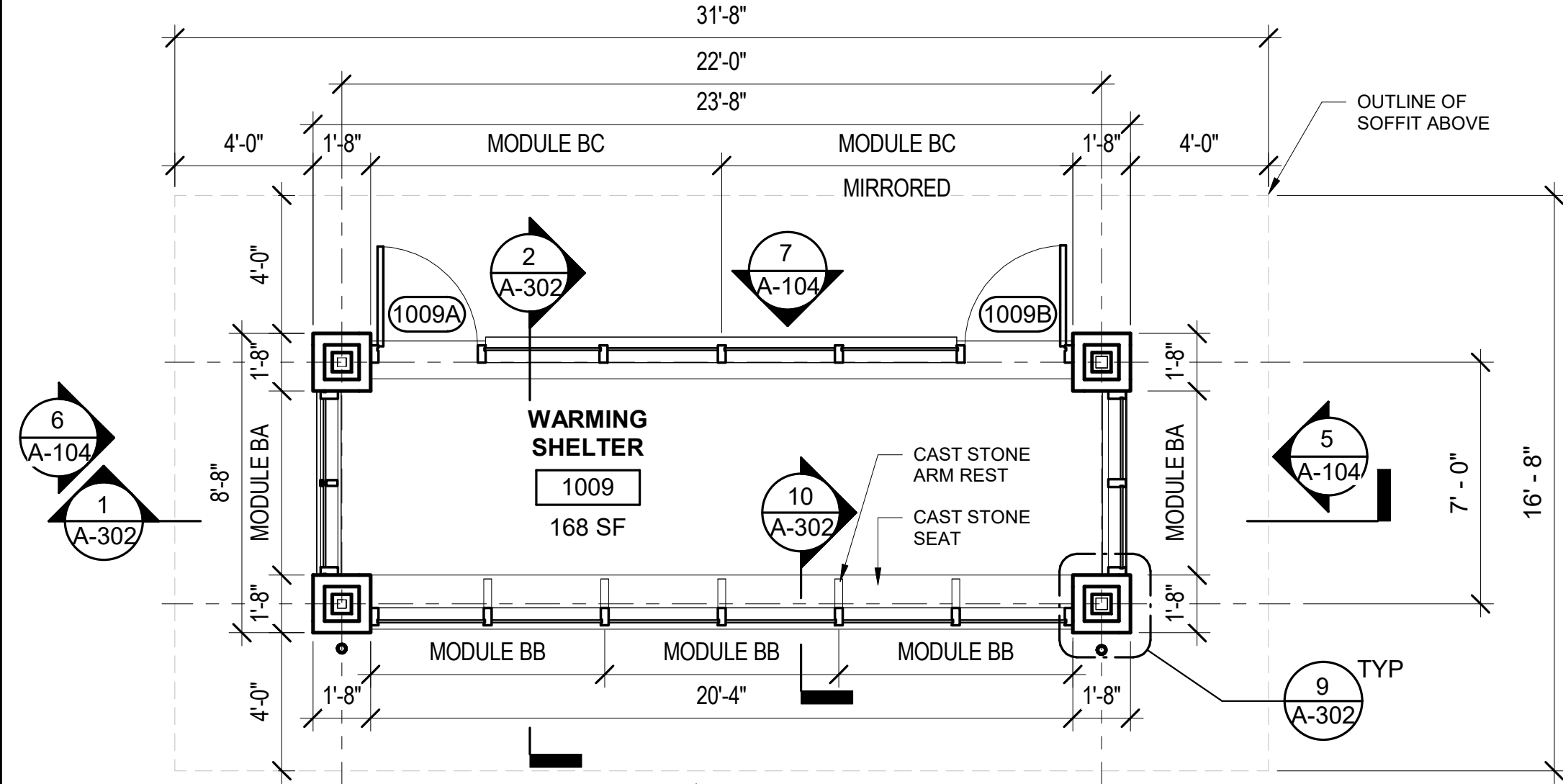
PROJECT NO:
JP5194

MILE POST NO.
UP-N17.70

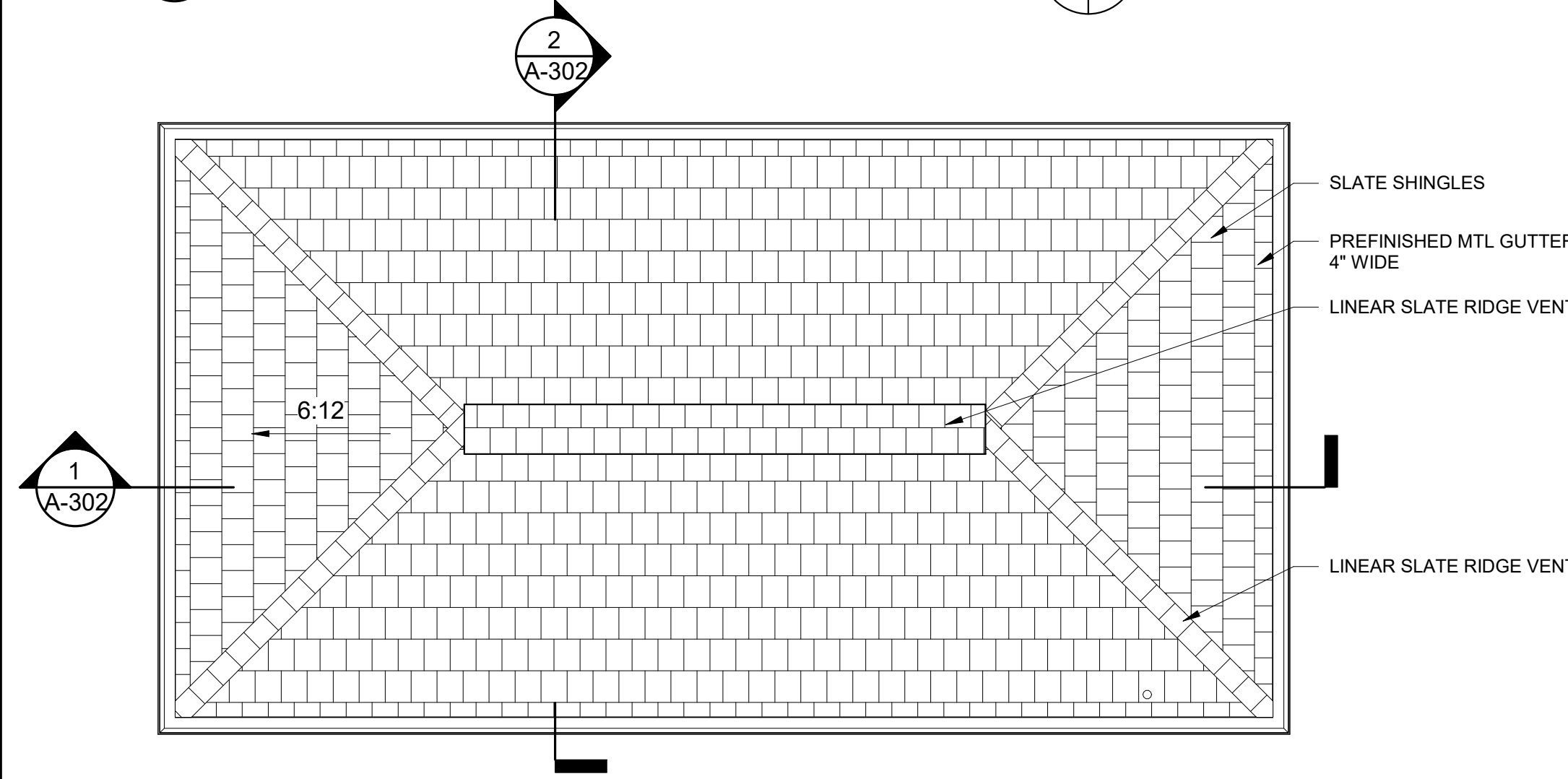
DISTRICT:
UP-N

SHEET NO.

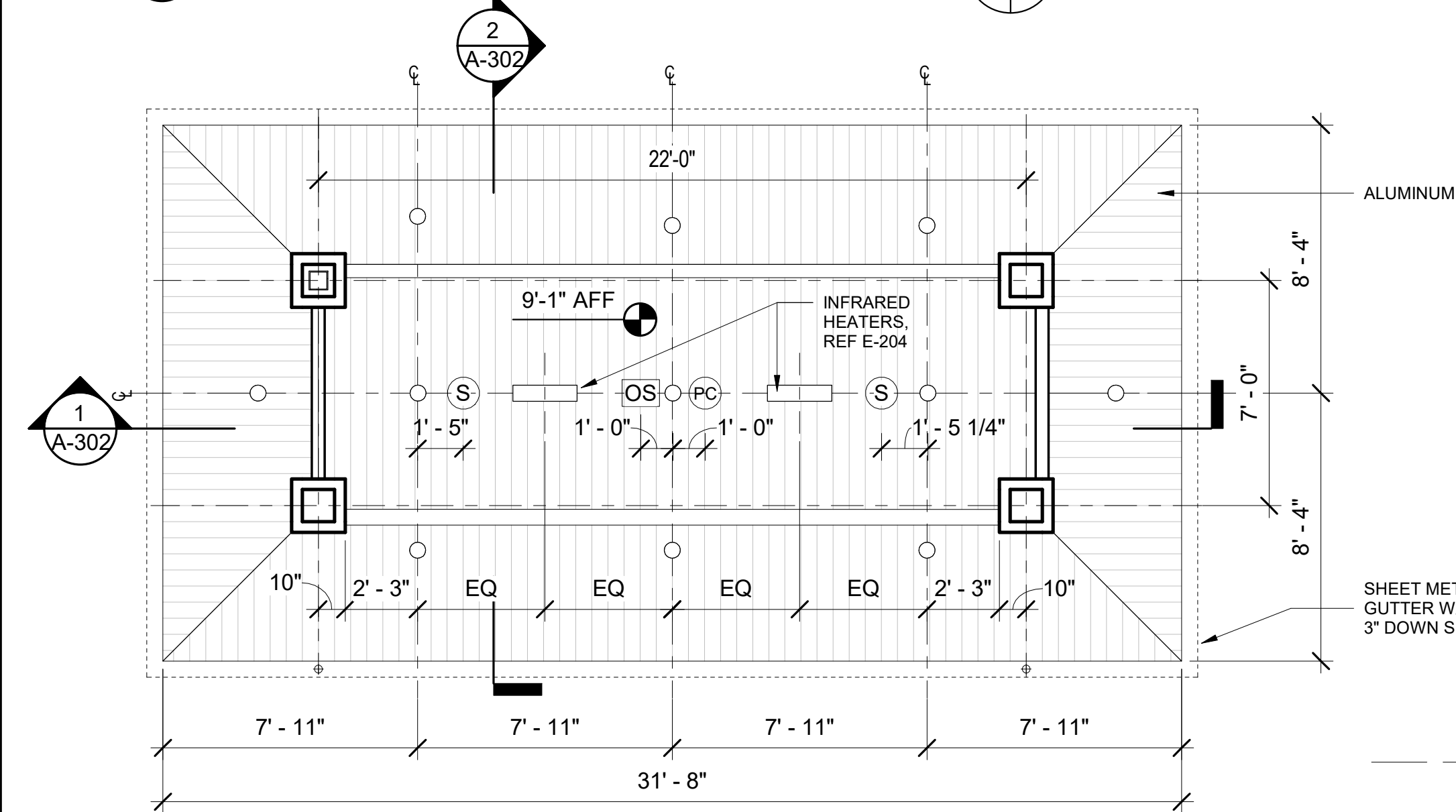
A-102



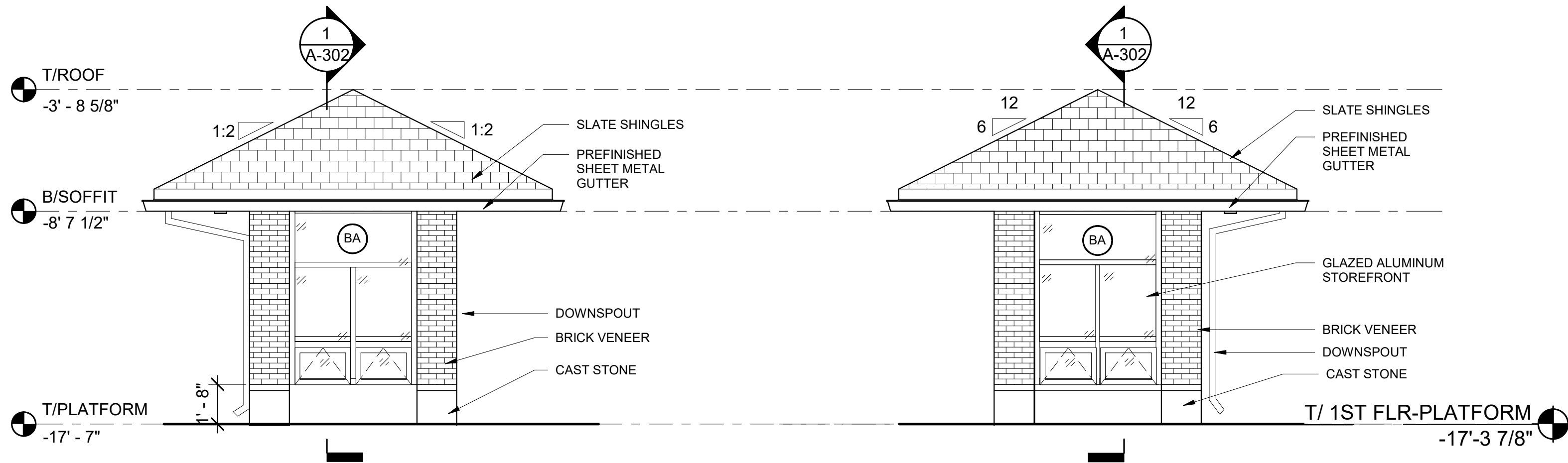
**FLOOR PLAN -
TYPICAL WARMING SHELTER**
1/4" = 1'-0"



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

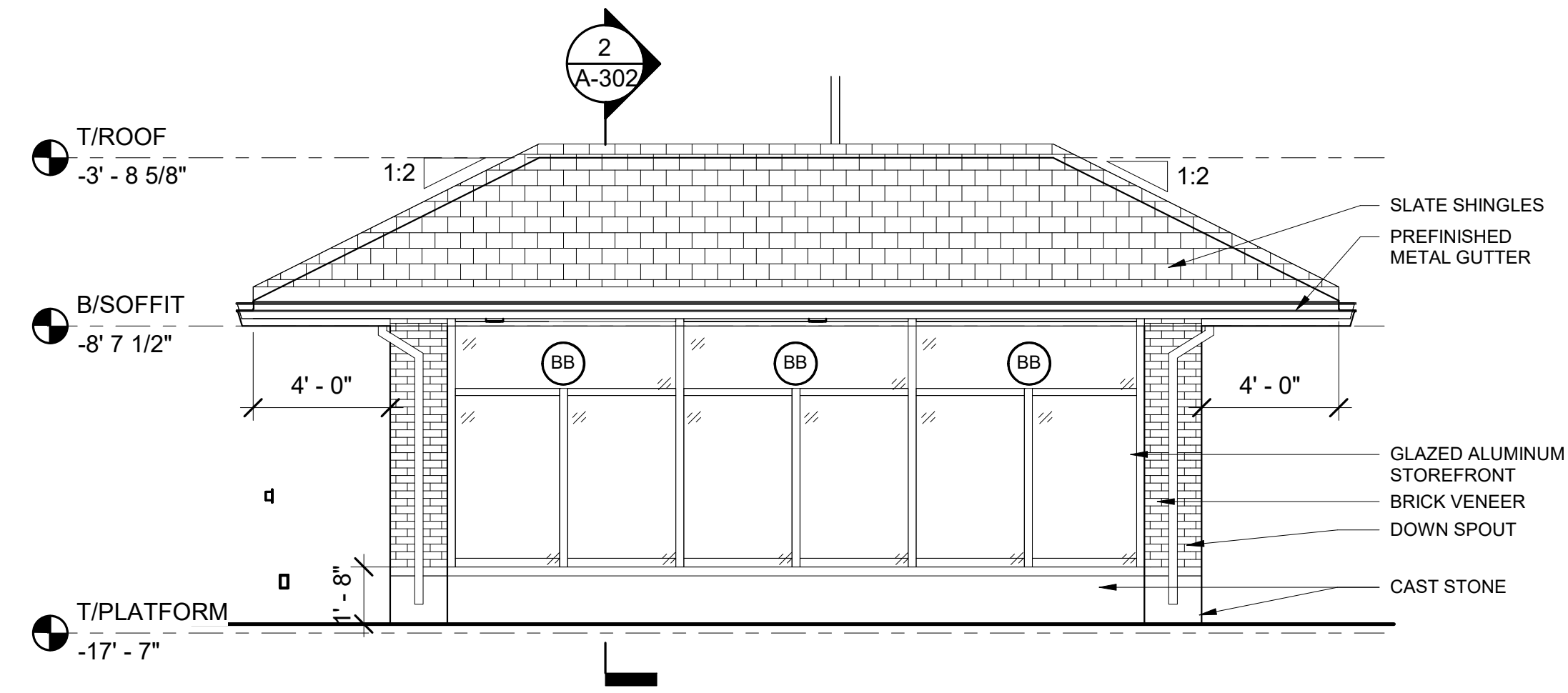


**REFLECTED CEILING PLAN -
TYPICAL WARMING SHELTER**
1/4" = 1'-0"

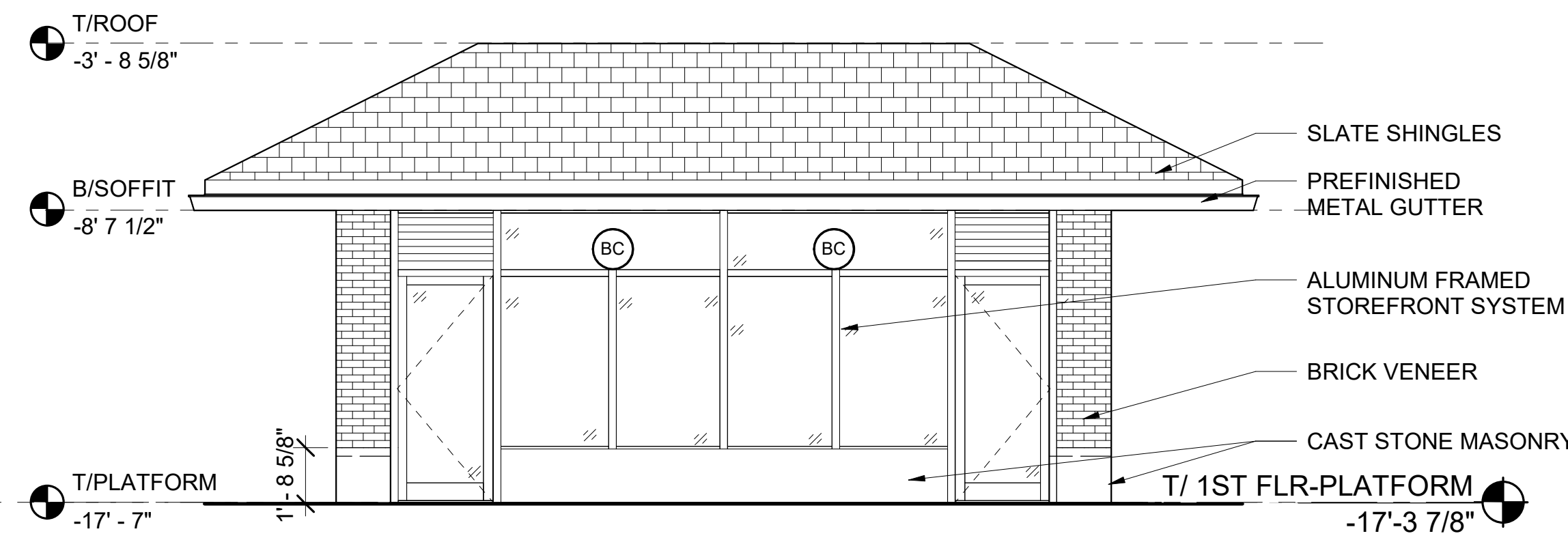


**EXTERIOR
ELEVATION
NORTH ELEVATION**
1/4" = 1'-0"

**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	
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MULLER2	2024, Muller & Muller, Ltd.

PRIMARY CONSULTANT	
SEAL/ SIGNATURE	

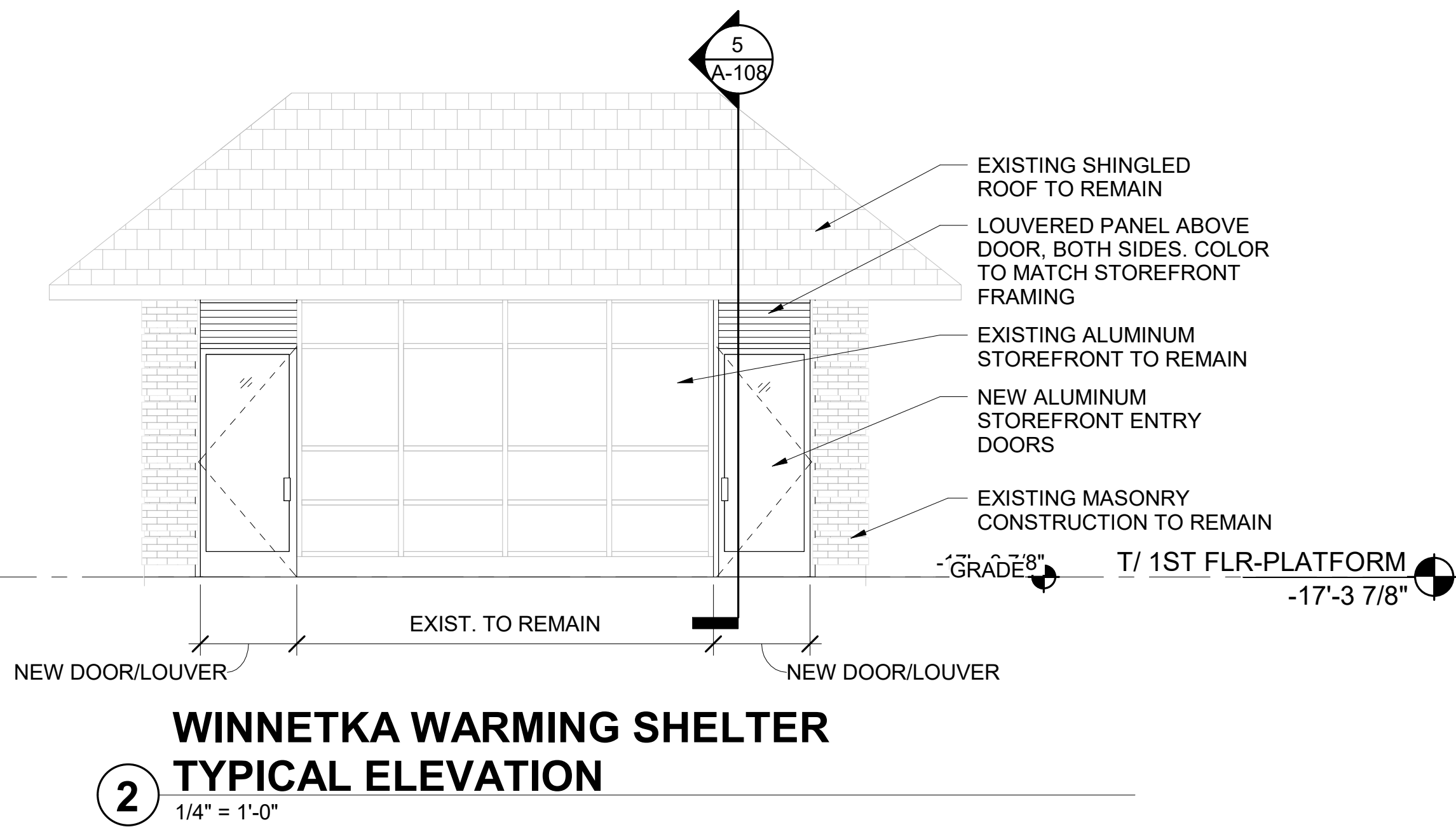
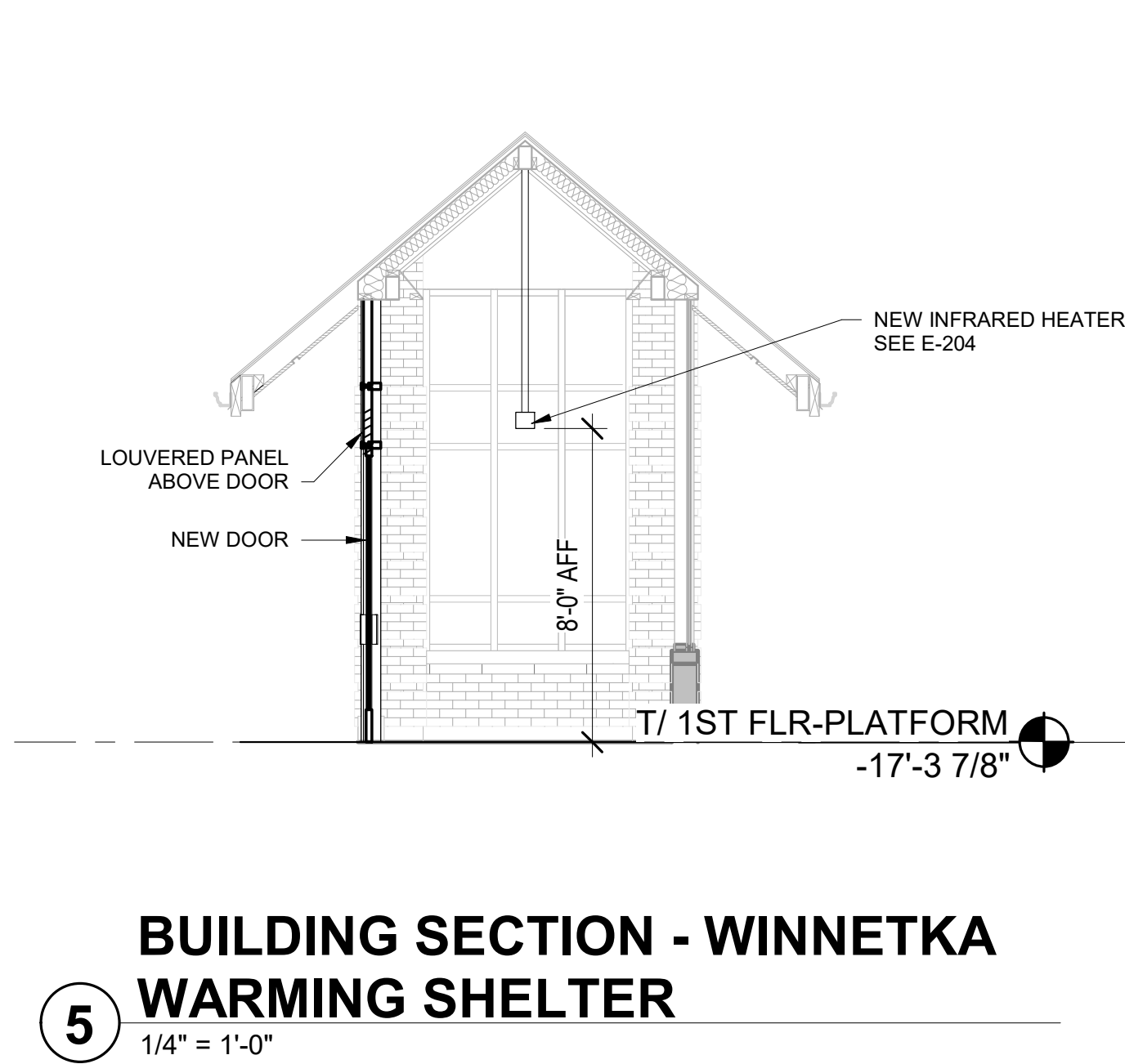
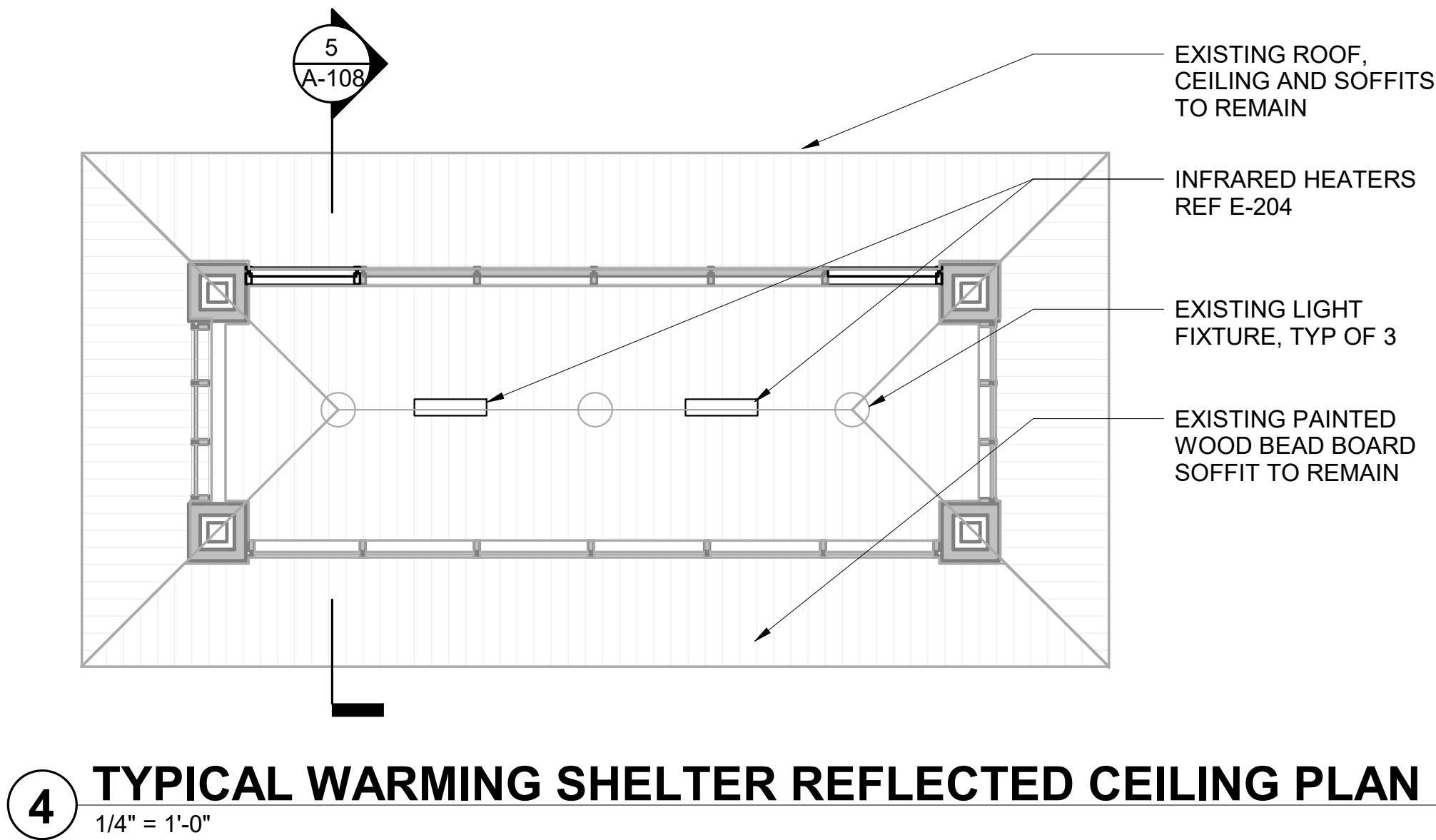
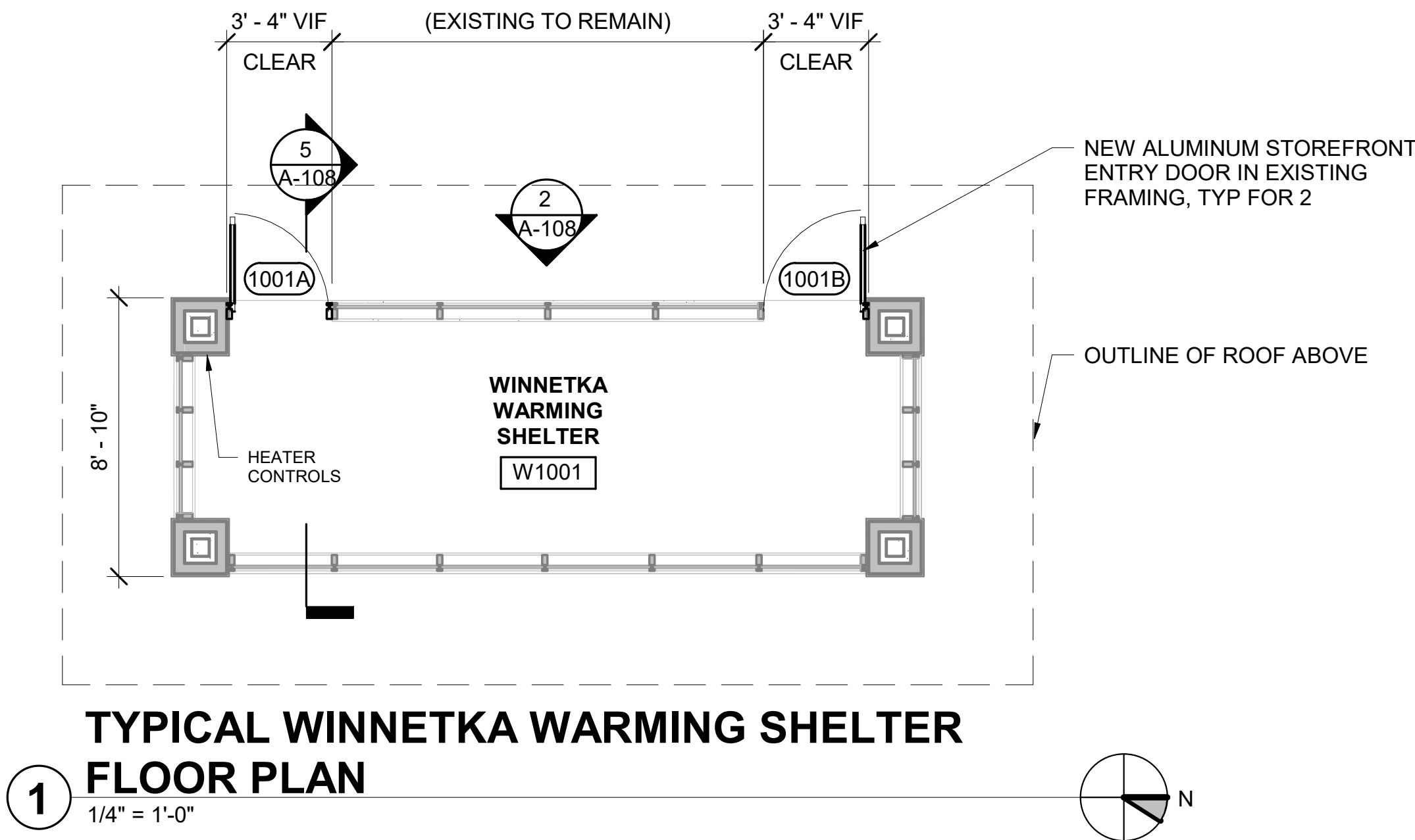
PRIMARY CONSULTANT:	
	
200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	

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	

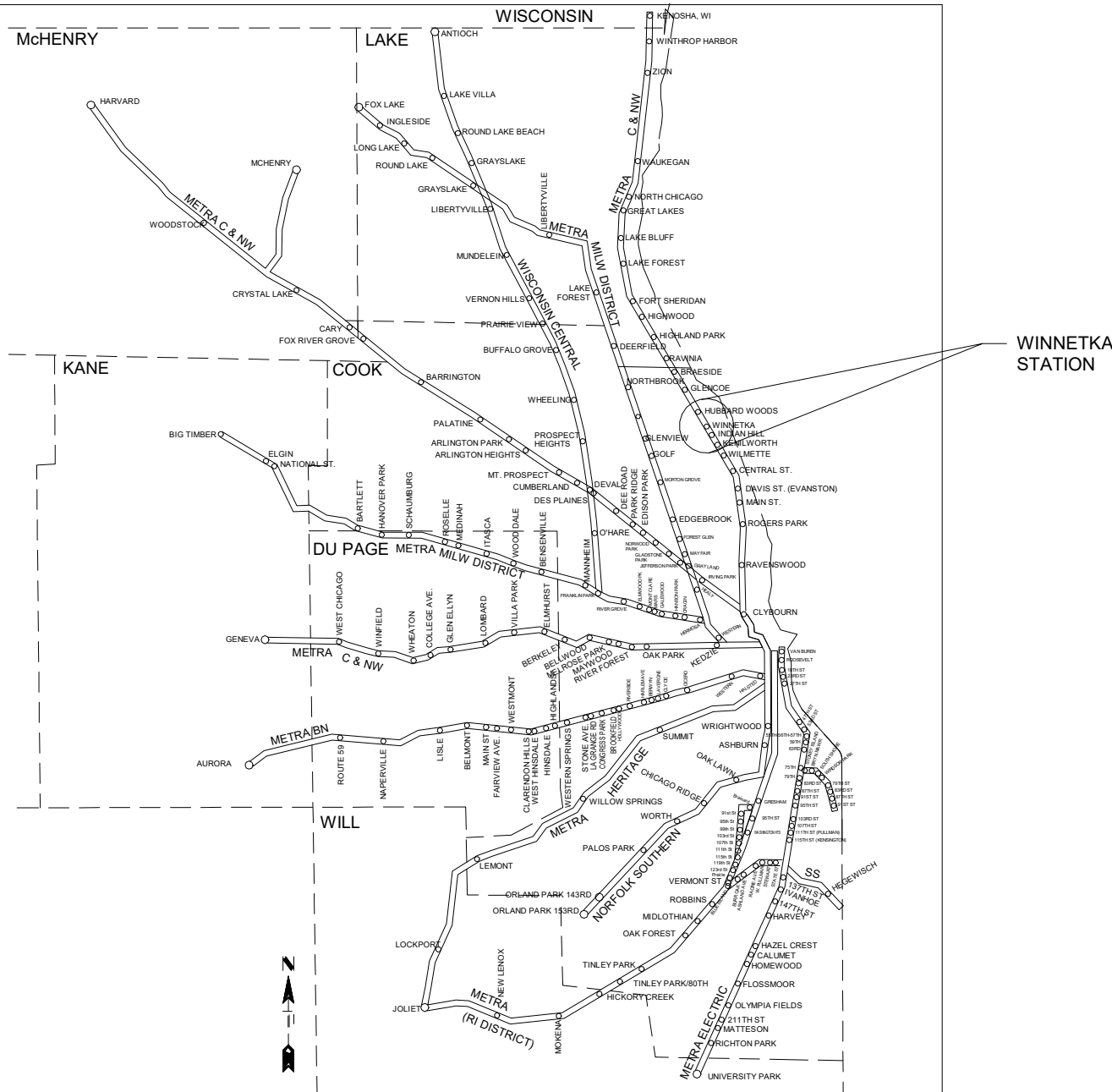
LOCATION NAME: HUBBARD WOODS STATION	
TITLE: FLOOR PLAN, ROOF PLAN, ELEVATIONS, & REFLECTED CEILING PLAN WARMING SHELTER	

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

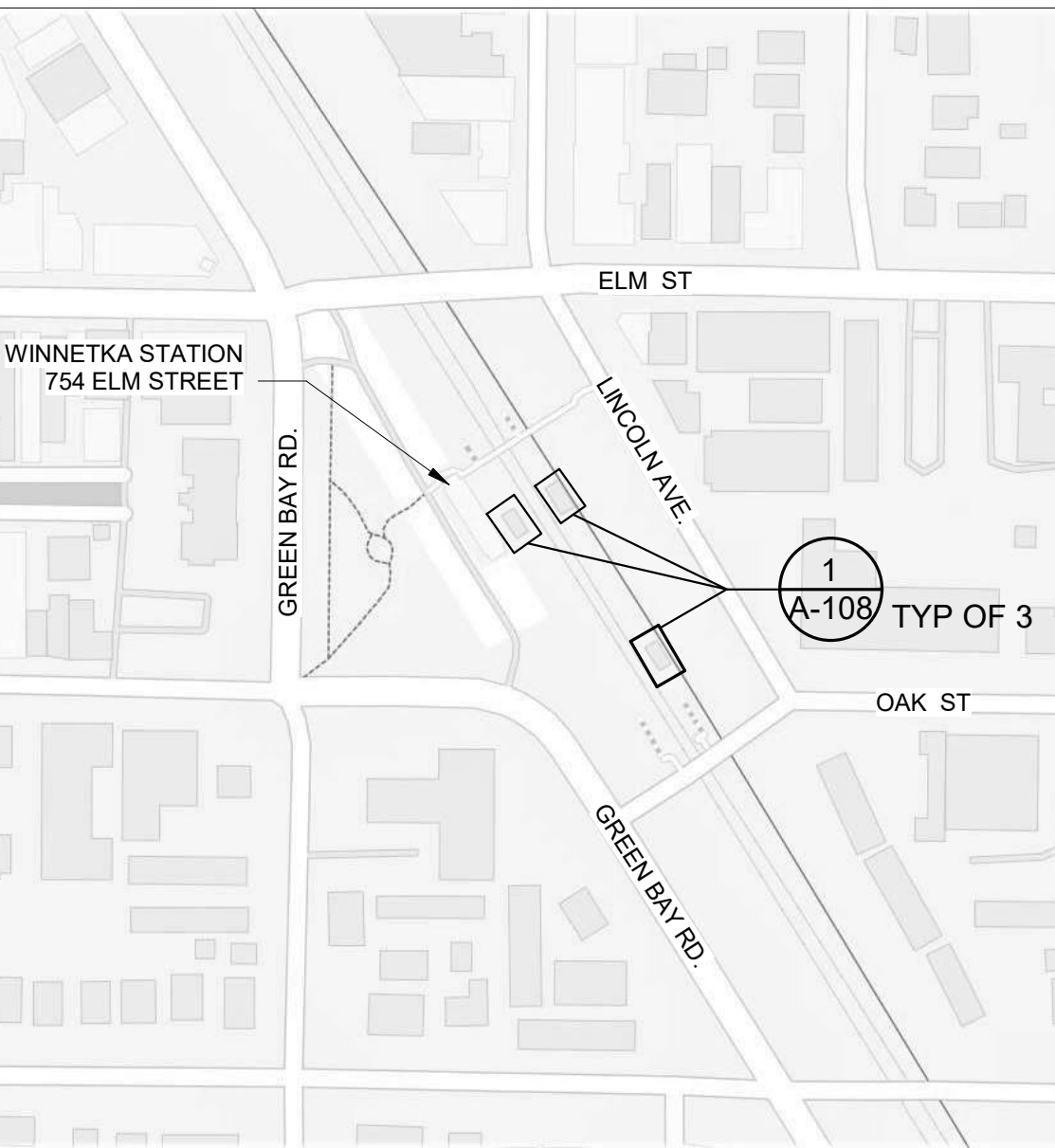


METRA WINNETKA STATION

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.

PRINTED ON: 7/12/2024 5:38:39 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

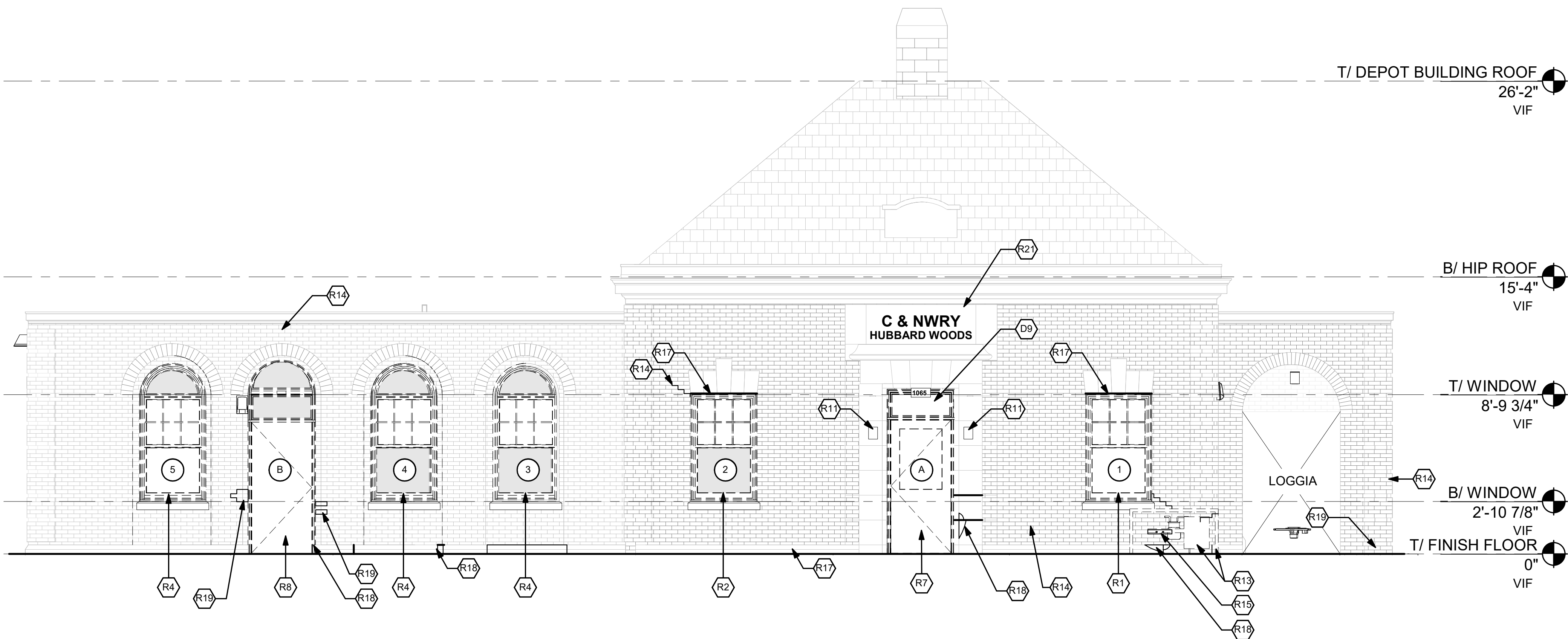
PRIMARY CONSULTANT:

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

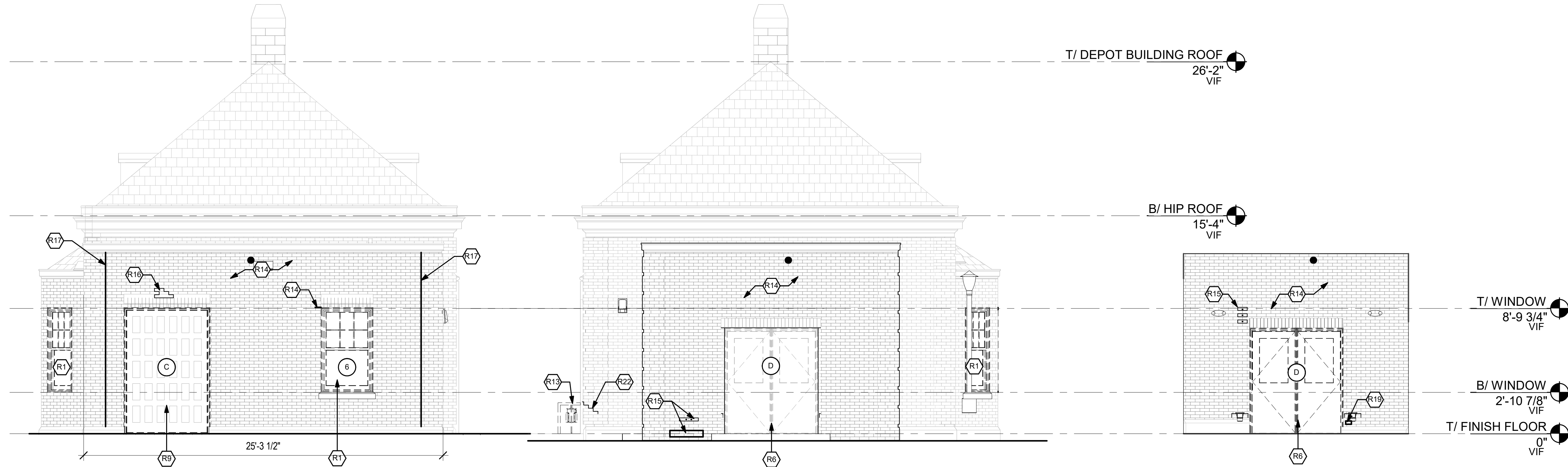

ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661

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

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

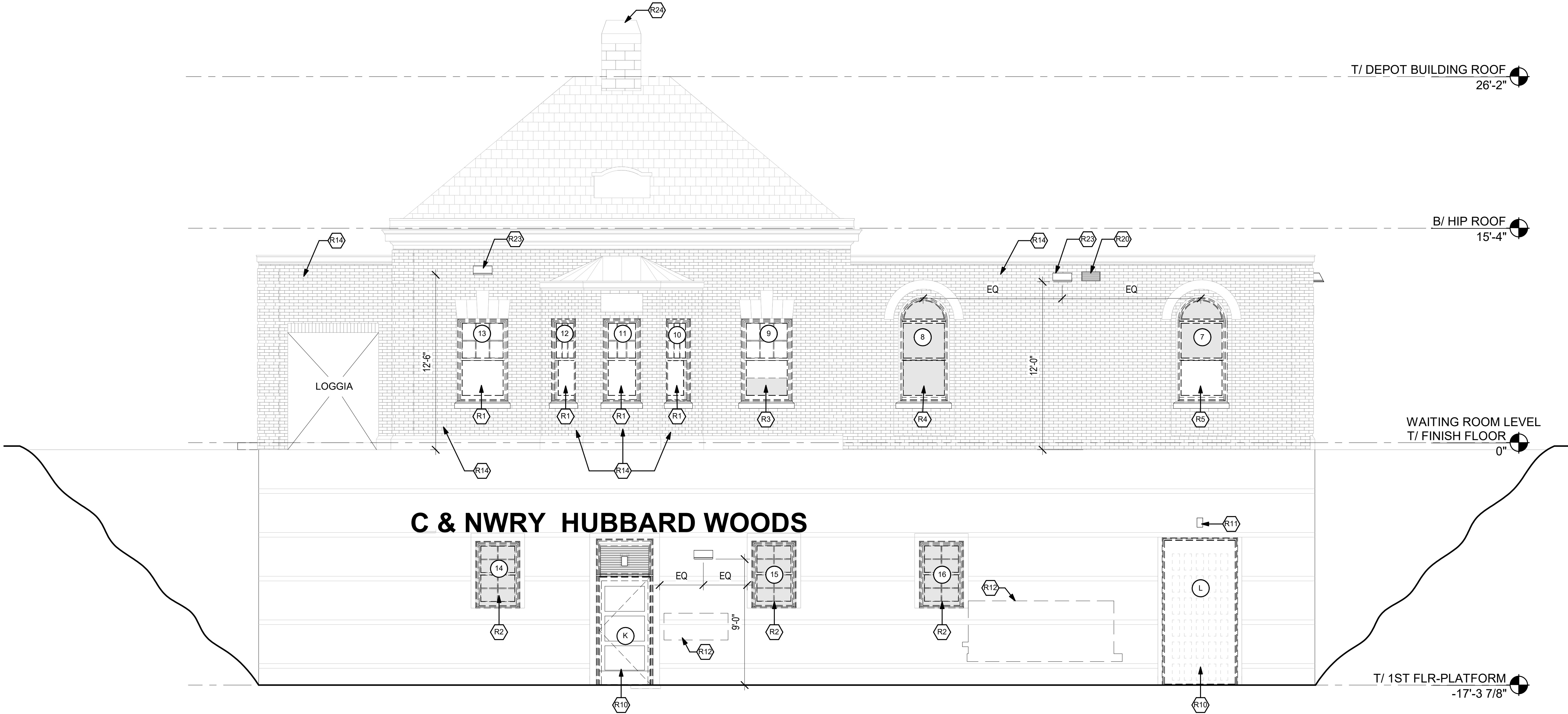
CAD FILE NUMBER: UP-N17.70_ A-200.dgn	DISTRICT: UP-N
PROJECT NO: JP5194	SHEET NO. A-200
MILE POST NO. UP-N17.70	

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

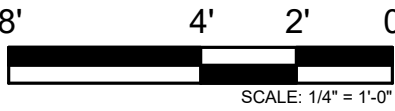
- R1 REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW CONSTRUCTION.
- R2 REMOVE INFILL PANEL FROM ORIGINAL WINDOW. REMOVE ORIGINAL WINDOW AND FRAME FROM ORIGINAL ROUGH OPENING TO BE REPAIRED. REINSTALL IN ORIGINAL OPENING DURING NEW 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 REMOVE INFILL PANEL(S), AND AIR CONDITIONING UNIT FROM ORIGINAL WINDOW AND TRANSOM. REMOVE ORIGINAL WINDOW AND TRANSOM FROM ORIGINAL ROUGH OPENING TO 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.



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

RESTORATION LEGEND

RESTORATION WINDOW TAG
SEE A-600 SHEETS



PRINTED ON: 7/12/2024 5:38:45 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	12-14-2020	VW	KJK	30% SUBMITTAL REVISED					

SUB CONSULTANT



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

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SEAL/ SIGNATURE

PRIMARY CONSULTANT:



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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-201.dgn

SCALE:
AS INDICATED

PROJECT NO:
JP5194

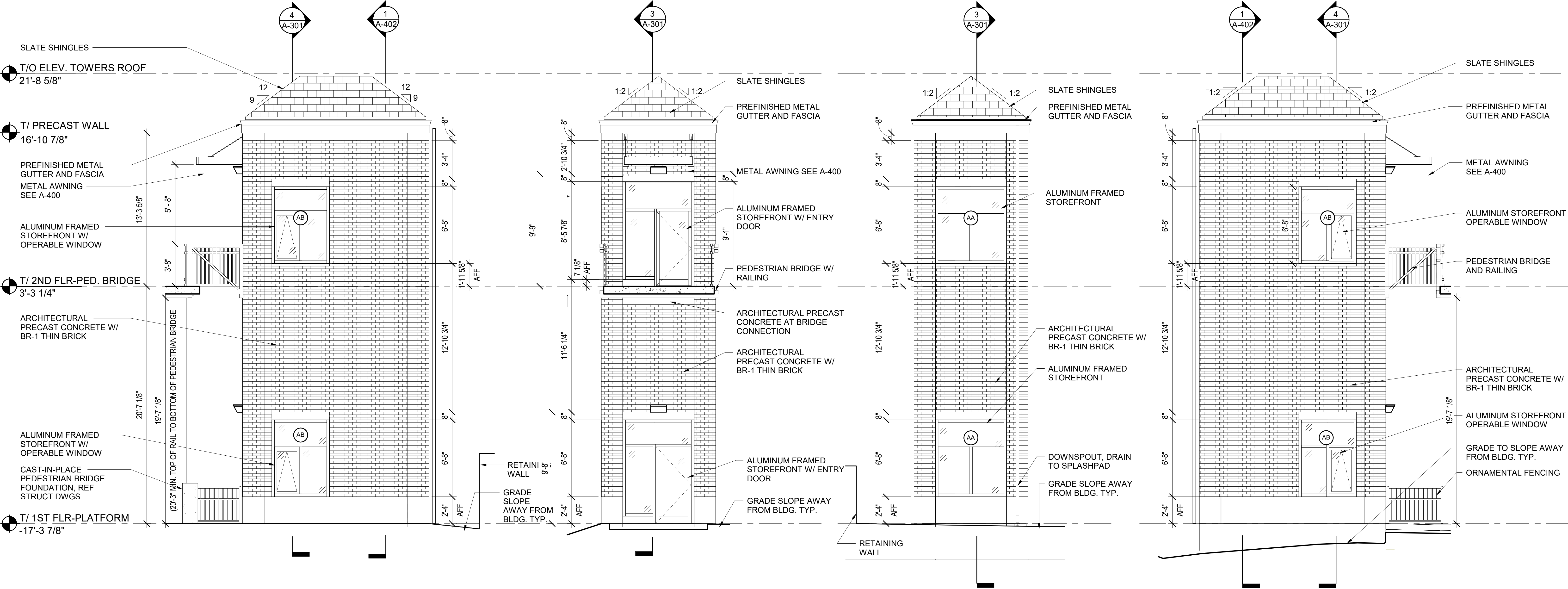
MILE POST NO.
UP-N17.70

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

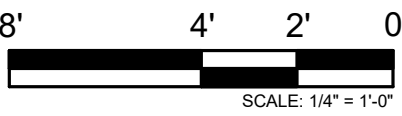


1 EXTERIOR ELEVATION
WEST ELEVATOR TOWER
WEST ELEVATION
1/4" = 1'-0"

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"



PRINTED ON: 7/12/2024 5:38:47 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					

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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:

EXTERIOR ELEVATIONS WEST ELEVATOR TOWER

CAD FILE NUMBER:
UP-N17.70_ A-202.dgn

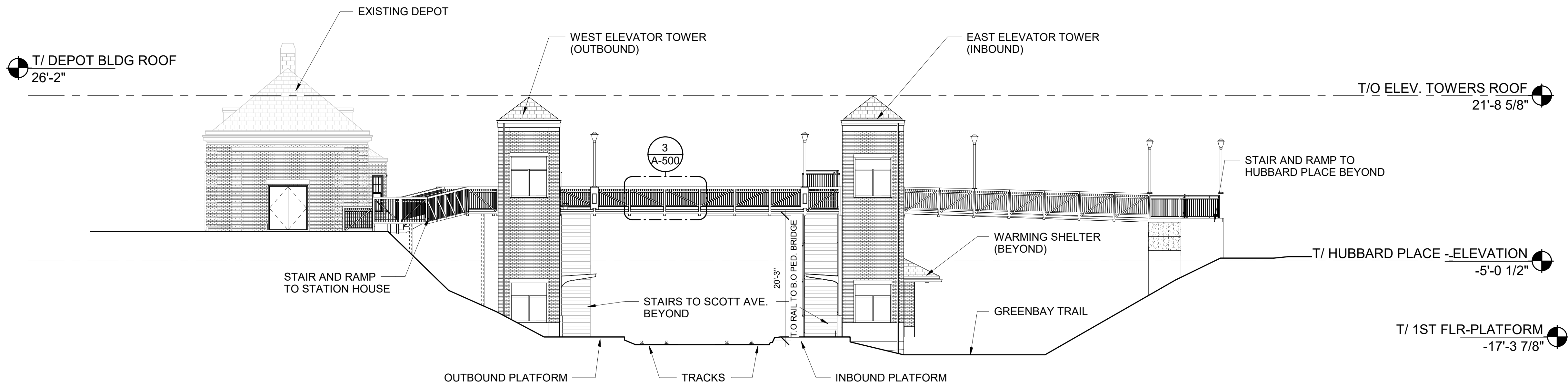
SCALE:
AS INDICATED

PROJECT NO:
JP5194

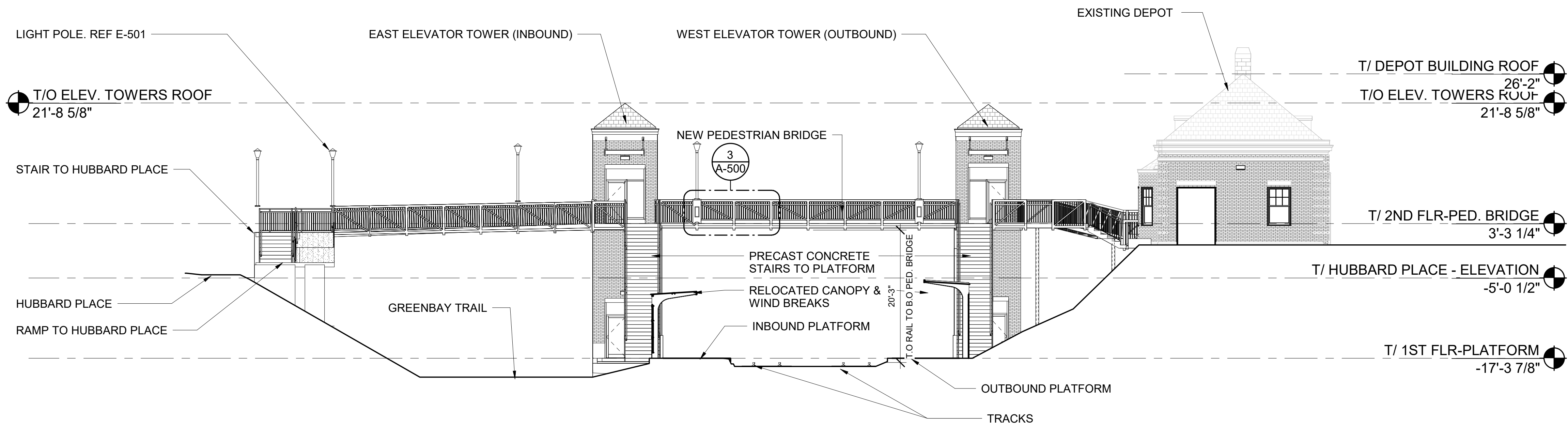
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

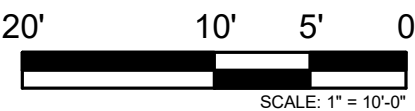
SHEET NO.
A-202



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					
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2	08-06-2021	NT	VAW	60% SUBMITTAL					
1	07-17-2020	VW	KJK	30% SUBMITTAL					

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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

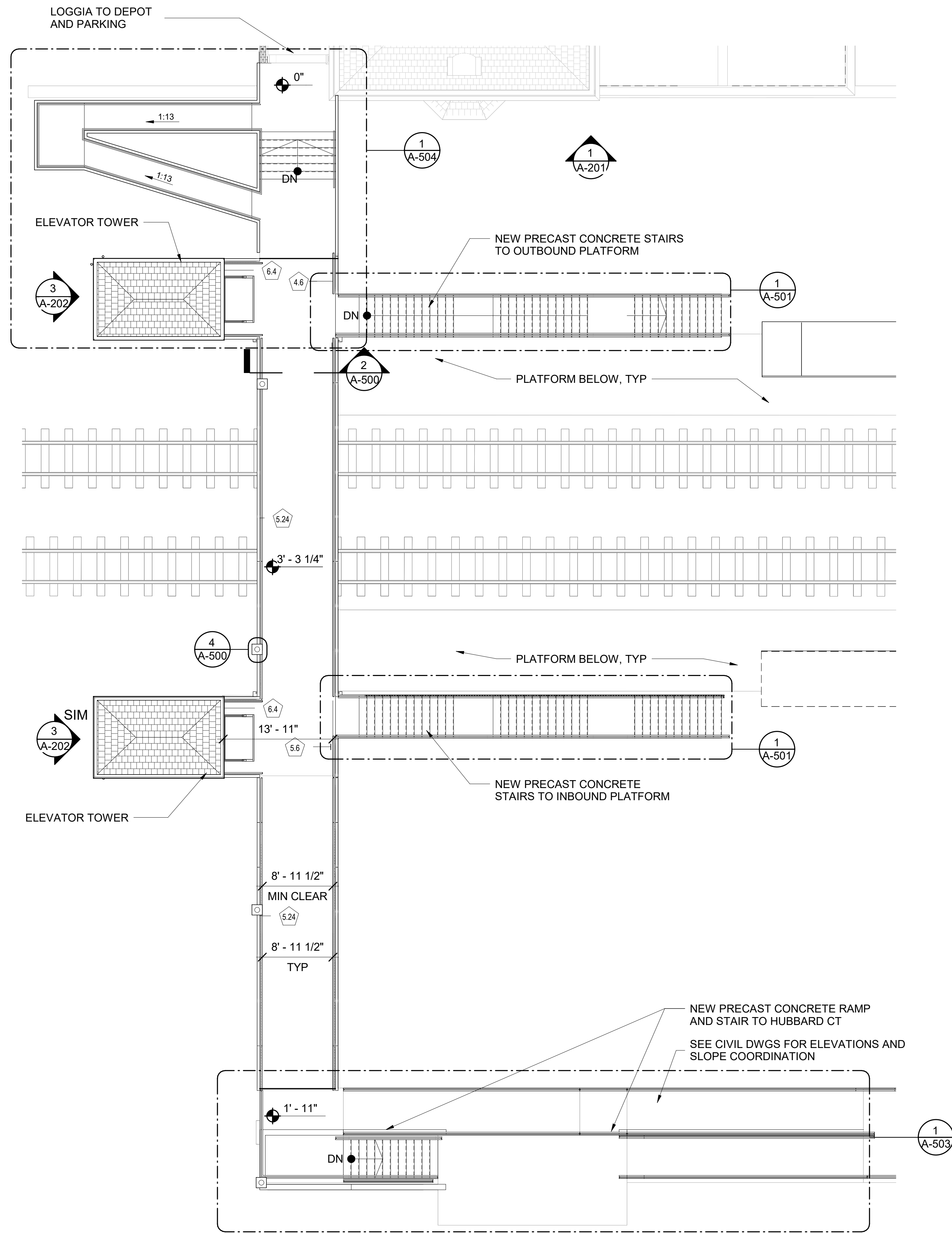
SCALE:
AS INDICATED

PROJECT NO:
JP5194

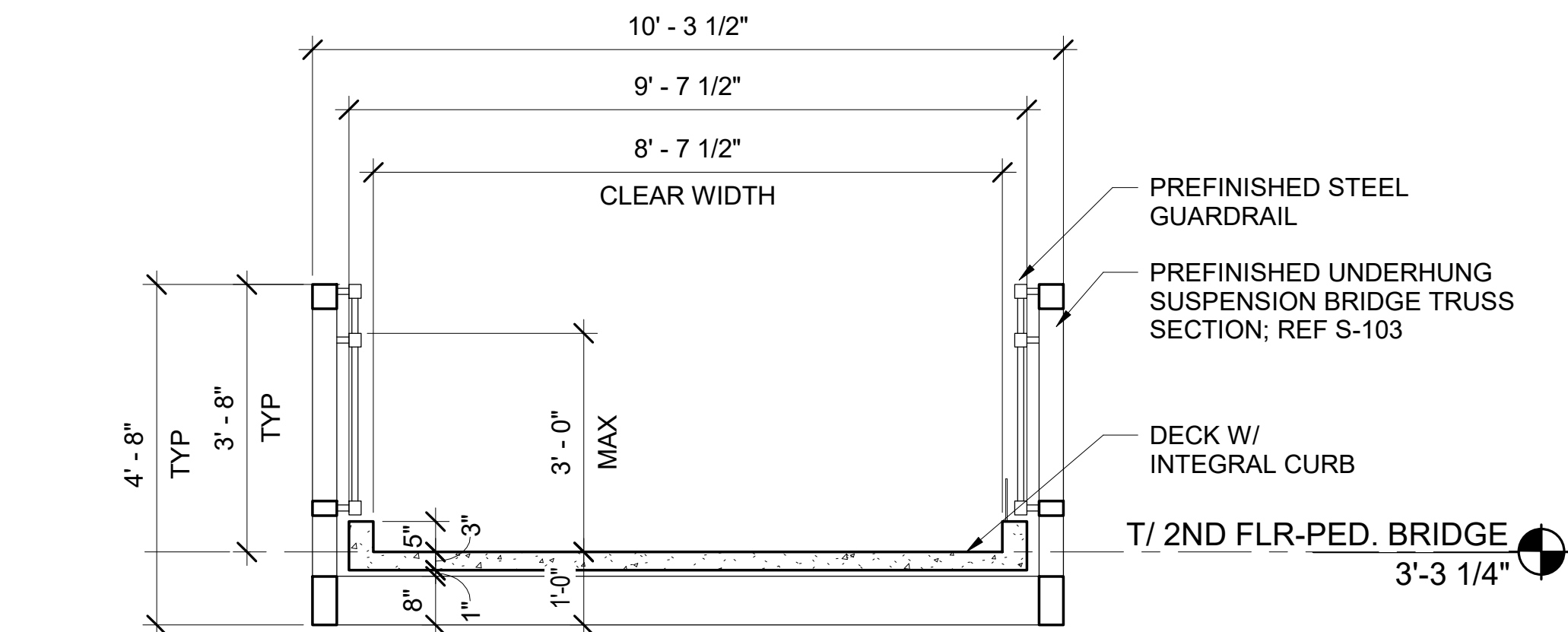
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

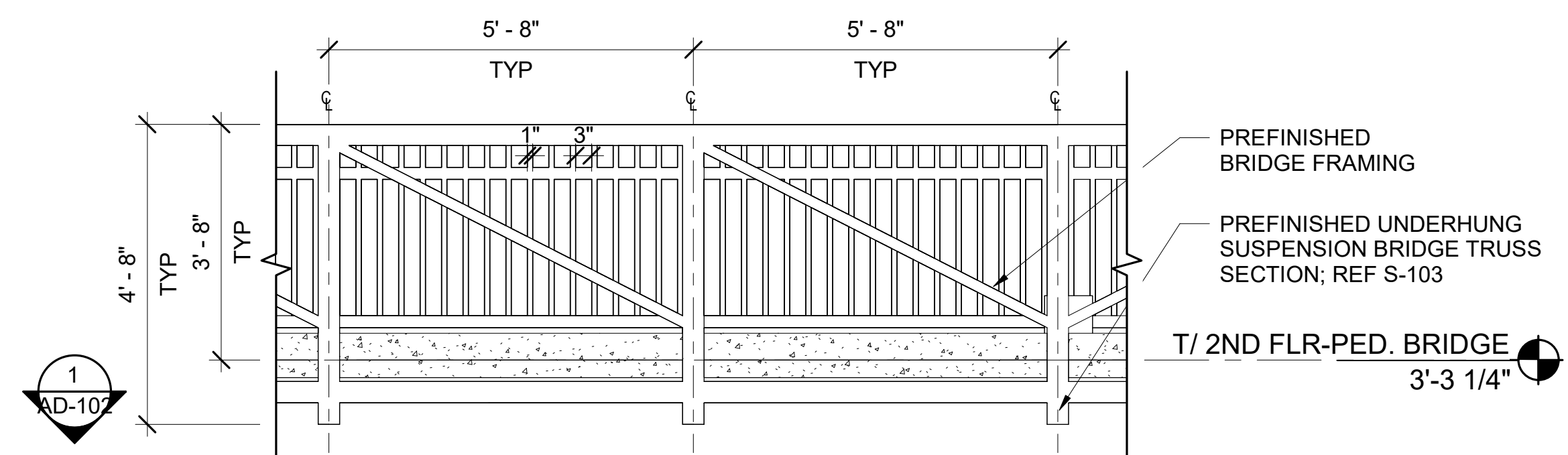
SHEET NO.
A-300



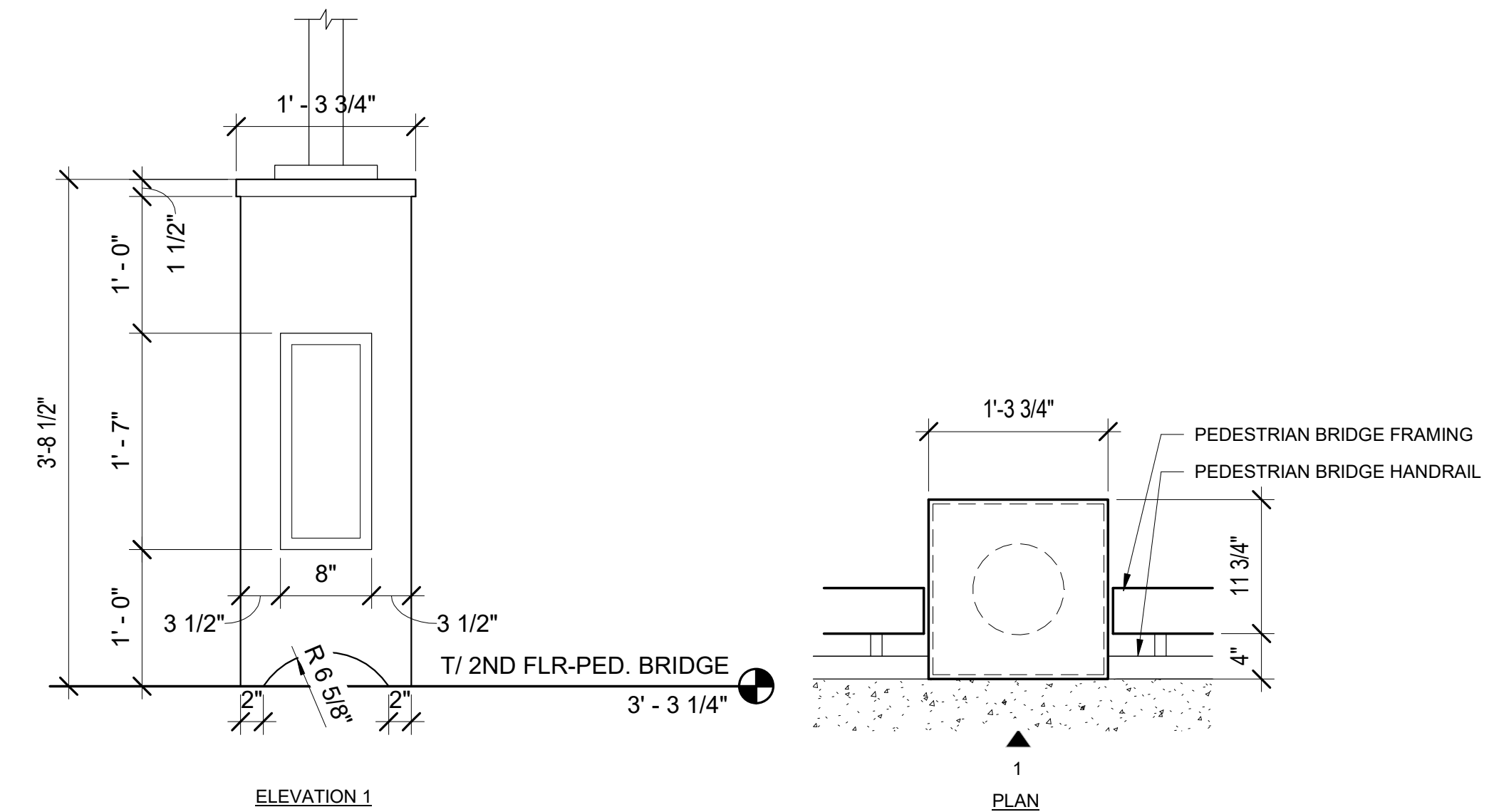
**1 ENLARGED PLAN
PEDESTRIAN BRIDGE**
1/8" = 1'-0"



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

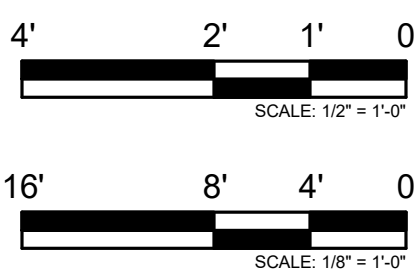
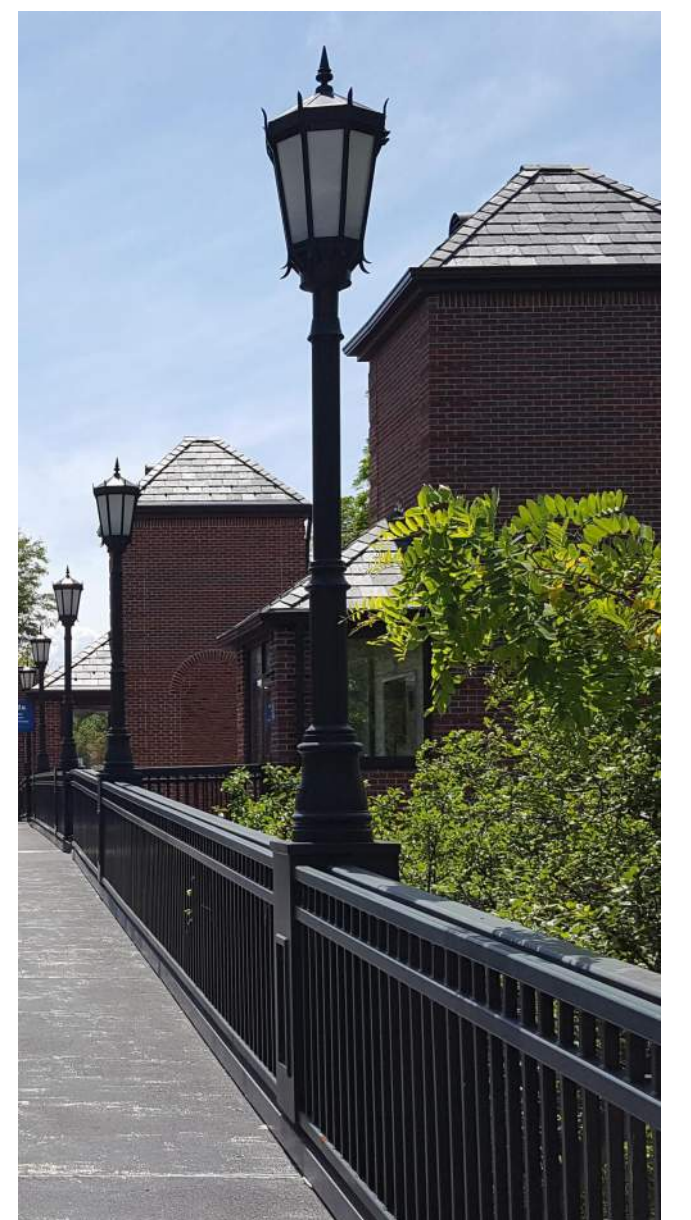


3 PEDESTRIAN BRIDGE TYPICAL RAILING ELEVATION
1/2" = 1'-0"



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					
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

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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:
**ENLARGED PEDESTRIAN BRIDGE PLANS, SECTIONS,
ELEVATIONS & DETAILS**

CAD FILE NUMBER:
UP-N17.70_ A-500.dgn

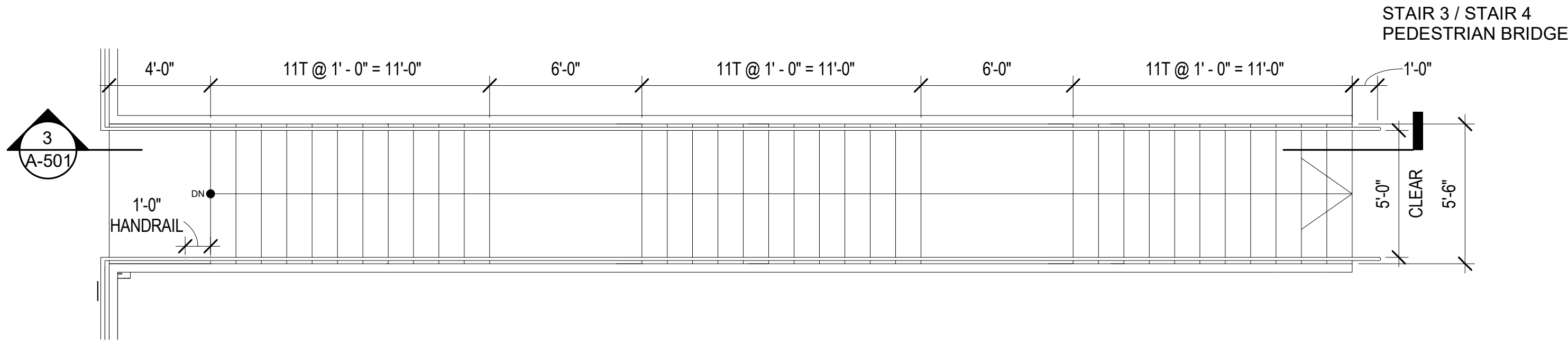
SCALE:
AS INDICATED

PROJECT NO:
JP5194

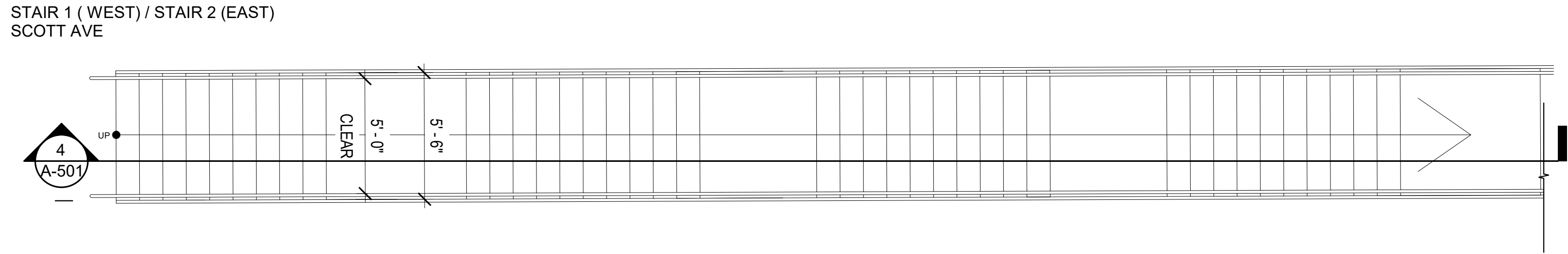
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

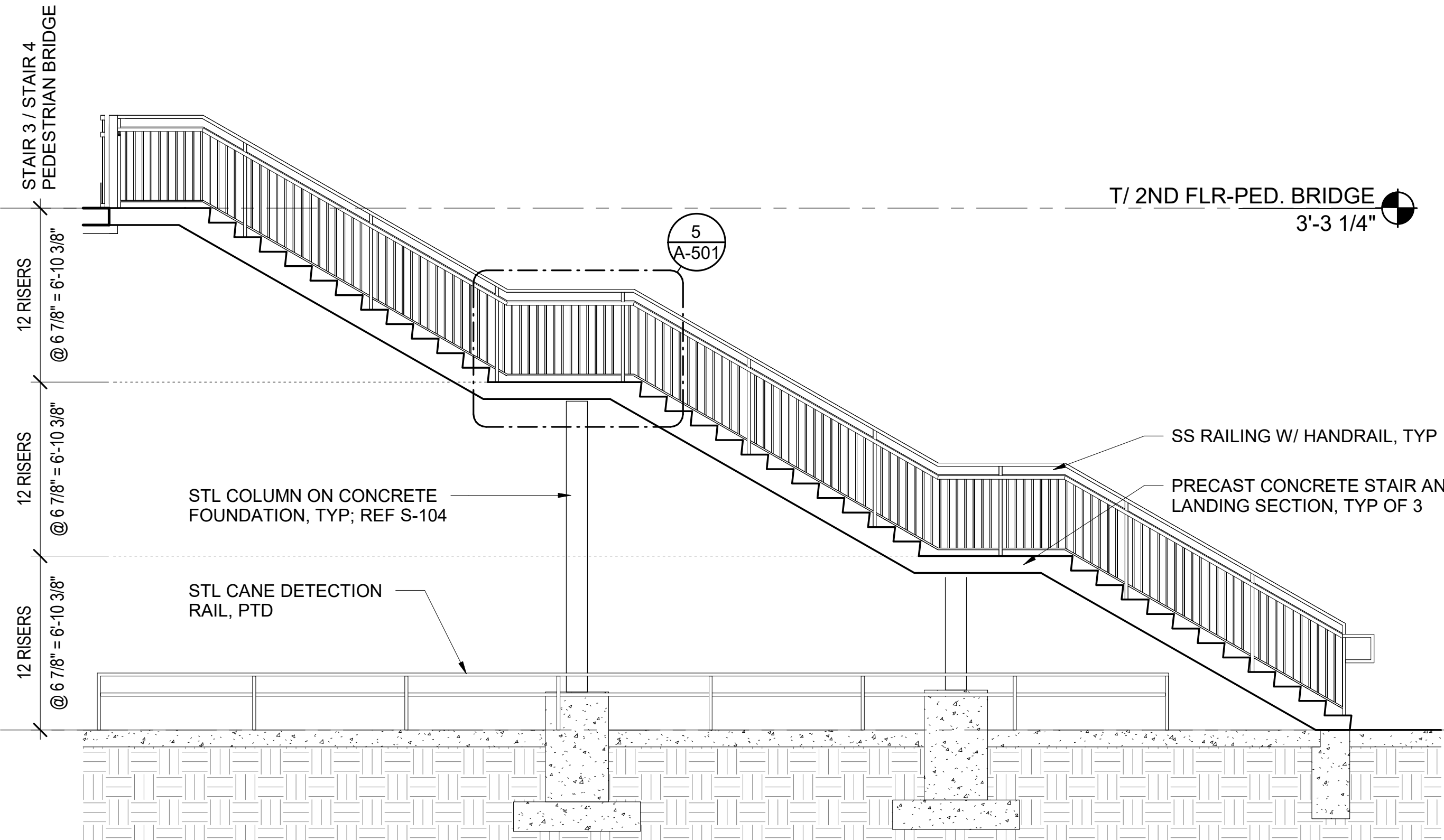
SHEET NO.
A-500



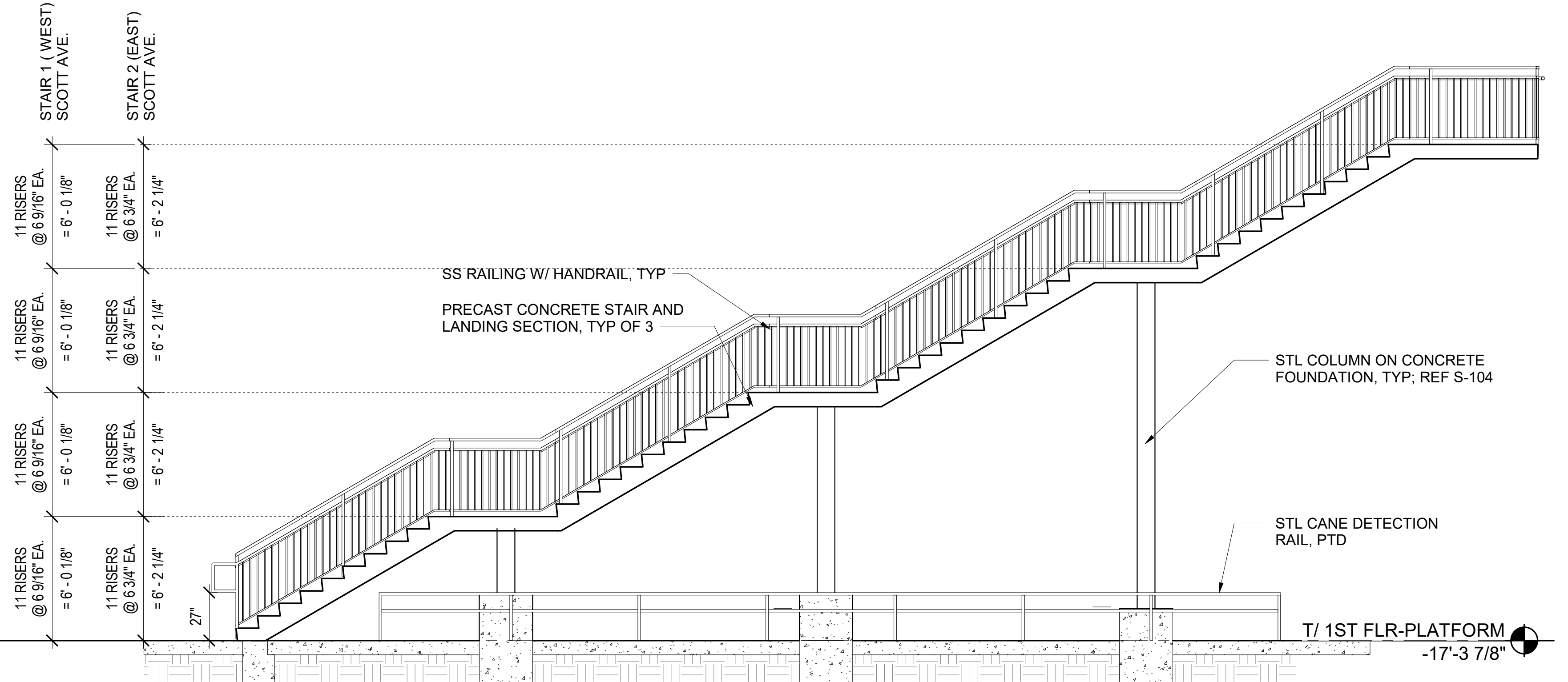
1 PLATFORM STAIRS PLAN
1/4" = 1'-0"



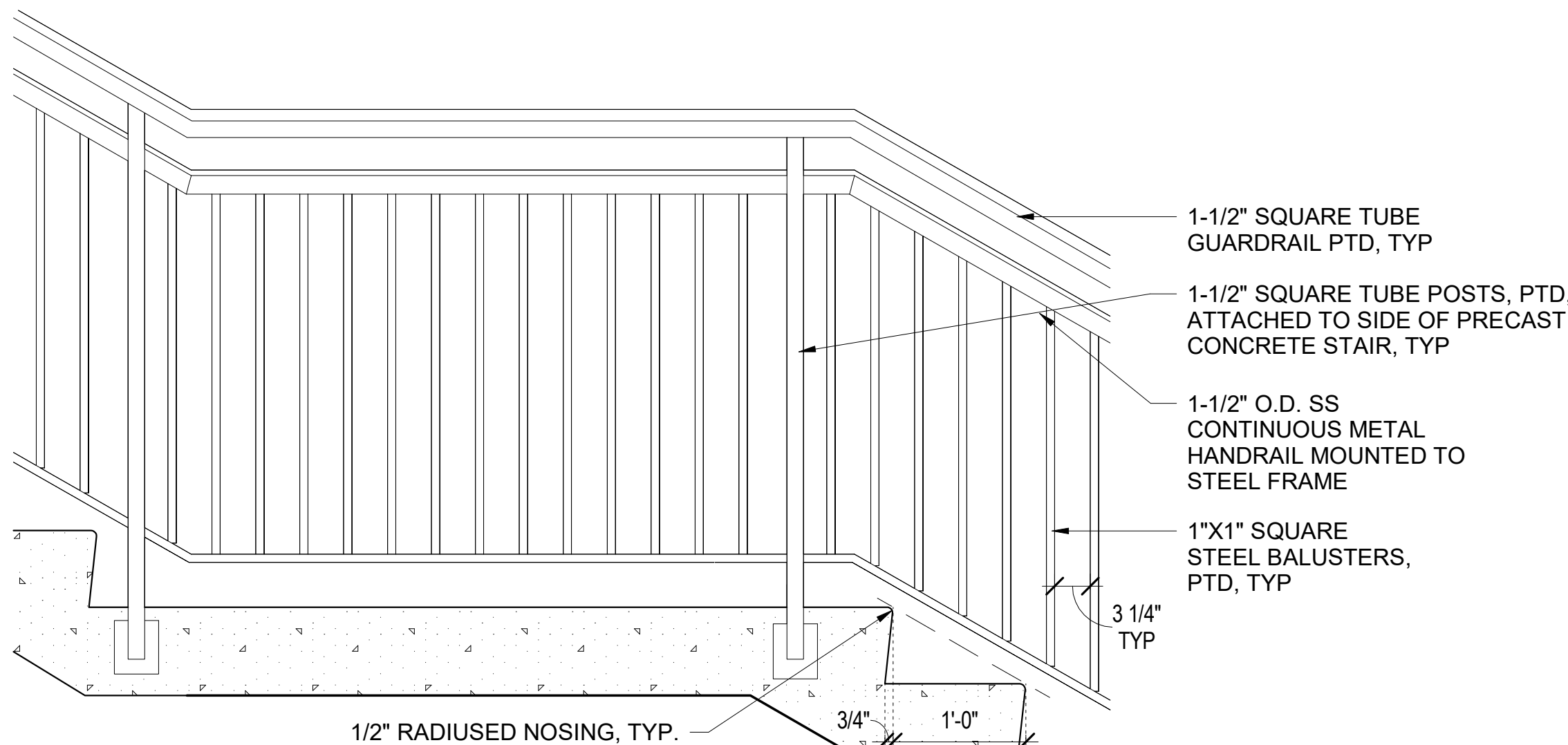
2 SCOTT AVE. STAIRS PLAN
1/4" = 1'-0"



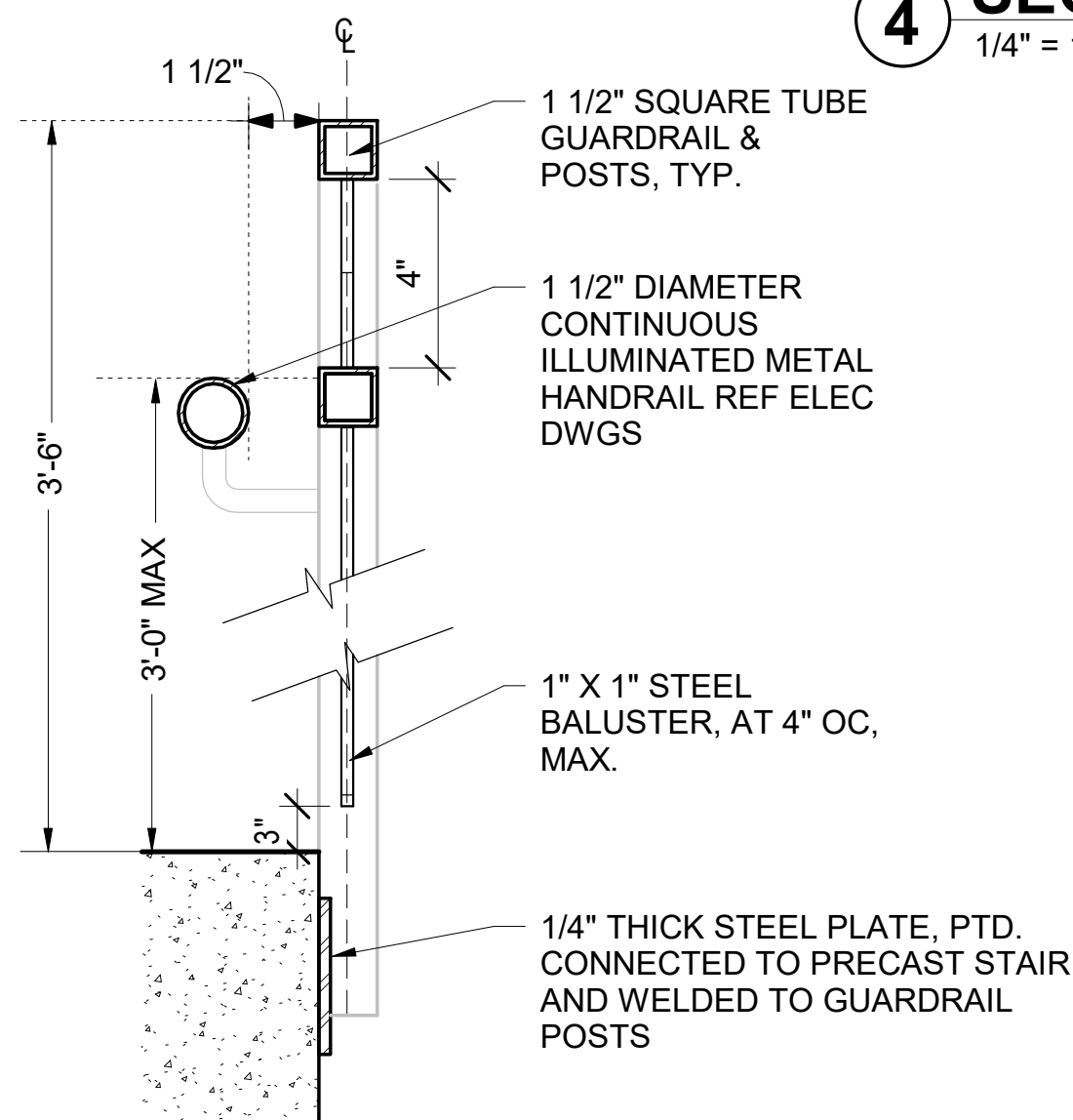
3 SECTION AT PLATFORM TYPICAL STAIR
1/4" = 1'-0"



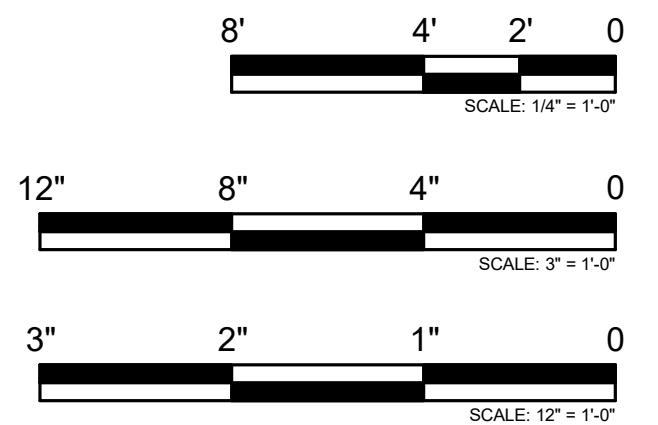
4 SECTION AT SCOTT AVE TYPICAL STAIR
1/4" = 1'-0"



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



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



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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					

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TEL: 312-777-2900

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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:
ENLARGED STAIR PLANS, SECTIONS & DETAILS

CAD FILE NUMBER:
UP-N17.70_ A-501.dgn

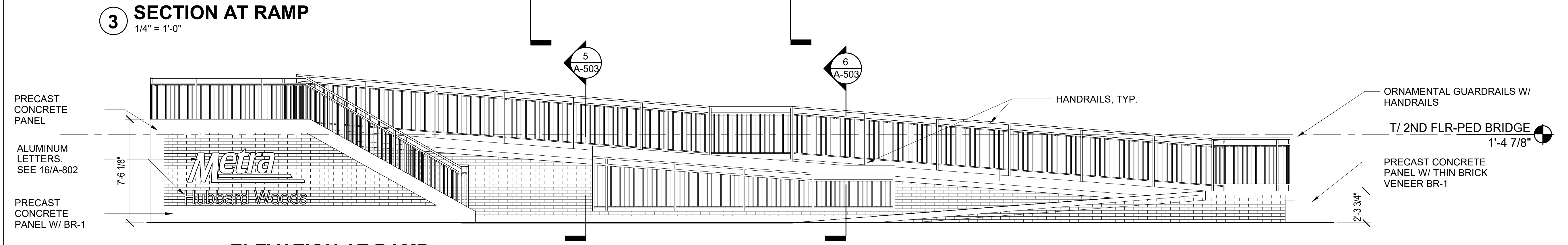
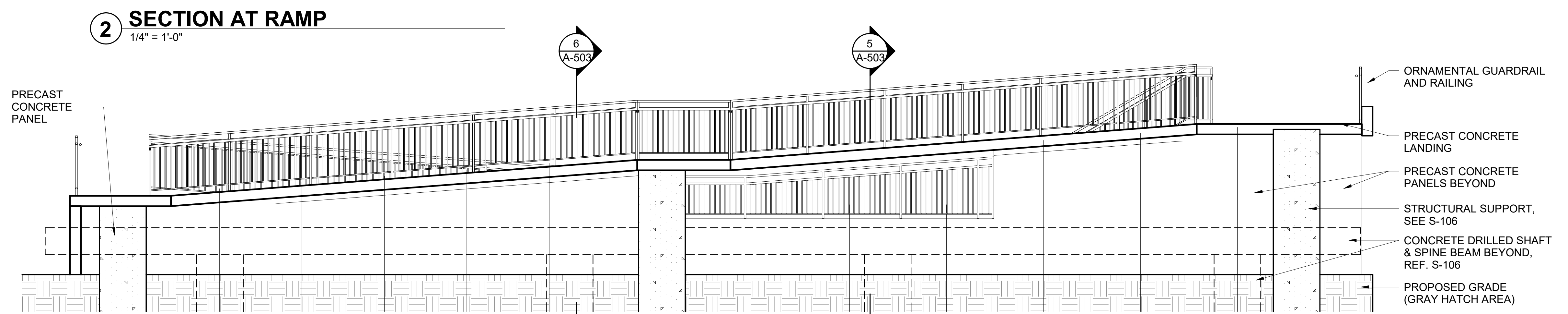
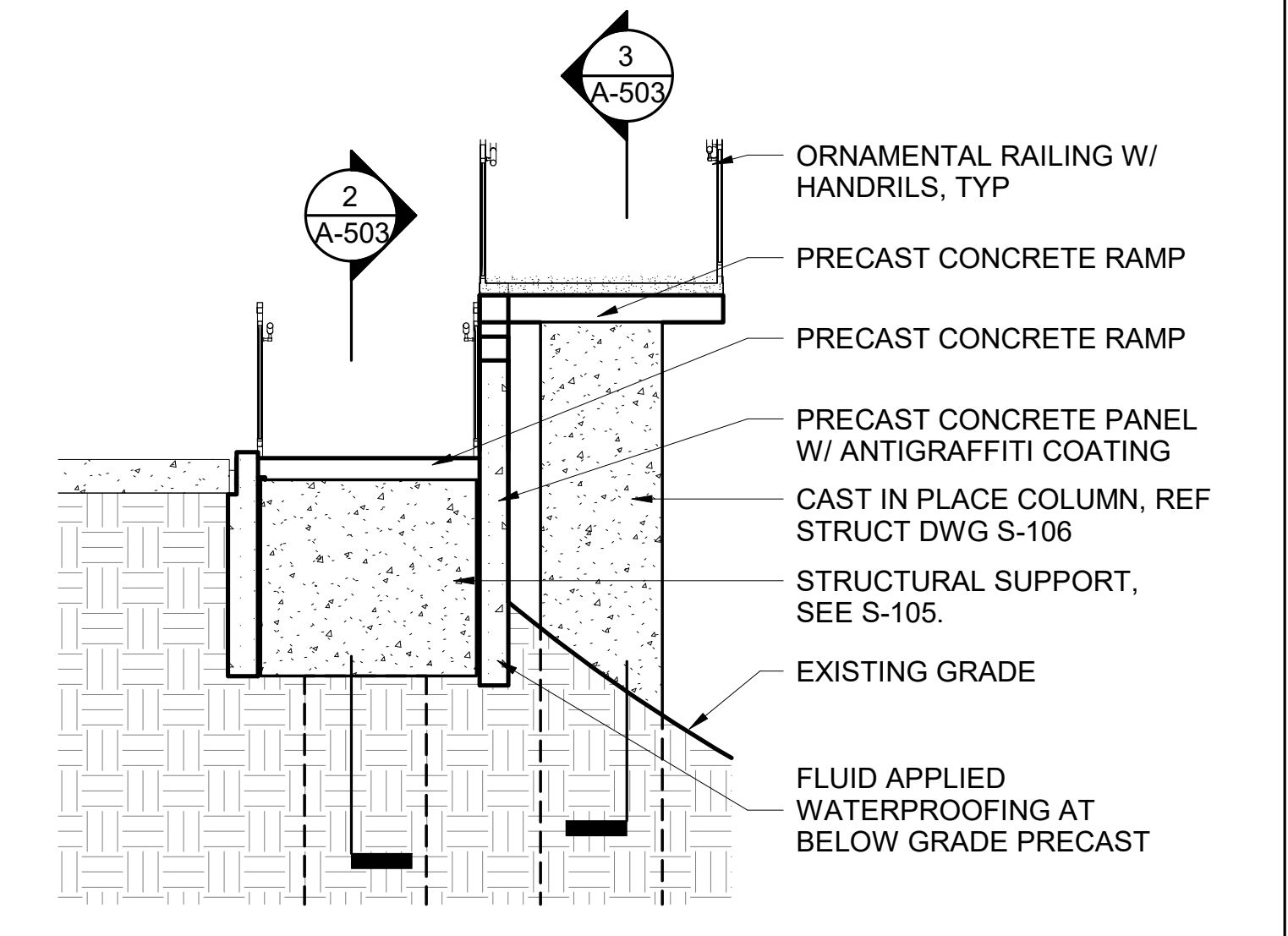
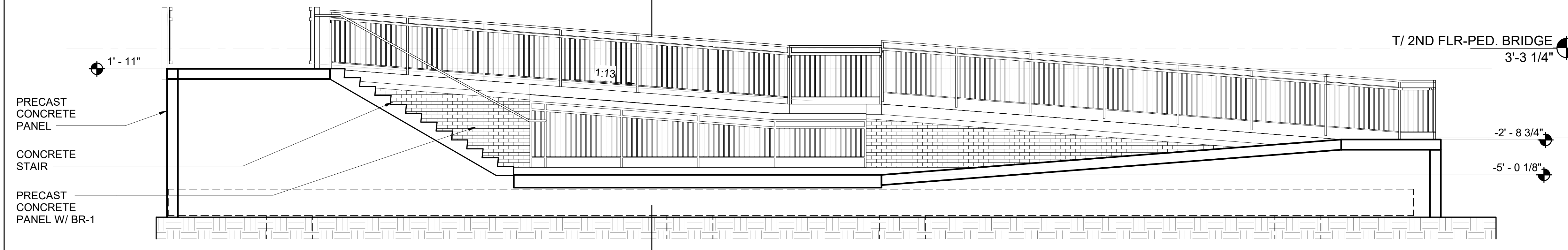
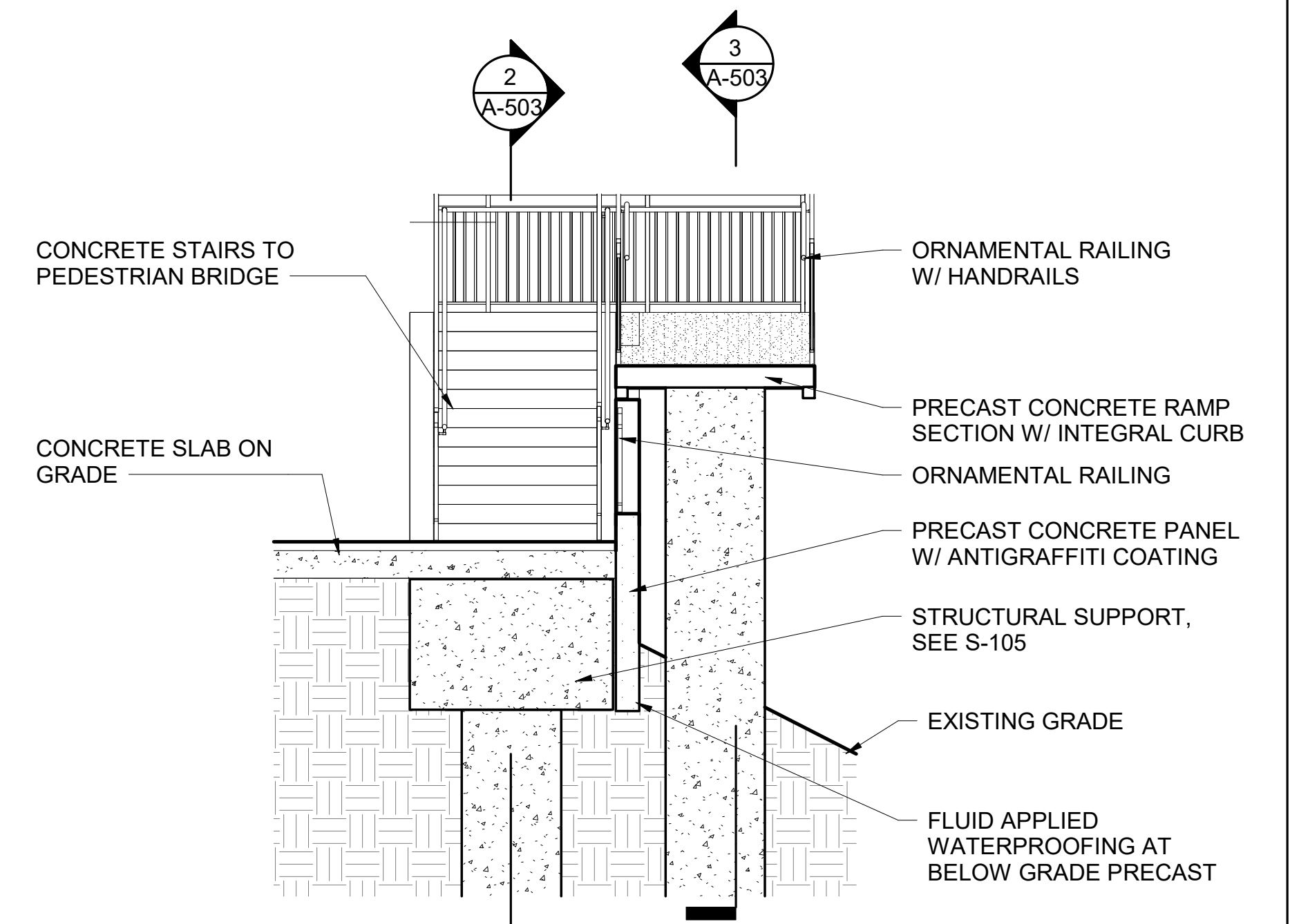
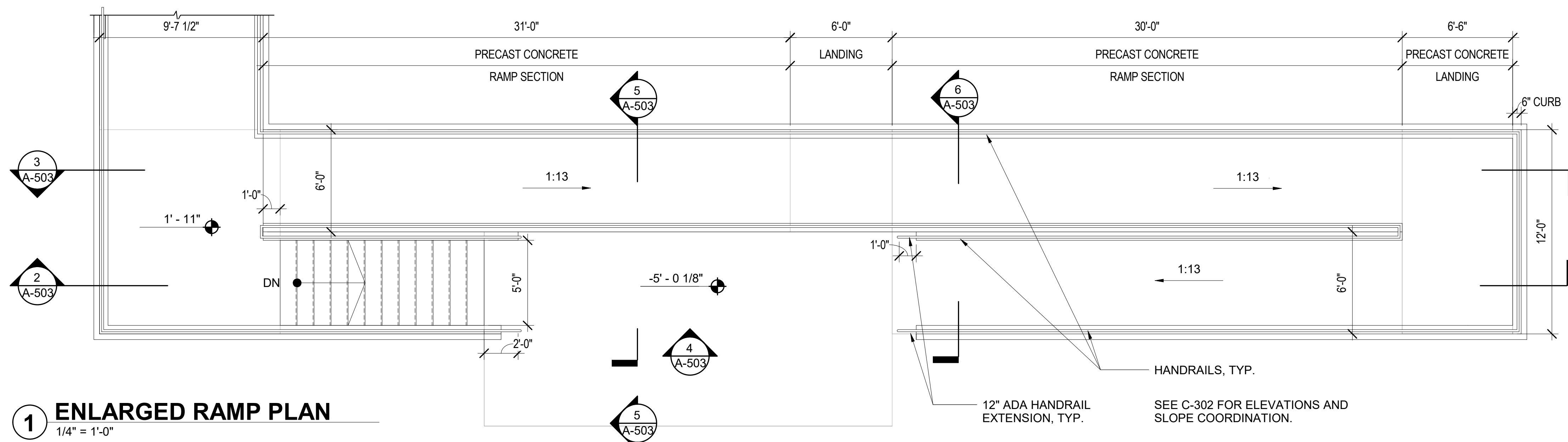
SCALE:
AS INDICATED

PROJECT NO:
JP5194

MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

SHEET NO.
A-501

[illegible]

SUB CONSULTANT



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Chicago, IL 60642

t 312.432.4180
f 312.432.4184

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PRIMARY CONSULTANT
SEAL/ SIGNATURE

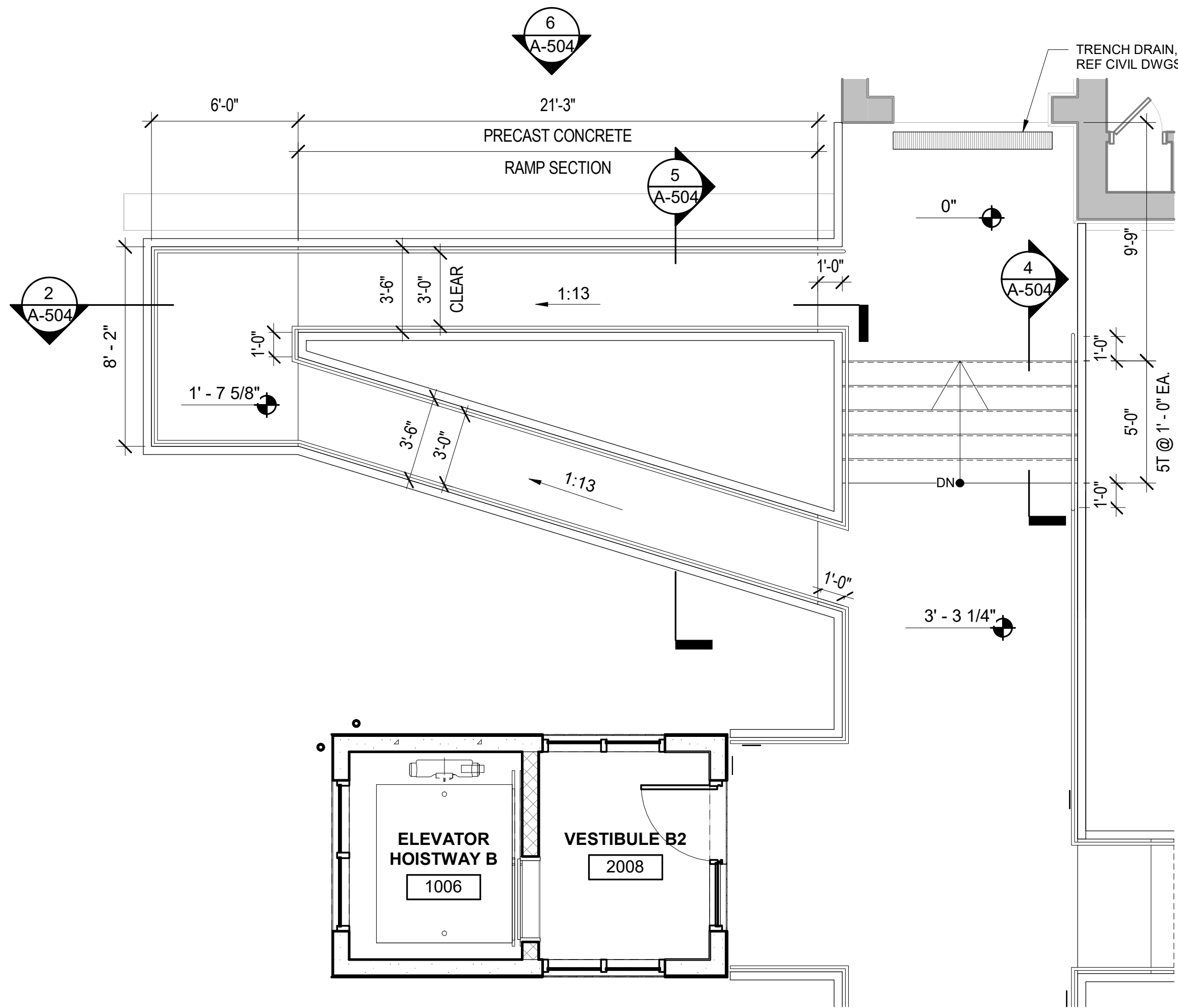
PRIMARY CONSULTANT:  200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	DESIGNED: V. WIEGAND
	DRAWN: V. WIEGAND
	CHECKED: K. KORAB
	METRA PM: R. BASARIRAD
	DATE: 07-15-2024

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

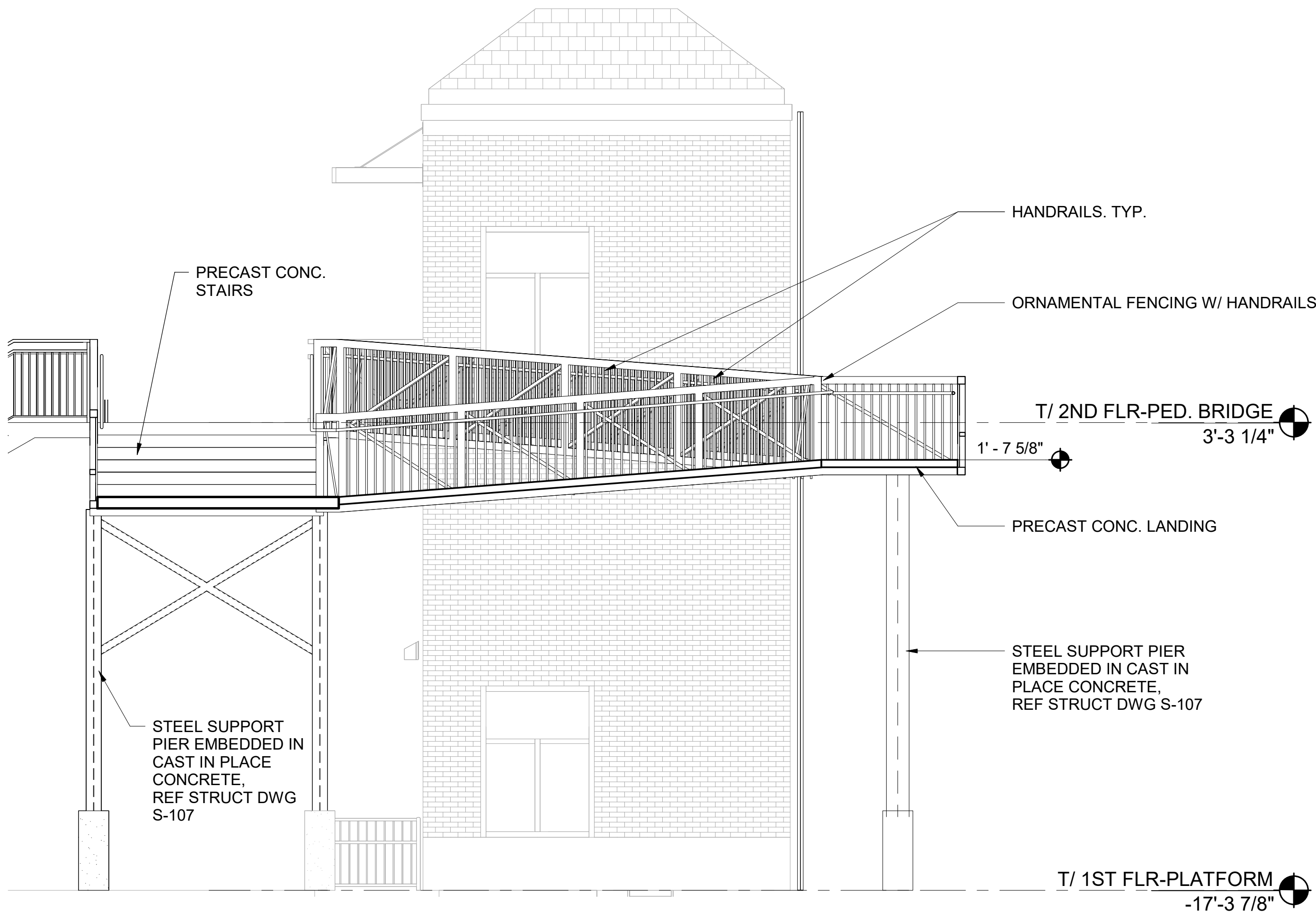
LOCATION NAME: **HUBBARD WOODS STATION**

TITLE: **ENLARGED RAMP PLAN, SECTIONS & DETAILS**

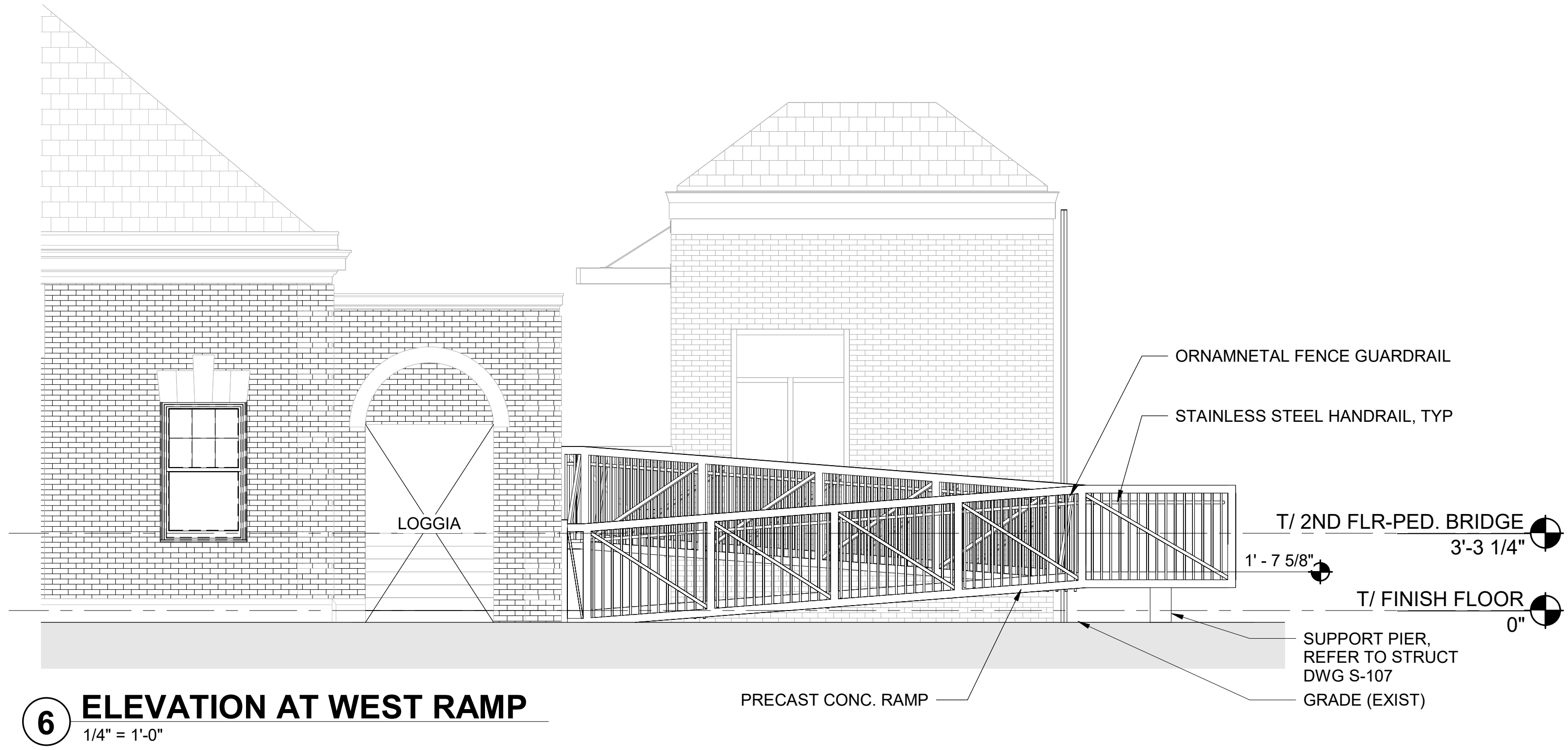
CAD FILE NUMBER: UP-N17.70_ A-503.dgn	
SCALE: AS INDICATED	DISTRICT: UP-N
PROJECT NO: JP5194	SHEET NO. A-503
MILE POST NO. UP-N17.70	



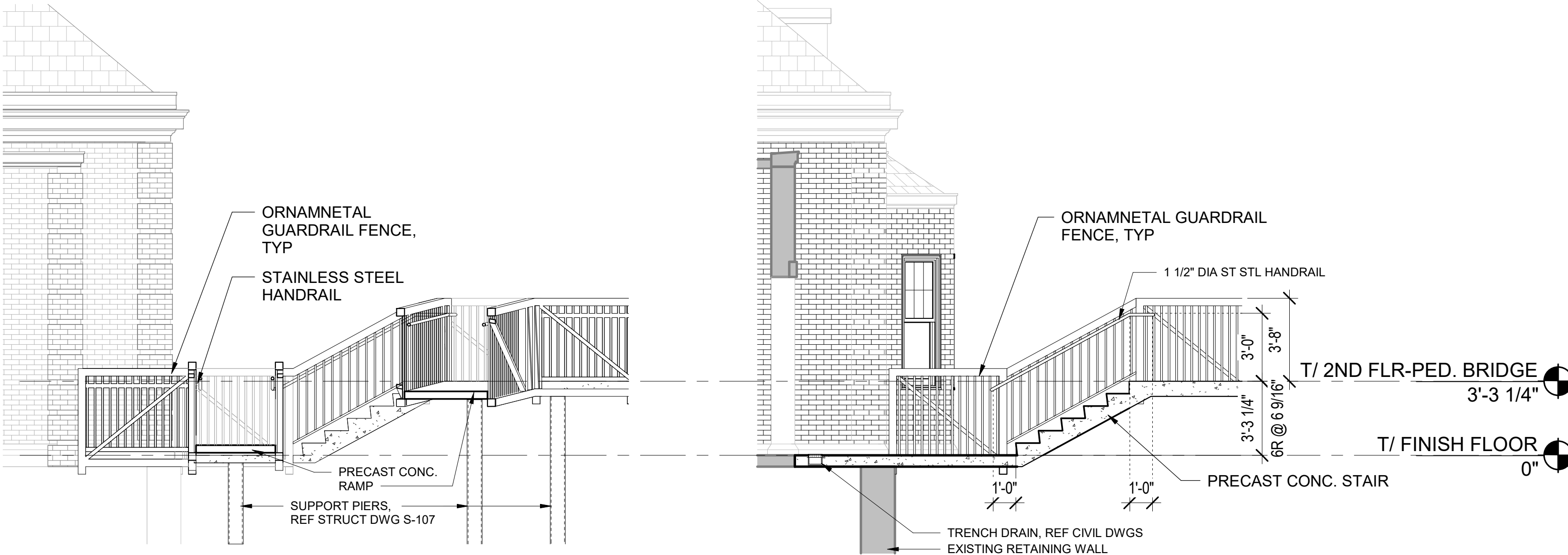
1 ENLARGED WEST RAMP PLAN
1/4" = 1'-0"



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

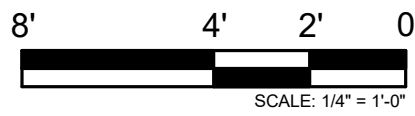


6 ELEVATION AT WEST RAMP
1/4" = 1'-0"



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

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2024, Muller & Muller, Ltd.

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SEAL/ SIGNATURE

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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 RAMP PLAN, SECTIONS & DETAILS

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

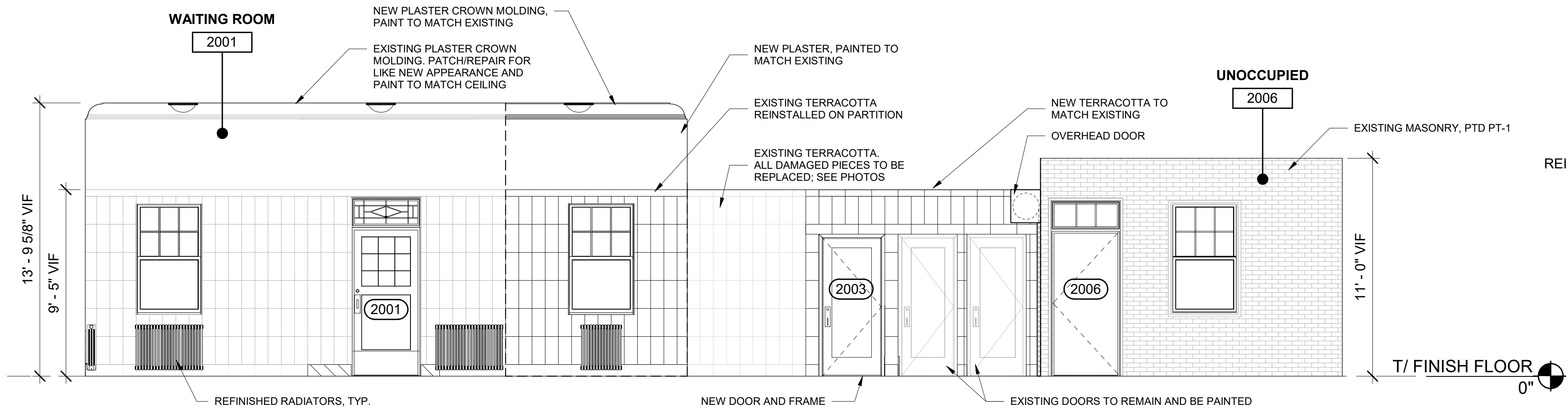
SCALE:
AS INDICATED

PROJECT NO:
JP5194

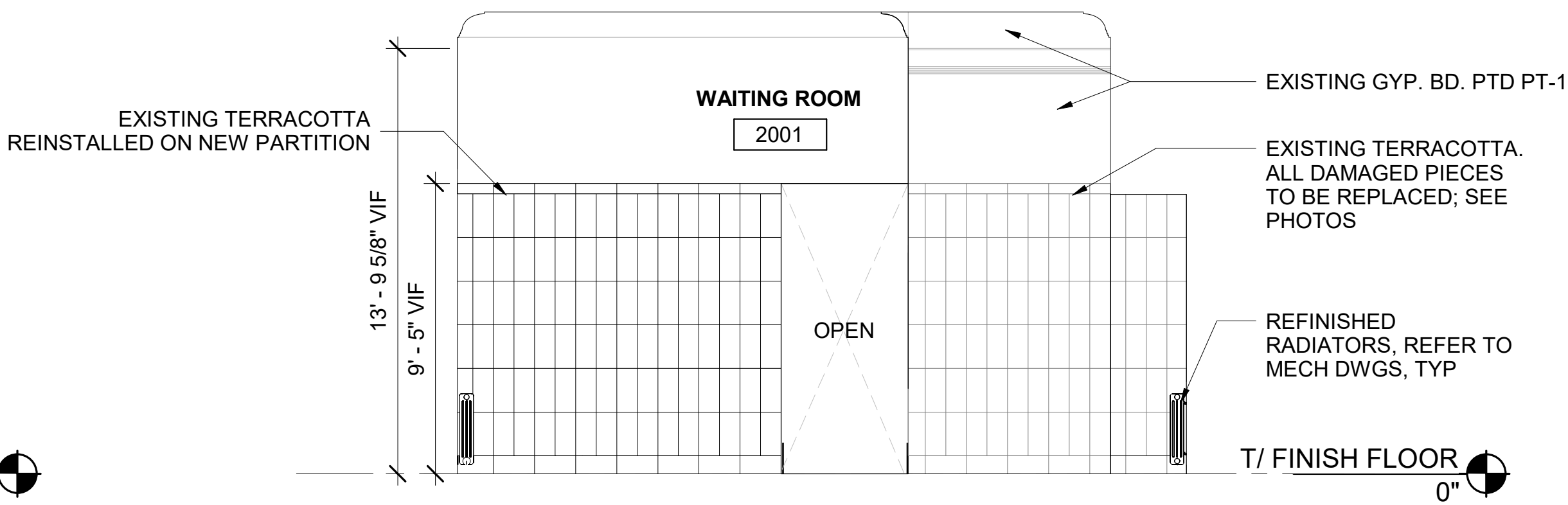
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

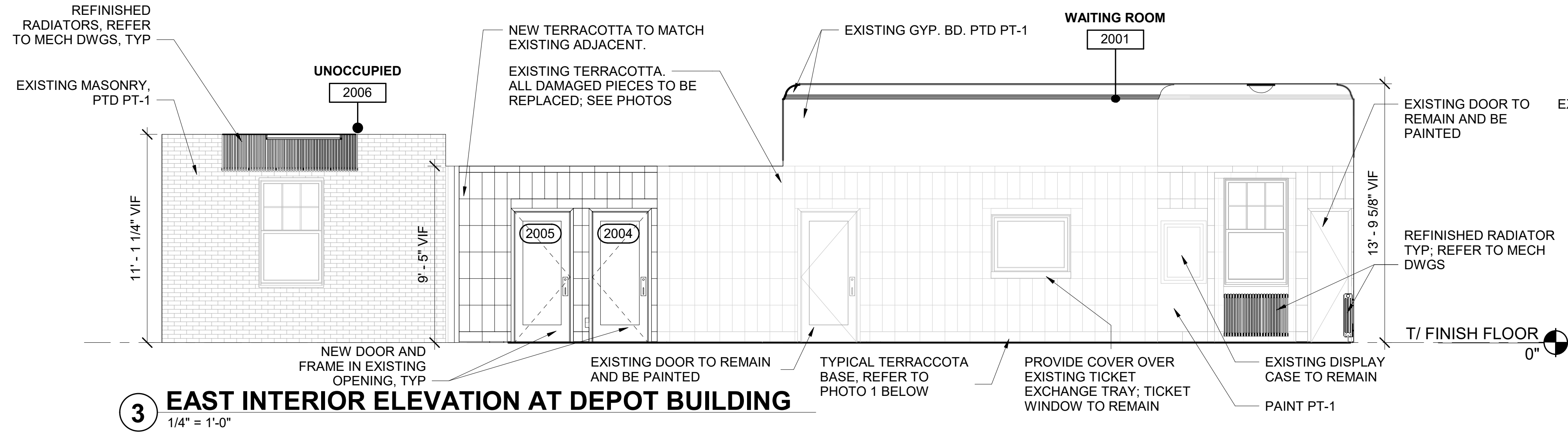
SHEET NO.
A-504



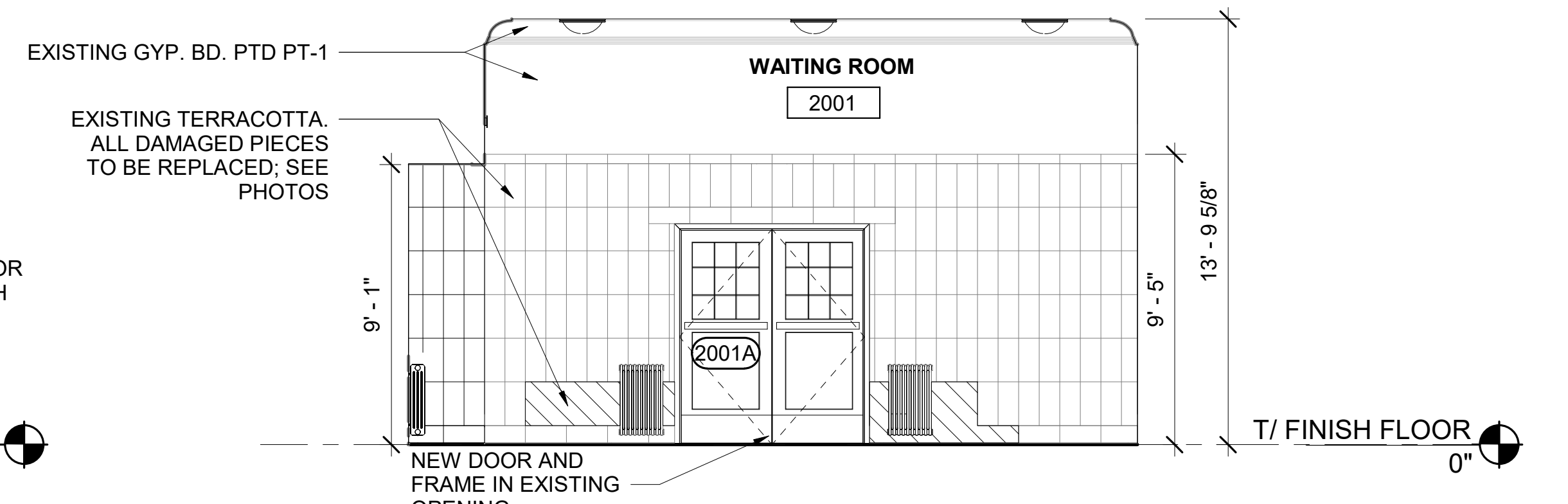
1 WEST INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



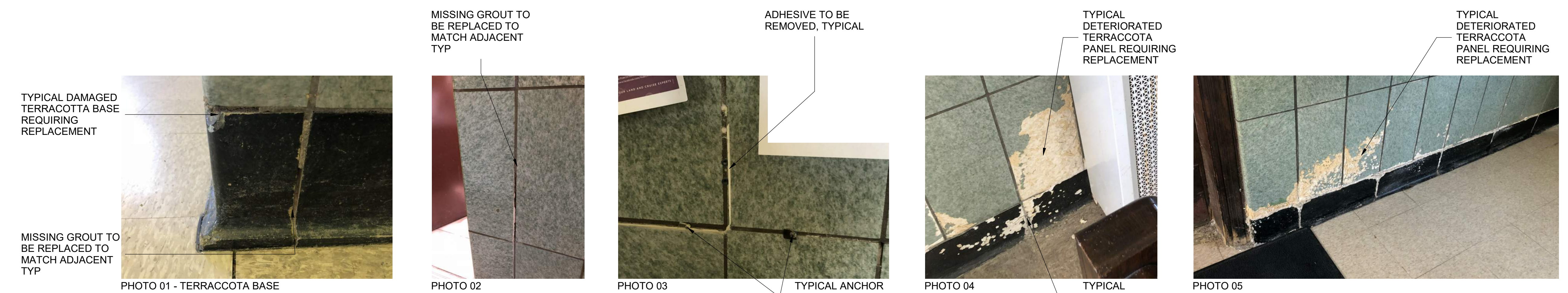
2 NORTH INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



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

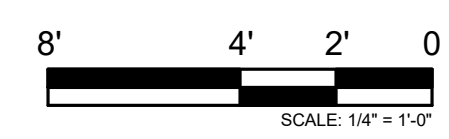


4 SOUTH INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



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



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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					

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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:
INTERIOR ELEVATIONS DEPOT

CAD FILE NUMBER:
UP-N17.70_ A-505.dgn

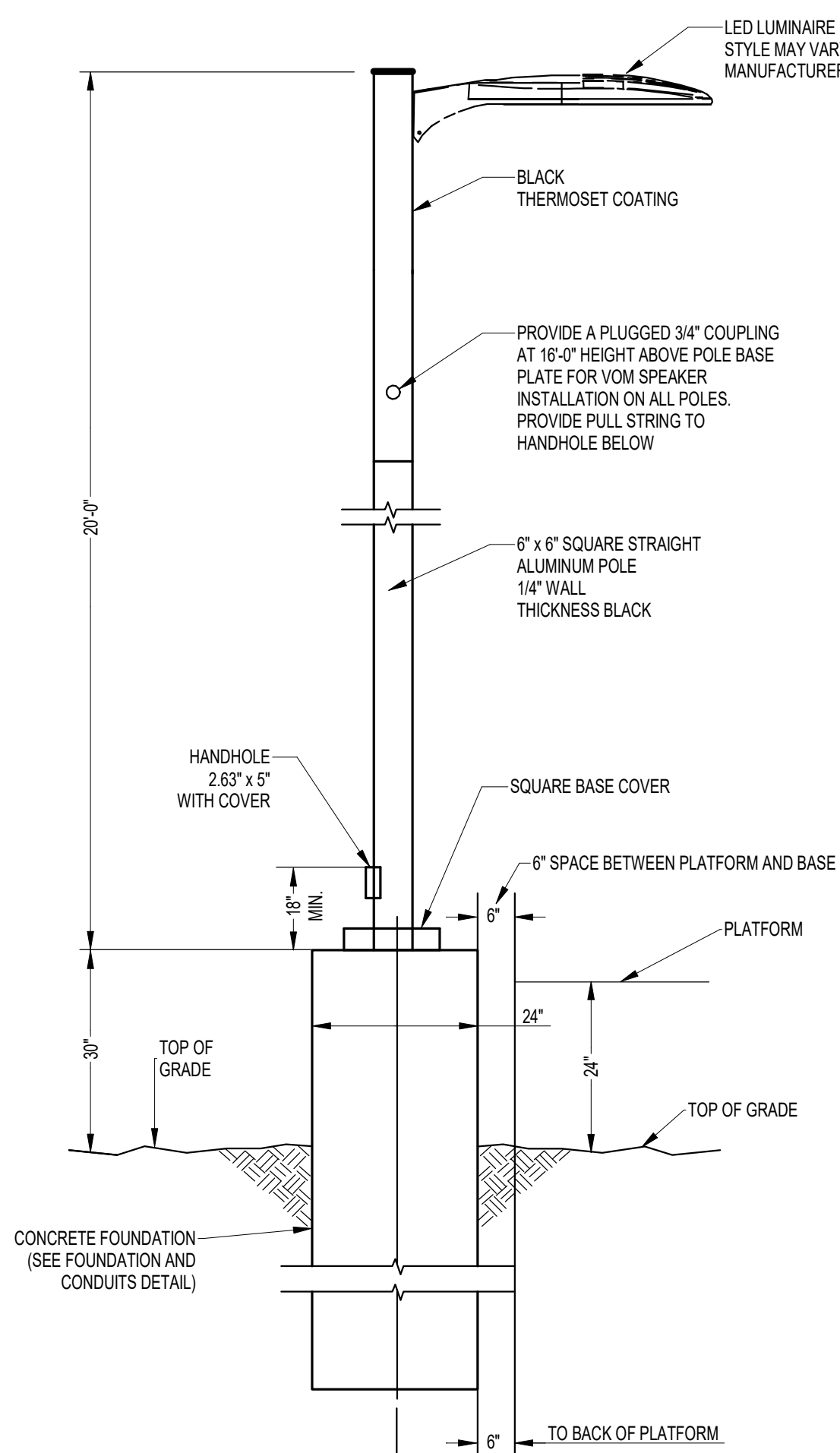
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AS INDICATED

PROJECT NO:
JP5194

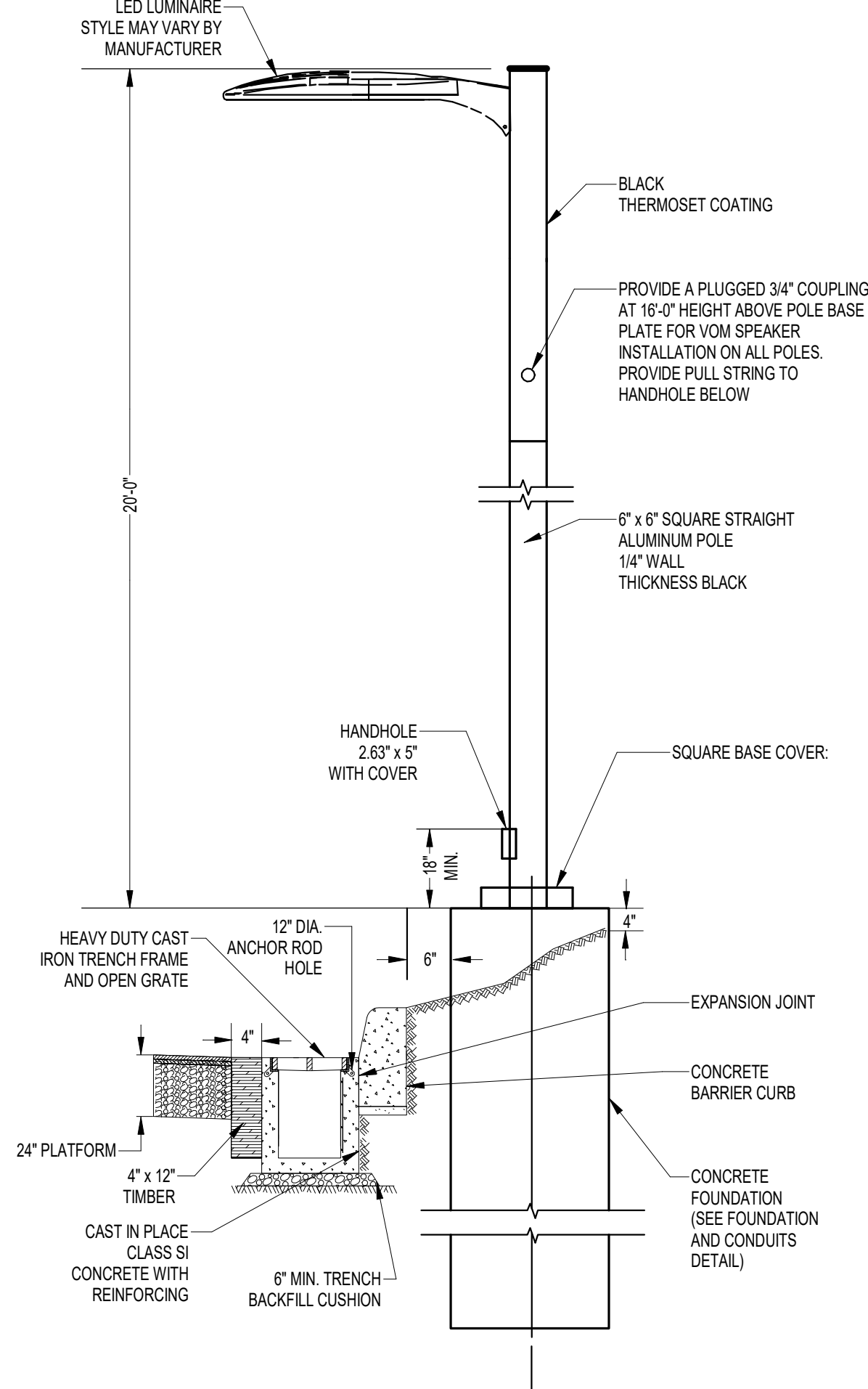
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

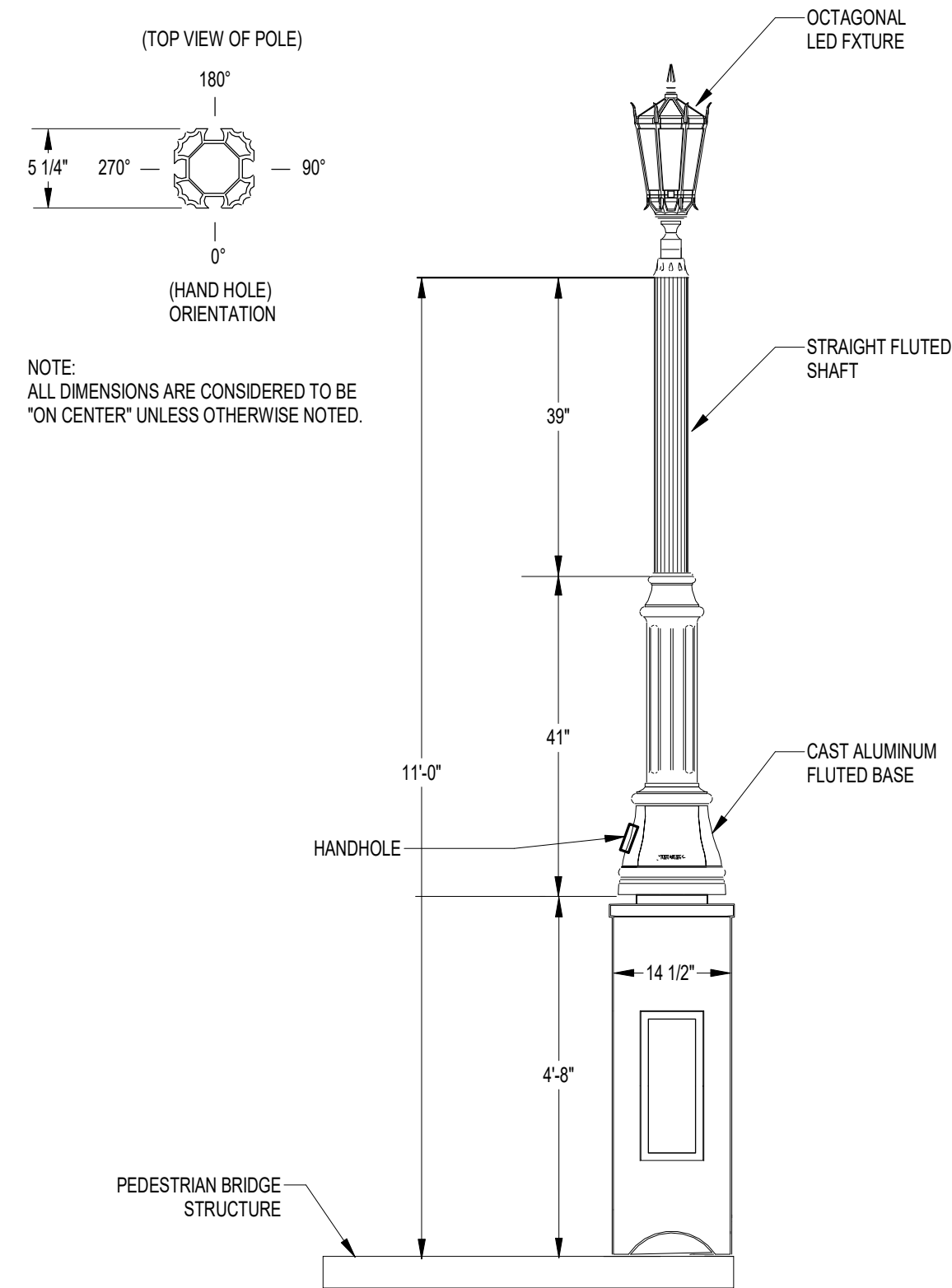
SHEET NO.
A-505



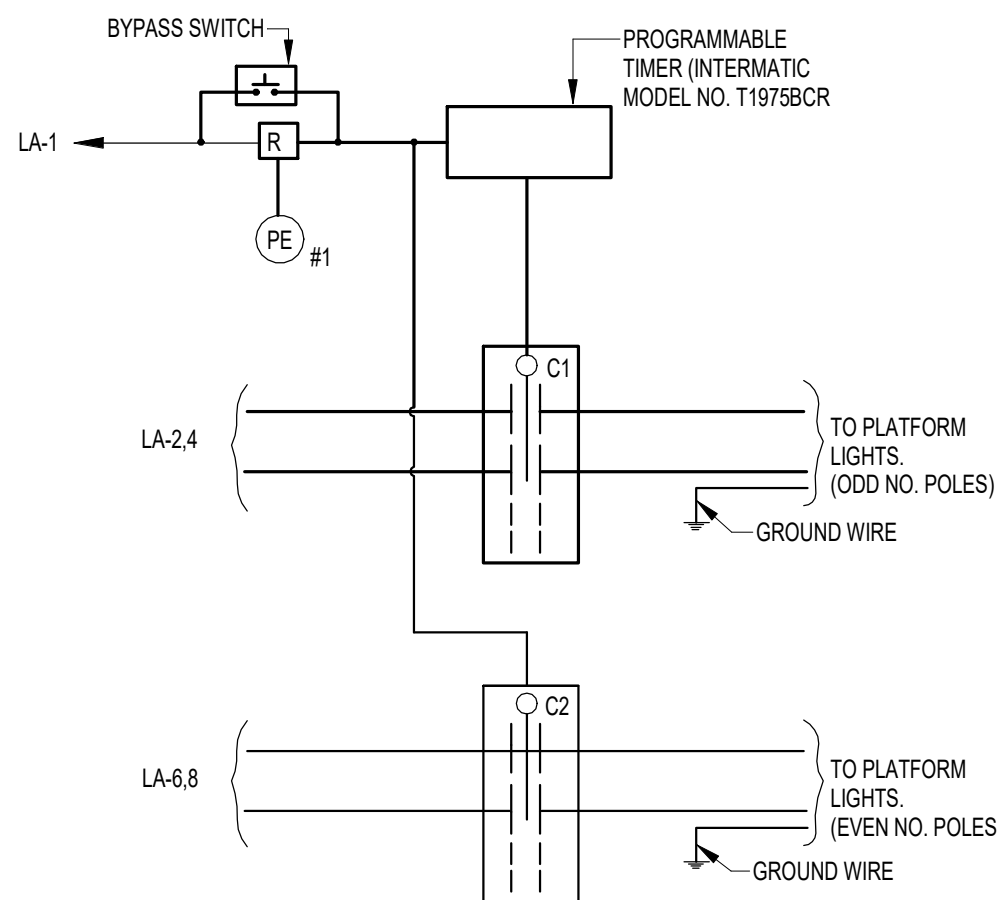
1 EAST PLATFORM LIGHT POLE DETAIL
3" = 1'-0"



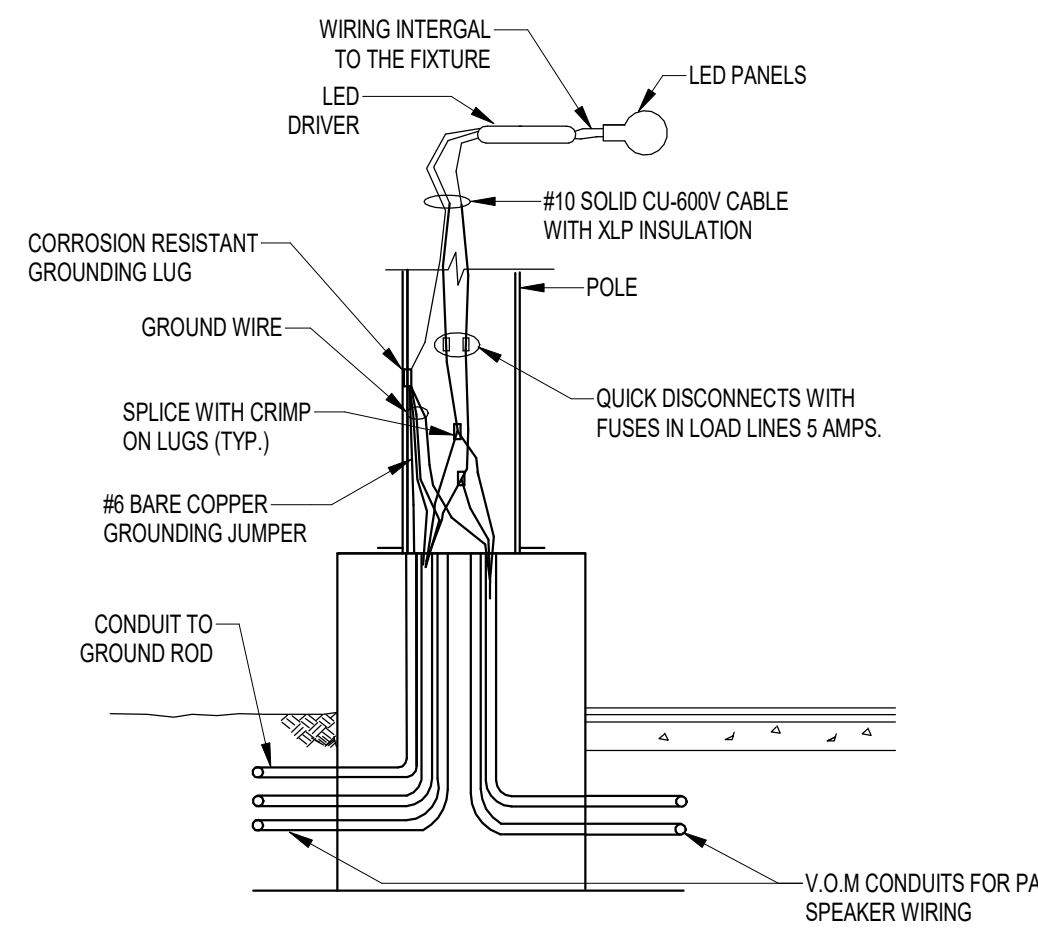
2 WEST PLATFORM LIGHT POLE DETAIL
3" = 1'-0"



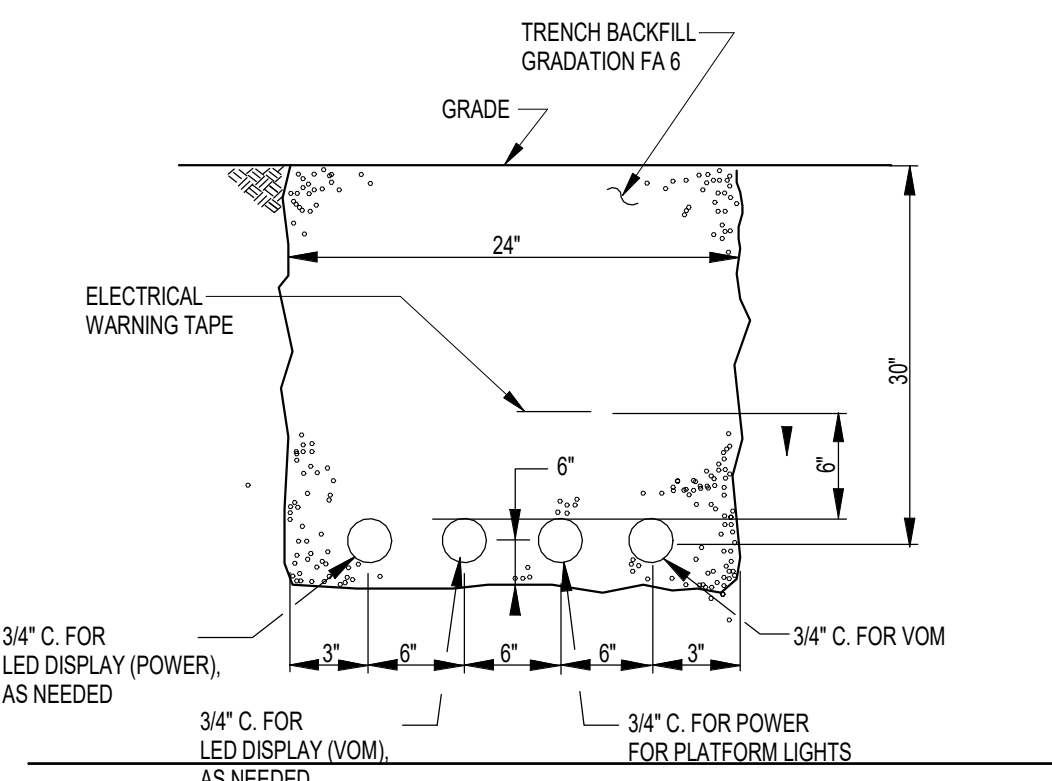
3 PEDESTRIAN BRIDGE LIGHT POLE DETAIL
NO SCALE



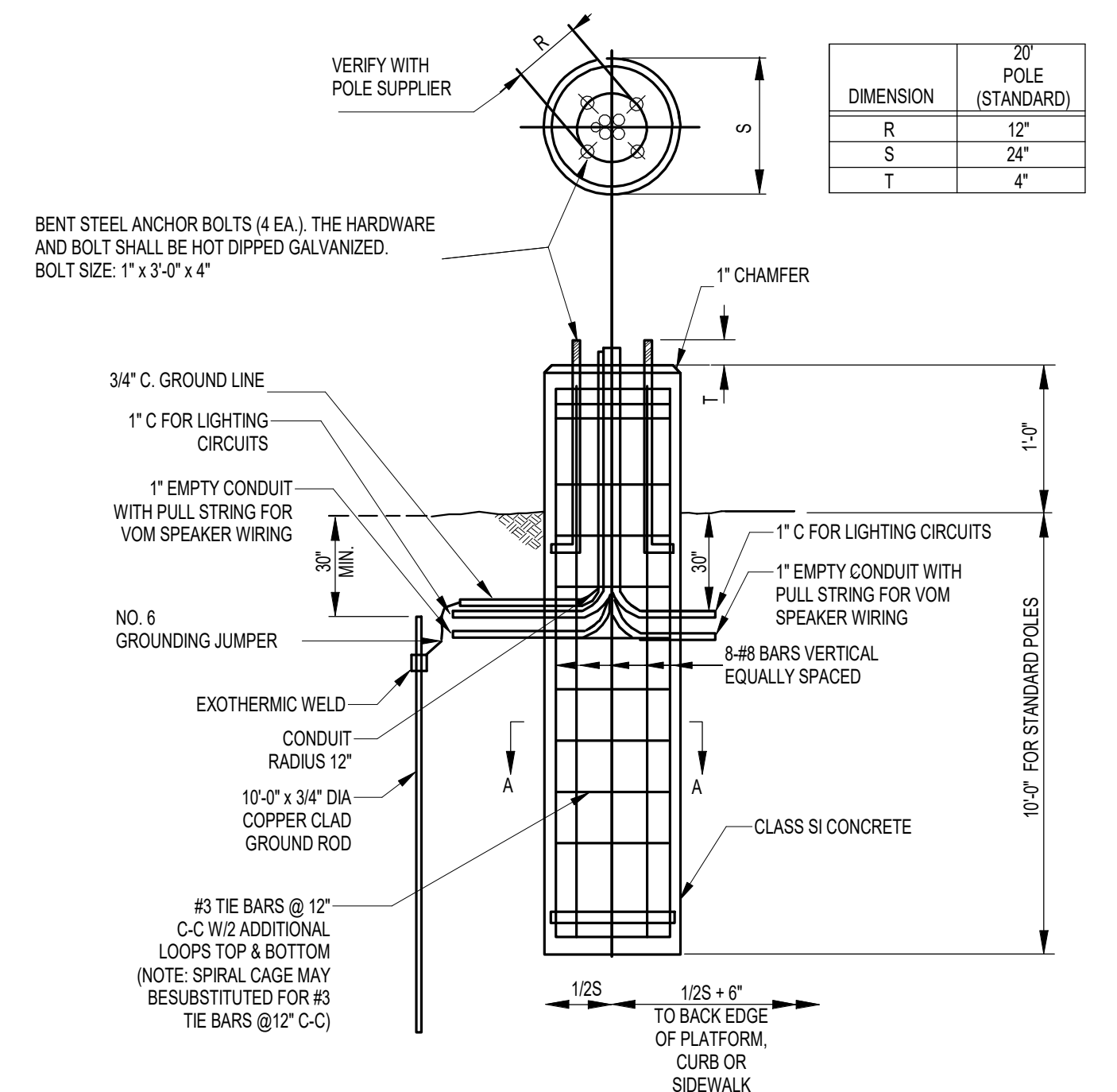
4 LIGHTING CONTROL WIRING DETAIL
NO SCALE



5 TYPICAL POLE WIRING
NO SCALE



6 POWER AND CONTROL CONDUITS TRENCH DETAIL
NO SCALE



- NOTES:
- 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
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

Village of Winnetka – Special Use Permit Application

Renovation of Hubbard Woods Station

Selection of Project Plans

(Full Set Provided under Separate Cover)

- Renderings







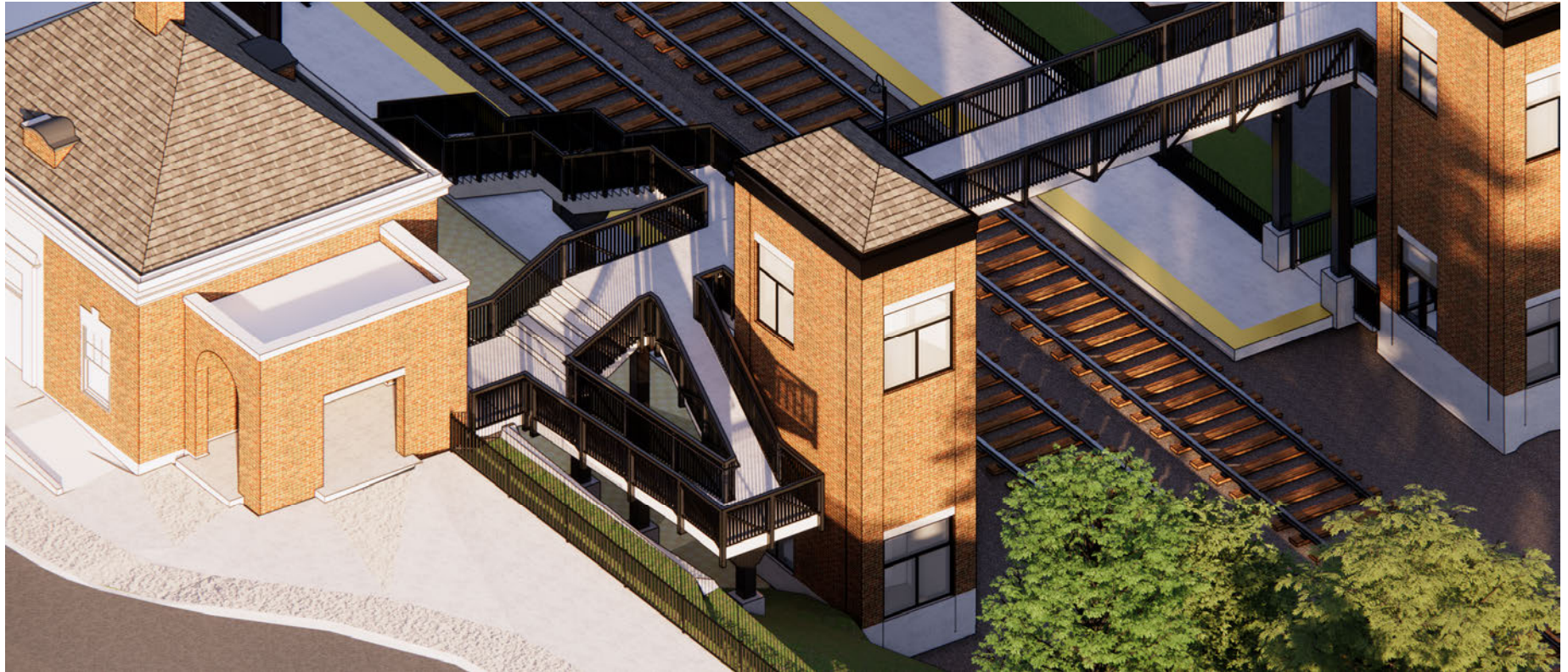








Proposed West Ramp – Scissor Shape



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



Village of Winnetka – Special Use Permit Application

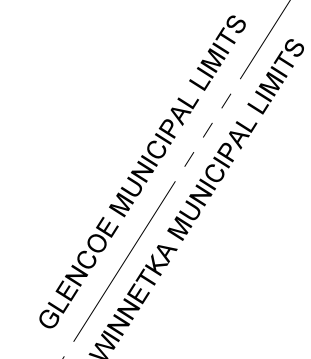
Renovation of Hubbard Woods Station

Selection of Project Plans

(Full Set Provided under Separate Cover)

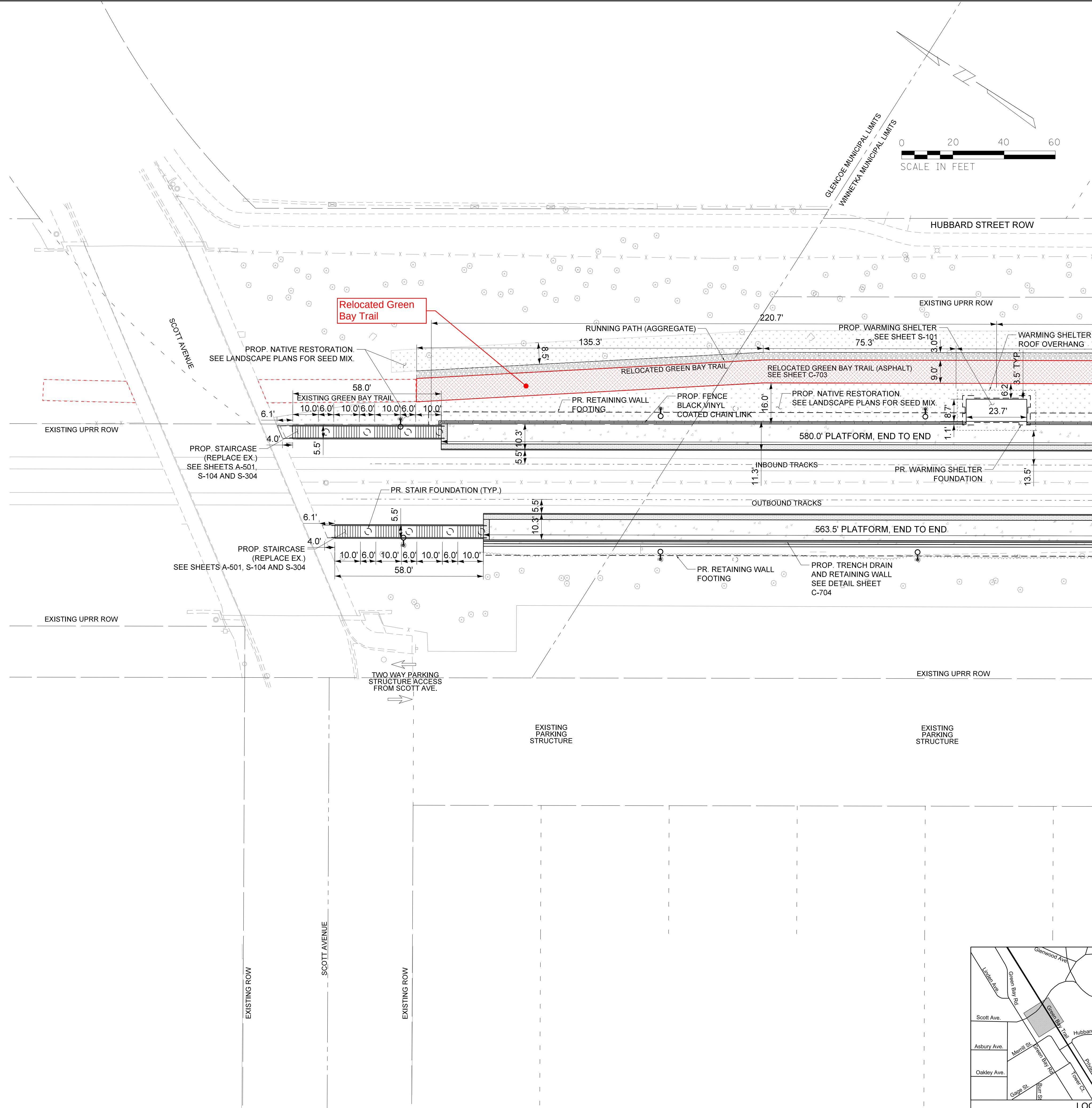
- Civil Site Plan

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

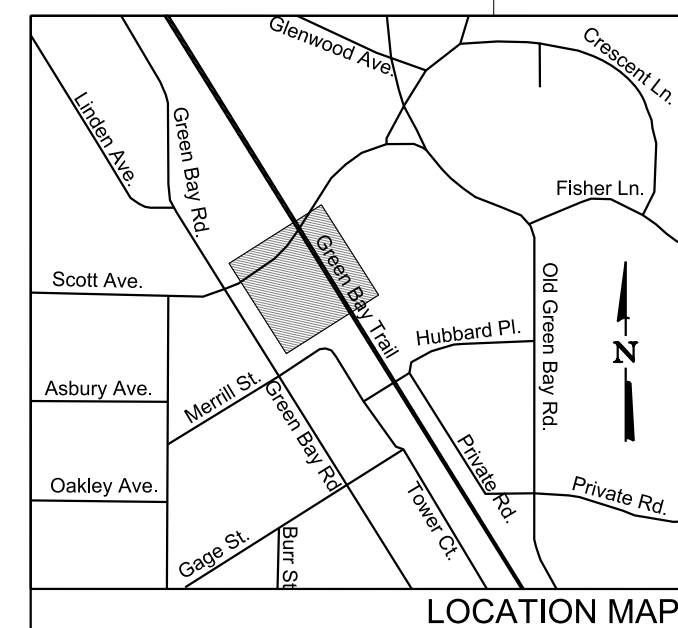


	ASPHALT TRAIL	7,741 SQFT
	AGGREGATE TRAIL	2,581 SQFT
	BRICK PAVERS	2,149 SQFT
	PEDESTRIAN BRIDGE	1,199 SQFT
	DETECTABLE WARNING	INBOUND = 600 LF OUTBOUND = 576 LF ADA = 86 LF
	LANDSCAPING - STREET LEVEL	538 SQFT
	NATIVE SEED MIX	2,326 SQYD
	PCC CONCRETE	SIDEWALK = 6,528 SQFT
	ASPHALT SURFACE REPLACEMENT (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	

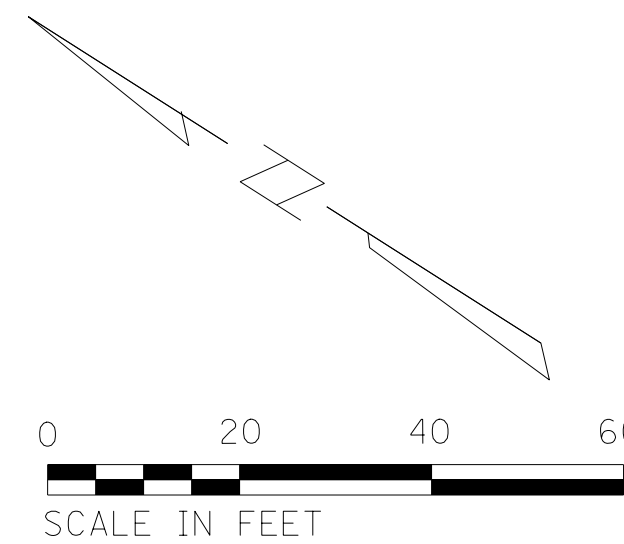
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CURVE NO.	PC	PC	PT	PT	RADIUS
	NORTHING	EASTING	NORTHING	EASTING	TO B/C (FT)
C-1	1986231.26	1144128.55	1986214.84	1144134.48	40
C-2	1986214.84	1144134.48	1986204.46	1144138.26	25
C-3	1986125.71	1144188.21	1986118.01	1144195.89	25
C-4	1986118.01	1144195.89	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

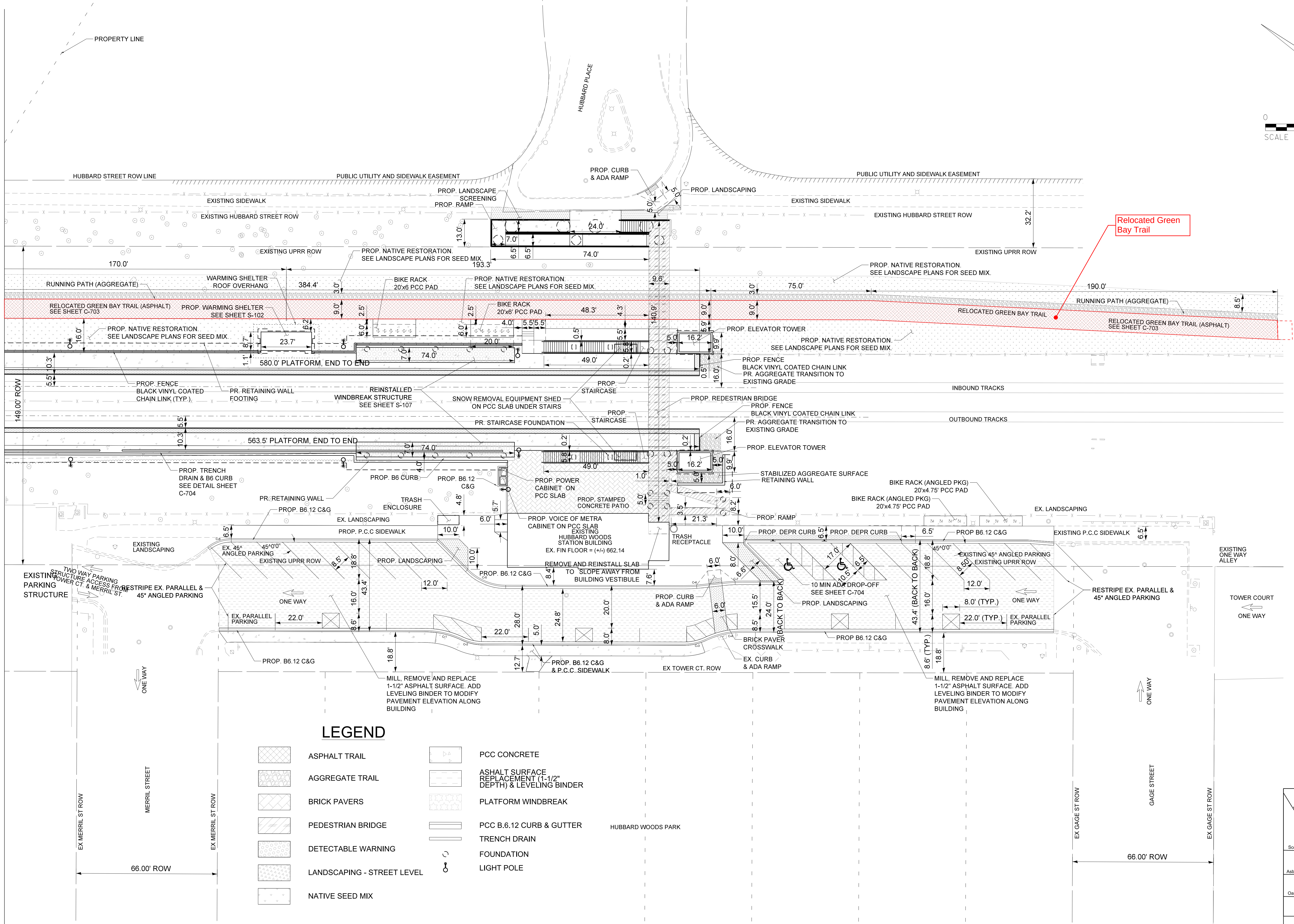


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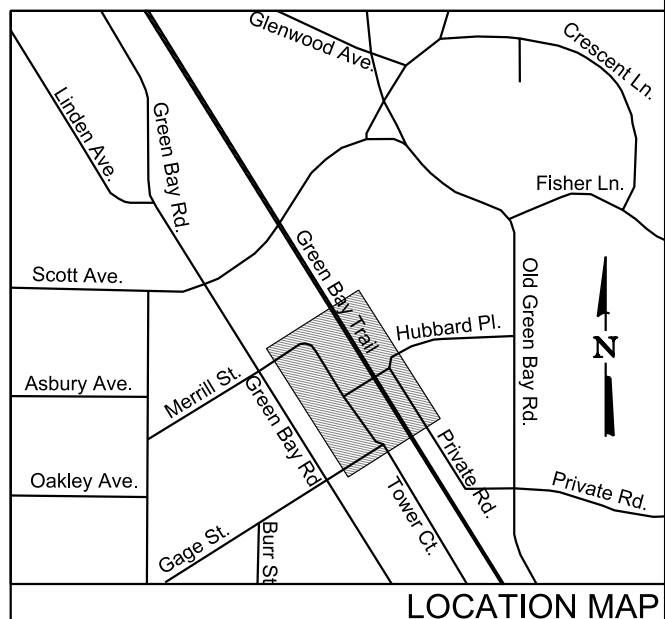
NOTES:
TOWER COURT PARKING COUNT:
EXISTING: 32 STD + 1 ADA SPACES
PROPOSED: 31 STD + 2 ADA SPACES

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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										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																																																																									
										TITLE: PROPOSED PLAN - SOUTH																																																																									
										CAD FILE NUMBER: UPN17.7C202_90.dgn																																																																									
										SCALE: 1" = 20'																																																																									
										PROJECT NO. JP5194																																																																									
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										DISTRICT: UPN																																																																									
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Village of Winnetka – Special Use Permit Application

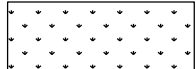
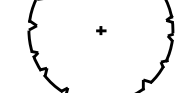
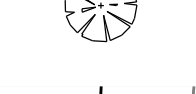
Renovation of Hubbard Woods Station

Selection of Project Plans

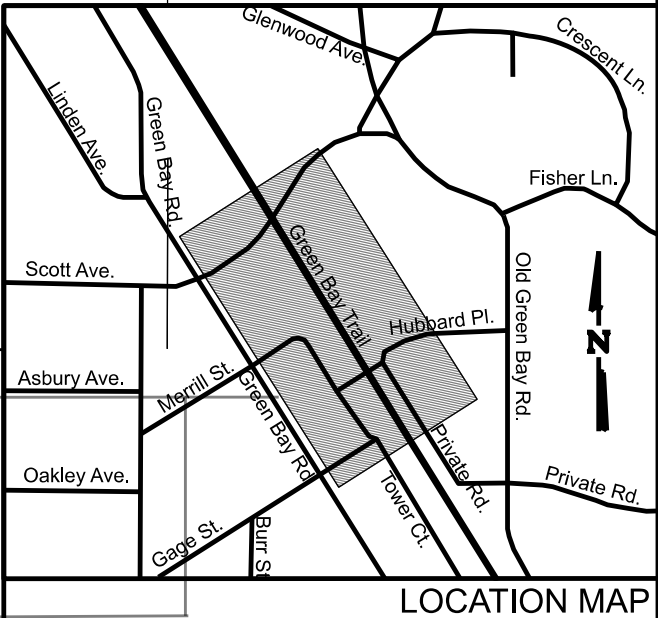
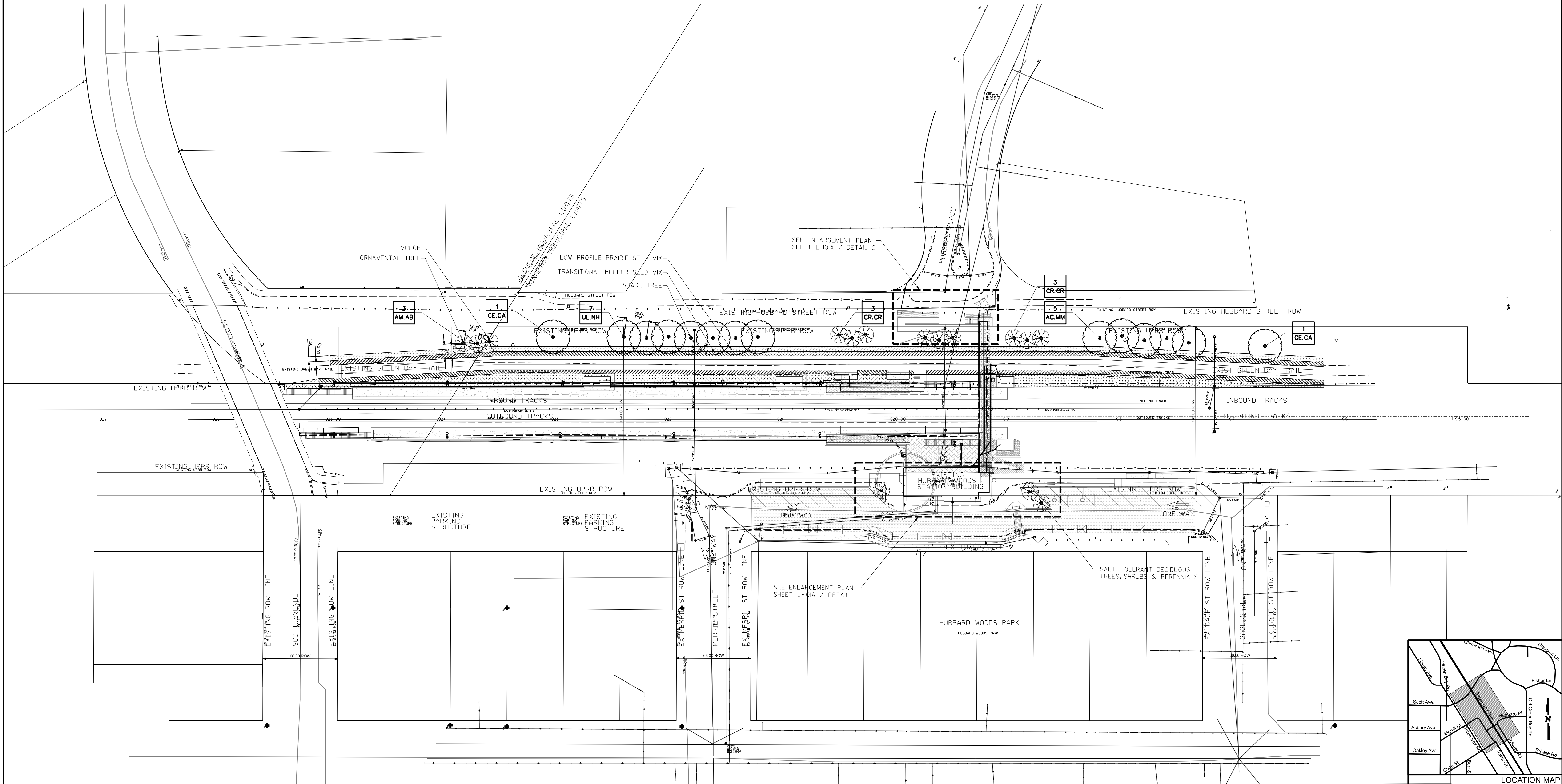
(Full Set Provided under Separate Cover)

- Landscape Plans

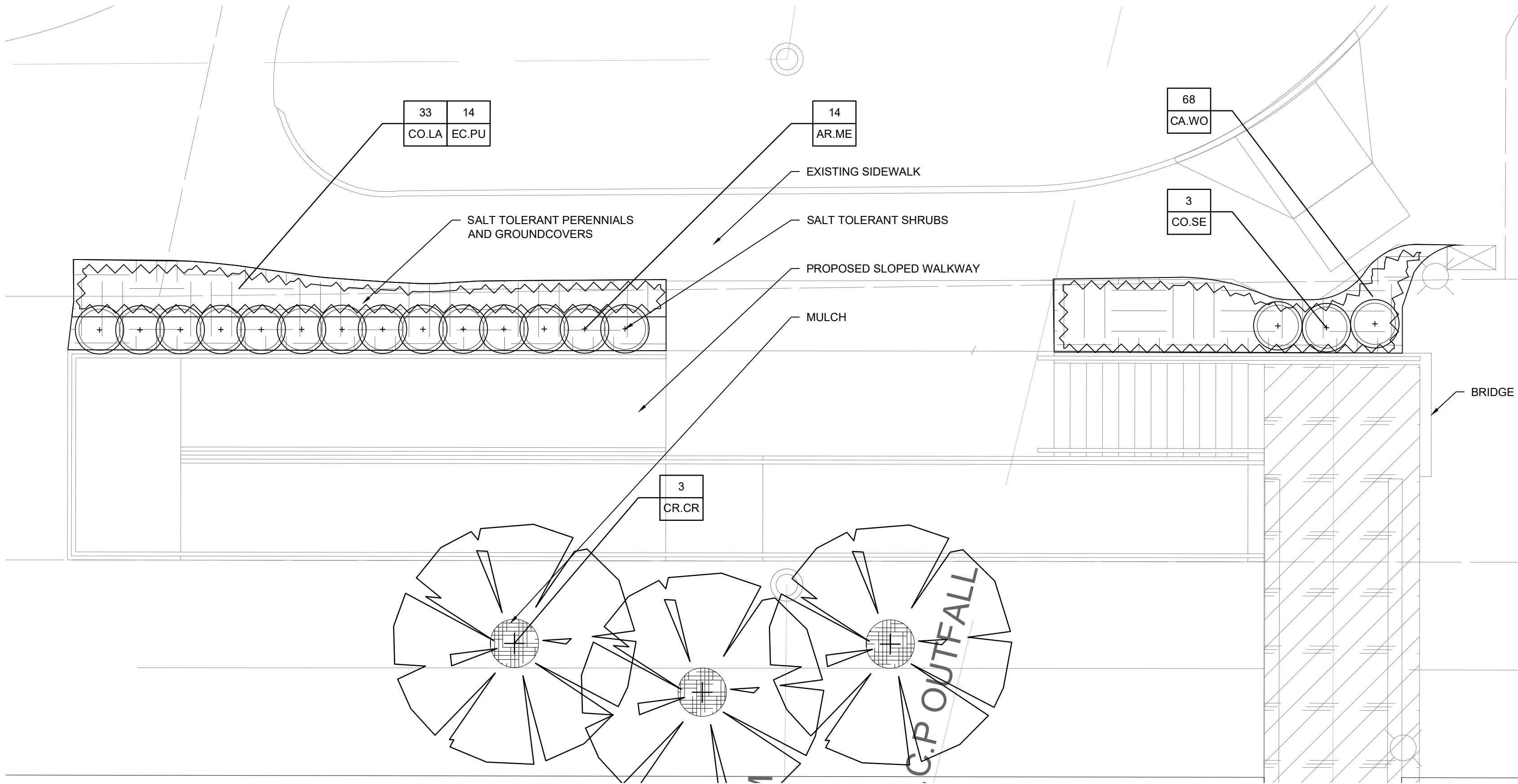
LEGEND

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

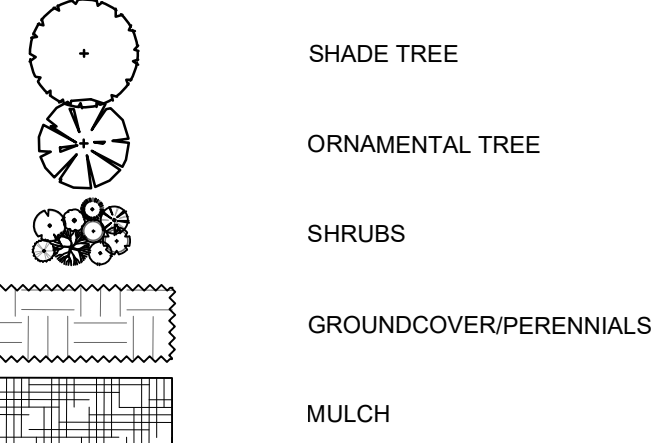
PLANT PALETTE						
CODE	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	REMARKS
SHADE TREES						
AC.MM	5	<i>Acer miyabei</i> 'Morton'	State Street Miyabe's Maple	B&B	2.5" cal	matching heads
CE.CA	2	<i>Cercis canadensis</i>	Eastern Redbud	B&B	8' ht	
CR.CR	6	<i>Crataegus crus-galli</i> var. <i>inermis</i>	Thornless 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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MILE POST NO. UPN 17.70																																																																					



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 GROUND COVER					
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"

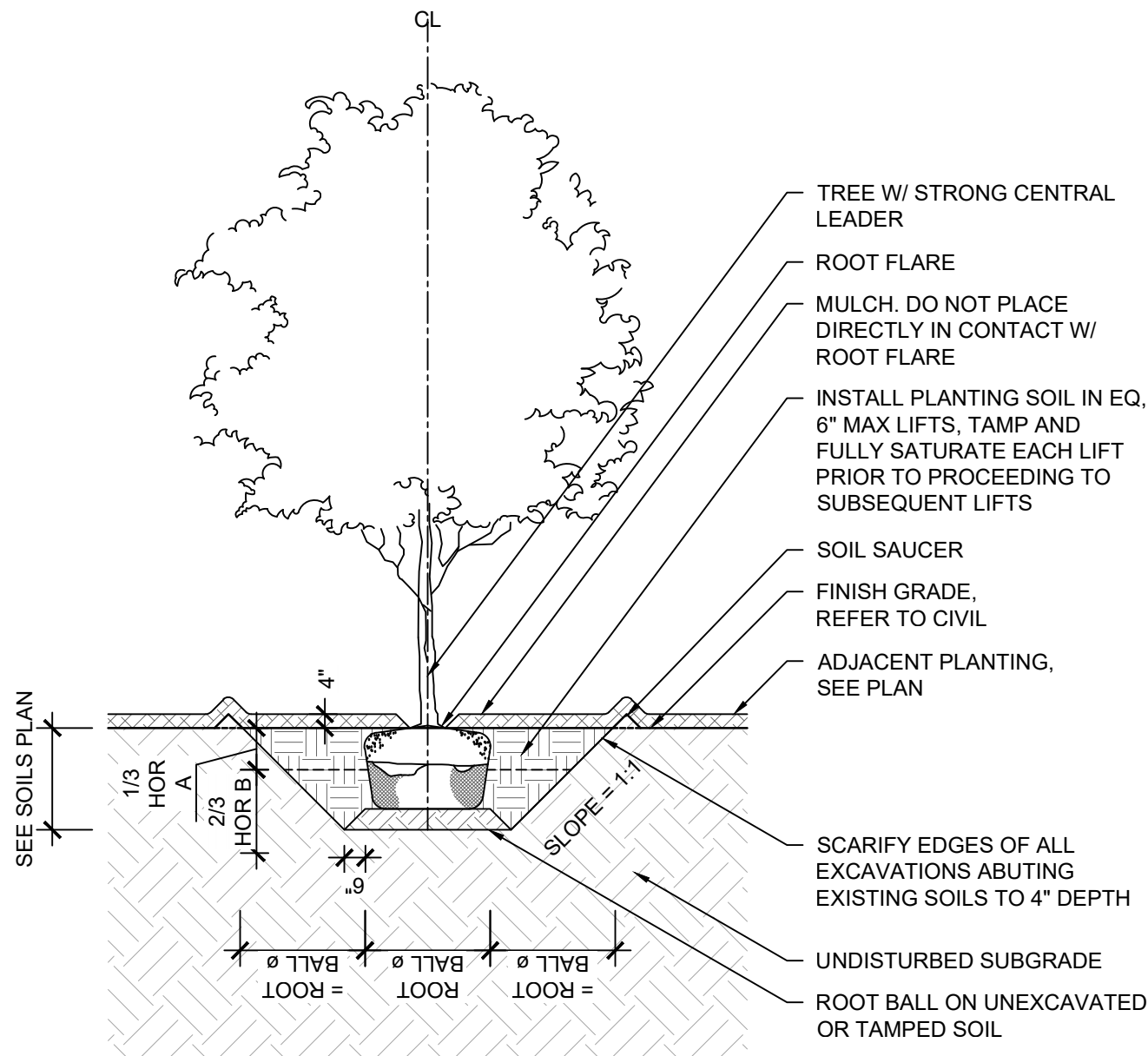
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SUB CONSULTANT	PRIMARY CONSULTANT	PRIMARY CONSULTANT	DESIGNED: MM	LOCATION NAME: HUBBARD WOODS STATION	CAD FILE NUMBER: UPN17.7C
SEAL/ SIGNATURE	SEAL/ SIGNATURE	SEAL/ SIGNATURE	DRAWN: JT	TITLE: PLANTING PLAN ENLARGEMENTS	SCALE: 3/16" = 1'-0"
			CHECKED: BM		DISTRICT: UPN
			METRA P.M. R. BASIRIRAD		PROJECT NO. JP5194
			DATE: 07/15/2024		SHEET NO. L-101A

888 South Michigan Ave Suite 1000 Chicago, IL 60605 Phone: (312) 427-7240	TYLin 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	Metra ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661
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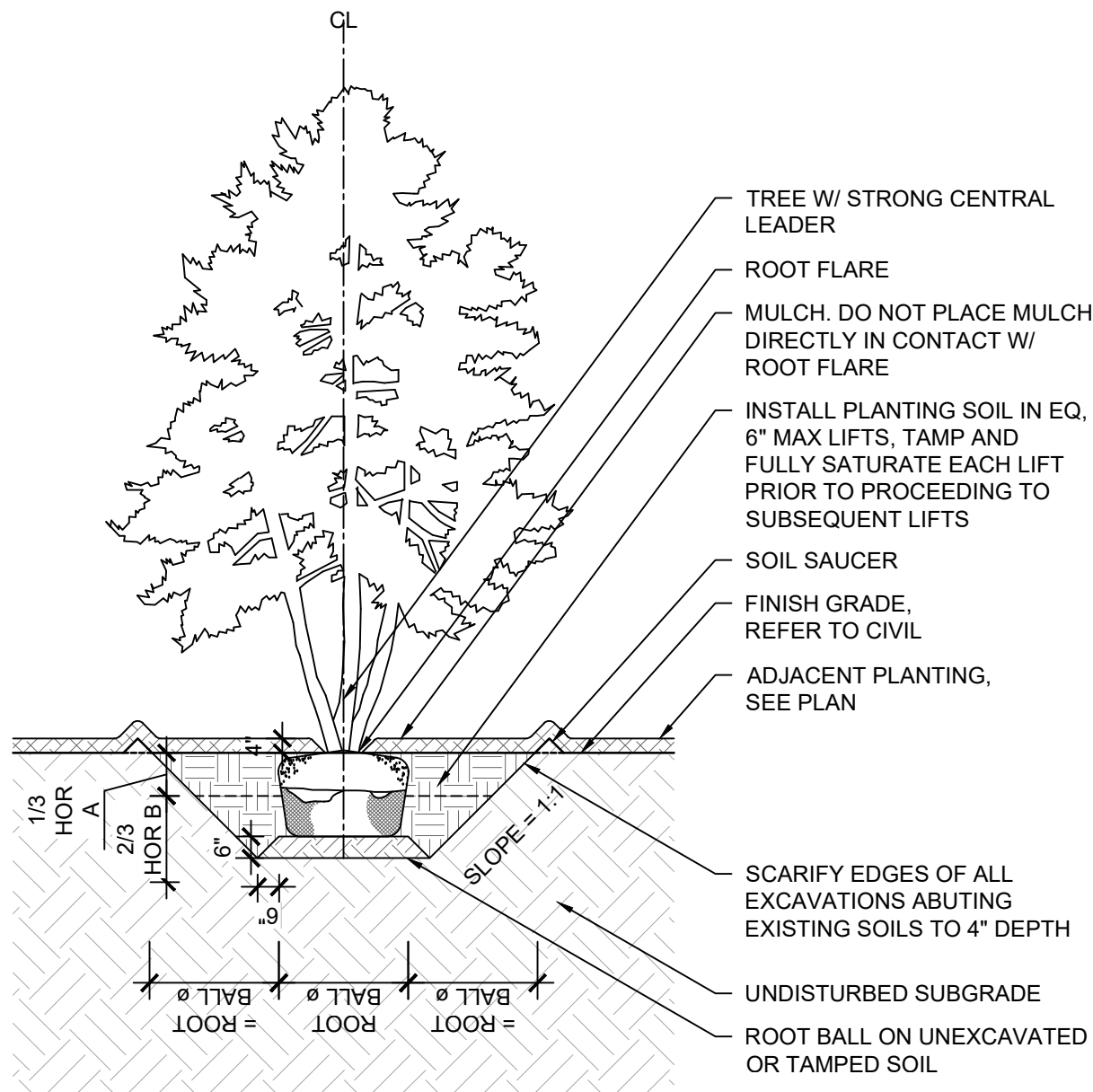
UPN 17.70

- NOTES:
1. ALIGN TRUNKS WHEN PLANTED IN A LINE
 2. ORIENT TREE PER LA TREE SEALS, RIBBON, 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 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



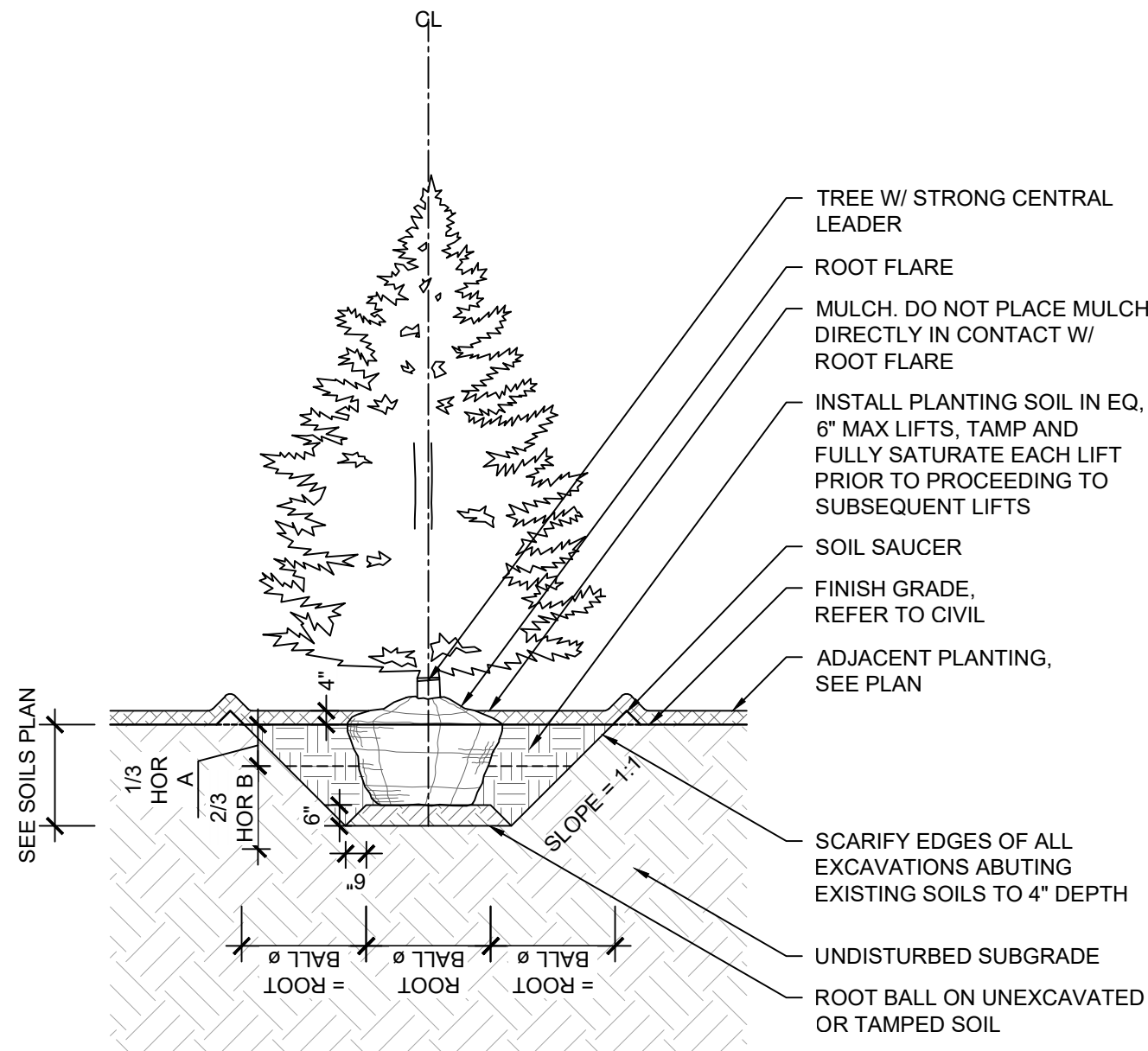
1 **SHADE TREE SECTION**
1/4" = 1'-0"

- NOTES:
1. ALIGN TRUNKS WHEN PLANTED IN A LINE
 2. ORIENT TREE PER LA TREE SEALS, RIBBON, 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 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

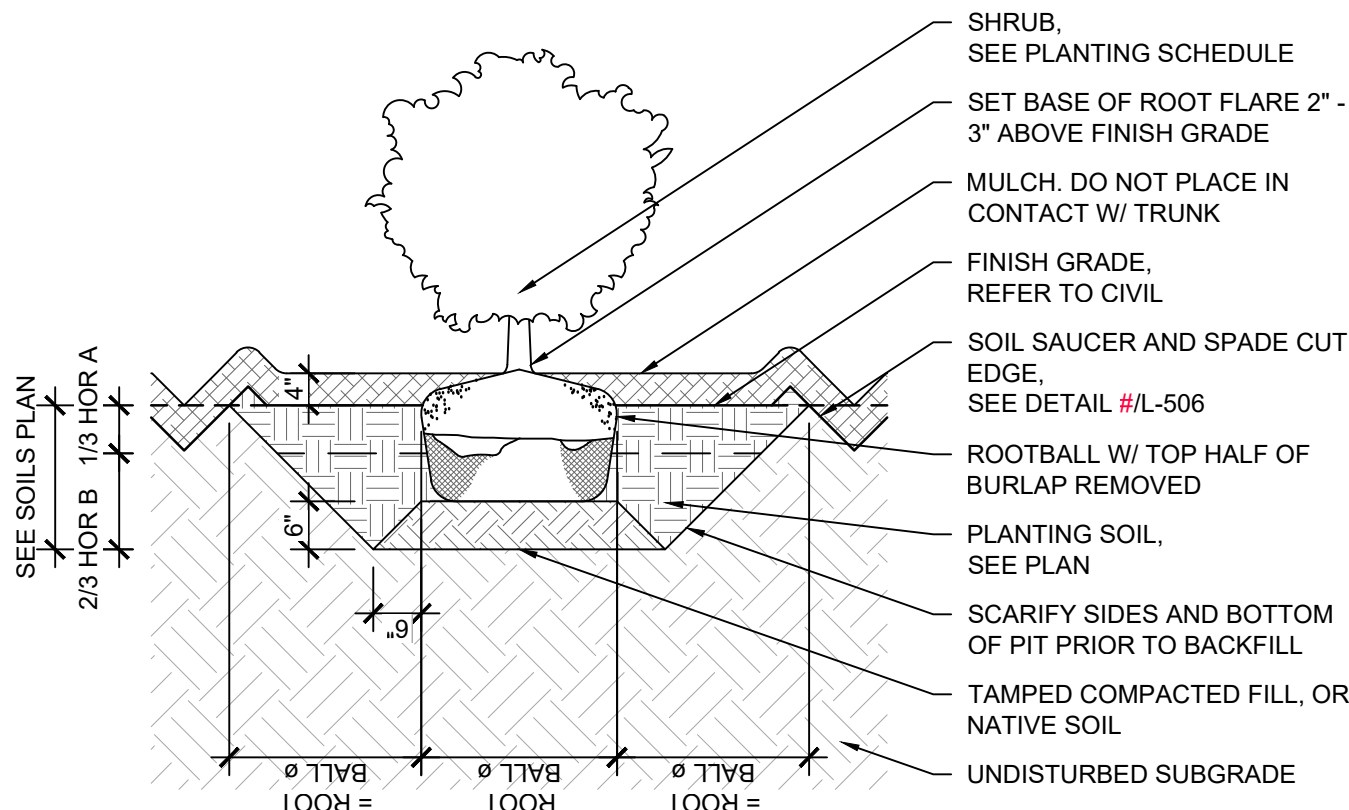


2 **MULTI-STEM TREE SECTION**
1/4" = 1'-0"

- NOTES:
1. ALIGN TRUNKS WHEN PLANTED IN A LINE
 2. ORIENT TREE PER LA TREE SEALS, RIBBON, 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 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

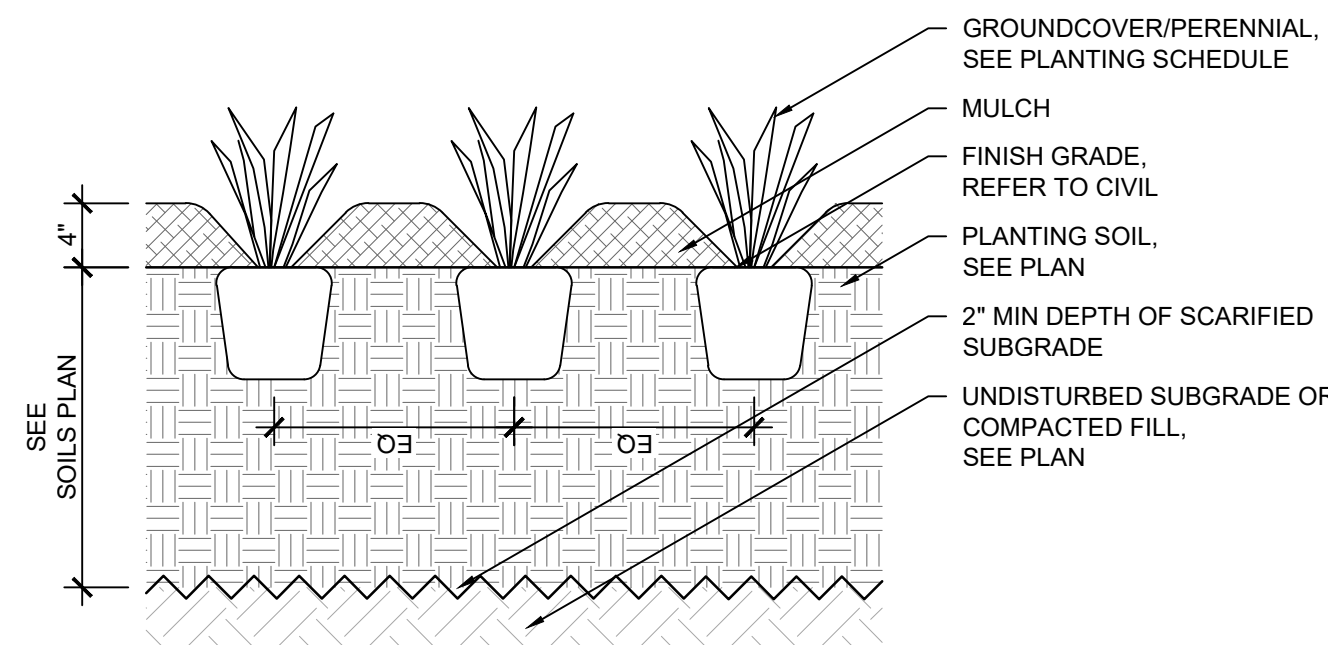


3 **EVERGREEN TREE SECTION**
1/4" = 1'-0"



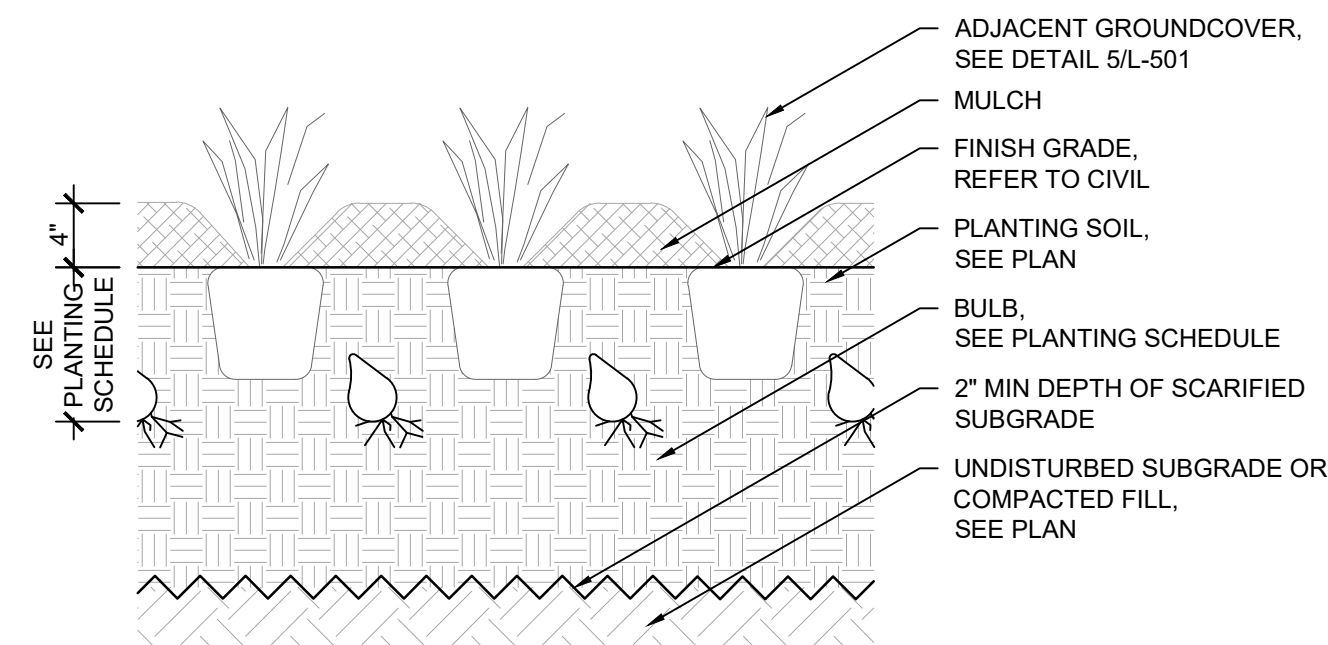
4 **SHRUB SECTION**
1/2" = 1'-0"

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

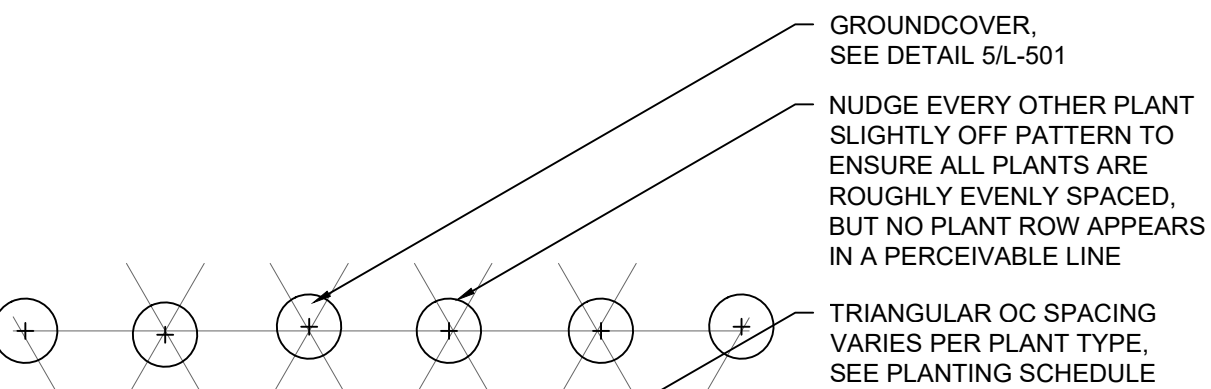


5 **GROUNDCOVER/PERENNIAL SECTION**
1" = 1'-0"

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



6 **BULB SECTION**
1" = 1'-0"



7 **TRIANGULAR SPACING PLANTING PLAN**
NTS

GENERAL PLANTING NOTES

1. 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 ANY DIMENSION AND OTHER EXTRANEIOUS 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.

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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
 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

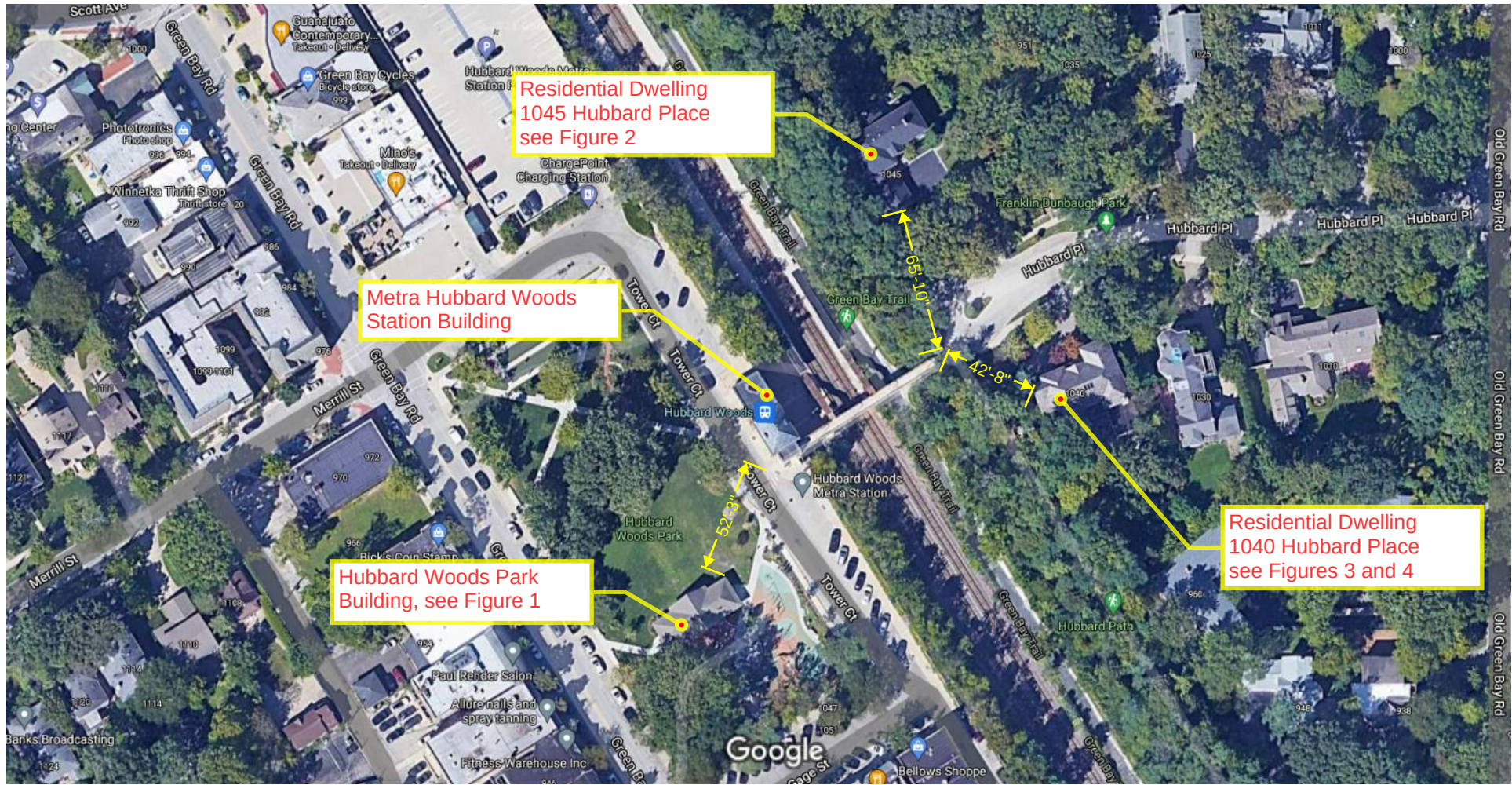
 ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661
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LOCATION NAME: HUBBARD WOODS STATION	CAD FILE NUMBER: UPN17.7C
TITLE: LANDSCAPE DETAILS	SCALE: DISTRICT: UPN
MILE POST NO. UPN 17.70	SHEET NO. L-501



Village of Winnetka – Certificate of Appropriateness
Application

Renovation of Hubbard Woods Station Neighborhood / Adjacent Building Context



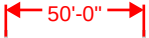
Imagery ©2021 Maxar Technologies, U.S. Geological Survey, Map data ©2021 50 ft 



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.

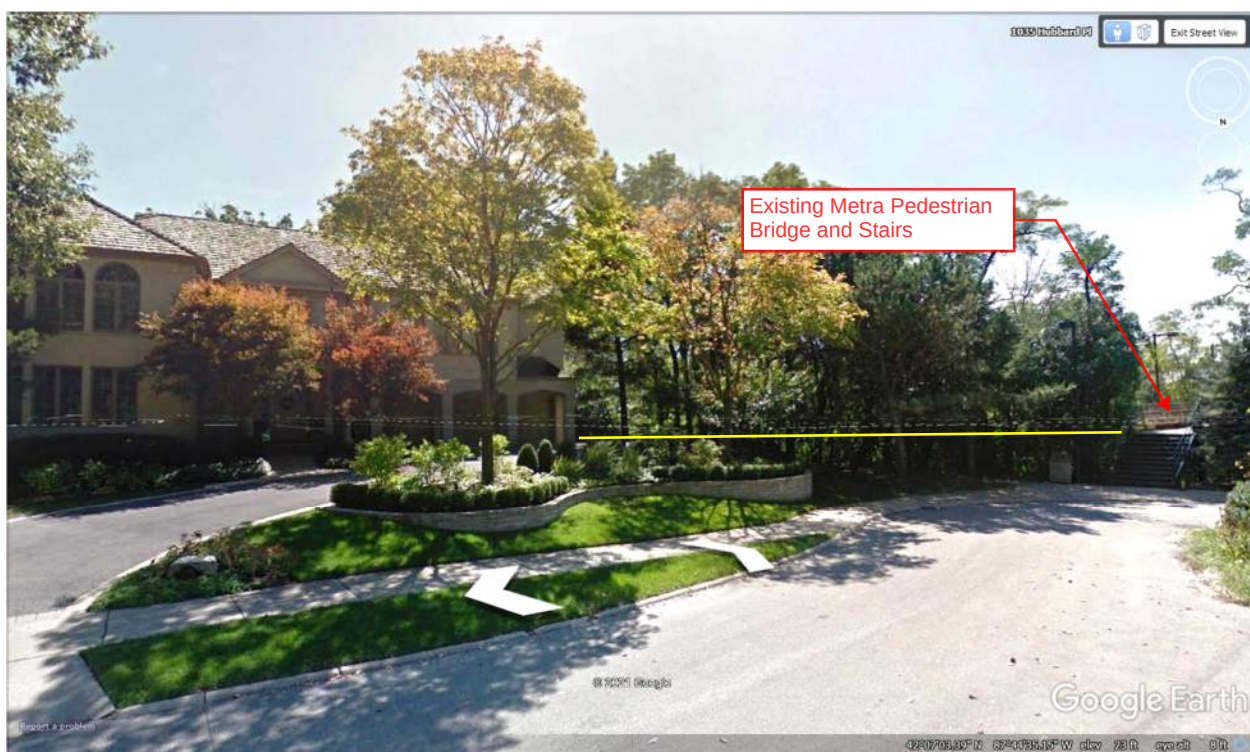


Figure 4 - Residential Dwelling at 1040 Hubbard Place, Illustrates reference height of existing pedestrian bridge stairs to residential dwelling.



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.

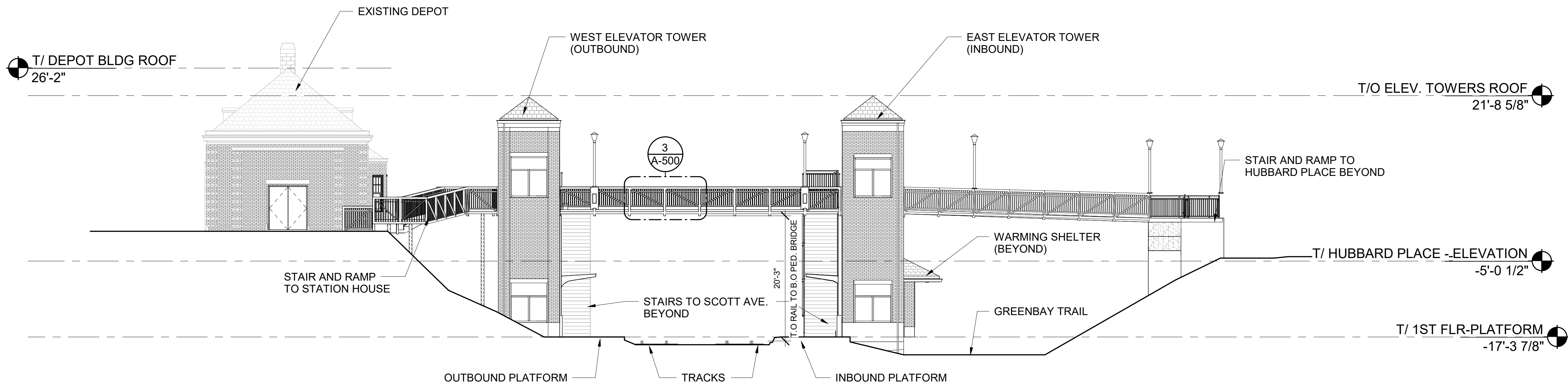
The Village of Winnetka, the Winnetka Historical Society, SHPO, and FTA representatives were present at the Consulting Parties Meeting held on 1/7/2021 and agreed upon the modifications to the elevator towers.

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.

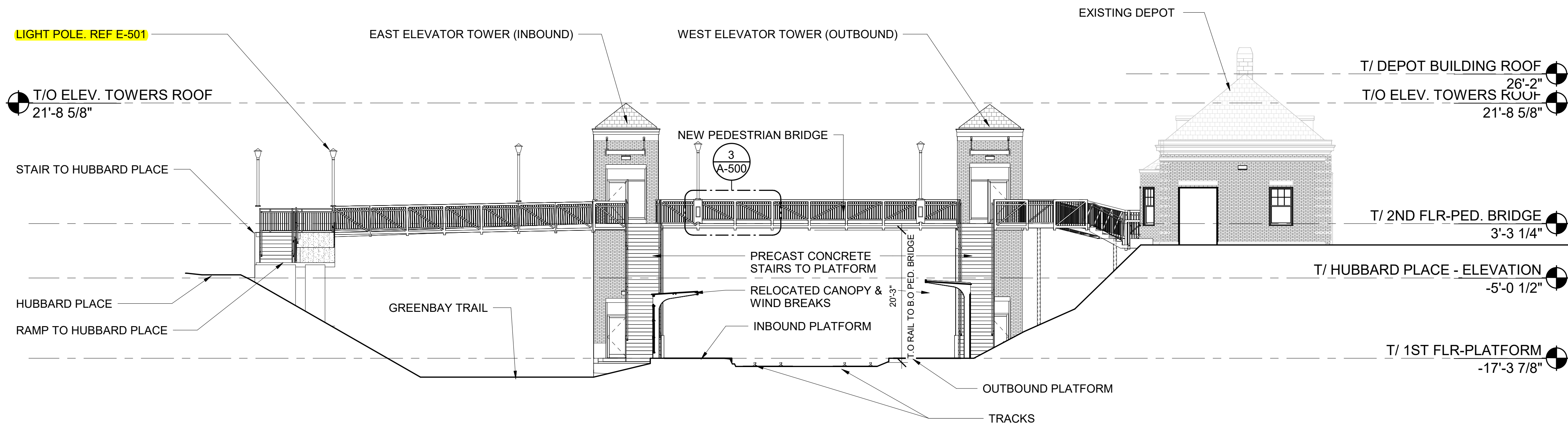
5. The board indicated preference for the 42" railing height on the pedestrian bridge. ***TYLin indicated the UPRR current guidelines are the arched fencing over the entire UPRR ROW, however a variance is in progress to request the higher 6'-0" vertical railing be used over the tracks (between the elevator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

Public Comment and Responses:

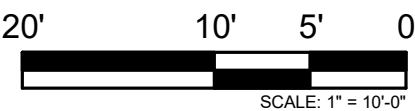
1. The very loud announcements impact the neighborhood. (The mechanical sound of the train does not bother us). At times, the announcements have been so loud and so repetitive that they have impacted our enjoyment of our yard..... Would it be possible to include an electronic sign that updates the train 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

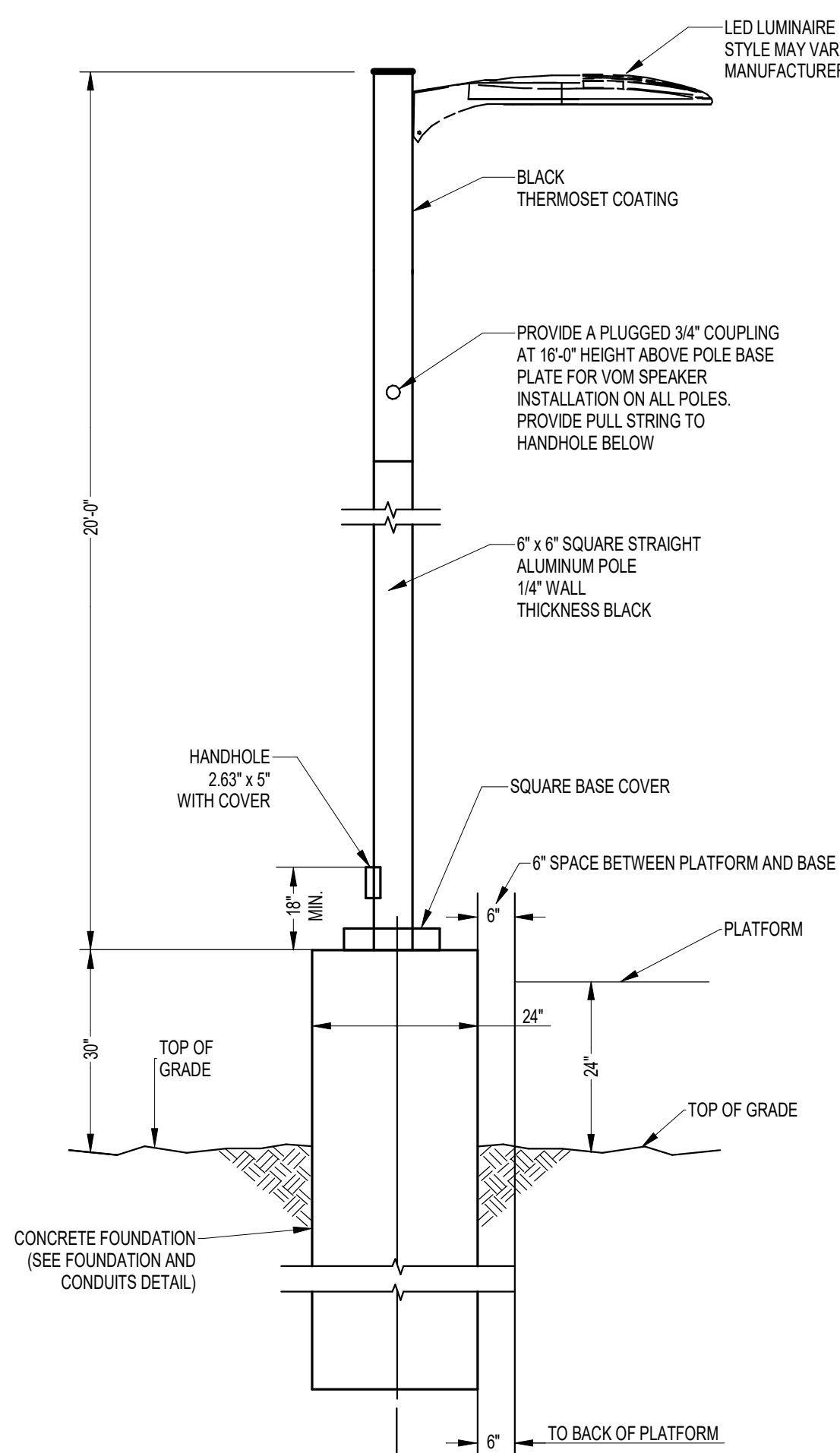
SCALE:
AS INDICATED

PROJECT NO:
JP5194

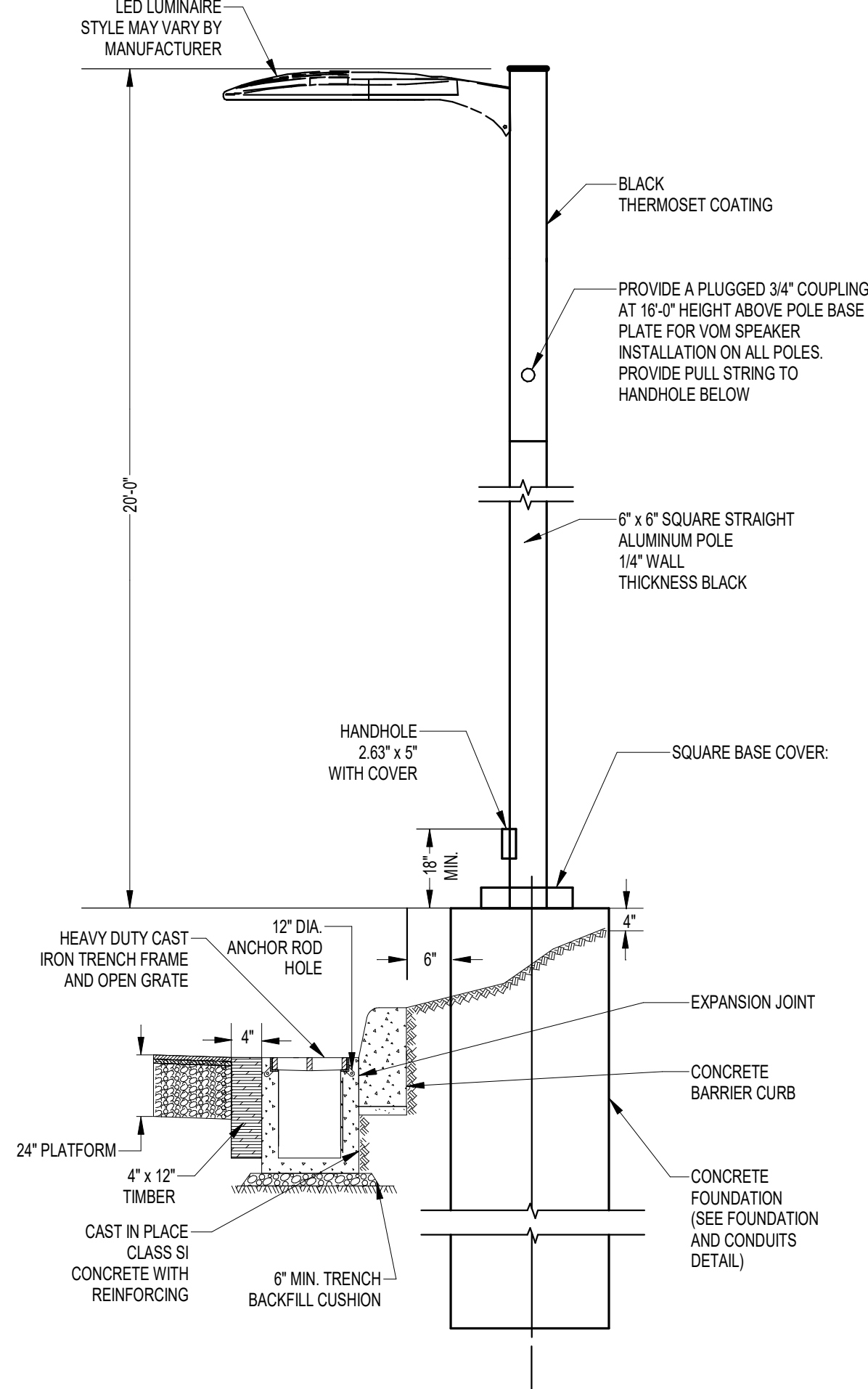
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

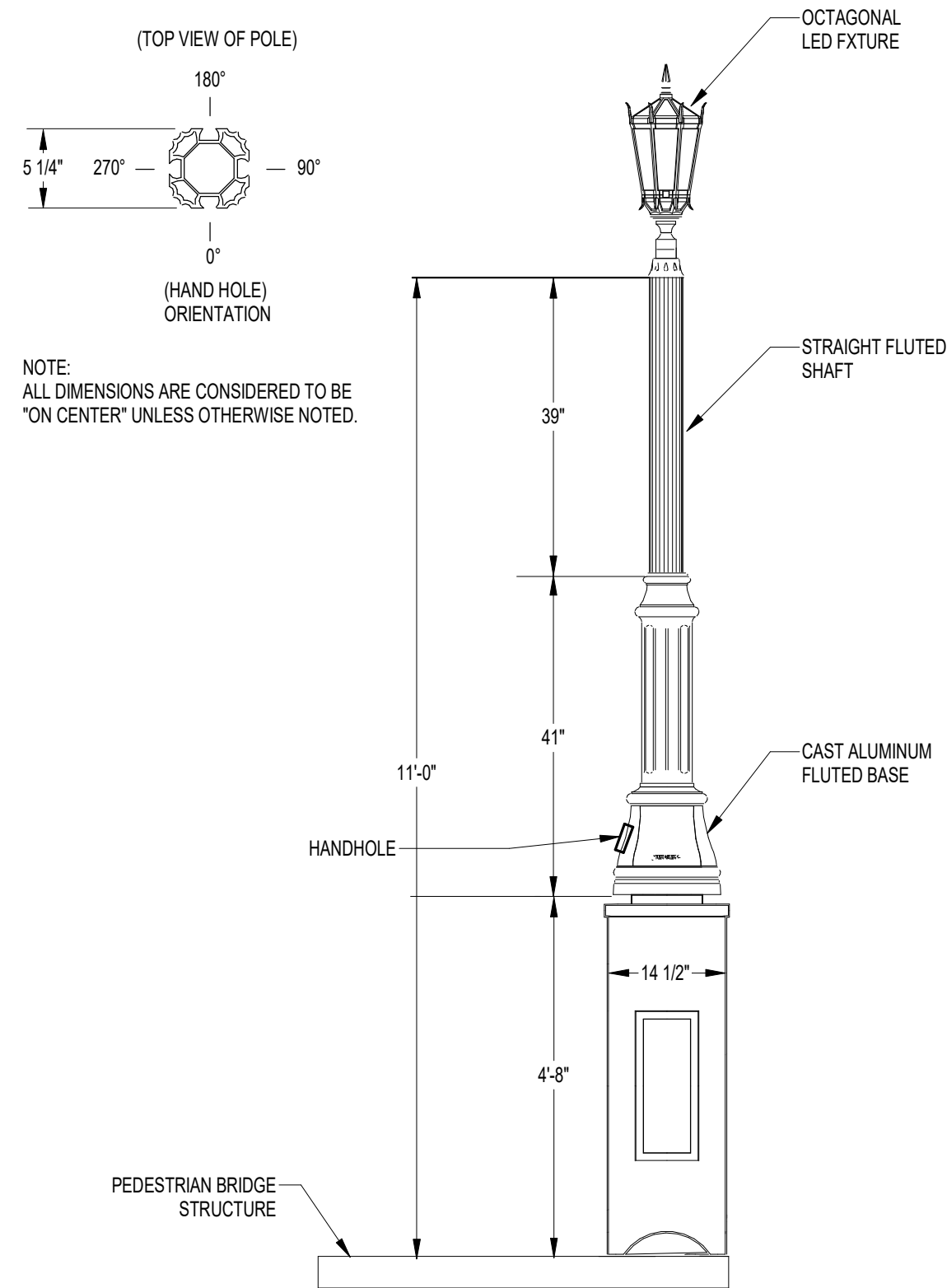
SHEET NO.
A-300



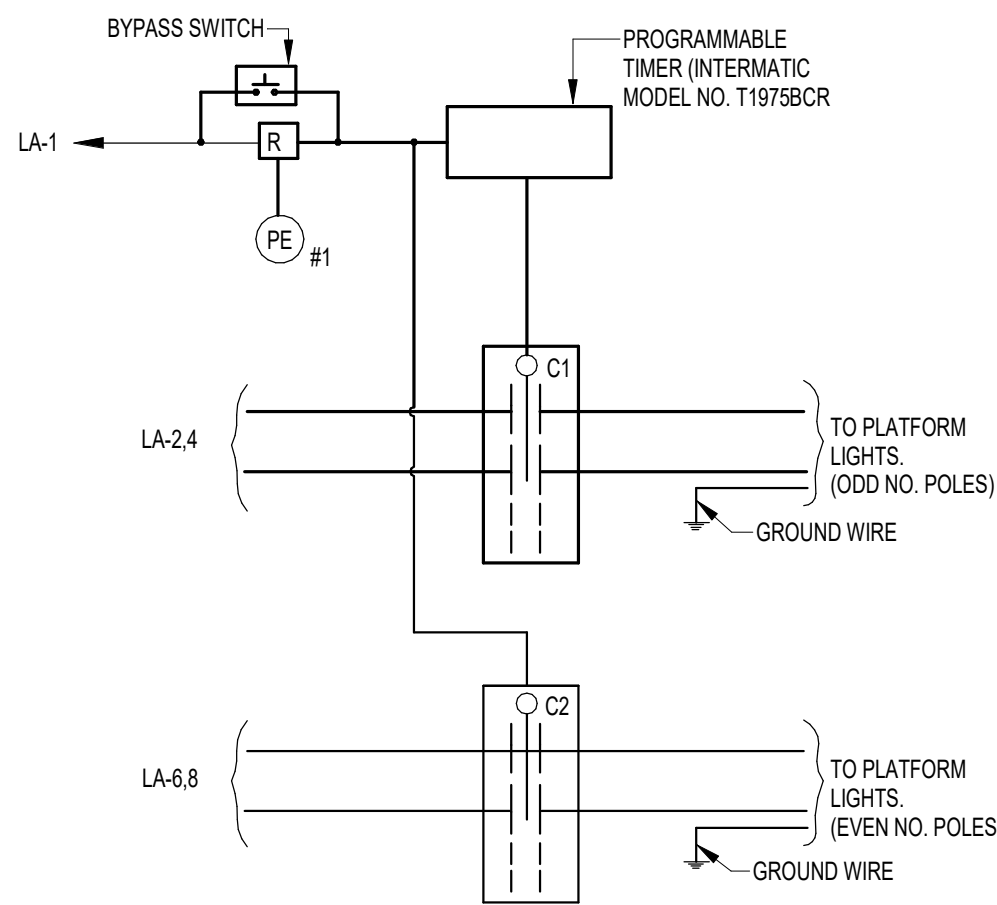
1 EAST PLATFORM LIGHT POLE DETAIL
3" = 1'-0"



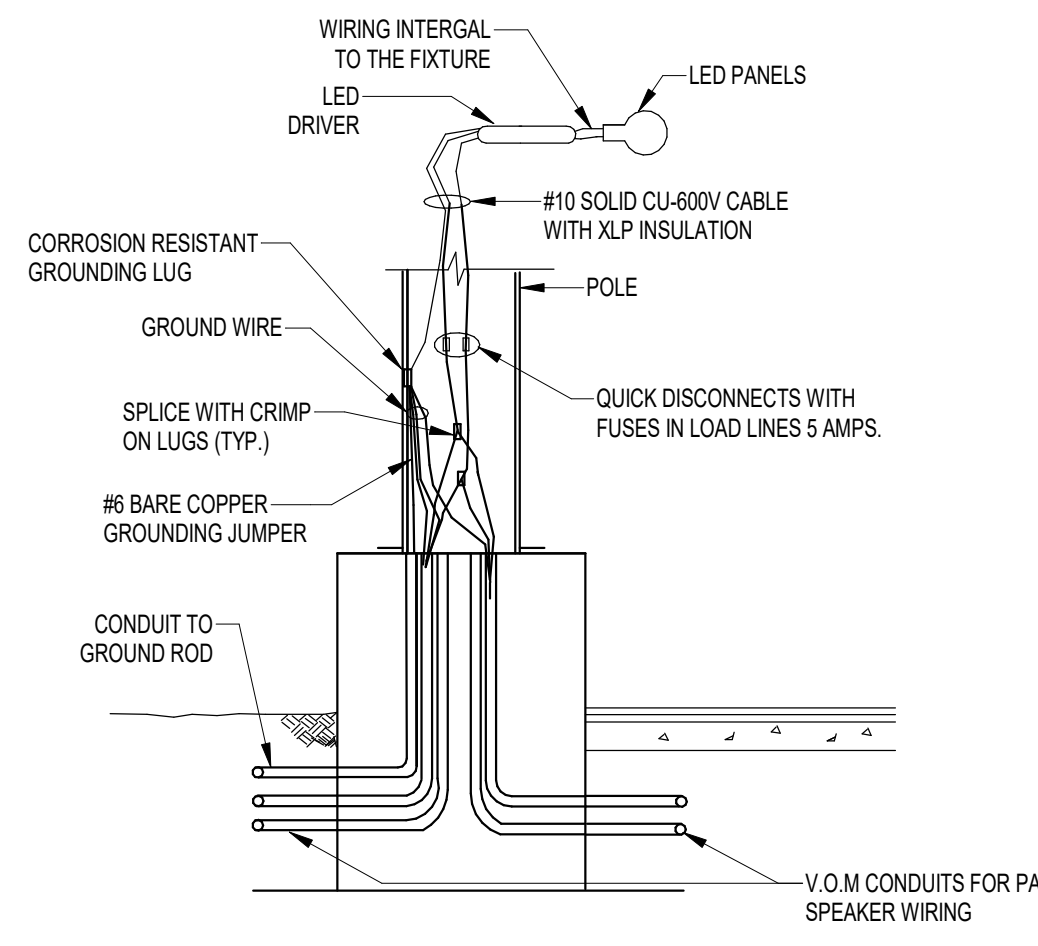
2 WEST PLATFORM LIGHT POLE DETAIL
3" = 1'-0"



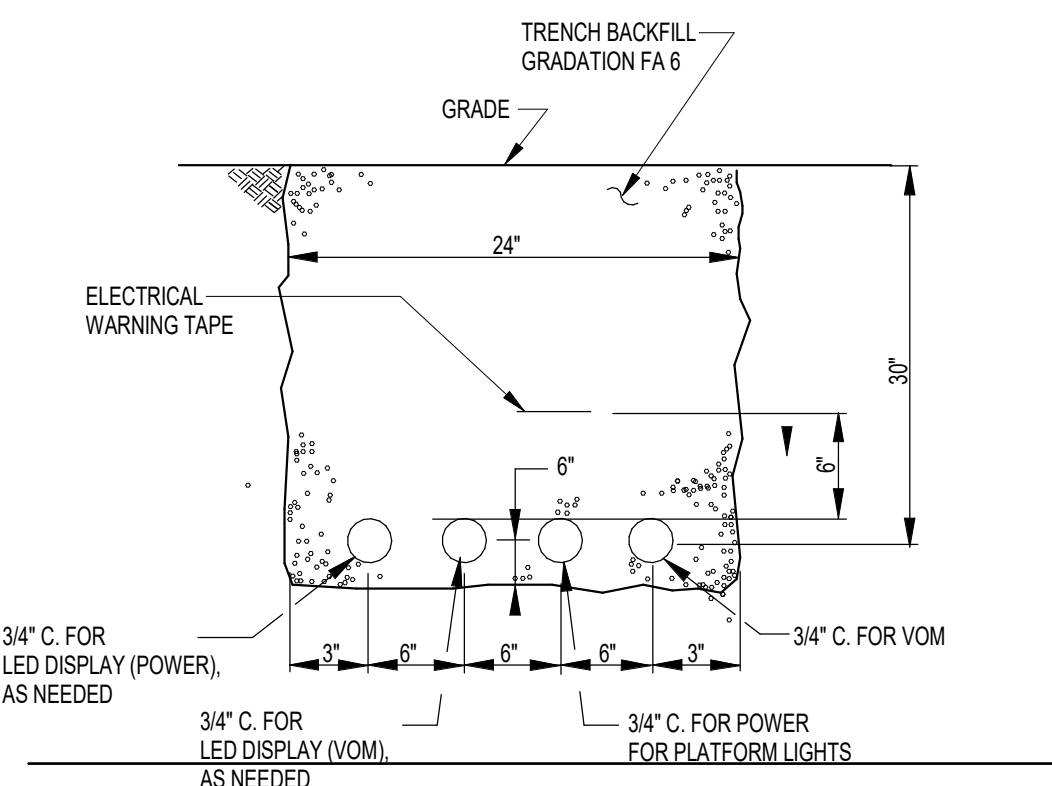
3 PEDESTRIAN BRIDGE LIGHT POLE DETAIL
NO SCALE



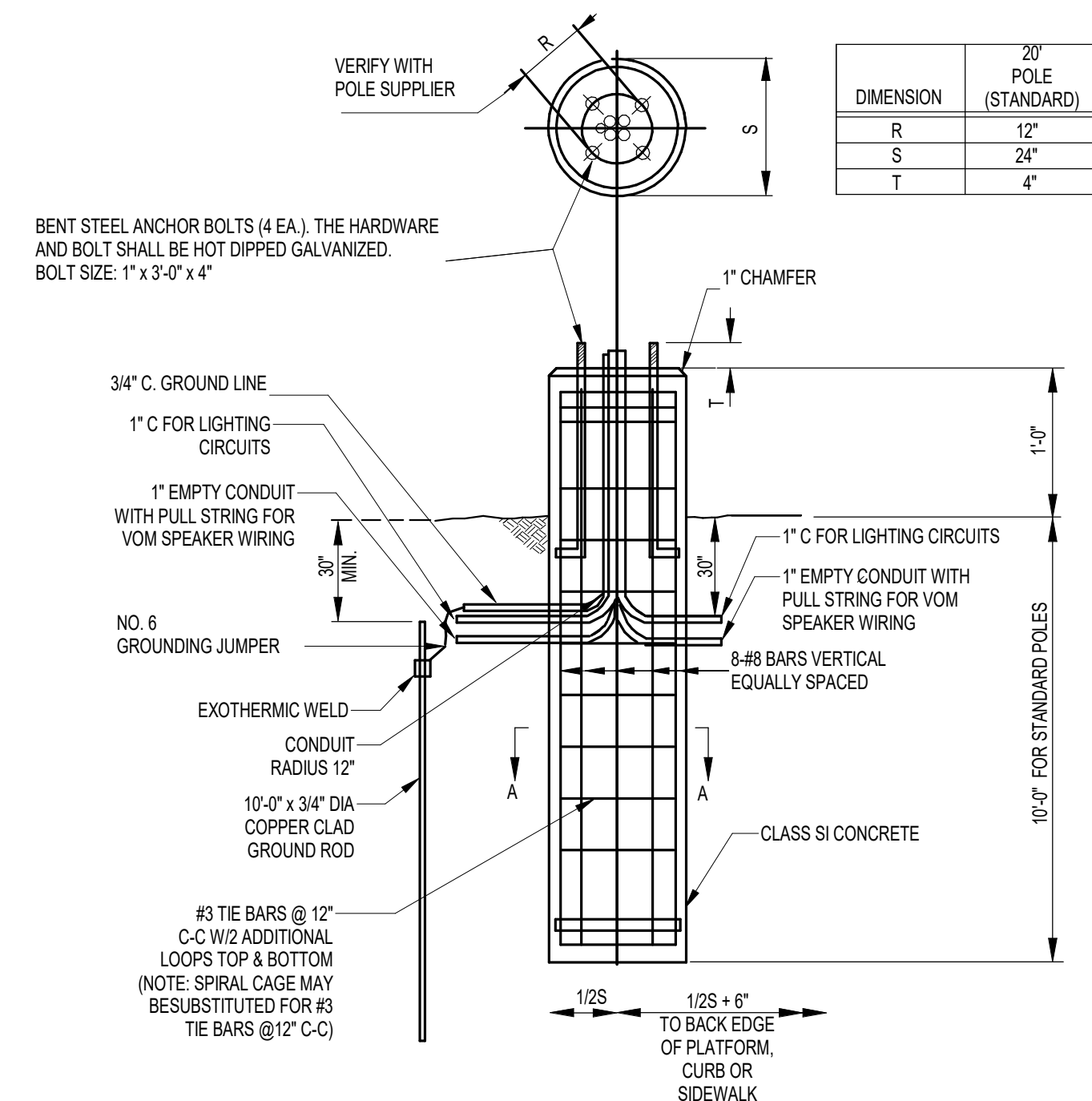
4 LIGHTING CONTROL WIRING DETAIL
NO SCALE



5 TYPICAL POLE WIRING
NO SCALE



6 POWER AND CONTROL CONDUITS TRENCH DETAIL
NO SCALE



- NOTES:
- 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

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

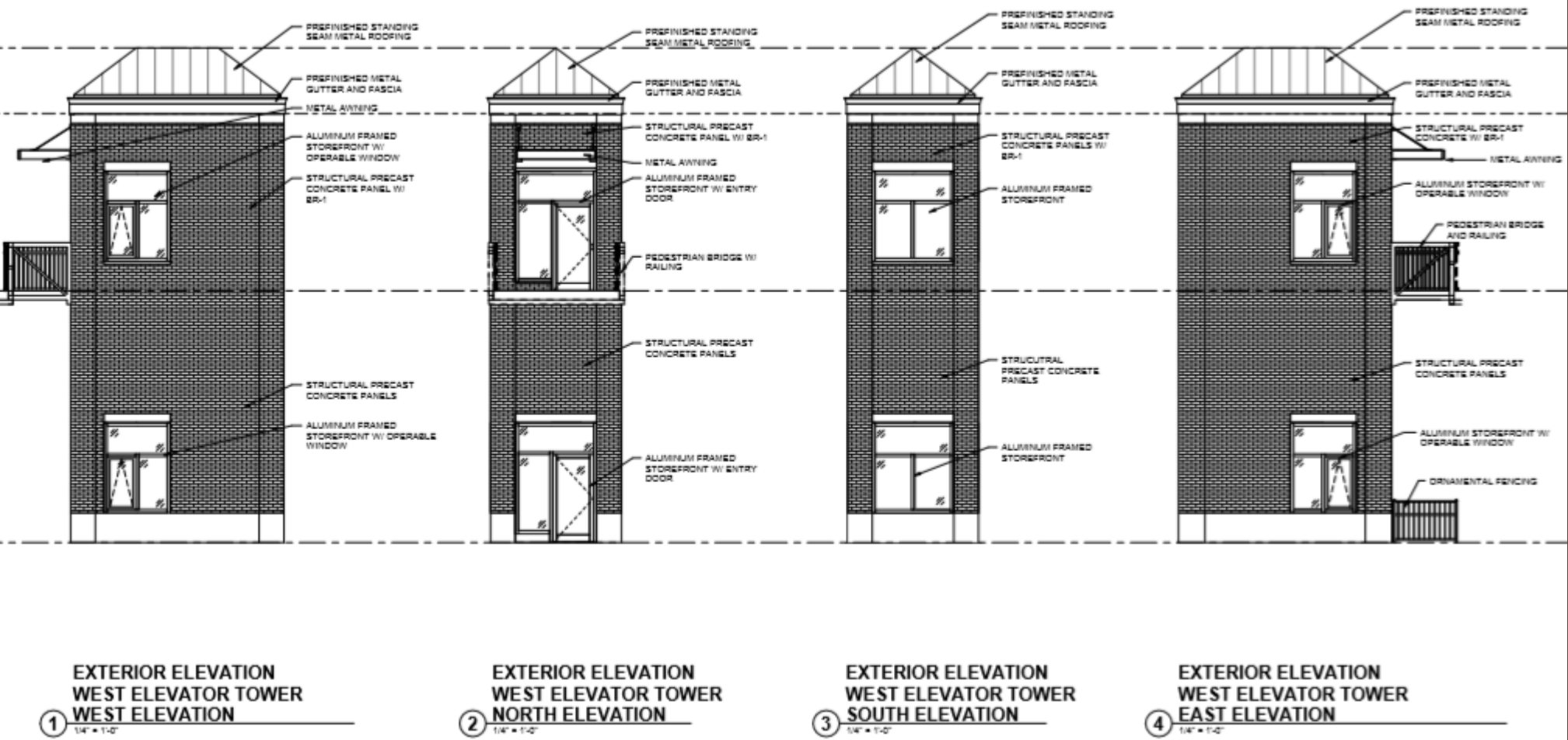
Revised Proposal

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

ATTACHMENT B

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.

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>> 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]

From: [REDACTED]
To: [Planning](#)
Cc: [Robert Bahan](#)
Subject: Case No. 25-03-SU: Hubbard Woods Metra Train Station (1065 Gage Street) May 12, 2025
Date: Sunday, May 11, 2025 4:55:38 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 Zoning Board of Appeals,

We have lived in Hubbard Woods since moving to Winnetka nearly 30 years ago and have been regular commuters via the Hubbard Woods Metra station, traveling to Chicago for both work and entertainment.

Over the years, we've witnessed the steady deterioration of this station — from broken concrete and rusted staircases to persistent water and ice accumulation on the pedestrian bridge, which necessitated drilling holes just to partially facilitate drainage. The interior of the station has also become increasingly dilapidated. Of particular concern is the structural integrity of the pedestrian bridge. Commuters have voiced their concerns about these issues for years. Following the renovation of the Winnetka station some time ago, we had hoped the Hubbard Woods station would be next, given that its condition was just as poor—if not worse. We are very pleased to finally see attention being given to this longstanding public safety hazard and aesthetic blight, which does not reflect Winnetka's otherwise high standards.

We wholeheartedly support the proposed renovation. We encourage the use of materials, lighting, and railings (Option 1) that match the Winnetka Elm Street Station, and which are consistent with the character of our community.

We've noticed that the illustrations of the renovated platform shelters appear to show the removal of the existing short perpendicular walls at the north and south midpoints of the inbound-side shelter. We would prefer that these walls (and the accompanying benches) be retained, as they help block the wind for those of us waiting there on cold winter days.

Additionally, we recommend minimizing the visual impact of the pedestrian bridge entrance on the east side by reducing signage and enhancing landscaping. Unlike the west side, which faces a commercial district, the east side functions more as a modest access point for the adjacent quiet residential neighborhood.

Thank you for your consideration and for prioritizing the improvement of this vital community asset.

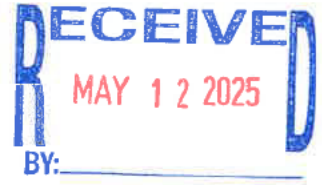
Sincerely,

Jessica and Creed Tucker, Winnetka

HALES & GOOCH LTD.

LARGE LOSS AND DESIGN PROCESS INVESTIGATIONS

www.halesgooch.com



[REDACTED]
Winnetka, IL 60093, USA
crispin@halesgooch.com

Office: +1-847-501-3765
[REDACTED]

March 17, 2008

Mr. James Dodge, Director
Metra - Suburban Cook County
Commuter Rail Division of the Regional Transportation Authority
Northeast Illinois Regional Commuter Railroad Corporation
Metra Offices
547 W. Jackson Boulevard, 13th Floor
Chicago, IL 60661

Re: Railroad Footbridge at Hubbard Woods Station

Dear Mr. Dodge:

As a longtime Metra customer, living in northeast Winnetka, I routinely use the footbridge that crosses the tracks to the Hubbard Woods Station. Over the years the steel corrosion and concrete spalling from heavy use of salt in the winter has caused progressive deterioration of the bridge structure. During the past two years the rate of deterioration has increased rapidly and now that the snow cover is gone from this winter it is clear that the bridge urgently needs repairs. For example:

1. The steel columns are severely wasted at the riveted connections with the overhead beams
2. The doubling plates connecting horizontal beams have failed on the eastern end of the bridge
3. The southeastern footing for the east stairway down to Hubbard Place is missing, so that improper moment forces are transmitted to the eastern end of the bridge structure when the stairs are loaded.
4. The concrete is broken away on both sides of the bridge deck, exposing formerly encased steel directly to salt-laden moisture with consequent rapid corrosion.

I suggest that you organize an engineering inspection of the bridge structure immediately and that appropriate repairs are carried out before any major structural failure occurs.

Yours sincerely,

[REDACTED]
Crispin Hales, PhD, CEng.
Principal Mechanical Engineer

Cc. Edmund C. Woodbury, President, Village of Winnetka

Crispin Hales

From: Crispin Hales [crispin@halesgooch.com]
Sent: Tuesday, August 19, 2008 2:10 PM
To: Crispin Hales
Subject: FW: Hubbard Woods Footbridge
Attachments: Ltr to UPRR Hubbard Woods Bridge.PDF

From: Liz Rosenthal [mailto:L.Rosenthal@winnetka.org]
Sent: Thursday, April 03, 2008 10:25 AM
To: crispin@halesgooch.com
Cc: Steve Saunders; Doug Williams
Subject: Hubbard Woods Footbridge

Dear Mr. Hales,

Thank you for sending a copy of your March 17th letter to Metra to President Woodbury, which he, in turn, forwarded to the Village Manager's Office. Please find attached a copy of the Village's letter to Union Pacific regarding the matter.

Should you have any questions regarding this matter, please feel free to contact either me or the Village Engineer, Steven Saunders, (847) 716-3534 or ssaunders@winnetka.org.

Liz Rosenthal
Asst. to Village Manager
Village of Winnetka
510 Green Bay Rd.
Winnetka, IL 60093
phone: (847) 716-3540
fax: (847) 501-3180



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VILLAGE OF WINNETKA

Incorporated in 1869

*Office of the Public Works Director
(847) 716-3534
e-mail: ssaunders@winnetka.org*

April 2, 2008

Mr. Tom Zapler
Director – Public Affairs
Union Pacific Railroad
101 North Wacker Drive
Suite 1910
Chicago, IL 60606

Dear Tom:

I am writing to call your attention to the condition of the existing pedestrian bridge at the Hubbard Woods Station on the Union Pacific North Line in the Village of Winnetka. The Village received a copy (enclosed) of a letter from one of our residents to James Dodge of Metra, detailing deteriorated conditions at the pedestrian bridge. As a result of this letter, the Village's engineering staff reviewed the condition of the bridge, which is described in the enclosed memorandum from Assistant Village Engineer Susan Chen, P.E. While several areas of deterioration were noted, a particular concern is the disconnected foundation support for the eastern set of stairs.

In light of the conditions noted during this observation of the bridge, I am requesting that the Union Pacific Railroad consider temporarily closing the footbridge until it can complete a detailed structural inspection to determine if the bridge poses a public safety hazard. I recognize that this will be an inconvenience to users of the station, since the only other access to the platforms is via stairs off the Scott Avenue Bridge. In an attempt to mitigate this inconvenience, the Village will assist the Union Pacific by providing any necessary signage to direct riders from the station and parking areas to the stairs at the north end of the platform.

Please contact me at (847) 716-3534 to inform me of your plans, or if you have any questions.

Sincerely,


Steven M. Saunders
Director of Public Works/Village Engineer

Cc: Doug Williams, Village Manager

HALES & GOOCH LTD.

LARGE LOSS AND DESIGN PROCESS INVESTIGATIONS

www.halesgooch.com

1000 Glenhurst Road
Winnetka, IL 60093, USA
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Office: +1-847-501-3765

August 19, 2008

Mr. Tom Zapler
Director – Public Affairs
Union Pacific Railroad
101 North Wacker Drive
Suite 1910
Chicago, IL 60606

Re: Railroad Footbridge at Hubbard Woods Station

Dear Mr. Zapler:

With reference to my letter of March 17, 2008 to Mr. James Dodge at Metra concerning the structural deterioration of the above bridge it was pleasing for us all to see a maintenance crew at work replacing two of the steel columns and associated components shortly thereafter. I understand that the Village of Winnetka inspected the bridge and wrote to you about it in early April.

Now that the most severely corroded structural members have been replaced and painted externally the condition of the bridge is certainly much improved, and we appreciate the work that has been done. While I was looking at some of the repair details the crew mentioned that it was only four years since they were last working on the same bridge, which highlights the problem of rapid deterioration of the steelwork caused by heavy use of salt in the winter. We hope that the now bolted joints at the top of the new columns will be adequately protected against the same salt water corrosion prior to the start of the forthcoming winter season.

With many thanks for attending to the welfare of this bridge. It is much appreciated.

Yours sincerely,


Crispin Hales, PhD, CEng.
Principal Mechanical Engineer

Cc. Village of Winnetka

HALES & GOOCH LTD.

LARGE LOSS AND DESIGN PROCESS INVESTIGATIONS

www.halesgooch.com

Winnetka, IL 60093, USA

crispin@halesgooch.com

Office: +1-847-501-3765

November 6, 2014

Martin J. Oberman
Chairman, Metra Board of Directors
Metra Offices
547 W. Jackson Boulevard, 13th Floor
Chicago, IL 60661

Re: Railroad Footbridge at Hubbard Woods Station

Dear Mr. Oberman:

Further to my two previous letters in 2008 that are attached for reference, I have continued to use and observe the deteriorating footbridge that crosses the railroad tracks to the Hubbard Woods Metra Station. During the past several years the concrete decking sections have sagged to the point where someone drilled holes through the concrete to help drain the water that pooled on top during wet weather. **Figures 1 & 2** show water pooling on top of the decking in 2013 when several of these drain holes plugged up and how the side concrete has broken away exposing the remains of the reinforcing steel. The depth of the pooled water indicates the extent of the sag in the deck sections and the brown stains across the deck under the water indicate that the reinforcing steel within the concrete deck has been seriously compromised by progressive corrosion over the years.



Figure 1 Hubbard Woods Bridge - sagged deck sections



Figure 2 Pooling, missing concrete and exposed reinforcing

During this year the sagging of the deck sections has become more pronounced and at three locations across the bridge it is now a matter of several inches. It has reached the point where, as a concerned user and engineer, I again suggest that you carry out a professional structural inspection of this bridge. Any type of failure would create a major hazard to those using the bridge, those using the trains and those using the bicycle path alongside the tracks.

Some details of the corroded steelwork are shown in **Figures 3 & 4** and the current state of the bridge as viewed from below can be seen in **Figures 5 & 6**.



Figure 3 Typical corroded upper column bolted joint



Figure 4 Typical corroded steel support framework



Figure 5 View below on 10/26/2014



Figure 6 More details of corroded structure and failing concrete from below

Within a few weeks the bridge will again be covered with a mixture of snow and salt making a thorough inspection extremely difficult. This was once an excellent bridge and to this day it is in regular use by many Winnetka residents. All it ever needed was some reasonable care and attention. Now it is crying out for help but perhaps you are too tied up with more important matters to listen.

Yours sincerely,

[Redacted signature]

Crispin Hales, PhD, CEng.
Principal Mechanical Engineer

cc E. Gene Greable, Village Council President, Winnetka
Richard Kates, Village Council Trustee, Winnetka

P 312 777 2037
F 312 777 2020

December 2, 2014

Mr. Crispin Hales
[REDACTED]

Winnetka, IL 60093

Re: Pedestrian Bridge at Hubbard Woods Metra Station

Dear Mr. Hales,

Thank you for reaching out to Union Pacific Railroad ("UP") to express your concerns regarding the pedestrian bridge at the Hubbard Woods Metra Station. UP's top priority of bridge operations is always the safety of citizens and employees. In response to your letter, UP Engineering inspected the bridge immediately after receiving your correspondence and found the bridge to be safe and structurally sound.

Please know, all of the bridge structures within the Village are annually inspected per the requirements of the Federal Railroad Administration (which has jurisdiction over railroad bridges), and through 2014 have all been deemed to meet the federal standards for safety and structural soundness. In fact, UP meets that standard and goes beyond by inspecting its bridges twice a year, along with cursory inspections throughout. As part of this process, UP bridge inspectors are trained to inspect all of the bridge components and determine what, if any, issues are present and need to be addressed. Our bridge inspectors focus on the soundness of the bridge structure as opposed to the aesthetic presentation.

As to this pedestrian bridge, although UP Engineering did find areas of corrosion, the steel frame and component connections are structurally sound. They also witnessed minimal pooling along a portion of the concrete deck, but that is a result of finish work and not sagging. The concrete along the side of the bridge was installed as filler in the web for decorative purposes, not structural. UP Engineering did find areas of deteriorating and spalling concrete, and have since removed it. We will continue to monitor this bridge through the winter season, and address any further maintenance as needed.

As funding becomes available for capital improvement projects, UP and Metra will keep this pedestrian bridge in consideration. Thanks again for your commitment to safety.

Sincerely,
[REDACTED]

cc: Martin Oberman – Metra
Lynn Corrao – Metra
Robert Bahan – Village of Winnetka



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: PLAN COMMISSION
FROM: ANN KLAASSEN, ASSISTANT DIRECTOR
DATE: MAY 15, 2025
SUBJECT: 557 & 561 ORCHARD LANE - FINAL PLAT APPROVAL
557/561 ORCHARD LANE CONSOLIDATION (CASE NO. 25-04-SD)

INTRODUCTION

On May 22, 2025, the Plan Commission is scheduled to hold a public hearing on an application submitted by Katherine Kirkpatrick and Nicolas Bos (collectively, the "Applicant"), as the owners of the properties located at 557 Orchard Lane and 561 Orchard Lane, (collectively the "Subject Property"). The Applicant has filed an application seeking the following approval as part of a Final Subdivision Plat approval to consolidate the two existing lots into a single lot of record, together with the following relief:

1. A variation to permit the existing residence at 561 Orchard Lane to observe less than the minimum required side yard setback from the west property line, which is due to an increase in the minimum required side yard setback as a result of the proposed increase in total lot area and increase in average lot width.

The Plan Commission is charged with making a recommendation to the Village Council regarding the consolidation, including the requested zoning relief described above. Because the proposed subdivision incorporates a request for zoning relief, the application is subject to review by the Zoning Board of Appeals (ZBA) for the variation. The ZBA considered the request on May 12, 2025, and by a vote of 6-0 recommended approval of the variation. Details regarding the ZBA's consideration are provided later in this report. The Applicant has also submitted a demolition application to demolish the existing residence at 557 Orchard Lane. The Historic Preservation Commission considered the demolition application on January 6, 2025, and by a vote of 5-0 approved the demolition without delay.

A mail notice was sent to property owners within 250 feet of the Subject Property in compliance with the Zoning Ordinance, informing them of the public hearing being held by the Plan Commission. The hearing was also properly noticed in the *Winnetka Talk* on May 1, 2025. As of the date of this memo, staff has received one written comment from the public regarding this application. The comment is provided in **Attachment C** of this report.

The Village Council has final jurisdiction on this request.

PROPERTY DESCRIPTION

The Subject Property is located on the north side of Orchard Lane, between Walnut and Poplar Streets, is zoned R-5 Single Family Residential and currently consists of two equally sized buildable lots. Each lot measures 8,260 square feet in lot area and 50 feet in lot width.

Each of the existing lots contains an existing two-story residence. The 557 Orchard Lane parcel also contains a storage shed and the 561 Orchard Lane parcel contains a detached garage. The existing parcels and improvements are depicted below in Figures 1 and 2.

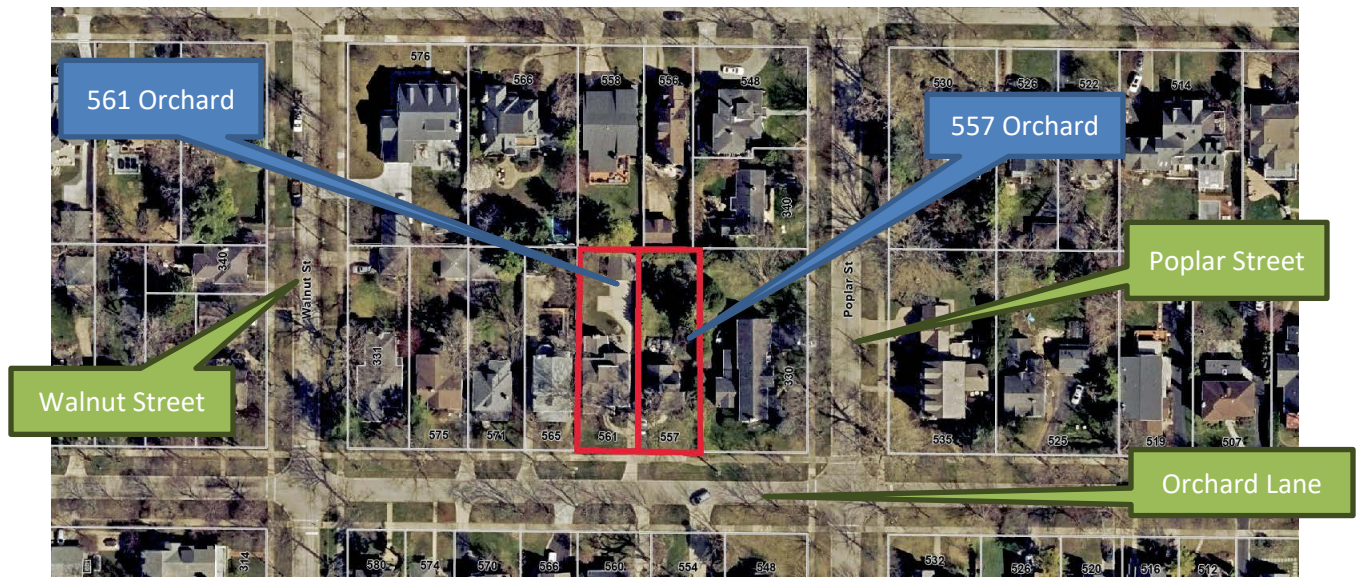


Figure 1 – Two Existing Lots



Figure 2 - Subject Property

The Comprehensive Plan designates the Subject Property as appropriate for “Single-Family Residential” uses (Figure 3). The Subject Property is located in a residential area with single-family residences. The Land Use Plan Map designates the surrounding properties as appropriate for “Single-Family Residential” uses.



Figure 3 – Comprehensive Plan Land Use Map – Winnetka Futures 2040 Plan

The Comprehensive Plan also contains the following vision statement and goal relevant to the proposed application:

***Pillar 1: Quality Liveable Neighborhoods Vision Statement:** A community of connected neighborhoods with safe, pedestrian-oriented streets, tree-lined parkways, and a variety of well-maintained housing offerings to meet the needs of all of its residents and create a unique and powerful sense of place.*

***Goal 1.1:** The Village will encourage renovation of existing homes and construction of new homes to be contextually consistent with existing single-family housing in its neighborhood.*

***Initiative 1.1.6:** Strengthen and maintain the rich and diverse character of the Village’s neighborhoods and sense of identity by highlighting each neighborhood’s unique elements that contribute positively to the Village.*

The Applicant’s use of the Subject Property for a single-family residence is consistent with the Comprehensive Plan land use designation and the R-5 zoning district.

PROPERTY HISTORY AND PREVIOUS ZONING APPLICATIONS

The original date of construction of 557 Orchard Lane cannot be determined from Village records. However, the Winnetka Historical Society estimates the residence was in constructed in 1912. Construction of the existing residence at 561 Orchard Lane was completed in 2017. There are no previous zoning cases for the Subject Property.

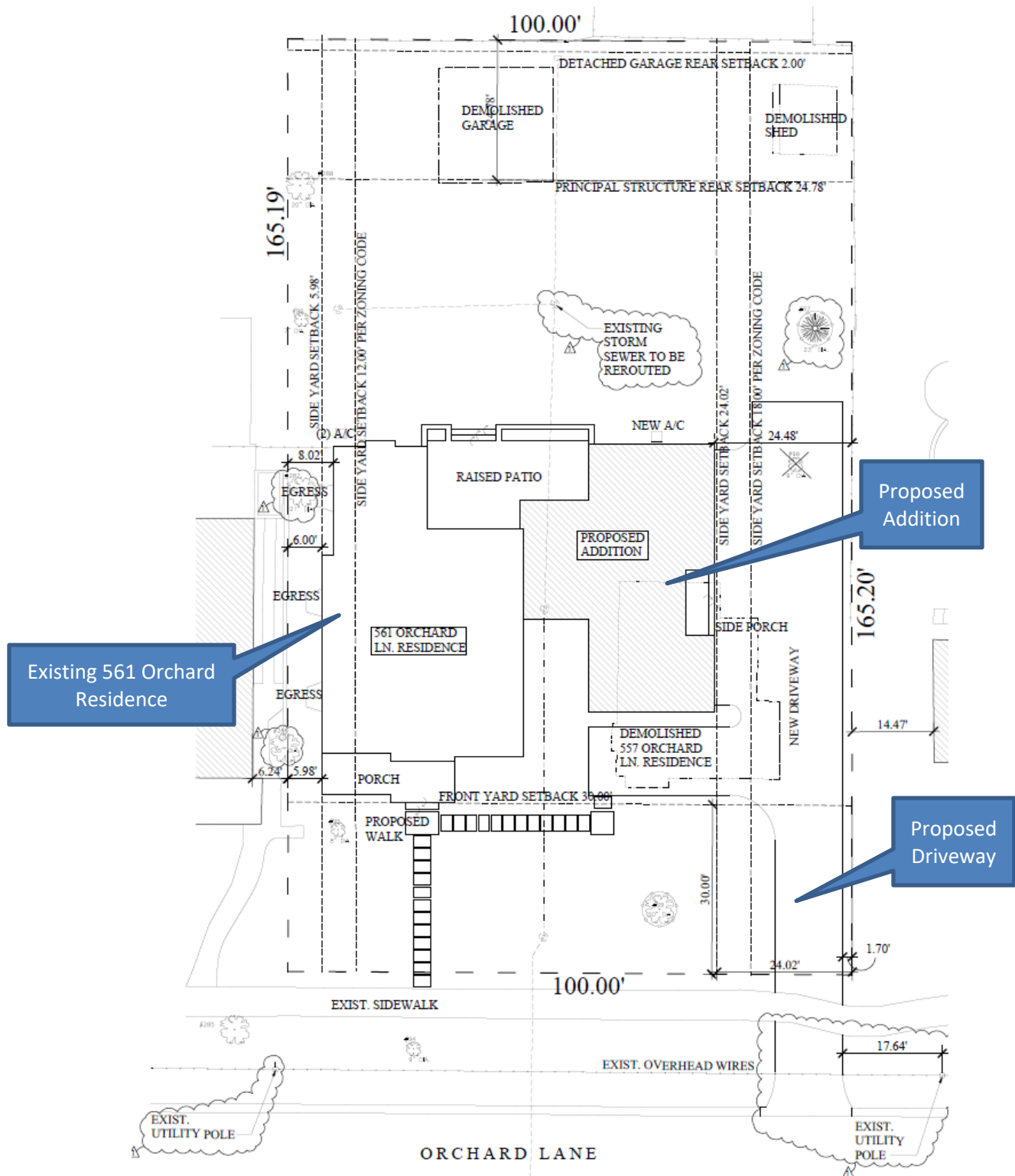
GENERAL DESCRIPTION OF PROPOSED PLAT OF CONSOLIDATION / RESUBDIVISION

The Applicant resides at 561 Orchard Lane, which they acquired in 2021. Subsequently, the Applicant acquired the adjacent property at 557 Orchard Lane in 2024. If approved, the Applicant will demolish the existing residence and shed at 557 Orchard Lane and consolidate the two parcels into a single buildable lot measuring 16,520 square feet. The existing residence at 561 Orchard Lane would remain. As represented in the attached application materials (**Attachment A**), the Applicant also intends to remove the existing detached garage at 561 Orchard Lane and construct an addition on the east side of the existing residence on the 561 Orchard Lane parcel. Additionally, the Applicant intends to remove the existing driveways and install a new driveway on east side of the proposed consolidated lot which would lead to an attached three-car garage. The necessary permit applications for these proposed improvements have not been submitted to date, the Applicant is simply demonstrating what their intent for the proposed consolidated lot is at this time. However, a preliminary zoning review of the proposed improvements has been completed to verify that what is being presented to the Commission complies with all zoning regulations.

The proposed subdivision is represented in Figure 4 below. An excerpt of the proposed site plan is also provided on the following page in Figure 5 and an excerpt of the *557/561 Orchard Lane Consolidation* plat is provided in Figure 6 later in this report.



Figure 4 – Proposed subdivision (neighborhood map view)



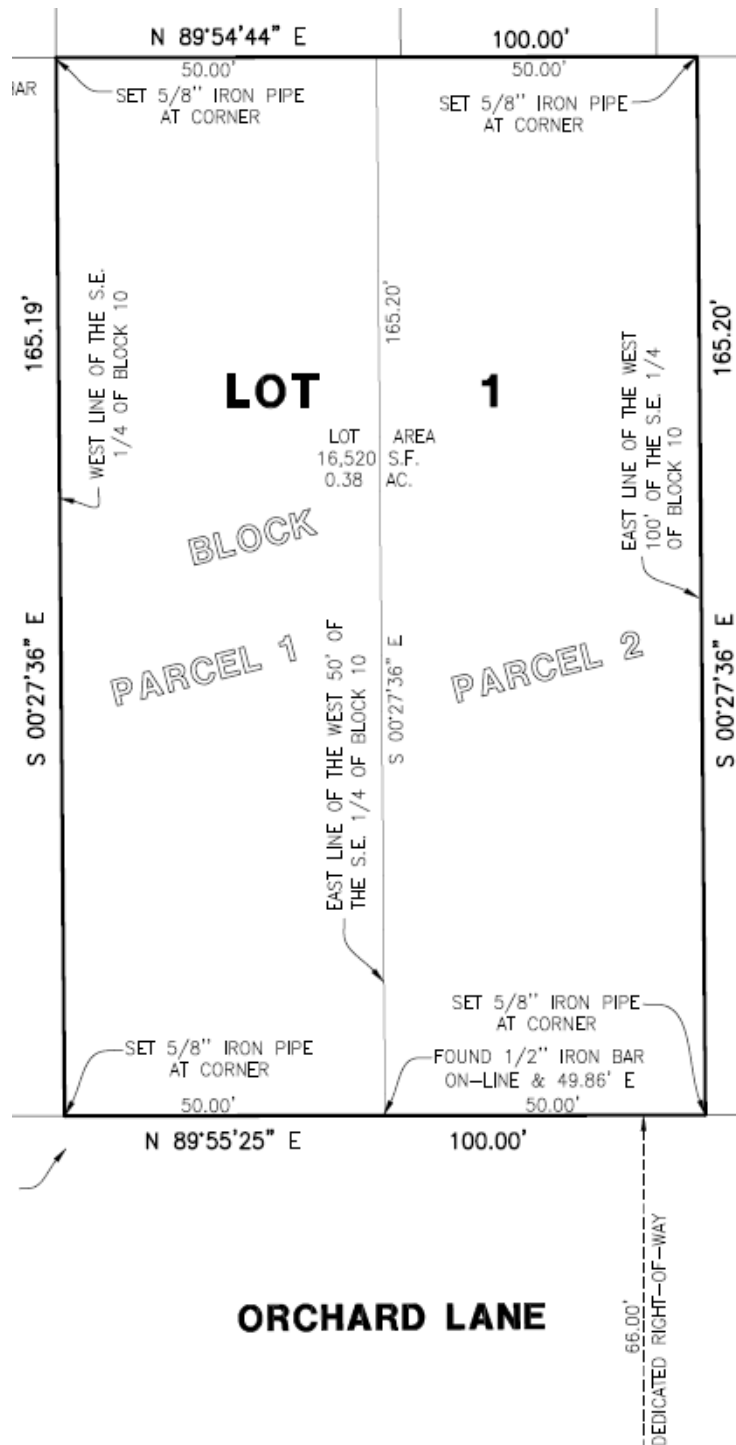


Figure 6 – Excerpt of Proposed 557/561 Orchard Lane Consolidation Plat

DESCRIPTION OF ZONING STANDARDS

As noted earlier in this report, the Subject Property is located in the R-5 Single Family Residential zoning district, which is one of five different single family residential zoning classifications in the Village. The R-5 zoning district provides for the densest form of single-family development compared to most other residential zoning districts, with the R-5 zoning district's purpose statement describing the district as demonstrating a "relatively intense suburban" character.

Residential Zoning Hierarchy

A comparison of the Village's five different residential zoning classifications (Table 1 below) shows the hierarchy of zoning standards throughout the Village's residential neighborhoods, ranging from larger "estate" character lots in portions of the Village, to smaller, more intensive developed areas.

Surrounding Zoning

Neighboring lots to the east, south, and west are similarly zoned for smaller lot sizes called for in the R-5 zoning district (minimum lot area of 8,400 square feet for interior lots). Neighboring lots to the north are zoned for slightly larger lot sizes called for in the R-4 zoning district (minimum lot area of 12,600 square feet for interior lots), as depicted in Figure 7 below.

Table 1 Residential Zoning Hierarchy	R-1 ("estate" character)	R-2 ("small estate" character)	R-3 ("moderately intense" suburban character)	R-4 ("relatively intense" suburban character)	R-5 ("relatively intense" suburban character)
Minimum Lot Area - interior lots	48,000 s.f.	24,000 s.f.	16,000 s.f.	12,600 s.f.	8,400 s.f.
Minimum Lot Width – interior lots	150 ft.	100 ft.	75 ft.	60 ft.	60 ft.
Minimum Required Front Setback	50 ft.	50 ft.	40 ft.	30 ft.	30 ft.
Required Rear Setback	50 ft.	15% of lot depth, but not less than 10 ft. nor more than 25 ft.	15% of lot depth, but not less than 10 ft. nor more than 25 ft..	15% of lot depth, but not less than 10 ft. nor more than 25 ft.	15% of lot depth, but not less than 10 ft. nor more than 25 ft.

Table 1 – Residential Zoning Hierarchy

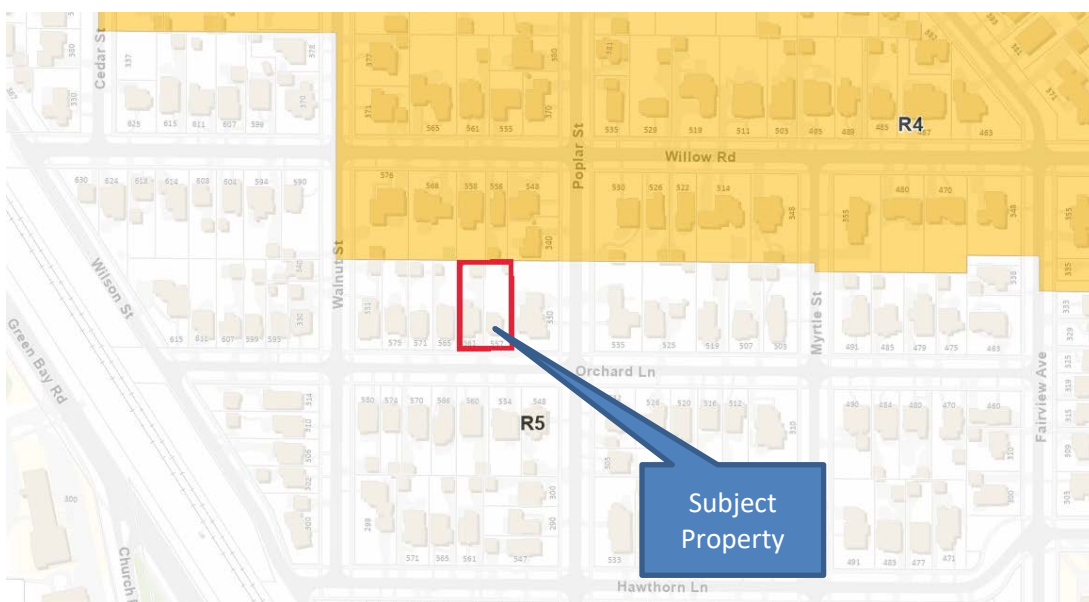


Figure 7 – Area Zoning Map

COMPLIANCE WITH ZONING STANDARDS – LOT SIZE AND DIMENSIONS

All subdivisions are evaluated by staff at the time of application to ensure compliance with basic minimum quantitative measures including, but not limited to (a) minimum lot area, (b) minimum lot width, and (c) minimum lot depth.

The proposed *557/561 Orchard Lane Consolidation* **fully complies** with minimum lot area, lot width and lot depth requirements as summarized in Table 2 below. It should be noted that both of the existing lots are nonconforming in two respects: (1) minimum required lot area, with existing lot areas of 8,260 square feet; and (2) minimum required average lot width, with existing average lot widths of 50 feet. **The proposed subdivision would eliminate two nonconforming lots and create one conforming lot.**

Table 2 R-5 Zoning Standards		Proposed Lot	Existing Lot 557 Orchard Lane	Existing Lot 561 Orchard Lane
Minimum Lot Area (Interior lot)	8,400 sq. ft.	16,520 sq. ft. COMPLIES	8,260 sq. ft. DOES NOT COMPLY	8,260 sq. ft. DOES NOT COMPLY
Minimum Lot Width (average)	60 feet	100 feet COMPLIES	50 feet DOES NOT COMPLY	50 feet DOES NOT COMPLY
Minimum Lot Width (at front street line)	20 feet	100 feet COMPLIES	50 feet COMPLIES	60 feet COMPLIES
Minimum Lot Depth	120 ft.	165 feet COMPLIES	165 feet COMPLIES	165 feet COMPLIES

Table 2 – R-5 Zoning Standards

COMPLIANCE WITH ZONING STANDARDS – REQUIRED SETBACKS AND BUILDING SIZE

The allowable size of buildings on a residential lot and the required amount of open space around the buildings is dictated by the Village Zoning Ordinance. As a general rule, the allowable size of buildings and the setback requirements for those buildings change with any modifications to lot dimensions. As a result, staff conducts analyses of proposed lots and the improvements on those lots to determine (a) whether any new zoning nonconformities would be created by the resubdivision and (b) whether there are any existing zoning nonconformities which will remain. In the event of a zoning nonconformity arising out of a proposed subdivision, relief must be granted by both the Plan Commission and Zoning Board of Appeals.

Staff evaluation of the proposed *557/561 Orchard Lane Consolidation* is summarized in Tables 3 and 4 later in this report, indicating the extent to which the proposed consolidated lot complies with (or falls short of) zoning standards. The item highlighted (in yellow) in Table 3 indicates the **creation of a zoning nonconformity**.

Description of minimum side yard setback requirements – Side yard setback requirements are calculated based on a lot's width:

- Lots with an average lot width that is 100 feet or more: The minimum required side yard setback is 12 feet.
- Lots with an average lot width that is more than 60 feet, but less than 100 feet: The minimum required side yard setback is 10% of the average lot width.
- Lots with an average lot width of 60 feet or less: The minimum required side yard setback is 6

feet on one side and 8 feet on the other side.

Newly created zoning nonconformity (zoning variation required) – The proposed consolidation has the effect of increasing the average lot width to 100 feet, resulting in an increase in the required minimum side yard setback to 12 feet. **As a result, the proposed larger lot renders the existing 561 Orchard Lane residence (which is setback 5.98 feet from the west property line), nonconforming with the new minimum side yard requirement of 12 feet. The existing improvements providing a minimum side yard of 5.98 feet, are deficient with the new requirement by 6.02 feet or 50.17%.**

Table 3		<i>Proposed Consolidated Lot</i>	<i>Existing Lot 557 Orchard</i>	<i>Existing Lot 561 Orchard</i>
Zoning Setback Requirements				
SETBACK REQUIREMENTS	Minimum Required Front Yard	30 feet	30 feet	30 feet
	Front yard provided existing structures	30.11 feet	32.91 feet	30.11 feet
	Minimum Required Side Yard	12 feet	6 feet	6 feet
	Side yard provided by existing structures	5.98 feet (west) VARIATION of 6.02 FT (50.17%)	8.22 feet (west)	5.98 feet (west)
	Minimum Required Remaining Side Yard	18 feet	8 feet	8 feet
	Side yard provided by existing structures	24.48 feet (east)	12.79 feet (east)	8.07 feet (east)
	Minimum Required Rear Yard	24.78 feet	24.78 feet	24.78 feet
	Rear yard provided by existing structures	71.73 feet (71.42 ft. proposed addition)	91.05 feet	71.73 feet

Table 3 – Zoning Setback Requirements

Table 4 below, highlights (green) two existing zoning nonconformities **that would be eliminated** with the proposed subdivision. The existing improvements on the 561 Orchard Lane parcel currently exceed the maximum permitted roofed lot coverage and impermeable lot coverage, and provide less than the minimum required side yard setback from the west property line by 0.02 feet (0.33%) (highlighted green in Table 3 on previous page). **The proposed 557/561 Orchard Lane Consolidation would eliminate the roofed lot coverage and impermeable lot coverage nonconformities.**

Table 4 – Zoning Building Size Requirements		Proposed Consolidated Lot	<i>Existing Lot 557 Orchard Lane (to be torn down)</i>	<i>Existing Lot 561 Orchard Lane</i>
ALLOWABLE BUILDING SIZE	Maximum Allowed Gross Floor Area (GFA)	5,161.95 sq. ft.	3,304 sq. ft.	3,138.8 sq. ft.
	GFA provided by existing structures or to be provided	5,051.77 sq. ft.	1,808.18 sq. ft.	3,104 sq. ft.
	Maximum Allowed Roofed Lot Coverage (RLC)	4,130 sq. ft.	2,230.2 sq. ft.	2,065 sq. ft.
	RLC provided by existing structures or to be provided	3,004.64 sq. ft.	1,068.59 sq. ft.	2,110.32 sq. ft.
	Maximum Allowed Impermeable Lot Coverage (ILC) (50% of lot area)	8,260 sq. ft.	4,130 sq. ft.	4,130 sq. ft.
	ILC provided by existing structures or to be provided	5,905.31 sq. ft.	2,293.71 sq. ft.	4,265.23 sq. ft.

Table 4 – Zoning Building Size Requirements

COMPLIANCE WITH SUBDIVISION CODE STANDARDS

All changes to the configuration of parcels of land are classified as Land Subdivisions under the Village Code and are subject to review by the Plan Commission and approval by the Village Council. As part of that review process, resubdivisions are subject to review for compliance with both the Village Subdivision Code as well as the Zoning Ordinance.

According to Section 16.12.010 Minimum land subdivision standards of the Subdivision Code, subdivisions shall conform with the Comprehensive Plan and with the minimum standards outlined in Section 16.12.010, such as the street system, street and alley widths, lot size, etc. The proposed subdivision complies with all requirements of Section 16.12.010. Additionally, the proposed subdivision conforms with the Comprehensive Plan as the Land Use Map designates the Subject Property as appropriate for single family residential development, which is the proposed use of the newly created lot.

STORMWATER

The proposed subdivision consists of consolidating two lots into a single larger lot. As previously mentioned, the Applicant intends to demolish the existing residence and shed at 557 Orchard Lane, as well as the existing detached garage at 561 Orchard Lane, and construct an addition to the existing residence at 561 Orchard Lane. The Village Engineer has reviewed the plans submitted for the proposed consolidation and has noted that additional stormwater detention will be required for the proposed addition. Upon submittal of the building permit for the proposed improvements, Village Engineering staff will work with the Applicant on the rerouting of the existing storm sewer and the necessary stormwater detention as required by the Village stormwater regulations to verify the stormwater is being managed on-site.

Figure 8 below represents the Subject Property's proximity to the floodplain; the cyan represents the 100-year floodplain, the orange represents the 500-year floodplain.



Figure 8 – GIS Floodplain Map

CONSIDERATION BY OTHER ADVISORY BOARDS/COMMISSIONS

The Zoning Board of Appeals (ZBA). The ZBA considered the variation application on May 12, 2025. After hearing from staff and the Applicant, and receiving one written comment from the public (included in **Attachment C**), the ZBA discussed the request. One member expressed concern with the impact to the neighborhood character and the Village as whole if too many of these types of consolidations occur in the R-5 Single Family Zoning District where 50-foot wide lots are more common. Other members expressed full support of the request. Ultimately, by a vote of 6-0, the ZBA recommended approval of the request.

COMMISSION CONSIDERATION

The Village Code does not require an applicant to obtain preliminary plat approval as a precondition of final plat approval. In this case, the Applicant has chosen to directly proceed with final plat review.

In addition to evaluating prescriptive standards of the zoning and subdivision code, consideration of Final

Subdivision Plat approval also needs to consider the details of the final plat such as utility easements, final plat formatting and related matters. The Village Water & Electric and Engineering Departments have reviewed the proposed subdivision and are not requiring any utility easements. All necessary signature blocks are provided on the plat of consolidation.

FINDINGS & RECOMMENDATION

The Plan Commission is to consider whether the proposed consolidation complies with the Subdivision Code and is consistent with the Comprehensive Plan.

After hearing from the Applicant and the public, the Commission 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 Commission; or
- 2) Consider a motion recommending approval or denial of the Final Plat of Subdivision. If the Commission is prepared to make a recommendation to the Village Council regarding the requested relief, a Commissioner may wish to make a motion recommending approval or recommending denial based upon the following:

The Plan Commission **finds [does not find]**

1. That the proposed 557/561 Orchard Lane Consolidation Final Plat consolidating the two existing lots commonly known as 557 Orchard Lane and 561 Orchard Lane into a single Lot of Record, which requires a zoning variation for 561 Orchard Lane to allow a minimum west side yard of 5.98 feet, whereas a minimum of 12 feet is required, **meets [does not meet]** the Subdivision Code standards for approving such final plat; and
2. The proposed subdivision **is [is not]** consistent with the Comprehensive Plan's Land Use Map designation of the Subject Property as appropriate for "single family residential" development.

Based upon these findings, the Plan Commission **recommends [does not recommend]** that the proposed 557/561 Orchard Lane Consolidation be approved subject to final review and approval of the plat by the Village Attorney prior to recordation of the plat.

ATTACHMENTS

Attachment A: Application Materials

Attachment B: Proposed Plat of Subdivision (557/561 Orchard Lane Consolidation)

Attachment C: Public Correspondence

ATTACHMENT A

Village of Winnetka
SUBDIVISION/CONSOLIDATION APPLICATION

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

SUBDIVISION/CONSOLIDATION APPLICATION

Case No. 25-04-SD
R22025-173

Property Information

Site Address: 557 Orchard Lane, Winnetka, IL and 561 Orchard Lane, Winnetka, IL

Parcel Identification Number(s) (PIN): 05-21-303-010-0000 and 05-21-303-009-0000

Property Owner Information

Name: Katherine Kirkpatrick and
Nicolas Bos

Primary Contact: Katherine Kirkpatrick

Address: 561 Orchard Lane

City, State, Zip: Winnetka, IL 60093

Phone No. [REDACTED]

Email: [REDACTED]

Date owner acquired property: 557 Orchard: 2024
561 Orchard: 2021

Architect Information

Name: Edward Deegan Architects

Primary Contact: Edward Deegan

Address: 560 Green Bay Rd, Ste 301

City, State, ZIP: Winnetka, IL 60093

Phone No. 847-906-4110

Email: ejd@edwarddeeganarchitects.com

Surveyor Information

Company Name: Greengard Inc.

Primary Contact: Antonio Catella

Address: 111 Barclay Blvd., Suite 310

City, State, Zip: Lincolnshire, IL 60069-3615

Phone No. 847-634-3883

Email: acatella@greengardinc.com

Attorney Information

Name: _____

Primary Contact: _____

Address: _____

City, State, Zip: _____

Phone No. _____

Email: _____

Property Owner Signature

Date: 3/19/25



Village of Winnetka
Planning Commission
510 Green Bay Road
Winnetka, Illinois 60093

February 20, 2025

Re: Subdivision/Consolidation Application for Variation at 561 Orchard Lane in Winnetka, Illinois

Members of the Planning Commission:

The purpose of the Consolidation Application for 557 Orchard Lane and 561 Orchard Lane is to create a single residential lot from 2 existing residential lots. The current home at 561 Orchard Lane was purchased in 2021 and is the residence of the owners, Nicolas Bos and Katherine Kirkpatrick. In 2024, these same homeowners purchased the vacant home next door and to the east, 557 Orchard Lane. The homeowners wish to create an easterly addition to the existing home at 561 Orchard Lane and plan to demolish the dilapidated structure at 557 Orchard Lane. The addition will include a 3 Car Attached Garage, a Mud Room and a Guest Suite with a Kitchenette on the second floor.

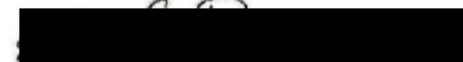
A Demolition Application for 557 Orchard Lane was submitted by the homeowners in late 2024. This structure was not found to be historically significant by the Winnetka Historical Society. At the January 6th, 2025 meeting of the Historic Preservation Commission, the Demolition Application was reviewed. It was determined that an HAIS was not needed, and a motion was passed unanimously to approve the Demolition Application without delay.

Both 557 Orchard Lane and 561 Orchard Lane have south-facing single family homes situated on adjoining rectangular lots that are 50' wide (east to west) and 165.19' deep (north to south). The proposed consolidated single lot would be 100' wide (east to west) and 165.19' deep (north to south) and the existing home at 561 Orchard Lane would remain.

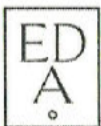
Outcomes for the Consolidation of the properties at 557 Orchard Lane and 561 Orchard Lane would include:

- The proposed easterly addition to 561 Orchard Lane could only be completed through the consolidation of the property and the property next door at 557 Orchard Lane. The proposed addition is preferable over building a new construction home at 557 Orchard Lane by nature of the increase in the eastern side yard setback from the eastern neighbor. This increased green space, air and light between the proposed addition to 561 Orchard Lane and the neighbor at 330 Poplar Street positively impacts and enhances the quiet and peaceful enjoyment of both properties. The eastern setback would increase from just under 20' to 30.48'.
- A Variance would need to be sought after consolidation. The proposed addition meets the 8 Zoning Board of Appeals Variation standards. The Variance for the proposed addition would formalize the newly created non-conformity at the western edge of the property, however this addition would not increase the degree of nonconformity.

Regards,



Edward J. Deegan, AIA NCARB



VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

ZONING VARIATION APPLICATION

Case No. 25-04-50

Property Information

Site Address: 561 Orchard Lane, Winnetka, IL

VA2025-119

Owner Information

Name: Katherine Kirkpatrick and
Nicolas Bos

Address: 561 Orchard Lane

City, State, ZIP: Winnetka, IL 60093

Email: [REDACTED]

Primary Contact: Katherine Kirkpatrick

Phone No. [REDACTED]

Date property acquired by owner: 2021

Architect Information

Name: Edward Deegan Architects

Primary Contact: Ed Deegan

Address: 560 Green Bay Rd, Ste 301

City, State, ZIP: Winnetka, IL 60093

Phone No. 847-906-4110

Email: ejd@edwarddeeganarchitects.com

Attorney Information

Name: _____

Primary Contact: _____

Address: _____

City, State, Zip: _____

Phone No. _____

Email: _____

Nature of any restrictions on property: None.

Brief explanation of variation(s) requested (attach separate sheet providing additional details): _____

A variation is sought for the western side yard set back. The
requirement is 12'. The existing conditions are 5.98'. New
side yard setbacks were required after the consolidation of
561 Orchard Lane and 557 Orchard Lane.

Property Owner Signature: [REDACTED]

Date: 3/19/25

Page 3 of 5



*Village of Winnetka
Zoning Board of Appeals
510 Green Bay Road
Winnetka, Illinois 60093*

February 20, 2025

Re: Zoning Application for Variation at 561 Orchard Lane in Winnetka, Illinois

Members of the Zoning Board of Appeals:

Before addressing the Zoning Application for a Variation at 561 Orchard Lane, a brief history is provided for the properties at 557 Orchard Lane and 561 Orchard Lane.

The purpose of the Consolidation Application for 557 Orchard Lane and 561 Orchard Lane is to create a single residential lot from 2 existing residential lots. The current home at 561 Orchard Lane was purchased in 2021 and is the residence of the owners, Nicolas Bos and Katherine Kirkpatrick. In 2024, these same homeowners purchased the vacant home next door and to the east, 557 Orchard Lane. The homeowners wish to create an addition to the existing home at 561 Orchard Lane and to demolish the dilapidated structure at 557 Orchard Lane. The addition will include a 3 Car Attached Garage, a Mud Room and a Guest Suite with a Kitchenette on the second floor.

A Demolition Application for 557 Orchard Lane was submitted by the homeowners in late 2024. This structure was not found to be historically significant by the Winnetka Historical Society. At the January 6th, 2025 meeting of the Historic Preservation Commission, the Demolition Application was reviewed. It was determined that an HAIS was not needed, and a motion was passed unanimously to approve the Demolition Application without delay.

Both 557 Orchard Lane and 561 Orchard Lane have south-facing single family homes situated on adjoining rectangular lots that are 50' wide (east to west) and 165.19' deep (north to south). The proposed consolidated single lot would be 100' wide (east to west) and 165.19' deep (north to south) and the existing home at 561 Orchard Lane would remain.

If the Consolidation Application were approved, the need would arise for a Variation as the newly consolidated property will create new side yard setbacks. The existing home at 561 Orchard Lane will then be in nonconformity on the west end by exceeding the new side yard setback of 12' by 6.02'. A Variation will be required and requested for the western side yard setback. The consolidation will also create a new requirement for the combined side yard setback to be 30'. The proposed addition will be in conformity with a combined actual side yard setback of 30.48'.

In order to obtain the required side yard setback Variation, the Zoning Board of Appeals set of Variation standards have been addressed below:

1. that the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that district;
 - The current home at 557 Orchard Lane is in a dilapidated condition and will be demolished. The proposed addition to the existing home at 561 Orchard Lane is preferable for the neighborhood over building a new construction home at 557 Orchard Lane by nature of the increase in the



eastern side yard set back from the eastern neighbor. This increased green space between the proposed addition to 561 Orchard Lane and the neighbor at 330 Poplar Street positively impacts and enhances the quiet and peaceful enjoyment of both properties.

2. that the plight of the owner is due to unique circumstances;
 - The Variation being sought is for the western side yard setback of the existing home at 561 Orchard Lane. The Variation will not increase proximity or change in any way the relationship of the home at 561 Orchard Lane to the western neighbor at 565 Orchard Lane. The proposed addition to the existing home at 561 Orchard Lane will increase the distance of structures on the eastern end of the property to the neighbor at 330 Poplar Street. The proposed improvement requires the formalization of the newly created non-conformity without increasing the degree of nonconformity.
3. that the variation, if granted, will not alter the essential character of the locality;
 - The essential character of the locality will be unchanged as it is currently a quiet residential neighborhood of single-family homes and this will remain.
4. that an adequate supply of light and air to adjacent property will not be impaired;
 - The addition to the east of the existing home at 561 Orchard Lane will not create a diminished supply of light and air to the adjacent properties on both the west and east sides. The consolidation of 557 Orchard Lane and 561 Orchard Lane will create new side yard setback requirements for the addition proposed for 561 Orchard Lane. The actual side yard to the west will remain unchanged. After the proposed addition, the new side yard to the east will be at 30.48', and this is an improvement from the existing condition to the east of 19.76'.
5. that the hazard from fire and other damages to the property will not be increased;
 - The addition to the east of the existing home at 561 Orchard Lane will not increase the hazard from fire and other damages to the property. The existing home at 557 Orchard Lane that will be demolished is in a dilapidated condition with foundation issues that are not salvageable.
6. that the taxable value of land and buildings throughout the Village will not diminish;
 - The homeowner's addition plans have received preliminary bids from 2 General Contractors for the cost of construction. The taxable value of the sum of both properties will not be diminished from the existing taxable values.
7. that the congestion in the public street will not increase;
 - The addition plans will not increase traffic as one single family home will be replaced by a modest addition the neighboring single-family home.
8. that the public health, safety, comfort, morals and welfare of the inhabitants of the Village will not be otherwise impaired.
 - The addition plans will not impair the public health, safety, comfort, morals and welfare of the inhabitants of the Village.

Regards,



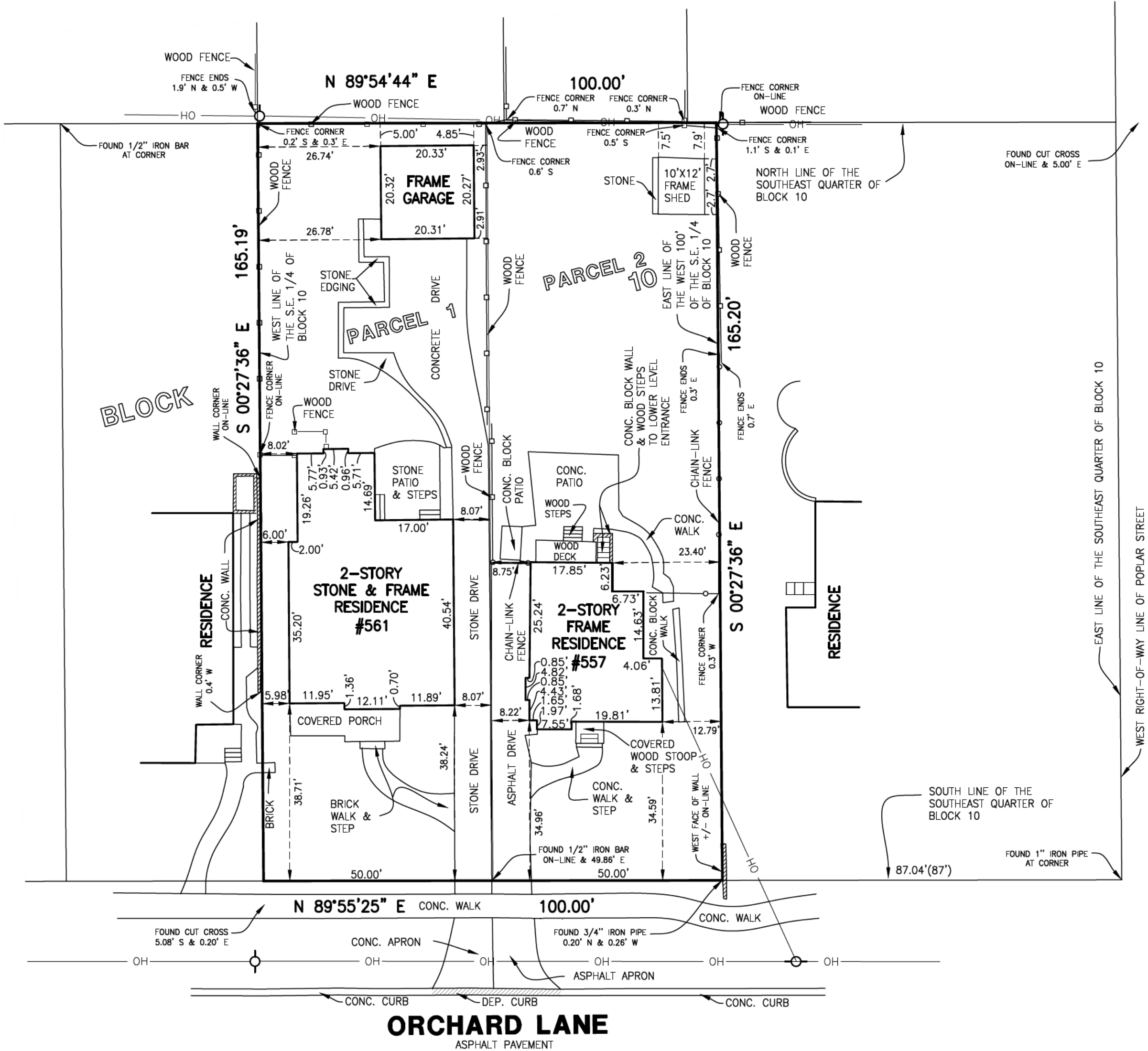
Edward J Deegan AIA NCARB



PLAT OF SURVEY

PARCEL 1:
THE WEST 50 FEET OF THE SOUTHEAST QUARTER OF BLOCK 10 IN JOHN C. GARLAND'S ADDITION TO WINNETKA, BEING A SUBDIVISION OF THE NORTH 120 ACRES OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THE EAST 50 FEET OF THE WEST 100 FEET OF THE SOUTHEAST QUARTER OF BLOCK 10 IN JOHN C. GARLAND'S ADDITION TO WINNETKA, BEING A SUBDIVISION OF THE NORTH 120 ACRES OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



LEGEND

- POWER POLE
- OVERHEAD LINES

SURVEYORS NOTES:

- THIS SURVEY IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
- () DENOTES RECORD DIMENSION.
- BEARINGS HEREON SHOWN ARE ON AN ASSUMED BASIS.
- ORIGINAL CLIENT- EDWARD DEEGAN ARCHITECTS
- ORIGINAL FIELD WORK COMPLETED- 12-11-24

GENERAL NOTES:

- DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF.
- NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
- ONLY THOSE BUILDING LINE SETBACKS AND EASEMENTS WHICH ARE SHOWN ON THE RECORDED PLAT OF SUBDIVISION ARE SHOWN HEREON. THERE MAY BE ADDITIONAL TERMS, POWERS, PROVISIONS AND LIMITATIONS CONTAINED IN AN ABSTRACT DEED, LOCAL ORDINANCES, DEEDS, TRUSTS, COVENANTS OR OTHER INSTRUMENTS OF RECORD.
- COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.

AREA

16,520 Sq. Ft. OR 0.38 ACRES (MORE OR LESS)

STATE OF ILLINOIS }
COUNTY OF LAKE } SS

WE, GREENGARD INC., DO HEREBY STATE THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS 22ND DAY OF APRIL, A.D., 2025.



GREENGARD, INC.
111 BARCLAY BOULEVARD, SUITE 310
LINCOLNSHIRE, ILLINOIS 60069

JOSEPH R. SADOSKI
ILLINOIS
PROFESSIONAL LAND SURVEYOR NO. 3316
MY RENEWABLE LICENSE EXPIRES 11-30-26.

DESIGNED BY:	DATE:
AN	12-16-24
CHECKED BY:	DATE:
JRS	12-16-24



GREENGARD, INC.
Engineers • Surveyors • Planners
111 Barclay Blvd., Suite 310, Lincolnshire, Illinois 60069-3615
PHONE: 847-634-3883
FAX: 847-634-0687
E-MAIL: 231@GREENGARDINC.COM
ILL. REGISTRATION NO. 184-000995

SCALE:	1"=20'
DRAWING No.	70266
SHEET	1 OF 1

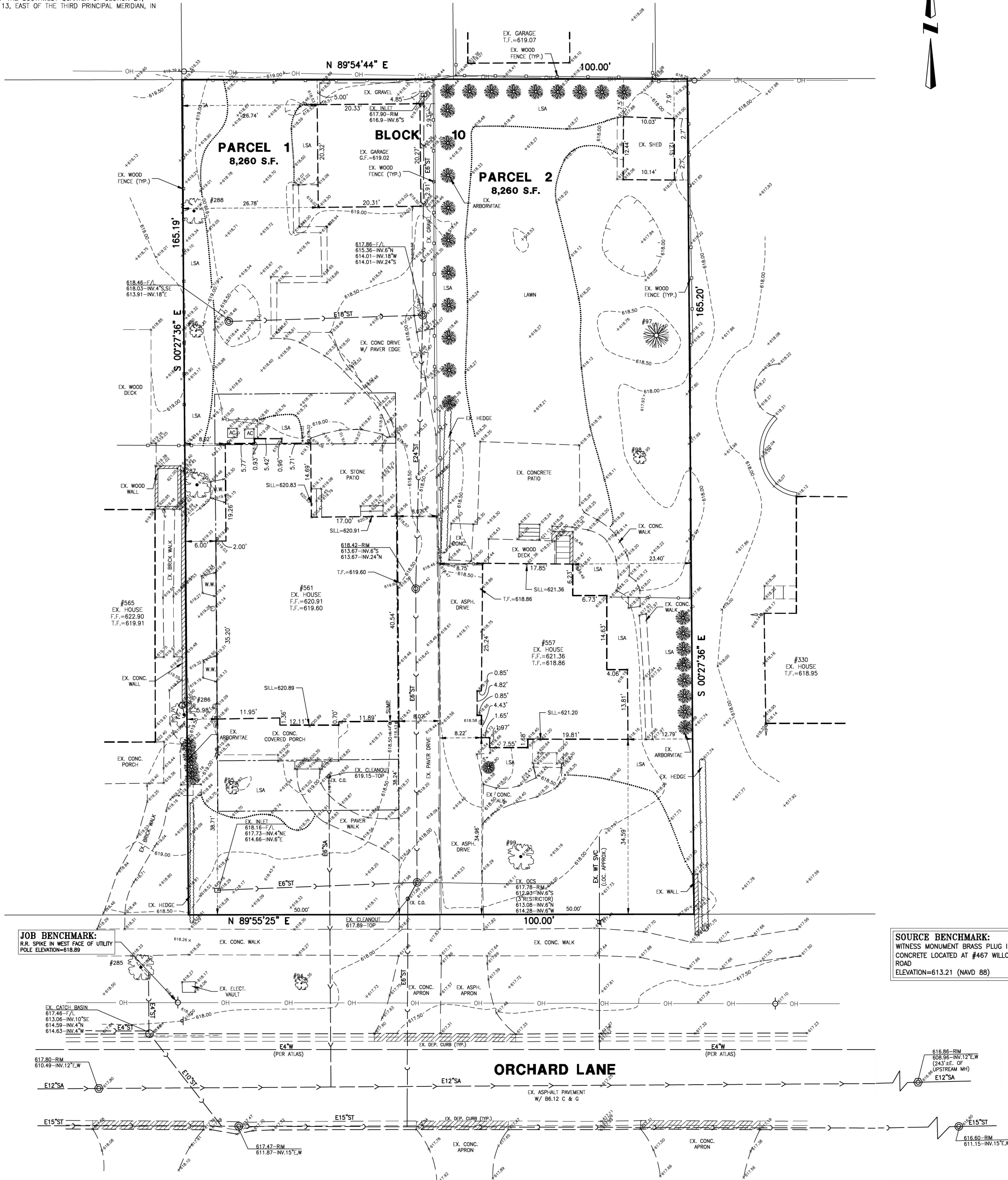
557 & 561 ORCHARD LANE - WINNETKA, ILLINOIS

PLAT OF SURVEY

LEGAL DESCRIPTION

PARCEL 1:
THE WEST 50 FEET OF THE SOUTHEAST QUARTER OF BLOCK 10 IN JOHN C. GARLAND'S ADDITION TO WINNETKA, BEING A SUBDIVISION OF THE NORTH 120 ACRES OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THE EAST 50 FEET OF THE WEST 100 FEET OF THE SOUTHEAST QUARTER OF BLOCK 10 IN JOHN C. GARLAND'S ADDITION TO WINNETKA, BEING A SUBDIVISION OF THE NORTH 120 ACRES OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



JOB BENCHMARK:
R.R. SPIKE IN WEST FACE OF UTILITY
POLE ELEVATION=618.89

SOURCE BENCHMARK:
WITNESS MONUMENT BRASS PLUG IN
CONCRETE LOCATED AT #467 WILLOW
ROAD
ELEVATION=613.21 (NAVD 88)

LEGEND

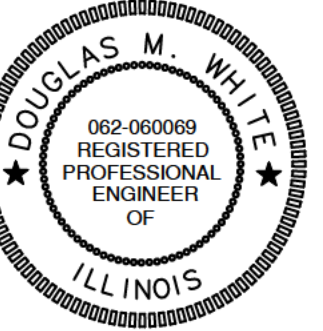
- 104--- CONTOUR
- x 105.08 SPOT ELEVATION
- DECIDUOUS TREE W/DIA.
- CONIFEROUS TREE W/DIA.
- CRITICAL ROOT ZONE
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- INLET
- WATER SERVICE BOX
- VALVE & VAULT
- FIRE HYDRANT
- UTILITY POLE
- LIGHT STANDARD
- STORM CULVERT
- E8"SA--- SANITARY SEWER
- E12"ST--- STORM SEWER
- E6"W--- WATER MAIN
- DITCH
- SWALE
- DIRECTION SURFACE DRAINAGE
- FENCE
- or --- DOWNSPOUT

Tree Preservation Survey				561 Orchard Ln Winnetka, IL	
TAG #	SIZE	SPECIES	CONDITION 1 - 6 (1=BEST - 6= DEAD)	NOTES / LOCATION	
94	9	Amur Maple	3	Parkway	
95	8	River Birch	3		
286	35	Swamp White Oak	3		
287	21	Sugar Maple	3		
96	7	Bur Oak	3		
288	20	Honey Locust	3		
289	13	White Pine	3		
290	18	White Pine	3		
				557 Orchard Ln	
97	23	Spruce	3		
98	9	Crabapple	3		
99	50	American Elm	3		
Lou Leggett					
Certified Arborist #177A					

DESIGNED BY: DATE: 02-20-25
DMW
CHECKED BY: DATE: 02-20-25
DRF
APPROVED BY: DATE: 02-20-25
DRF



GREENGARD, INC.
Engineers • Surveyors • Planners
111 Barclay Blvd., Suite 310, Lincolnshire, Illinois 60069-3615
PHONE: 847-634-3883 FAX: 847-634-0687
E-MAIL: 231@GREENGARDINC.COM
ILL. REGISTRATION NO. 184-000995



Douglas M. White P.E.
SIGNATURE
04-22-25
DATE
EXPIRES 11-30-25

SCALE: 1"=10'
DRAWING No. 70266
SHEET 1 OF 1

557 & 561 ORCHARD LANE - WINNETKA, IL
EXISTING TOPOGRAPHY

A RENOVATION & ADDITION IN WINNETKA

THE BOS KIRKPATRICK RESIDENCE

561 ORCHARD LANE.
WINNETKA, IL 60093

ARCHITECTURAL DOCUMENTATION:

A001	COVER SHEET
A002	SITE PLAN
A003	ZONING DIAGRAMS
A100	BASEMENT/FOUNDATION PLAN
A101	FIRST FLOOR PLAN
A102	SECOND FLOOR PLAN
A103	ATTIC/ROOF PLAN
A200	SOUTH & WEST ELEVATIONS
A201	NORTH & EAST ELEVATIONS
A202	GARAGE ELEVATIONS

Professional Design Firm
License NO 184 007114

DATE	DRAWING SET
01 29 2025	PRELIMINARY PRICING
04 24 2025	WINNETKA - ZONING COMMENTS #1

The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

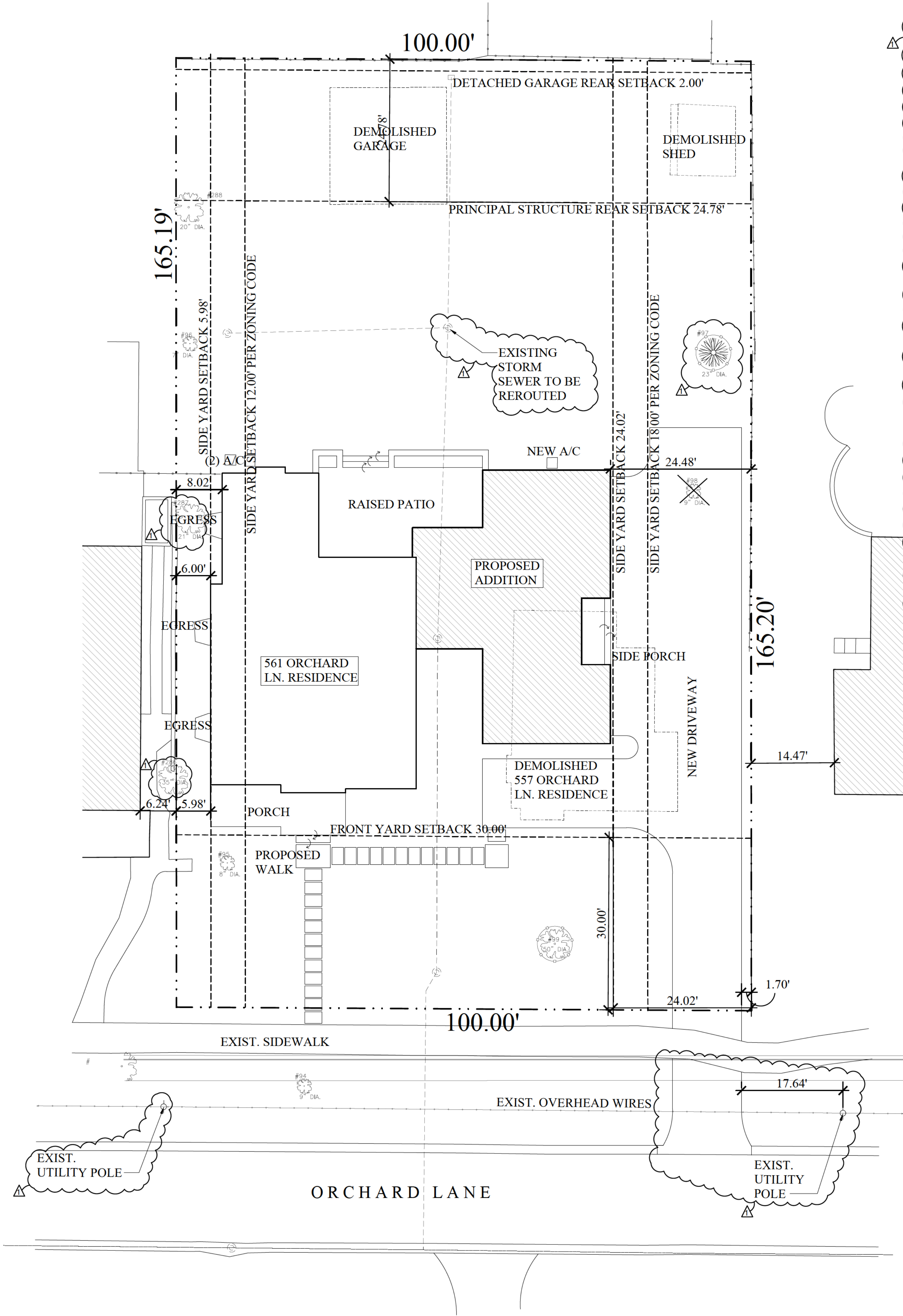
-NOT FOR CONSTRUCTION-

EDWARD DEEGAN
ARCHITECTS & INTERIORS
560 Green Bay Road #301
Winnetka IL 60093
(847) 906 - 4110

Sheet No

A001

Project No24 71



ARCHITECT'S SITE NOTES

1. SURVEY INFORMATION SHOWN HEREIN IS TAKEN FROM PLAT OF SURVEY PREPARED BY GREENGARD, INC, LINCOLNSHIRE, IL, 60091-3615. PHONE (262-634-3883), PROJECT NO: (70266).
2. NO WARRANTY IS MADE REGARDING THE ACCURACY OF THE SURVEY
4. ERRORS IN TOPOGRAPHY AND/OR FAILURE TO NOTIFY ARCHITECT OF DISCREPANCIES SHALL VOID THIS DESIGN.

GENERAL SITE NOTES

1. ALL TREES AND SHRUBBERY OUTSIDE OF 10' (TEN) PERIMETER OF THE BUILDING STRUCTURE SHALL REMAIN AND SHALL BE PROTECTED FROM DAMAGE AT ALL TIMES, UNLESS OTHERWISE DIRECTED. WITHIN THE CROWN LINE OF ANY TREES TO REMAIN, DO NOT STORE ANY MATERIALS, STOCKPILE SOIL, PARK OR DRIVE VEHICLES OR EQUIPMENT, CHANGE EXISTING GRADE, WATER LEVEL OR DRAINAGE PATTERNS, UNLESS SPECIFICALLY PERMITTED TO DO SO BY THE ARCHITECT. DAMAGED TREES SHALL BE REPLACED BY NEGLIGENT PARTY WITH STOCK OF EQUAL SIZE AND VALUE.
2. PROVIDE POSITIVE DRAINAGE AWAY FROM STRUCTURE IN ALL DIRECTIONS. VERIFY GRADES AND RELATIVE FLOOR LEVELS IN FIELD PRIOR TO EXCAVATION AND MAKE ADJUSTMENTS AS DIRECTED BY ARCHITECT TO ENSURE PROPER DRAINAGE.
3. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING EROSION CONTROL MEASURES AT SITE DURING CONSTRUCTION AS REQUIRED BY LOCAL AUTHORITIES.
4. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES, AND HAVE ALL EXISTING UTILITIES STAKED PRIOR TO ANY CONSTRUCTION.
5. THE CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS PRIOR TO INITIATING ANY CONSTRUCTION.
6. ALL INSTALLATIONS SHALL CONFORM TO THE APPROPRIATE REGULATORY AGENCY REQUIREMENTS.

SITE LEGEND

- = EXIST. DECIDUOUS TREE WIDTH DIA. IN INCHES
- = EXIST. CONIFEROUS TREE WIDTH DIA. IN INCHES
- = EXIST. TREE TO BE REMOVED
- = PROPOSED PROTECTIVE TREE FENCING
- = EXISTING UTILITY POLE

ZONING INFO & COMPLIANCE

PARCEL NO. 1: 05-21-303-009-0000 2: 05-21-303-010-0000 (CONSOLIDATED)
ZONING DISTRICT: **R-5 SINGLE FAMILY RESIDENTIAL DISTRICT**
LOT AREA & SIZE = **16,520 SF OR 0.38 ACRES**

SETBACK CALCULATIONS:

FRONT YARD SETBACK
RULED BY WINNETKA: **30.00'**
AVERAGE FRONT SETBACK RULE (MAY OVERRIDE THE MINIMUM):
IF THERE ARE AT LEAST 3 PRINCIPAL BUILDINGS ON YOUR BLOCK FACE
AND IF AT LEAST 50% OF THOSE BUILDINGS HAVE FRONT SETBACKS GREATER THAN 30 FEET THEN:
YOUR SETBACK MUST MATCH THE AVERAGE OF ALL EXISTING FRONT SETBACKS ON THE BLOCK FACE

SIDE YARD:
100 FEET OR MORE LOT WIDTH = 12 FEET BASE, 18' OTHER SIDE TOTAL 30.00'
BASE: **5.98'** - RESULT TO NOT MAKE EXISTING RESIDENCE A NON-CONFORMITY
30% OF LOT WIDTH
100' x 0.30 = 30'-0" MINIMUM TOTAL (ACTUAL 30.00')
OTHER SIDE: 30.0' - 5.98' = **24.02' ONE SIDE**

REAR YARD:
15% OF LOT DEPTH: 162.20' x 0.15 = 24.78'
LIMITED TO MAXIMUM OF 25'-0"
THEREFORE: **24.78'**

AREA CALCULATIONS: SEE SHEET A003

FLOOR AREA RATIO (POST-FAR FORMULA):
5,161.95 SF MAX. FLOOR AREA
PROPOSED = 5,155.31 SF ✓ REMAINING = 6.64 SF

ROOFED COVERAGE:
25% OF LOT AREA
16,520 x 0.25 = **4,130 SF ALLOWED**
PROPOSED = 3,173.8 SF ✓ REMAINING = 956.2 SF

IMPERVIOUS SURFACE:
50% OF LOT AREA
16,520 x 0.50 = **8,260 SF ALLOWED**
PROPOSED = 5,912.8 SF ✓ REMAINING = 2,347.2 SF

FRONT YARD COVERAGE:
FRONT YARD AREA: 30' x 100' = 3,000 SF ALLOWED
MAXIMUM 30% COVERAGE
3,000 SF x 0.30 = **900 SF ALLOWED**
PROPOSED = 567.5 SF ✓ REMAINING = 332.5 SF

ATTIC EXCLUSION:
3% OF LOT AREA
16,520 x .03 = 495.6 SF
EXISTING ATTIC FAR = 333.54 SF
THEREFORE TOTAL EXCLUSION: **333.54 SF**

MAXIMUM HEIGHT LIMITS:
STORIES: 2½
BUILDING HEIGHT: 31'-0"
DISTANCE TO UPPER FLOOR: 20'-0" OR ACTUAL DISTANCE, WHICHEVER IS LESS

MEASUREMENT DETAILS:
TOP OF FIRST FLOOR MEASURED FROM LOWEST NATURAL GRADE
MAXIMUM HEIGHT MEASURED FROM TOP OF FIRST FLOOR TO HIGHEST ROOF POINT

STANDARDIZED UPPER FLOOR HEIGHTS:
R-5 ZONING = 20 FT.
(20 FEET ALLOWABLE HEIGHT FROM TOP OF FIRST FLOOR TO ATTIC FLOOR LINE)

The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

-NOT FOR CONSTRUCTION-

EDWARD DEEGAN
ARCHITECTS & INTERIORS
560 Green Bay Road #301
Winnetka IL 60093
(847) 906 - 4110

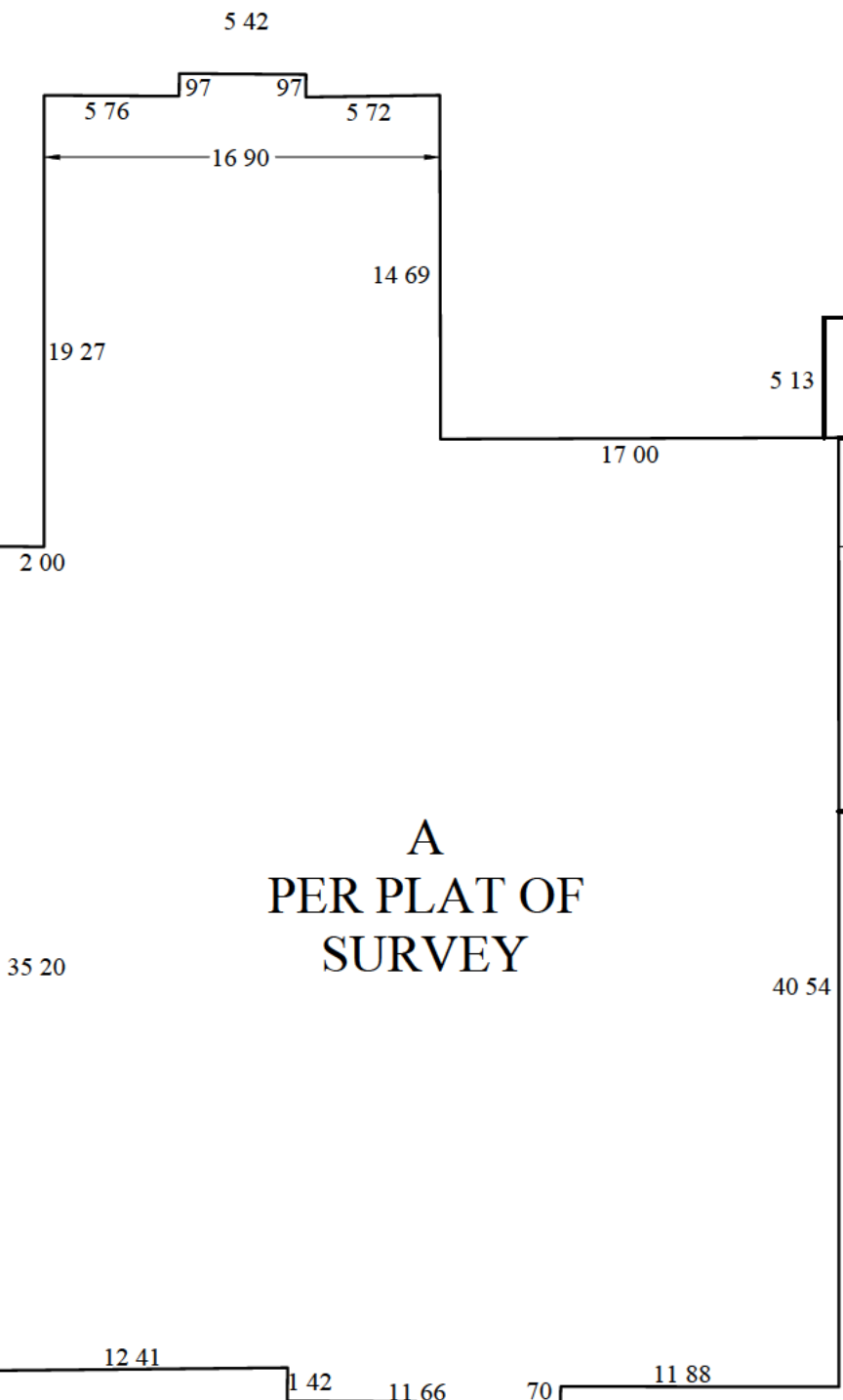
Sheet No
A002
Project No 24 71

Site Plan
SCALE: 1" = 10'-0"

EXISTING FIRST FLOOR AREA		
PIECE	DIMENSIONS (FT)	GFA AREA
A	1ST FLR. - PER PLAT	1697.12
B	GARAGE - PER PLAT	442.76
TOTAL		1697.12

PROPOSED FIRST FLOOR AREA		
PIECE	DIMENSIONS (FT)	GFA AREA
1	22.25 x 22.25	495.06
2	17.25 x 11.58	199.76
3	22.25 x 13.75	305.94
4	11.54 x 15.92	183.71
5	12.27 x 5.12	62.82
6	5.0 x 11.58	57.9
TOTAL		1305.19

TOTAL FIRST FLOOR AREA COMBINED	
PROPOSED	1305.19
EXISTING	1697.12
TOTAL:	3002.31

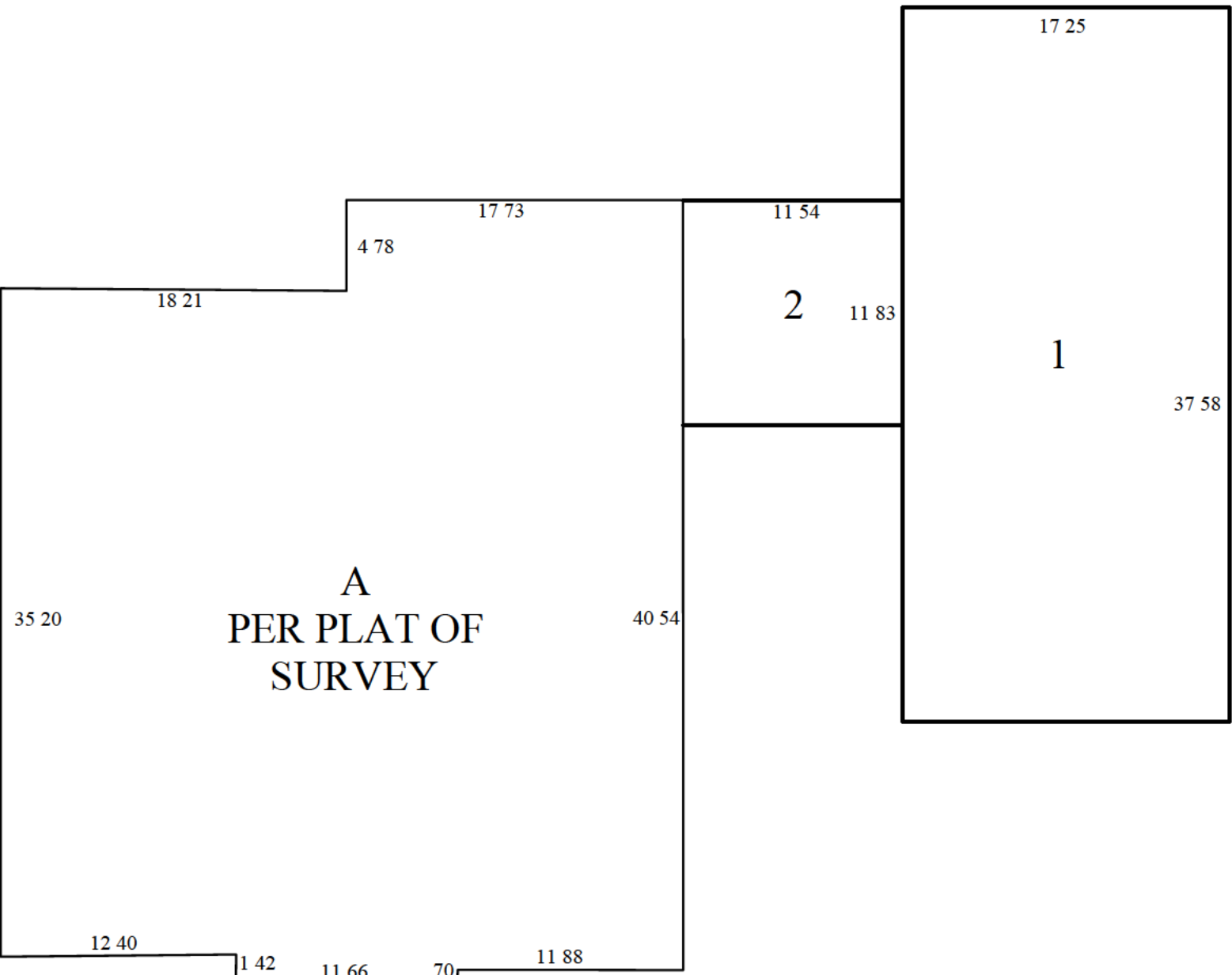


1st Floor F.A.R. Diagram
SCALE: 1/8" = 1'-0"

EXISTING SECOND FLOOR AREA		
PIECE	DIMENSIONS (FT)	GFA AREA
A	EXISTING 2ND FLR.	1369.22
TOTAL		1369.22

PROPOSED SECOND FLOOR AREA		
PIECE	DIMENSIONS (FT)	GFA AREA
1	17.25 x 37.58	648.26
2	11.58 x 12.04	136.52
TOTAL		783.78

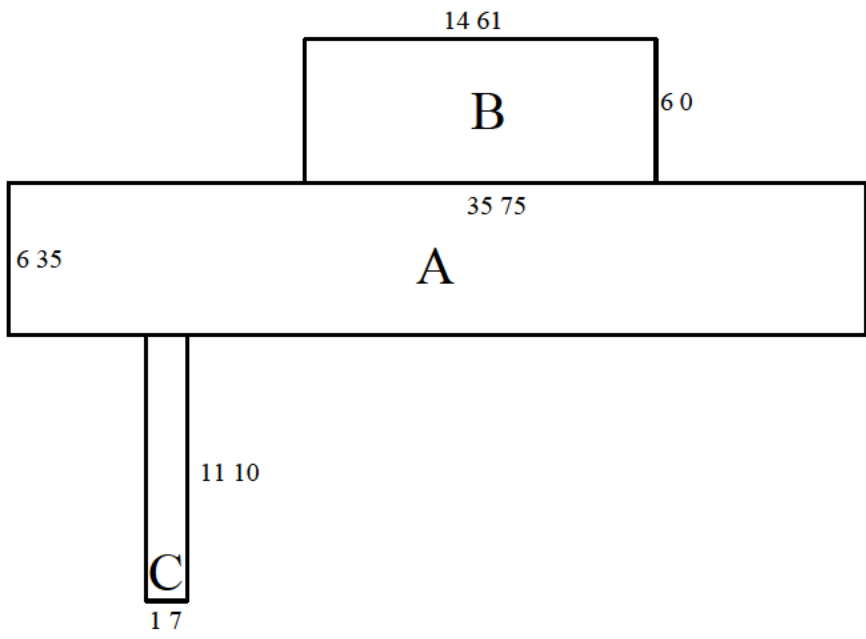
TOTAL SECOND FLOOR AREA COMBINED	
PROPOSED	783.78
EXISTING	1369.22
TOTAL:	2153



Proposed 2nd Floor F.A.R. Diagram
SCALE: 1/8" = 1'-0"

EXISTING ATTIC AREA		
PIECE	DIMENSIONS (FT)	RLC AREA
A	35.75 x 6.35	227.01
B	14.61 x 6.0	87.66
C	1.70 x 11.10	18.87
TOTAL		333.54

333.54 ATTIC EXCLUSION



Attic Floor F.A.R. Diagram
SCALE: 1/8" = 1'-0"

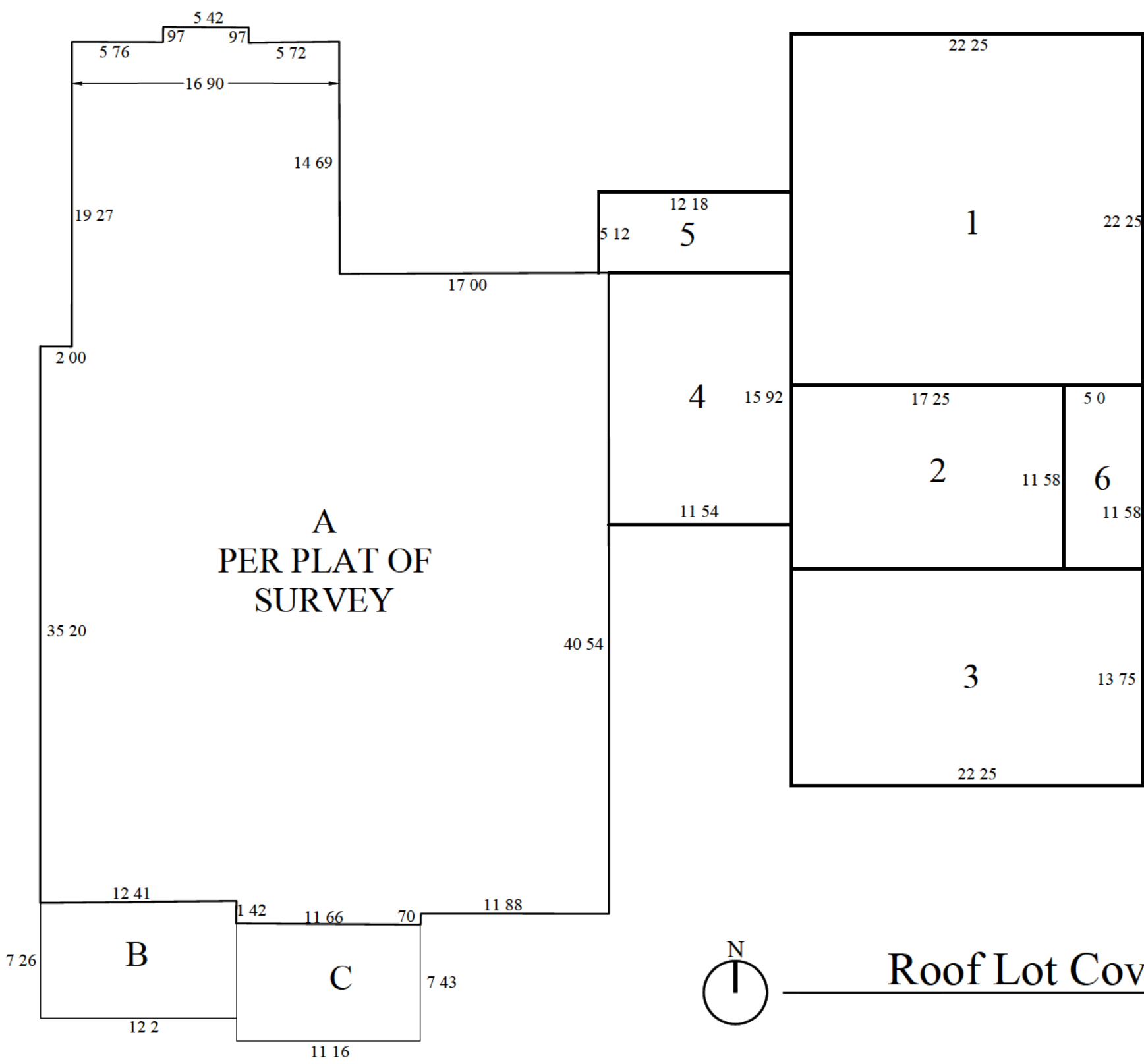
EXISTING ENCLOSED ROOFED BUILDING AREAS		
PIECE	DIMENSIONS (FT)	RLC AREA
A	1ST FLR. - PER PLAT	1697.12
B	GARAGE - PER PLAT	442.76
TOTAL		1697.12

EXISTING OTHER ROOFED AREAS		
PIECE	DIMENSIONS (FT)	RLC AREA
B	PER PLAT OF SURVEY	88.57
C	PER PLATE OF SURVEY	82.92
TOTAL		171.49

PROPOSED ENCLOSED ROOFED BUILDING AREAS		
PIECE	DIMENSIONS (FT)	RLC AREA
1	22.25 x 22.25	495.06
2	17.25 x 11.58	199.76
3	22.25 x 13.75	305.94
4	11.54 x 15.92	183.71
5	12.18 x 5.12	62.36
TOTAL		1247.29

PROPOSED OTHER ROOFED AREAS		
PIECE	DIMENSIONS (FT)	RLC AREA
6	5.0 x 11.58	57.9
TOTAL		57.9

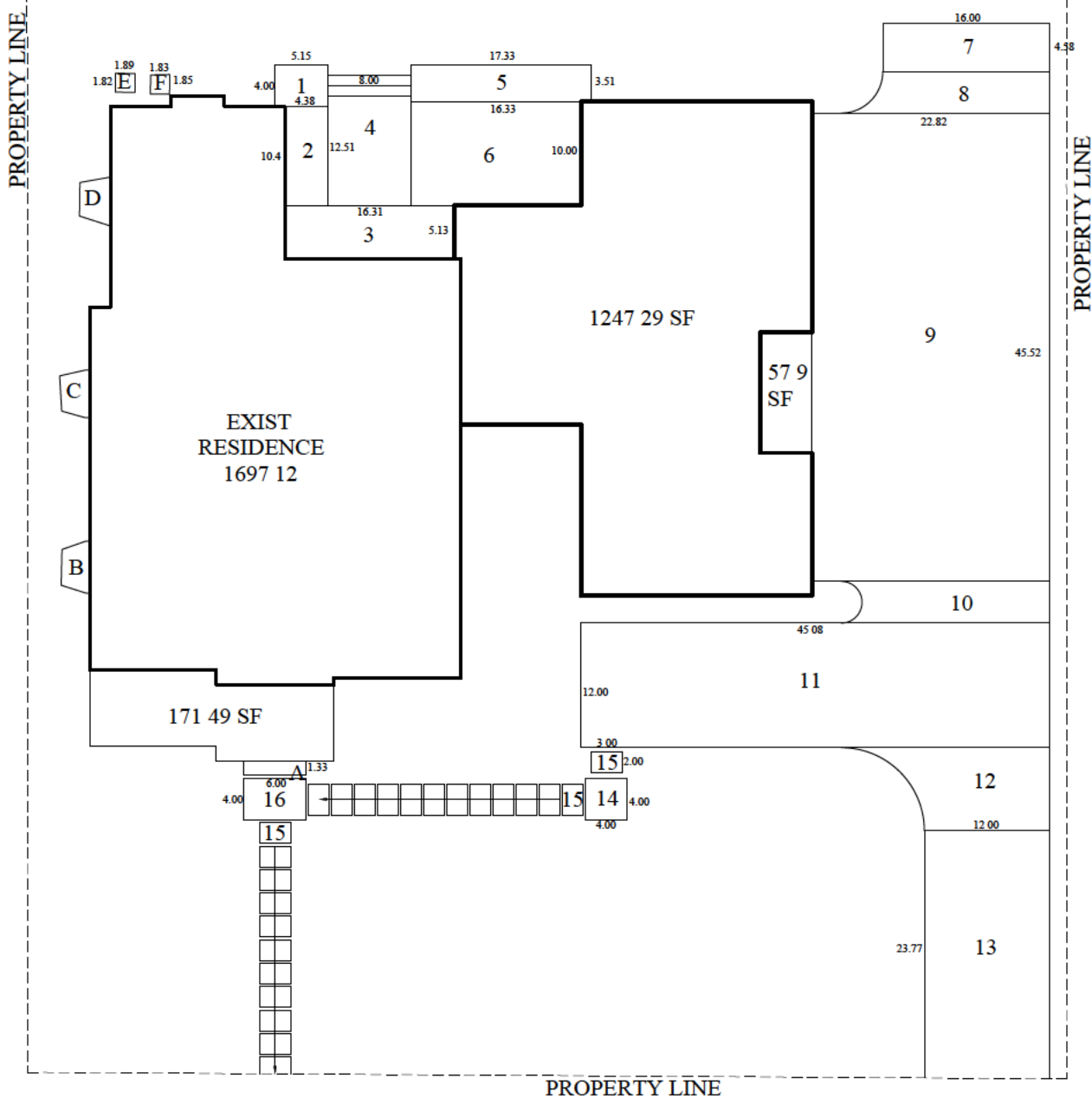
TOTAL RLC COMBINED	
PROPOSED	1305.19
EXISTING	1868.61
TOTAL:	3173.8



Roof Lot Coverage Diagram
SCALE: 1/8" = 1'-0"

EXISTING IMPERMEABLE SURFACE LOT COVERAGE		
PIECE	DIMENSIONS (FT)	IMPERVIOUS
A	6.00 x 1.33	7.98
B	-	11.68
C	-	11.35
D	-	11.78
E	1.89 x 1.82	3.44
F	1.83 x 1.85	3.39
G	EXIST. RESIDENCE	1697.12
TOTAL		1746.74

TOTAL IMPERMEABLE SURFACE LOT COVERAGE	
PROPOSED	4166.06
EXISTING	1746.74
TOTAL:	5912.80



Impervious Lot Coverage Diagram
SCALE: 1/16" = 1'-0"

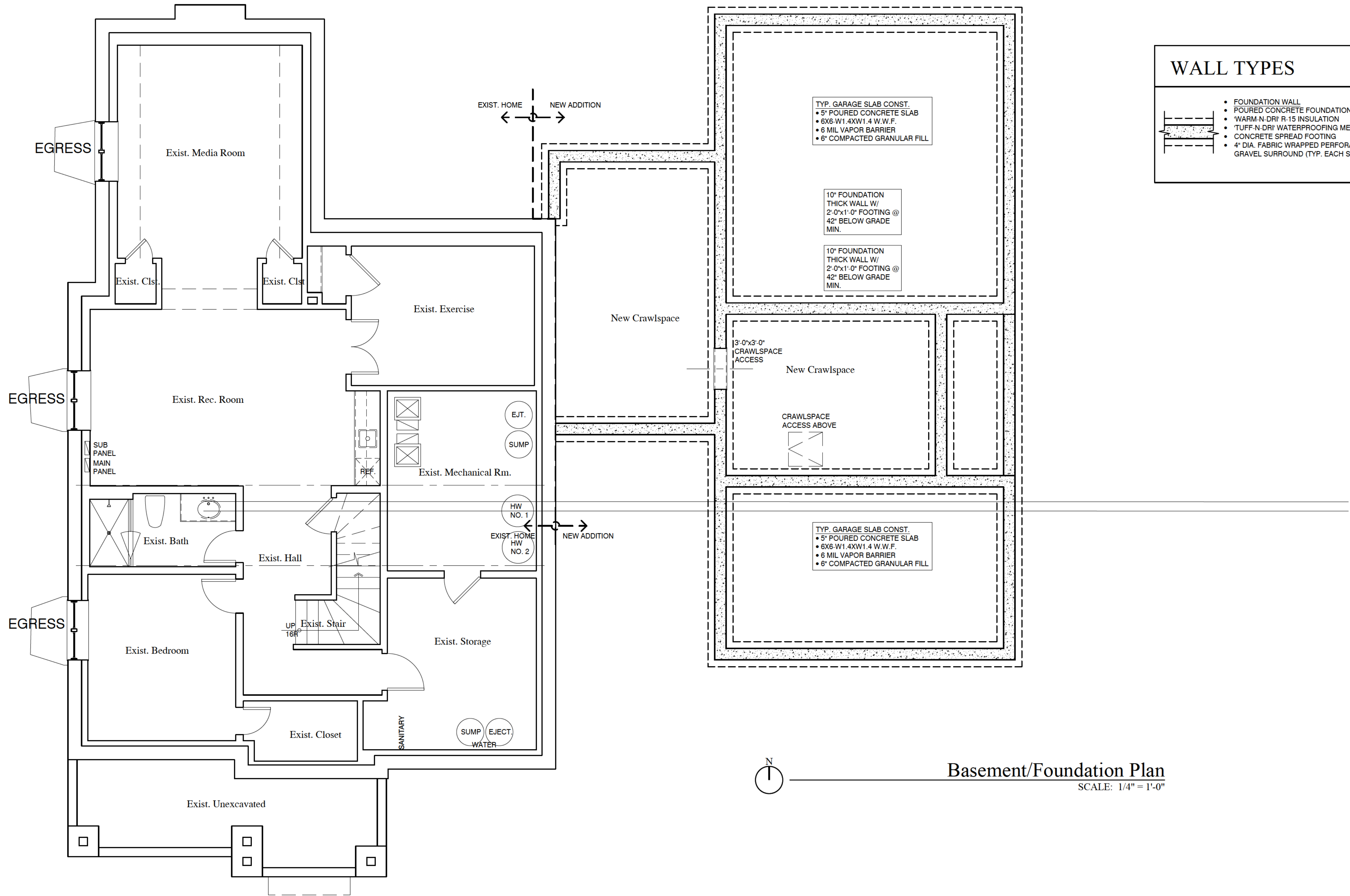
The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

EDWARD DEEGAN
ARCHITECTS & INTERIORS
560 Green Bay Road #301
Winnetka IL 60093
(847) 906 - 4110

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Project No 24.71

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The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

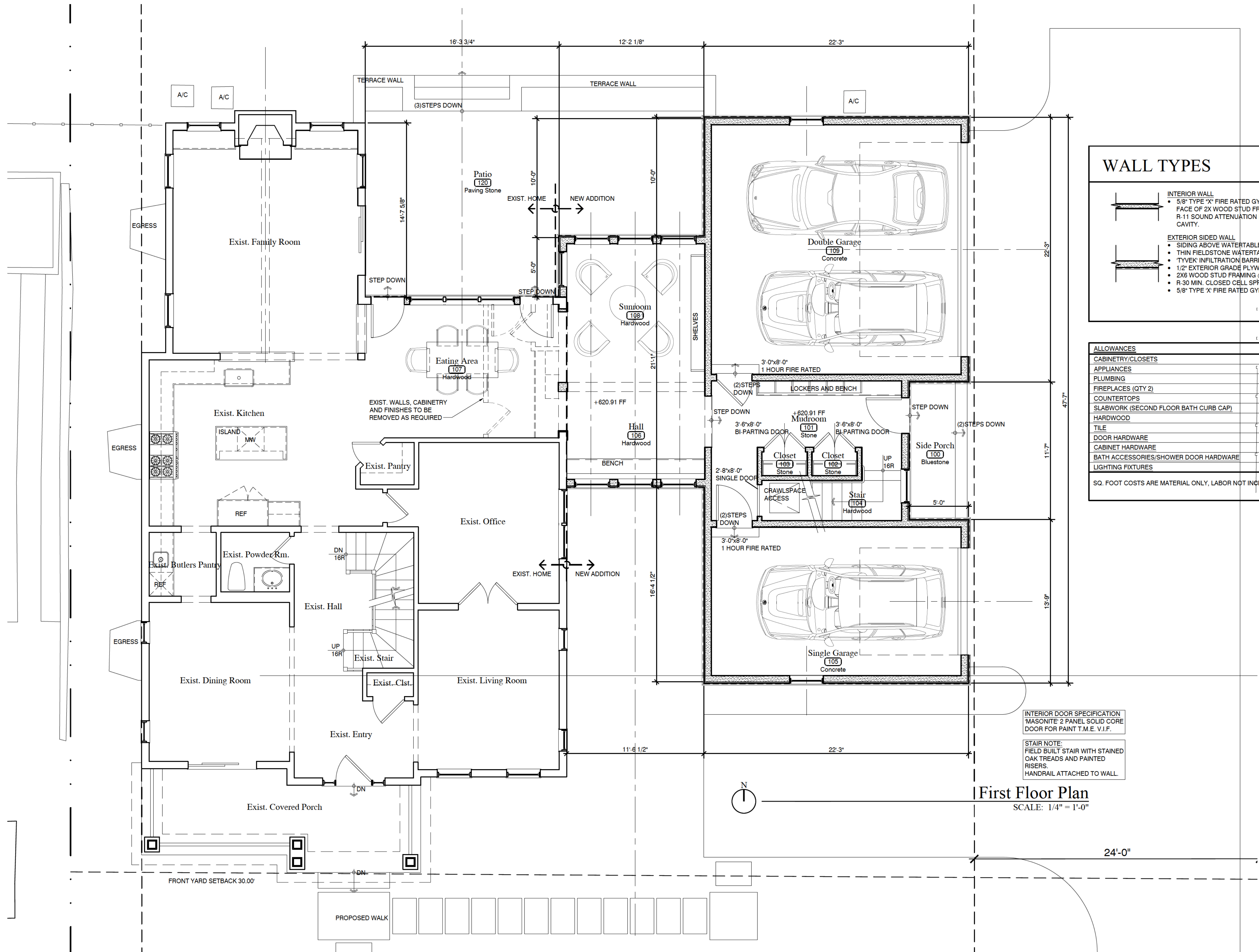
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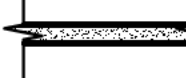
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560 Green Bay Road #301
Winnetka IL 60093
(847) 906 - 4110

Sheet No
A101
Project No 24 71

Professional Design Firm
License NO 184 007114

DATE	DRAWING SET
01 29 2025	PRELIMINARY PRICING
04 24 2025	WINNETKA - ZONING COMMENTS #1



WALL TYPES	
	INTERIOR WALL 5/8" TYPE "X" FIRE RATED GYPSUM BOARD ON EACH FACE OF 2X WOOD STUD FRAMING, 16" O.C. WITH R-11 SOUND ATTENUATION INSULATION IN STUD CAVITY.
	EXTERIOR SIDED WALL - SIDING ABOVE WATERTABLE PER ELEVATIONS T.M.E. - THIN FIELDSTONE WATERTABLE WITH LIMESTONE COPING T.M.E. - TYVEK INFILTRATION BARRIER 1/2" EXTERIOR GRADE PLYWOOD SHEATHING 2X6 WOOD STUD FRAMING @ 16" O.C. - R-30 MIN. CLOSED CELL SPRAY FOAM INSULATION 5/8" TYPE "X" FIRE RATED GYPSUM BOARD INTERIOR WALL FINISH

ALLOWANCES	
CABINETS/CLOSETS	\$18,000.00
APPLIANCES	\$10,000.00
PLUMBING	\$5,000.00
FIREPLACES (QTY 2)	\$6,000.00 EACH
COUNTERTOPS	\$13,000.00
SLABWORK (SECOND FLOOR BATH CURB CAP)	\$500.00
HARDWOOD	\$15,000.00
TILE	\$12.00 PER SQ. FT.
DOOR HARDWARE	\$2,500.00
CABINET HARDWARE	\$1,000.00
BATH ACCESSORIES/SHOWER DOOR HARDWARE	\$500.00
LIGHTING FIXTURES	\$4,000.00
SQ. FOOT COSTS ARE MATERIAL ONLY, LABOR NOT INCLUDED	

INTERIOR DOOR SPECIFICATION
"MASONITE" 2 PANEL SOLID CORE
DOOR FOR PAINT T.M.E. V.I.F.

STAIR NOTE:
FIELD BUILT STAIR WITH STAINED
OAK TREADS AND PAINTED
RISERS.
HANDRAIL ATTACHED TO WALL.

First Floor Plan
SCALE: 1/4" = 1'-0"

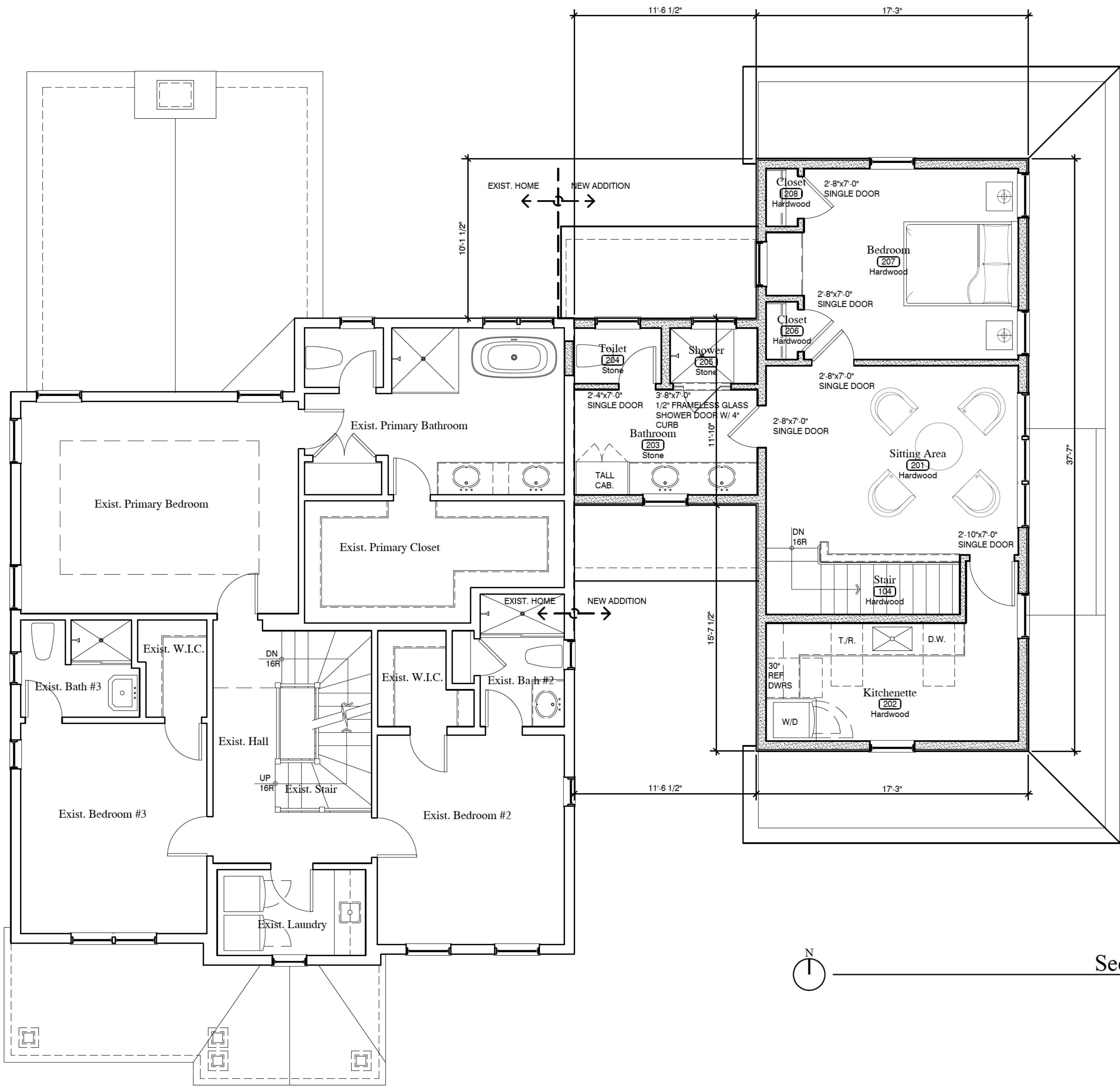
The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

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560 Green Bay Road #301
Winnetka IL 60093
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WALL TYPES



INTERIOR WALL

- 5/8" TYPE 'X' FIRE RATED GYPSUM BOARD ON EACH FACE OF 2X WOOD STUD FRAMING, 16" O.C. WITH R-11 SOUND ATTENUATION INSULATION IN STUD CAVITY.



EXTERIOR SIDED WALL

- SIDING PER ELEVATIONS T.M.E.
- TYVEK INFILTRATION BARRIER
- 1/2" EXTERIOR GRADE PLYWOOD SHEATHING
- 2X8 WOOD STUD FRAMING @ 16" O.C.
- R-30 MIN. CLOSED CELL SPRAY FOAM INSULATION
- 5/8" TYPE 'X' FIRE RATED GYPSUM BOARD INTERIOR WALL FINISH

Second Floor Plan
SCALE: 1/4" = 1'-0"

The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

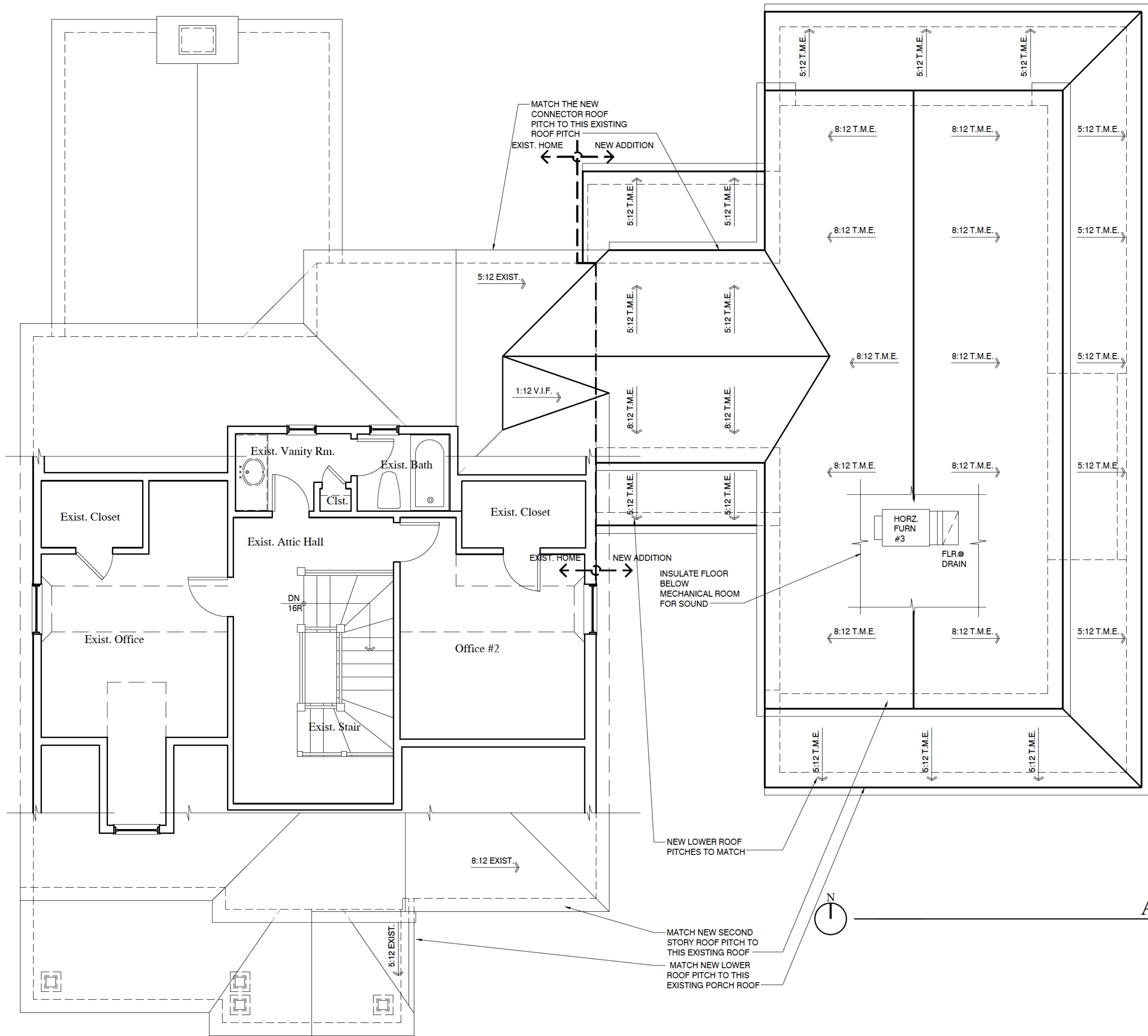
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Project No 24 71

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License NO 184 007114

DATE 01 29 2025
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04 24 2025 WINNETKA - ZONING COMMENTS #1



Attic/Roof Plan
SCALE: 1/4" = 1'-0"

ROOF TYPES	
	SHINGLE ROOFED AREA • SHINGLE ROOFING T.M.E. • 'GRACE ICE & WATERCHIELD' UNDERLAYMENT • 5/8" EXTERIOR GRADE PLYWOOD SHEATHING • 2X10 ROOF RAFTERS @ 16" O.C. • R-50 CLOSED CELL SPRAY FOAM INSULATION • 5/8" TYPE 'X' FIRE RATED GYPSUM BOARD
	LOW SLOPE SADDLE ROOF • 3 PLY BITUMINOUS ROOFING • 'GRACE ICE & WATERCHIELD' UNDERLAYMENT • 5/8" EXTERIOR GRADE PLYWOOD SHEATHING • 2X10 ROOF RAFTERS @ 16" O.C. • R-50 CLOSED CELL SPRAY FOAM INSULATION • 5/8" TYPE 'X' FIRE RATED GYPSUM BOARD

The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

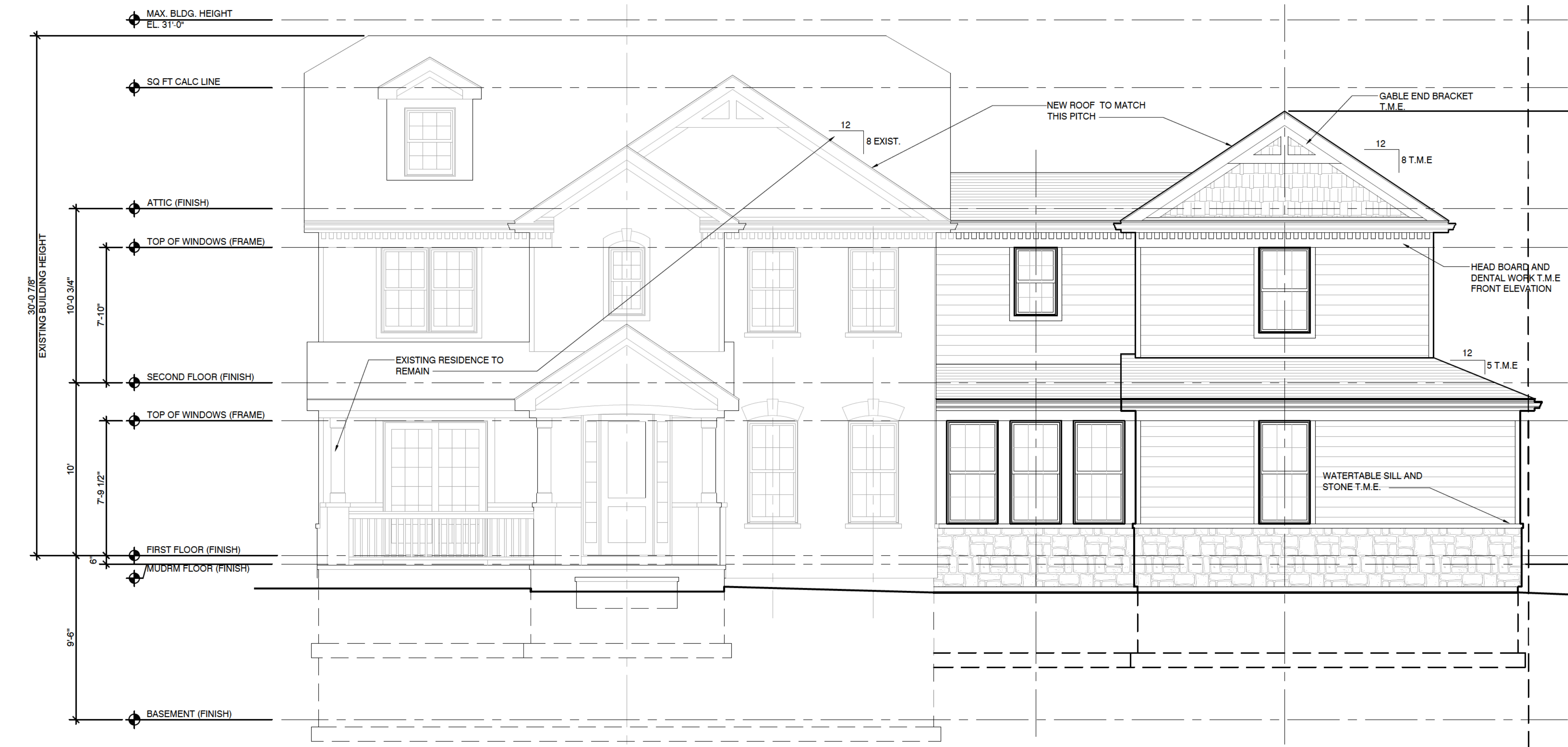
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Sheet No
A103
Project No 24 71

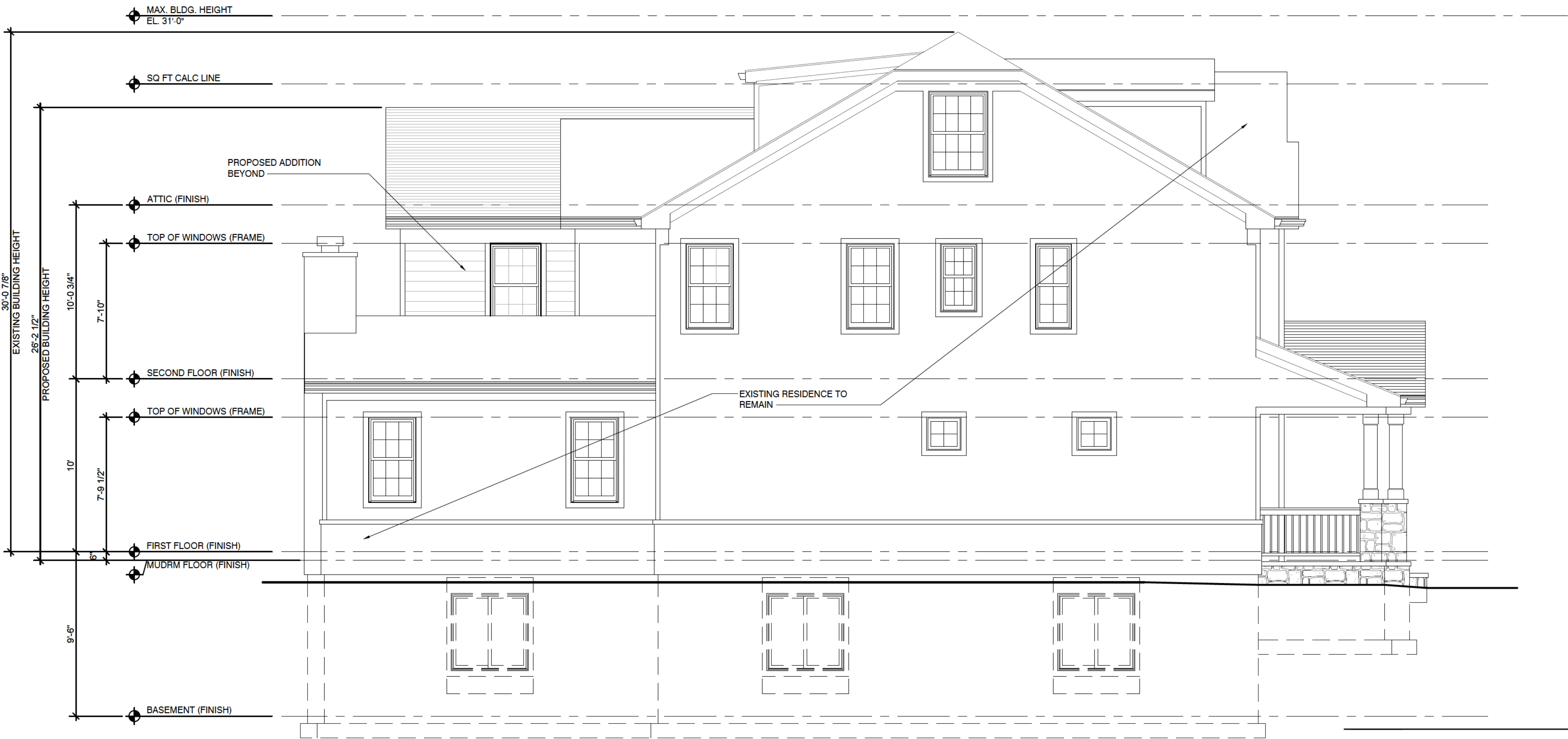
Professional Design Firm
License NO 184 007114

DATE	DRAWING SET
01 29 2025	PRELIMINARY PRICING
04 24 2025	WINNETKA - ZONING COMMENTS #1



EXTERIOR FINISHES	
ITEM	DESCRIPTION
SHINGLES	ASPHALT ARCHITECTURAL SHINGLE T.M.E.
SADDLE LOW SLOPE ROOF	3 PLY MODIFIED BITUMINOUS ROOFING
SIDING, TYP. (HORZ.) (MAIN HOUSE)	COMPOSITE LAP SIDING T.M.E. FOR PAINT T.B.D.
SHINGLE SIDING IN FRONT GABLE END	SHINGLE SIDING T.M.E. PRODUCT
WINDOW TRIM BOARDS	5/4X4 COMPOSITE TRIM T.M.E.
GUTTERS & DOWNSPOUTS	K STYLE GUTTERS T.M.E.
TRIM CORNER BOARDS	5/4X4 COMPOSITE TRIM BOARS T.M.E.
SOFFIT FINISH	COMPOSITE SHEET PRODUCT WITH ALUM. VENT GRILLES T.M.E.
WINDOWS & DOORS	'MARVIN ESSENTIAL' 'ULTREX' WINDOWS WITH 7/8" GBS'S T.M.E.
FIRST FLOOR PATIOS	PAVING STONE ON A LOOSE SAND SET BED
STONE	THIN CUT STONE VENEER T.M.E.
GARAGE DOORS	'CLOPAY' 'CANYON RIDGE CARRIAGE HOUSE 5-LAYER' -TOP SECTION-REC14 -CAN2 DESIGN11 -STANDARD WHITE COLOR -DOUBLE PANE CLEAR GLASS -R.20.4 INSULATION
WOOD SIDE DOOR	'TRUSTILE' ENTRY SYSTEM -PL106 SLAB -OR STICKING -PANEL A -SMOOTH CEDAR FOR PAINT

South Elevation
SCALE: 1/4" = 1'-0"



West Elevation
SCALE: 1/4" = 1'-0"

The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

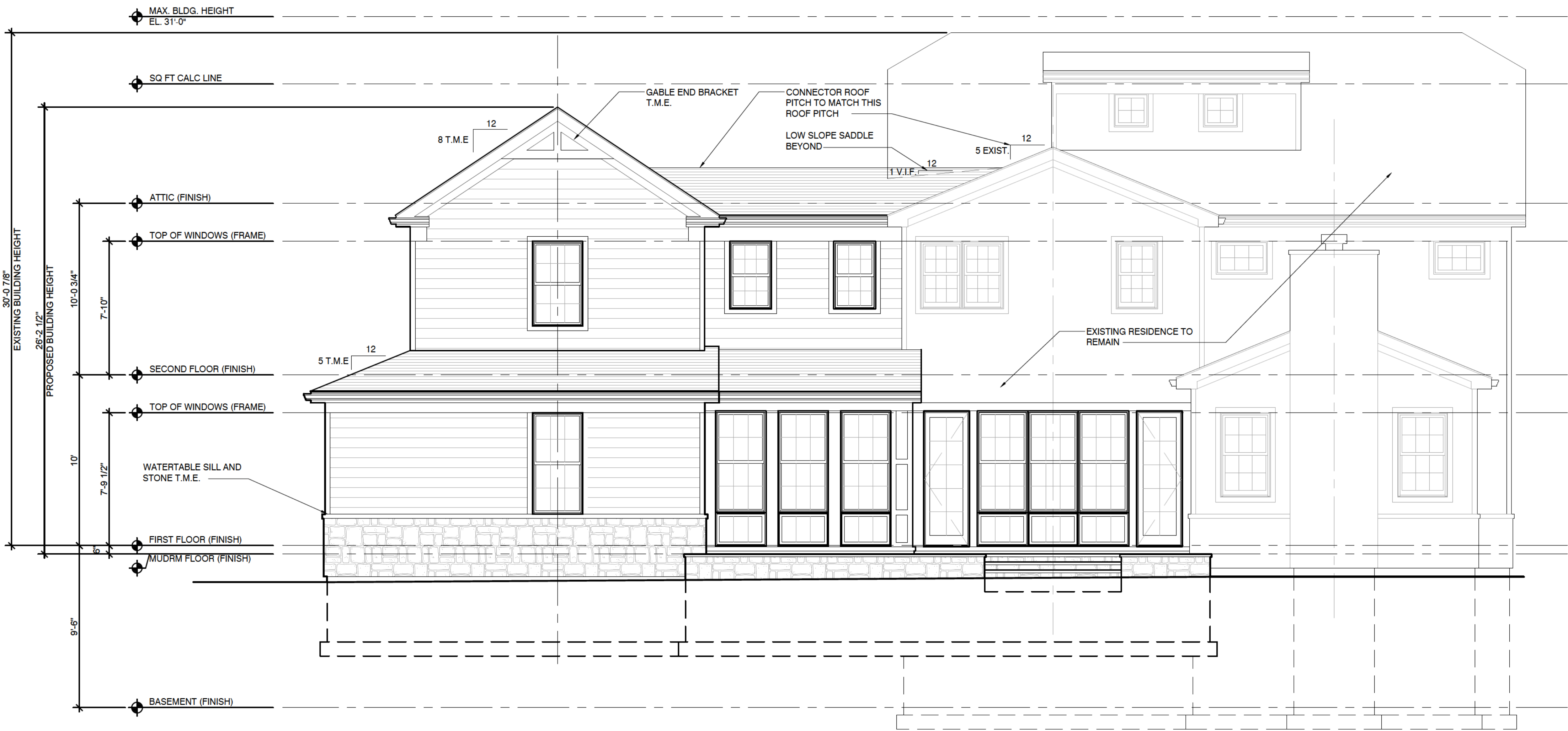
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ARCHITECTS & INTERIORS
560 Green Bay Road #301
Winnetka IL 60093
(847) 906 - 4110

Sheet No
A200
Project No 24 71

Professional Design Firm
License NO 184 007114

DATE 01 29 2025
DRAWING SET PRELIMINARY PRICING
04 24 2025 WINNETKA - ZONING COMMENTS #1

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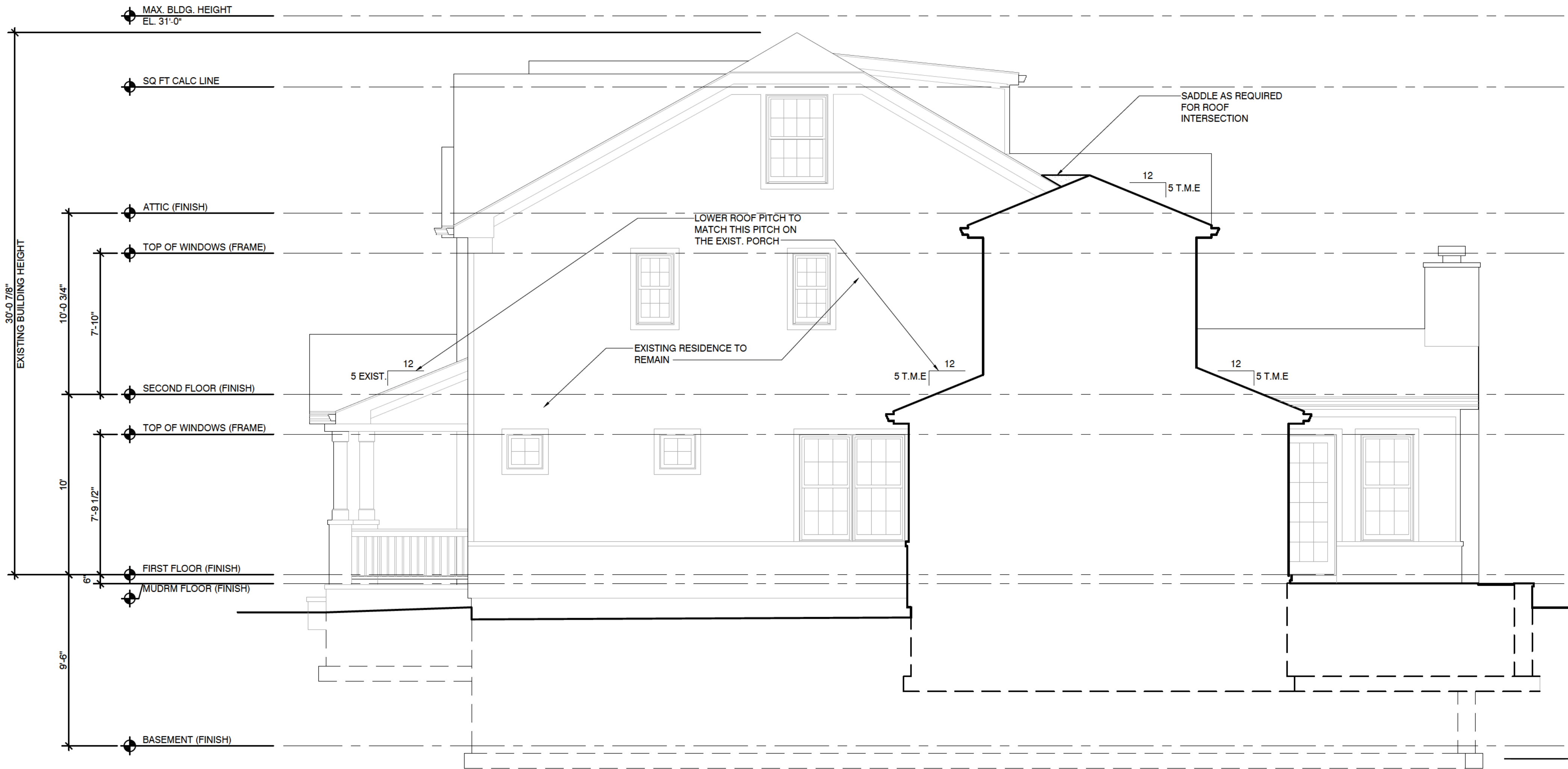
EXTERIOR FINISHES

ITEM	DESCRIPTION
SHINGLES	ASPHALT ARCHITECTURAL SHINGLE T.M.E.
SADDLE LOW SLOPE ROOF	3 PLY MODIFIED BITUMINOUS ROOFING
SIDING, TYP. (HORZ.) (MAIN HOUSE)	COMPOSITE LAP SIDING T.M.E. FOR PAINT T.B.D.
SHINGLE SIDING IN FRONT GABLE END	SHINGLE SIDING T.M.E. PRODUCT
WINDOW TRIM BOARDS	5/4X4 COMPOSITE TRIM T.M.E.
GUTTERS & DOWNSPOUTS	K STYLE GUTTERS T.M.E.
TRIM CORNER BOARDS	5/4X4 COMPOSITE TRIM BOARDS T.M.E.
SOFFIT FINISH	COMPOSITE SHEET PRODUCT WITH ALUM. VENT GRILLES T.M.E.
WINDOWS & DOORS	'MARVIN ESSENTIAL' 'ULTREX' WINDOWS WITH 7/8" GBS'S T.M.E.
FIRST FLOOR PATIOS	PAVING STONE ON A LOOSE SAND SET BED
STONE	THIN CUT STONE VENEER T.M.E.
GARAGE DOORS	'CLOPAY' 'CANYON RIDGE CARRIAGE HOUSE 5-LAYER' -TOP SECTION-REC14 -CAN2 DESIGN11 -STANDARD WHITE COLOR -DOUBLE PANE CLEAR GLASS -R.20.4 INSULATION
WOOD SIDE DOOR	'TRUSTILE' ENTRY SYSTEM -PL106 SLAB -OR STICKING -PANEL A -SMOOTH CEDAR FOR PAINT

T.M.E. = TO MATCH EXISTING

North Elevation

SCALE: 1/4" = 1'-0"



East Elevation

SCALE: 1/4" = 1'-0"

The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

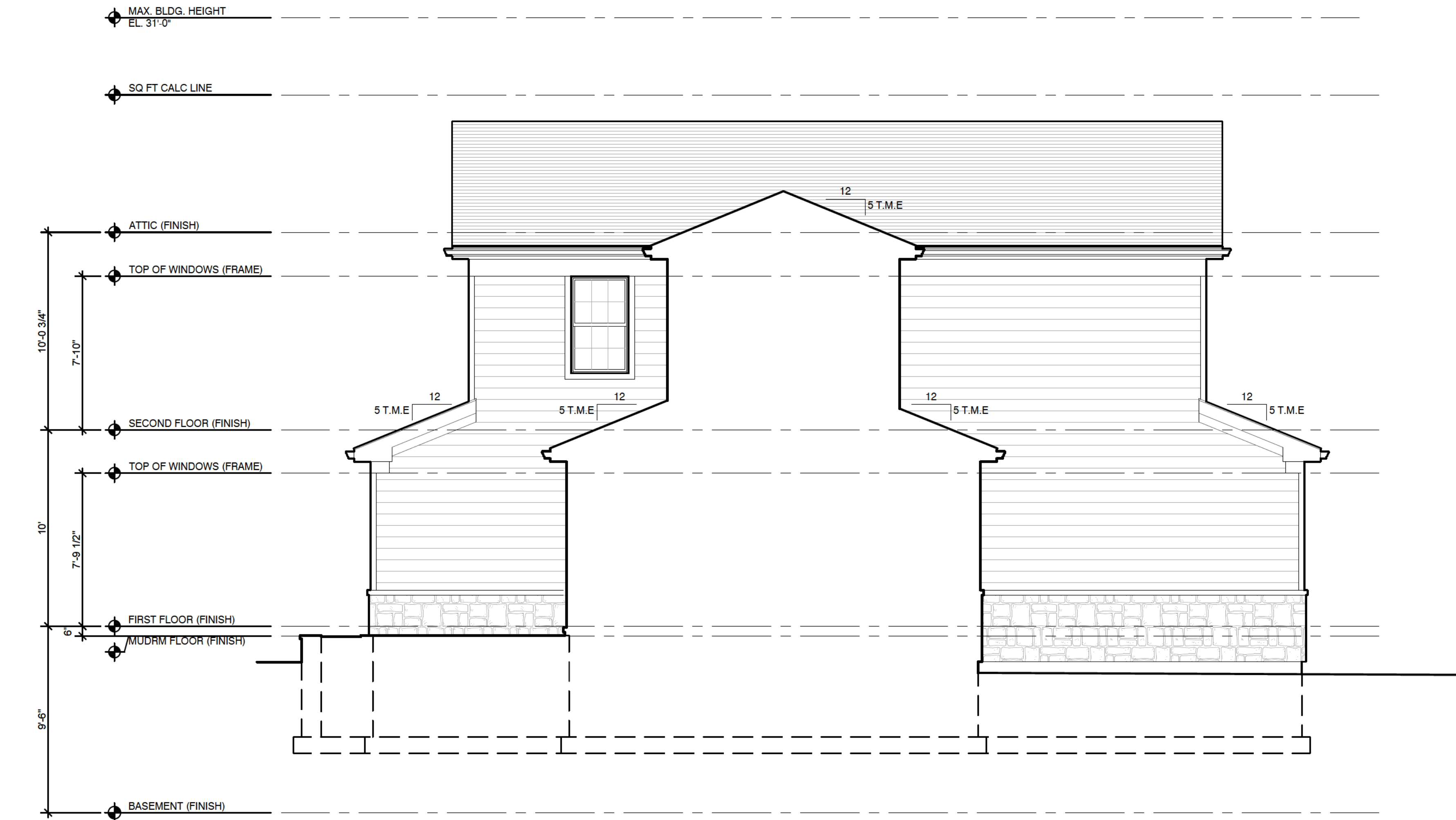
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560 Green Bay Road #301
Winnetka IL 60093
(847) 906 - 4110

Sheet No
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Project No 24 71

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License NO 184 007114

DATE 01 29 2025
DRAWING SET PRELIMINARY PRICING
04 24 2025 WINNETKA - ZONING COMMENTS #1



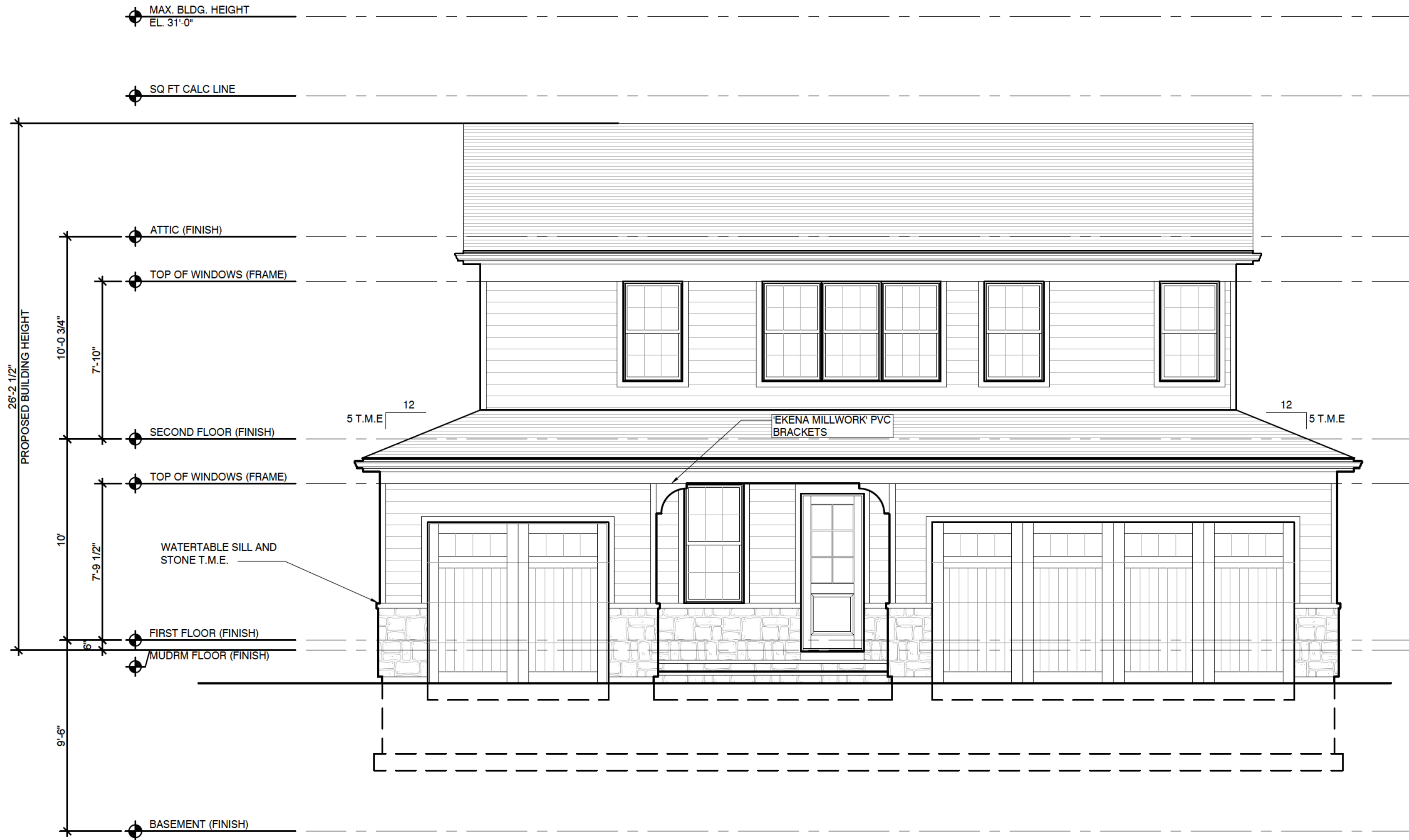
EXTERIOR FINISHES

ITEM	DESCRIPTION
SHINGLES	ASPHALT ARCHITECTURAL SHINGLE T.M.E.
SADDLE LOW SLOPE ROOF	3 PLY MODIFIED BITUMINOUS ROOFING
SIDING, TYP. (HORZ.) (MAIN HOUSE)	COMPOSITE LAP SIDING T.M.E. FOR PAINT T.B.D.
SHINGLE SIDING IN FRONT GABLE END	SHINGLE SIDING T.M.E. PRODUCT
WINDOW TRIM BOARDS	5/4X4 COMPOSITE TRIM T.M.E.
GUTTERS & DOWNSPOUTS	K STYLE GUTTERS T.M.E.
TRIM CORNER BOARDS	5/4X4 COMPOSITE TRIM BOARS T.M.E.
SOFFIT FINISH	COMPOSITE SHEET PRODUCT WITH ALUM. VENT GRILLES T.M.E.
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FIRST FLOOR PATIOS	PAVING STONE ON A LOOSE SAND SET BED
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GARAGE DOORS	'CLOPAY' 'CANYON RIDGE CARRIAGE HOUSE 5-LAYER' -TOP SECTION-REC14 -CAN2 DESIGN11 -STANDARD WHITE COLOR -DOUBLE PANE CLEAR GLASS -R-20.4 INSULATION
WOOD SIDE DOOR	'TRUSTILE' ENTRY SYSTEM -PL106 SLAB -OR STICKING -PANEL A -SMOOTH CEDAR FOR PAINT

T.M.E. = TO MATCH EXISTING

Garage West Elevation

SCALE: 1/4" = 1'-0"



Garage East Elevation

SCALE: 1/4" = 1'-0"

The Bos Kirkpatrick Residence

561 Orchard Lane
Winnetka IL, 60093

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Winnetka IL 60093
(847) 906 - 4110

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Project No 24 71

Professional Design Firm
License NO 184 007114

DATE 01 29 2025
DRAWING SET PRELIMINARY PRICING
04 24 2025 WINNETKA - ZONING COMMENTS #1



LOCATION MAP
NOT TO SCALE

OWNER'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF _____ } SS

THIS IS TO CERTIFY THAT _____,

AS OWNER(S) OF THE LAND DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE SURVEYED AND CONSOLIDATED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED AND HAVE DETERMINED TO THE BEST OF ITS KNOWLEDGE THE SCHOOL DISTRICTS IN WHICH THE LOT LIES, AS FOLLOWS:

SCHOOL DISTRICTS **LOT NUMBERS**

ELEMENTARY SCHOOL DISTRICT #36
NEW TRIER TOWNSHIP HIGH SCHOOL DISTRICT #203 } ALL LOTS
OAKTON COMMUNITY COLLEGE DISTRICT #535

DATED THIS _____ DAY OF _____, A.D. 20____.

PRINTED NAME AND TITLE _____

NOTARY CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF _____ } SS

I, _____, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, DO HEREBY CERTIFY THAT _____ OF THE _____ DID PERSONALLY APPEAR BEFORE ME THIS DAY AND ACKNOWLEDGE THAT THEY DID SIGN THE HEREON DRAWN PLAT AS THEIR FREE AND VOLUNTARY ACT. GIVEN MY SIGNATURE AND SEAL DATED THIS _____ DAY OF _____, A.D. 20____.

NOTARY PUBLIC _____

MORTGAGEE CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF _____ } SS

THIS IS TO CERTIFY _____ AS MORTGAGE HOLDER OF THE PROPERTY DESCRIBED HEREON DOES HEREBY CONSENT TO THE CONSOLIDATION OF SAID PROPERTY AS SHOWN ON THE PLAT HEREON DRAWN.

_____ AS MORTGAGE HOLDER.

BY: _____

PRINTED NAME AND TITLE: _____

ATTEST: _____

PRINTED NAME AND TITLE: _____

NOTARY CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF _____ } SS

I, _____ A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, DO HEREBY CERTIFY THAT _____ OF THE _____ DID PERSONALLY APPEAR BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY DID SIGN THE HEREON DRAWN PLAT AS THEIR FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D. 20____.

NOTARY PUBLIC _____

CURRENT P.I.N. NUMBERS

PARCEL 1—P.I.N. 05-21-303-009-0000
PARCEL 2—P.I.N. 05-21-303-010-0000

SURVEYORS NOTES:

1. THE BEARINGS SHOWN ON THIS PLAT ARE ON AN ASSUMED BASIS.
2. THIS PLAT OF RESUBDIVISION IS BASED UPON A BOUNDARY SURVEY PREPARED BY GREENGARD INC. ON SEPTEMBER 20, 2018.
3. EXISTING IMPROVEMENTS NOT SHOWN.

GENERAL NOTES:

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF.
2. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.

SEND FUTURE TAX BILL TO:

KATHERINE KIRKPATRICK
561 ORCHARD LANE
WINNETKA, ILLINOIS 60093

SUBMITTED BY AND RETURN PLAT TO:

VILLAGE OF WINNETKA
COMMUNITY DEVELOPMENT DEPARTMENT
510 GREEN BAY ROAD, WINNETKA, ILLINOIS 60093

SM	04-22-25	ADD LOT AREA	REVISIONS	DRAWN BY:	DATE:	REVISIONS
DRAWN BY:	DATE:					

DESIGNED BY:	DATE:	CHECKED BY:	DATE:	APPROVED BY:	DATE:
AN	12-17-24	JRS	12-17-24		



GREENGARD, INC.
Engineers • Surveyors • Planners
111 Barclay Blvd., Suite 310, Lincolnshire, Illinois 60069-3615
PHONE: 847-634-3883 FAX: 847-634-0687
E-MAIL: 231@GREENGARDINC.COM ILL. REGISTRATION NO. 184-000995

SCALE:	1"=20'
DRAWING No.	70226
SHEET	1 of 1

FINAL PLAT**557/561 ORCHARD LANE CONSOLIDATION**

BEING A CONSOLIDATION OF THE WEST 100 FEET OF THE SOUTHEAST QUARTER OF BLOCK 10 IN JOHN C. GARLAND'S ADDITION TO WINNETKA, BEING A SUBDIVISION OF THE NORTH 120 ACRES OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____ A.D. 20____

BY: _____
VILLAGE ENGINEER

VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

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

DATED THIS _____ DAY OF _____ A.D. 20____.

BY: _____
VILLAGE COLLECTOR

WATER AND ELECTRIC DEPARTMENT CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

APPROVED BY THE DIRECTOR OF WATER AND ELECTRIC DEPARTMENT OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____ A.D. 20____.

BY: _____
WATER AND ELECTRIC DIRECTOR

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

APPROVED BY THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS PLAN COMMISSION

DATED THIS _____ DAY OF _____, 20____.

BY: _____
PLAN COMMISSION CHAIRMAN

ATTEST: _____
SECRETARY

VILLAGE BOARD CERTIFICATE

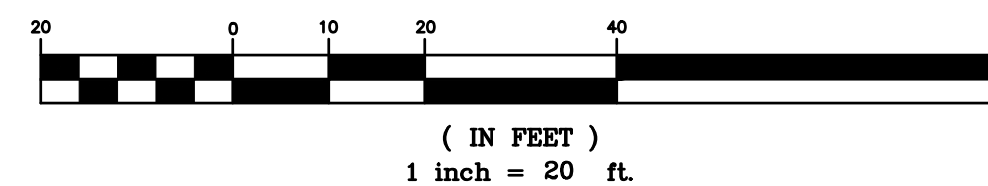
STATE OF ILLINOIS }
COUNTY OF COOK } SS

APPROVED BY THE PRESIDENT AND THE BOARD OF TRUSTEES OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____ A.D. 20____.

BY: _____
VILLAGE PRESIDENT

ATTEST: _____
CLERK

**GRAPHIC SCALE****SURVEYORS CERTIFICATE**

STATE OF ILLINOIS }
COUNTY OF LAKE } SS

THIS IS TO STATE THAT WE GREENGARD, INC., UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE SURVEYED AND CONSOLIDATED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:
THE WEST 50 FEET OF THE SOUTHEAST QUARTER OF BLOCK 10 IN JOHN C. GARLAND'S ADDITION TO WINNETKA, BEING A SUBDIVISION OF THE NORTH 120 ACRES OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

THE PREMISES COMMONLY KNOWN AS:
561 ORCHARD LANE, WINNETKA, ILLINOIS 60093
PARCEL AREA = 8,260 SQ.FT.
P.I.N. 05-21-303-009-0000

PARCEL 2:
THE EAST 50 FEET OF THE WEST 100 FEET OF THE SOUTHEAST QUARTER OF BLOCK 10 IN JOHN C. GARLAND'S ADDITION TO WINNETKA, BEING A SUBDIVISION OF THE NORTH 120 ACRES OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

THE PREMISES COMMONLY KNOWN AS:
557 ORCHARD LANE, WINNETKA, ILLINOIS 60093
PARCEL AREA = 8,260 SQ.FT.
P.I.N. 05-21-303-010-0000

ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

THE ABOVE DESCRIBED TRACT IS LOCATED WITHIN ZONE X, (NO SCREEN) AREA OF MINIMAL FLOOD HAZARD AS SHOWN ON THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 17031C0251K, WITH A MAP EFFECTIVE DATE OF SEPTEMBER 10, 2021 AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE VILLAGE OF WINNETKA, ILLINOIS, WHICH HAS ADOPTED A VILLAGE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE MUNICIPAL CODE, AS HERETOFORE AND HEREAFTER AMENDED.

DATED THIS _____ DAY OF _____, A.D. 20____.

GREENGARD, INC.
111 BARCLAY BLVD., SUITE 310
LINCOLNSHIRE, ILLINOIS 60069-2906
JOSEPH R. SADOSKI
ILLINOIS
PROFESSIONAL LAND SURVEYOR NO. 3316
MY RENEWABLE LICENSE EXPIRES 11/30/26.

PERMISSION TO RECORD

THE UNDERSIGNED HEREBY AUTHORIZES THE VILLAGE OF WINNETKA AND/OR ITS DESIGNATED AGENTS TO RECORD SAID RESUBDIVISION PLAT WITH THE OFFICE OF THE COOK COUNTY RECORDER OF DEEDS ON BEHALF OF THE UNDERSIGNED.

THIS _____ DAY OF _____, A.D. _____

GREENGARD, INC.
111 BARCLAY BLVD., SUITE 310
LINCOLNSHIRE, ILLINOIS 60069-2906
JOSEPH R. SADOSKI
ILLINOIS
PROFESSIONAL LAND SURVEYOR NO. 3316
MY RENEWABLE LICENSE EXPIRES 11/30/26.

557 & 561 ORCHARD LANE — WINNETKA, ILLINOIS

PLAT OF CONSOLIDATION

ATTACHMENT C

From: 
To: [Planning](#)
Subject: Case No. 25-04-SD
Date: Wednesday, April 30, 2025 5:16:34 PM

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Highly recommend approval of this lot consolidation.

570 Orchard Lane