



Village of Winnetka

Design Review Board/Sign Board of Appeals Regular Meeting

June 19, 2025 at 7:00 PM
Winnetka Village Hall Council Chambers
510 Green Bay Road

AGENDA

1. **Call to Order**
2. **Public Comments**
3. **Approval of Minutes**
 - a. May 15, 2025, Regular Meeting Minutes
4. **Continued Applications**
 - a. **Case No. 25-03-SU: Hubbard Woods Train Station (1065 Gage Street):** Certificate of Appropriateness to allow renovation of the existing train depot and train platform, and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters. The Village Council has final jurisdiction on this request. *This item was continued from the April 17, 2025, and May 15, 2025, Design Review Board meetings.*
5. **New Applications**
 - a. **Case No. 25-09-DR: Green Bay Trail Near Ash Street Entrance - Village of Winnetka:** Certificate of Appropriateness to allow the installation of an educational sign for the new Native Garden on Green Bay Trail near the Ash Street entrance.
 - b. **Case No. 25-10-DR: 540 Hibbard Road - Winnetka Park District:** Certificate of Appropriateness to allow the installation of the electronic ballfield scoreboard with custom text for *Youth Sports Skokie Playfield, Field #1 (East Field)* at the Subject Property.
 - c. **Case No. 25-11-DR: 594 Green Bay Road - Baird & Warner:** Sign Permit to allow replacement of the wall sign, fabric on an existing awning frame, and awning sign, which would reflect Baird & Warner's new brand identity.
 - d. **Case No. 25-12-DR: 515 Lincoln Avenue - Winnetka Music Festival:** Variation to allow a 100-square-foot temporary event banner to be installed on the One Winnetka Development Project construction fence and to allow the banner to remain up to 60 days after the event. *The applicant has withdrawn this application. The Design Review Board will not be taking action on this application.*
6. **Other Business**
 - a. July 17, 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 Design Review Board/Sign Board of Appeals Meeting Minutes
May 15, 2025**

Members Present:

Fritz Duda
Colin Kennedy
Paul Konstant
Heather Niehoff

Members Absent:

Katie Moor
Michael Ritter

Village Staff:

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

Call to Order & Roll Call:

Chairman Duda called the meeting to order at 7:00 p.m. Roll call was taken of the Board Members present.

Public Comments:

No comments were made at this time.

Approval of Minutes:

Chairman Duda asked if there were any comments or for a motion to approve the April 17, 2025, meeting minutes. A motion to approve the April 17, 2025, meeting minutes was made by Mr. Konstant and the motion was seconded by Ms. Niehoff. A vote was taken and the motion unanimously passed, 4 to 0:

AYES: Duda, Kennedy, Konstant, Niehoff

NAYS: None

Continued Application:

a. **Case No. 25-03-SU: Hubbard Woods Train Station (1065 Gage Street): Certificate of Appropriateness to allow renovation of the existing train depot and train platform, and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters. The Village Council has final jurisdiction on this request. This item was continued from the April 17, 2025, Design Review Board Meeting.**

Ms. Klaassen summarized the continued application with regard to the Certificate of Appropriateness for the proposed improvements. She also summarized the applicant's response to the requested changes. Ms. Klaassen then provided a summary of the ZBA's consideration of the application and its recommendation of approval noting that the Plan Commission is to consider the request at their May 22, 2025, meeting. She referred to the Certificate of Appropriateness standards the Board is to consider to determine if the proposed renovation and site improvements comply with those standards. Ms. Klaassen noted additional public comment was received and stated following the applicant's presentation and Board deliberation, the Board may either continue the matter to a date certain or make a recommendation to the Village Council with draft language of a motion included on page 12. She asked if there were any questions. No questions were raised at this time.

Patricia Davidson, TYLin International design consultant, Glen Peters, Metra Senior Director of Capital Projects, Roya Basirirad, Metra Project Manager, and Christopher Meyers, Metra Senior Historic Preservation Specialist introduced themselves to the Board. Ms. Davidson referred to their responses to

1 the Board's prior comments relating to the elevator towers, railing designs, signage and speaker volume
2 which are included in the application materials.

3
4 Mr. Meyers described the SHPO (State Historic Preservation Office) review process undertaken in
5 connection with the elevator tower design and referred to illustrations for the Board's review. He
6 identified the consulting parties who reviewed the 2021 design as FTA and SHPO along with several
7 members of the Village including Brian Norkus, Mary Trieschmann and Meaghan McChesny of the
8 Winnetka Historical Society. Mr. Meyers stated the 2021 plan presented imitated the station base along
9 with various elements including the roofline, coining and window separation via muttons which SHPO
10 determined to be too much of a copy of the original station and not in line with the Secretary of the
11 Interior Standards with regard to the treatment of historic property rehabilitation standards. Mr. Meyers
12 then described the changes made to the revised proposal which included a larger brick portion and a
13 limited amount of stone on the facade to differentiate between the depot and elevator towers, different
14 aluminum frame windows along with the installation of historic plaques which identify the construction
15 date.

16
17 Ms. Davidson referred to the prior discussion relating to the color scheme for the railings with a color
18 palette similar to the windbreaks. Mr. Meyers also referred to the prior discussions with SHPO relating to
19 color. Ms. Davidson then stated the signage size was reduced as requested by 75% and described the
20 proposed signage lettering and color. She stated the speaker volume would also be reduced. Mr. Meyers
21 asked if there were any questions.

22
23 Mr. Konstant asked if the signage would be illuminated. Ms. Davidson confirmed it would not. Ms.
24 Davidson stated the signage would be aluminum pin lettering. She stated a variance would be requested
25 with UP in connection with the railing height on the pedestrian bridge and updated renderings were
26 provided in the bronze color as well as the light fixtures. Mr. Meyers referred to standard no. 9 and
27 explained how the proposal complied with the design guidelines. Ms. Niehoff commented that the quality
28 has not been met with regard to the towers. Mr. Meyers explained the reasoning behind the manner in
29 which the towers were designed.

30
31 Mr. Konstant suggested the limestone plinth as an element that can be used in a way which would support
32 the building as opposed to the long brick shaft. He commented he liked the initial design better. Mr.
33 Meyers responded if they attempted to delineate the recessed area of the depot, it would result in
34 replacing the base of the depot. He also stated any major change in the design element would reopen
35 Section 106 which would extend the project timeline out possibly a year or more. Mr. Meyers stated he
36 did not believe they would get approval from SHPO.

37
38 Chairman Duda commented on the difficulty of making elevator towers look good and suggested coming
39 up with ideas to make the blank brick walls look better. Mr. Meyers referred to an illustration which
40 showed full brick at Elm Street and the attempt to make it consistent. No additional questions were raised
41 at this time.

42
43 Chairman Duda then called the matter in for discussion. He referred to the process starting in 2020 and
44 the input received from the Village and the three bodies that have to consider the request. Chairman
45 Duda stated he would be in favor of recommending approval of the request with conditions.

46
47 Ms. Niehoff stated while she appreciated the long process the applicant has endured, the request must
48 be considered in a manner that met the Village's standards. She then suggested something more happen

1 within the brick to provide an additional sense of quality. Ms. Niehoff stated the proposal did not fit in the
2 Village and she hoped a compromise can be reached that did not require them to go back before SHPO or
3 the FTA. Mr. Meyers responded adding coins would be considered a change and would require approval
4 from the consulting parties since it represented a change from the agreement.

5
6 Ms. Klaassen advised the Board of their options. Chairman Duda suggested a motion for approval be made
7 with recommendations. He then asked for a motion to approve the application as presented. A motion to
8 recommend approval was made by Mr. Kennedy and seconded by Mr. Konstant. A vote was taken and
9 the motion failed, 2 to 2:

10 AYES: Duda, Kennedy

11 NAYS: Konstant, Niehoff

12
13 Chairman Duda then asked for a motion to approve the request with conditions which did not require the
14 applicant to re-present to SHPO and the FTA. He asked the applicant if changes such as that on the brick
15 on the east and west sides at Elm Street would represent a major change. Mr. Meyers confirmed that is
16 correct and explained the change in the Secretary of the Interior architectural standards. He identified
17 certain aspects of the design which reflect the design guidelines. Mr. Peters provided a further explanation
18 as to why they are limited in terms of what can be done from an historical perspective. Ms. Niehoff
19 suggested more modern articulation methods be used. The Board Members discussed options at length
20 which would provide articulation.

21
22 Chairman Duda asked for a motion to continue the matter based on the Board's feedback or to
23 recommend approval with conditions or denial. A motion to deny the request was made by Ms. Niehoff
24 and seconded by Mr. Konstant. A vote was taken and the motion was passed, 3 to 1:

25 AYES: Duda, Konstant, Niehoff

26 NAY: Kennedy

27
28 Chairman Duda suggested there be constructive dialog with the Board Members and the applicant in
29 compliance with the Open Meetings Act prior to the next meeting. The Board Members and the applicant
30 decided to hold a workshop at this meeting in order to come to a consensus. A motion was made by Ms.
31 Niehoff to reconsider the matter. The motion was seconded by Mr. Konstant. A vote was taken and the
32 motion unanimously passed, 4 to 0:

33 AYES: Duda, Kennedy, Konstant, Niehoff

34 NAYS: None

35
36 The Board Members and the applicant then discussed several design options in detail. Chairman Duda
37 closed the public work session and asked for a motion to continue the matter to the June 19, 2025,
38 meeting. A motion as stated by Chairman Duda was made by Mr. Konstant and seconded by Ms. Niehoff.
39 A vote was taken and the motion unanimously passed, 4 to 0:

40 AYES: Duda, Kennedy, Konstant, Niehoff

41 NAYS: None

42
43 **Other Business.**

44 a. June 19, 2025, Meeting – Quorum Check.

45 The Board Members discussed their availability. Ms. Klaassen informed the Board they hoped to have a
46 new Board Member and that they would have to determine if there would be a quorum for the June
47 meeting or if there would need to be a special meeting.

Adjournment:

Chairman Duda asked for a motion to adjourn. A motion to adjourn was made and seconded. A vote was taken and the motion unanimously passed, 4 to 0:

AYES: Duda, Kennedy, Konstant, Niehoff

NAYS: None

The meeting was adjourned at 8:30 p.m.

Respectfully submitted,

Antionette Johnson

Recording Secretary

DRAFT



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD
FROM: ANN KLAASSEN, ASSISTANT DIRECTOR
DATE: JUNE 12, 2025
SUBJECT: HUBBARD WOODS TRAIN STATION – 1065 GAGE STREET
CERTIFICATE OF APPROPRIATENESS (AMENDED CASE NO. 25-03-SU)

INTRODUCTION

On June 19, 2025, the Design Review Board (DRB) is scheduled to hold a continued a public hearing on an amended 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 has submitted amended plan options for the proposed elevator towers and is seeking approval of a Certificate of Appropriateness to allow renovation of the existing train depot and train platform and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters on the Subject Property.

A mail notice was sent to property owners within 250 feet of the Subject Property, for the initial public hearing on April 17, 2025, in compliance with Village Code. Subsequent to the posting of the May DRB agenda packet additional written comments from the public were received and distributed to the Board prior to the May meeting. These comments, along with one additional written comment, are provided in **Attachment D2**.

May 15, 2025, DESIGN REVIEW BOARD MEETING

On May 15, 2025, the DRB held a continued public hearing on the Applicant’s request for approval of a Certificate of Appropriateness for the design of the proposed renovation of the existing train depot and train platform and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform, and new warming shelters. The staff report for the May meeting can be found in **Attachment C2**.

After hearing from staff and the Applicant, including plan revisions to address many of the comments from the previous meeting on April 17, the DRB discussed concerns with the quality of the design of the elevator towers. After a motion to recommend approval of the Certificate of Appropriateness failed (vote of 2-2), a motion to recommend denial passed by a vote of 3-1. However, following additional discussion about potential revisions to the design and the various regulatory agencies involved in the project, a motion to reconsider the recommendation of denial passed by a vote of 4-0. The DRB then engaged in further discussion of potential design revisions to the precast elevators with the Applicant, before approving a motion to continue the item to its June 19 meeting by a vote of 4-0. A copy of the May 15 meeting minutes is included in the June 19 agenda packet for the DRB’s approval.

APPLICANT'S RESPONSE TO DRB COMMENTS

In response to DRB comments at the May 15 meeting, the Applicant submitted renderings representing three options for an amended design of the proposed elevator towers and requested staff distribute these options to the DRB in advance of the June 19 meeting in hopes of receiving individual comments from Board members so the Applicant could be better prepared for the June meeting. These renderings are included in **Attachment B2**. For those members who provided feedback, Option 3 was the preferred option. The Applicant also requested to meet with members in compliance with the Open Meetings Act to explain the details of the options, since the materials consisted of renderings, not plans, so many of the details are not clear in renderings. On June 5, Chair Moor and Member Niehoff met with the Applicant and staff to provide their individual comments on the amended renderings and to hear the Applicant's explanation of design details.

Taking the individual comments from the DRB on the options included in **Attachment B2** into consideration, the Applicant has provided the attached "Elevator Tower Refinement" included in this report as **Attachment A2**. At the June 19 meeting, the Applicant will review the options for the amended design of the proposed elevator towers and explain the construction details.

OTHER ADVISORY BOARD/COMMISSION REVIEW

As noted in the April staff report to the DRB, the Applicant has also submitted an application seeking approval of a special use permit to allow the proposed improvements.

The Zoning Board of Appeals (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. 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. ZBA 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.**

The Plan Commission (PC) considered the special use permit on May 22, 2025. After hearing from staff and the Applicant, the Commission heard from one member of the public who expressed support for the project and asked if the pedestrian bridge would be constructed of a material suitable for the weather. The Commission then discussed the project. Discussion focused on the size of the ramps and the screening wall on the east ramp. The Commission encouraged the Applicant to pursue a variation from the UP for the 42-inch high railing over the pedestrian bridge but also acknowledged that the project should not be delayed any longer. Ultimately, **by a vote of 6-0, the Commission recommended approval of the request.**

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the DRB is to consider the following four (4) factors in determining whether to grant a Certificate of Appropriateness:

“(1) whether the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;”

“(2) whether the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;”

“(3) whether the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and”

“(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.”

The Board will need to determine if the proposed renovation and site improvements to the existing Hubbard Woods Metra Train Station at 1065 Gage Street comply with the above standards.

DESIGN GUIDELINES

The April staff report highlighted aspects of the Village’s Design Guidelines relevant to the proposed improvements (**Attachment C2**). An excerpt of the Design Guidelines is also included in **Attachment C2**.

RECOMMENDATION

At the June 19 DRB meeting, the Board is scheduled to continue its consideration of the design of the Applicant’s proposed renovation of the existing Metra Hubbard Woods Train Station and construction of a new pedestrian bridge, new accessible ramps, new stairs and elevators to the train platform level, and new warming shelters on the Subject Property.

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

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

If the Board wishes to adopt a motion to recommend approval or denial, a Board member will want to make a motion such as the following:

*Move to recommend **approval [denial]** of a certificate of appropriateness for the **design of the proposed renovation and site improvements to the existing Metra Hubbard Woods Train Station at 1065 Gage Street**, subject to the following conditions:*

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

The Board's findings are based on evidence in the record, or a public document, and upon the following findings of fact:

- (1) the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;*
- (2) the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;*
- (3) the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and*
- (4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.*

ATTACHMENTS

Attachment A2: Hubbard Woods Station Elevator Tower Refinement Submitted by Applicant

Attachment B2: May 29, 2025, Elevator Tower Studies Submitted by Applicant

Attachment C2: May 15, 2025, DRB Meeting Staff Report and Attachments

Attachment D2: Public Correspondence Received After Posting of May DRB Agenda Packet

HUBBARD WOODS STATION

ELEVATOR TOWER REFINEMENT



CURRENT DESIGN

Reviewed and Approved by Consulting Parties, FTA, and SHPO in 2020.

REFINEMENT CONSIDERATIONS:

- Window proportions refined for better balance.
- Consider enhancing or integrating the lintel to strengthen the opening.
- Wall surface appears flat: opportunities for added depth or relief.
- Explore ways to express brick in a contemporary manner through detailing.



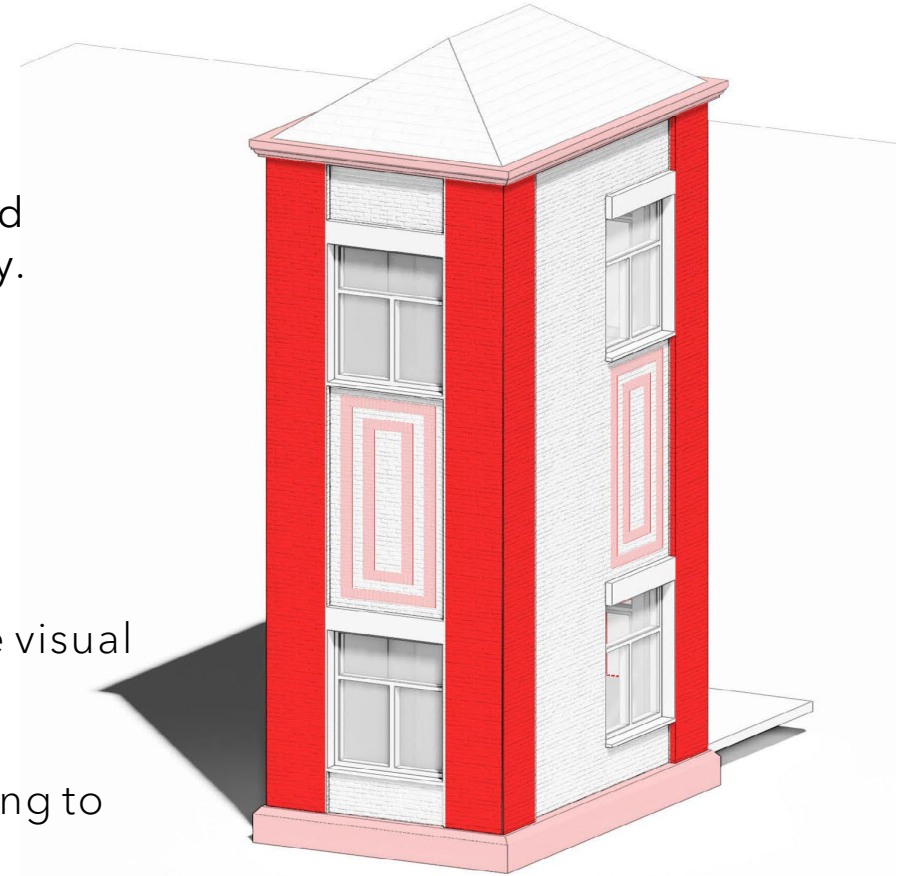
ELEVATOR TOWER REFINEMENT

OPTION 1

- Vertical corner pier widened and projected to reinforce verticality.

Constructed with 10" thickened "L"-shaped corner precast concrete and widened to 2.5'.

- Window lintel height and depth increased.
- Foundation lowered to enhance visual connection with roof.
- Brick pattern added while relating to context.





OPTION 1



OPTION 1

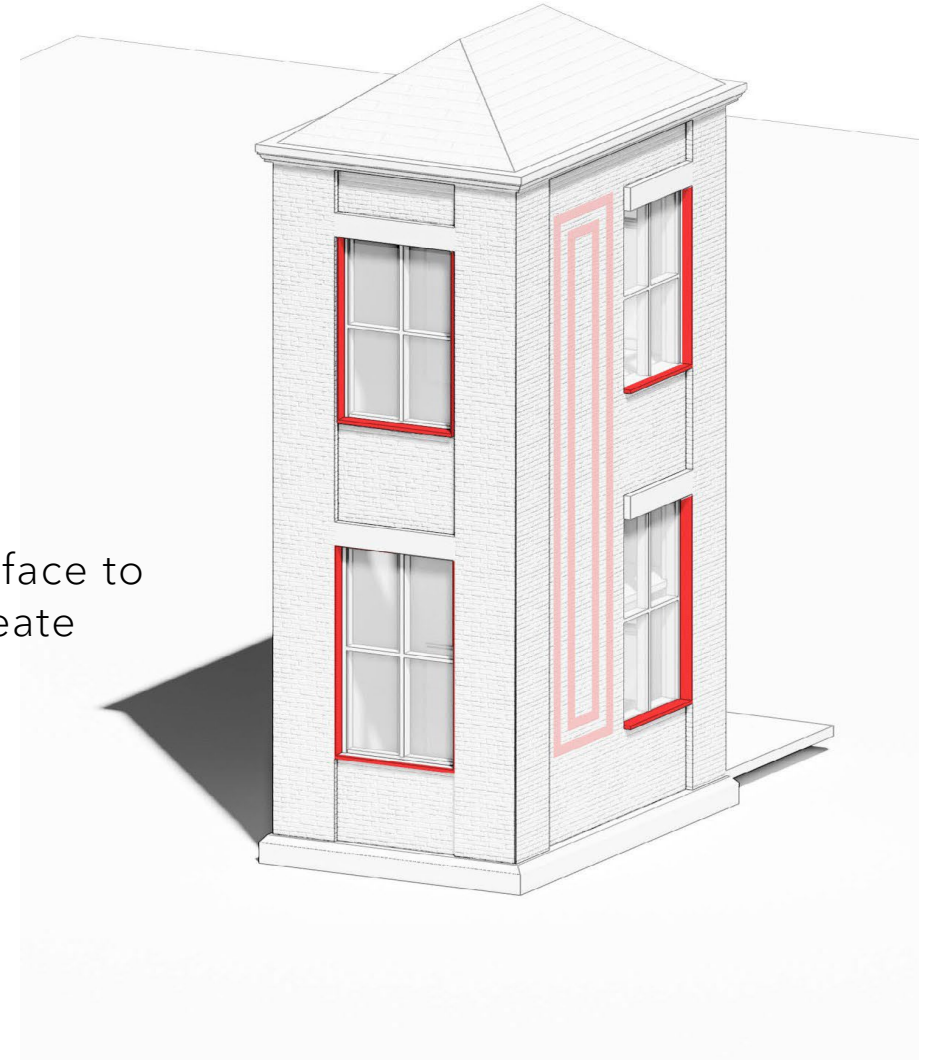
GFT

ELEVATOR TOWER REFINEMENT

OPTION 2

These features are in addition to items listed in Option 1:

- Window proportion better matches overall tower height and verticality.
- Brick pattern added to side surface to activate negative space and create increase visual interest.







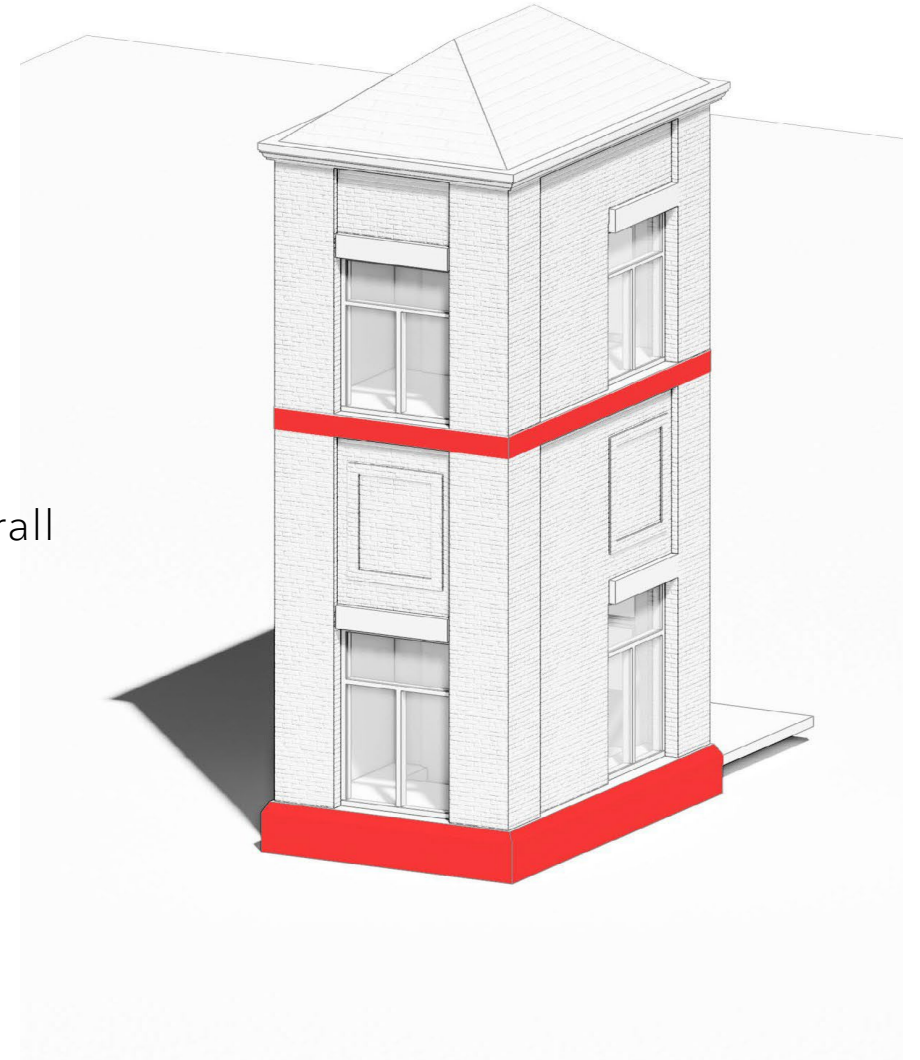
OPTION 2

GFT

ELEVATOR TOWER REFINEMENT

OPTION 3

- Horizontal banding added and aligns with bridge elevation.
- Reveals added at bridge level and window base.
- Raised foundation to unify overall horizontal design language.







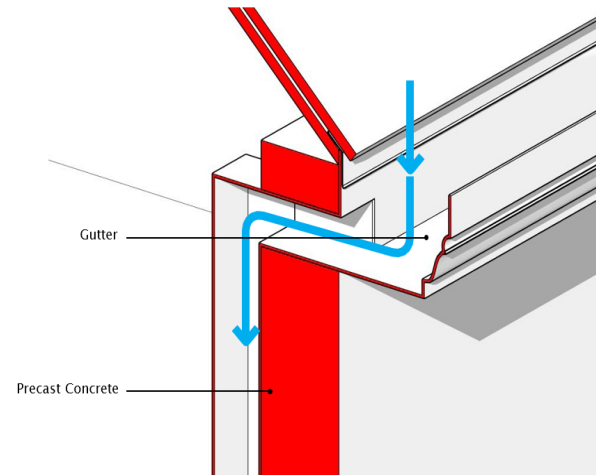
OPTION 3 ALTERNATE: Horizontal Banding 1.5" Offset



OPTION 3

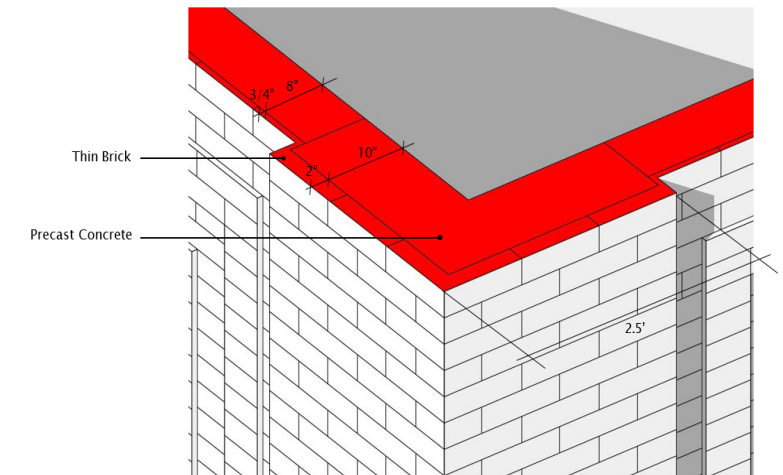
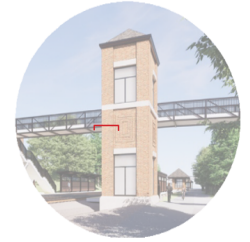
ELEVATOR TOWER REFINEMENT

CONSTRUCTION DETAILS



GUTTER

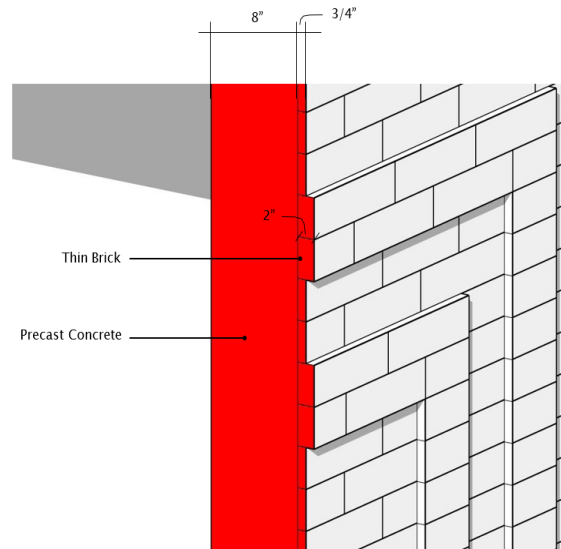
Water flows through the precast concrete wall into the building interior.



PRECAST + THIN BRICK

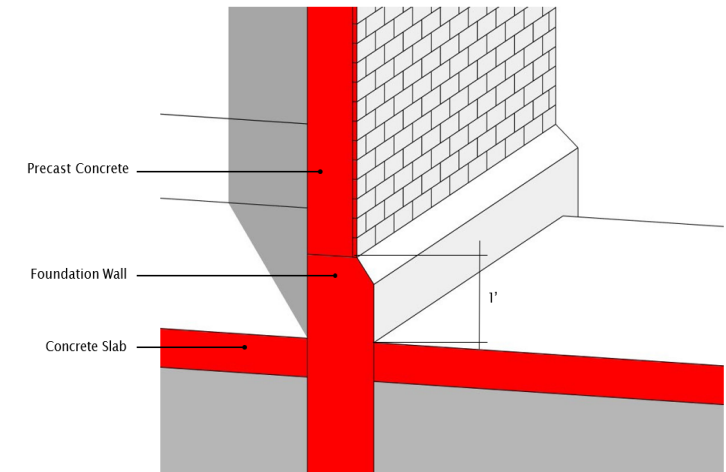
Corner precast concrete and thin brick are thickened to create three-dimensional depth.

ELEVATOR TOWER REFINEMENT CONSTRUCTION DETAILS



FRAMED BRICK PATTERN

Thickened thin brick is applied to create the framed pattern.



FOUNDATION CURB

Foundation curb to be constructed to match the shelter foundation.

ELEVATOR TOWER REFINEMENT CONSTRUCTION DETAILS

Thin Brick Construction Reference



H.C. Muddox
Thin Brick | H.C. Muddox



H.C. Muddox
Thin Brick | H.C. Muddox



Thomasnet
Thin Brick/Precast concrete Panels

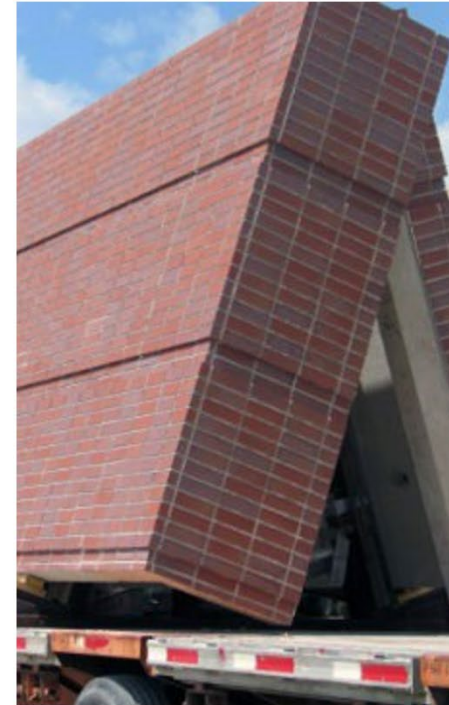


H.C. Muddox

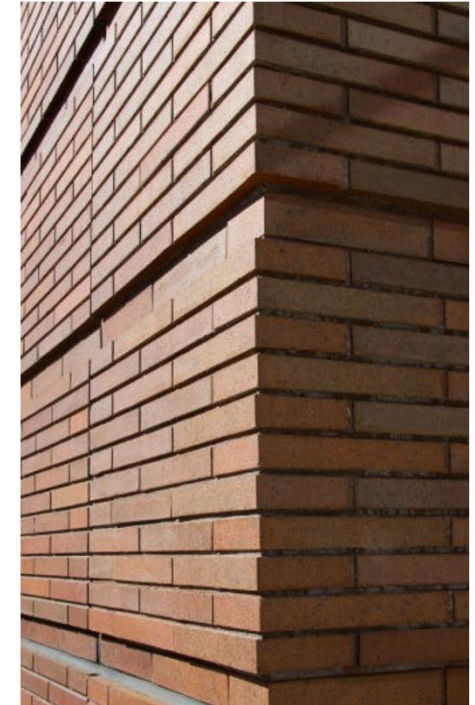
Manufactured
Each Brick



Assembled in Factory



Transport



Construction



A photograph of a Metra train traveling on tracks through a wooded area. The train consists of a blue and white locomotive with red and white chevron patterns on the front, followed by several silver passenger cars. The tracks are made of steel rails on a bed of gravel. The background is filled with green trees under a clear blue sky. The text "ANY ADDITIONAL QUESTIONS?" is overlaid in white, bold, sans-serif font across the middle of the image.

ANY ADDITIONAL QUESTIONS?

**THANK YOU FOR YOUR TIME AND
CONSIDERATION!!!**

**WE LOOK FORWARD TO THE COUNCIL RECEIVING
A FAVORABLE RECOMMENDATION ON THIS
DESIGN.**

Metra Station

Hubbard Woods | Elevator Tower Studies

2025. 05. 29



Current Design

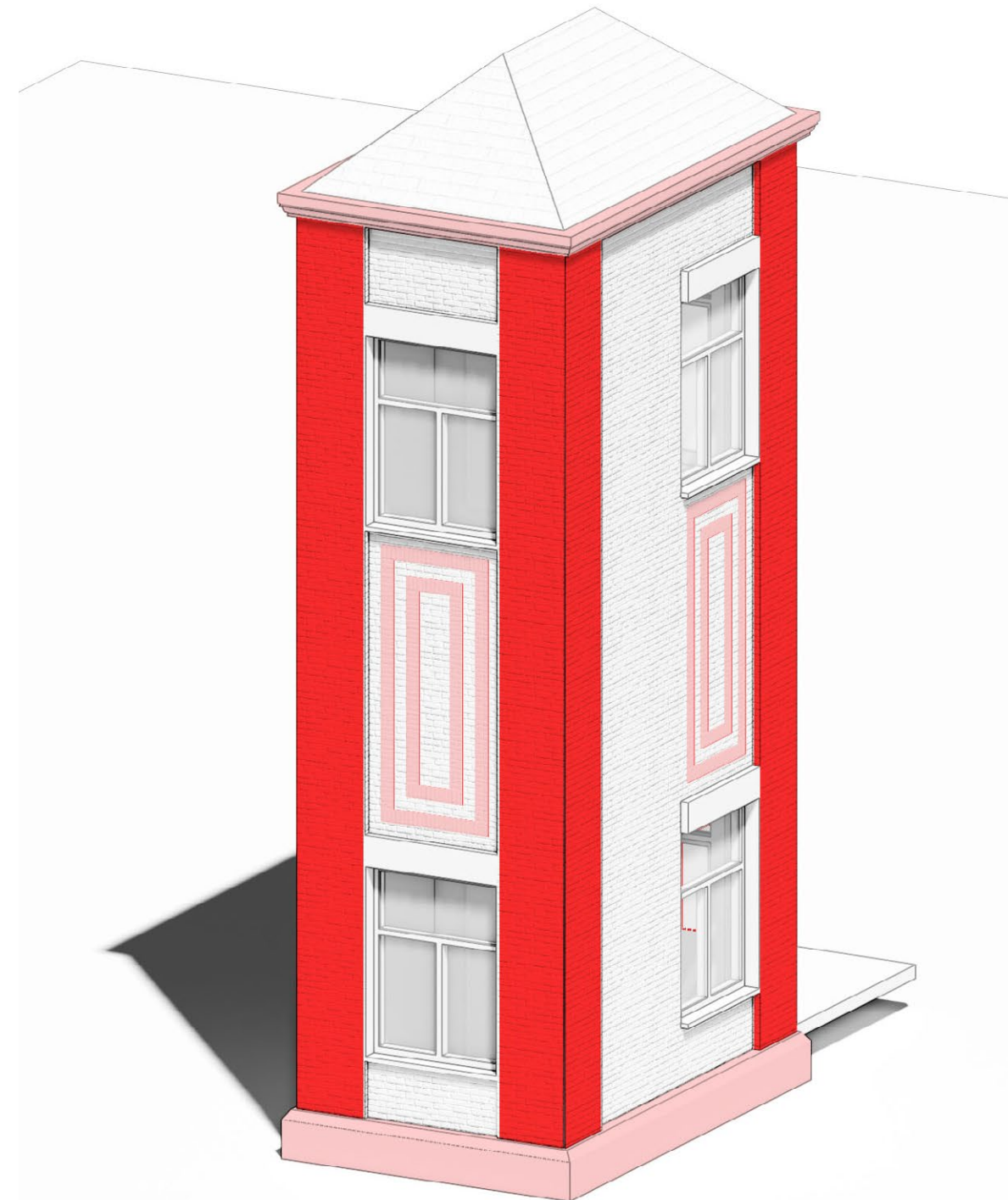
Considerations to Improve

- Window proportions could be refined for better balance.
- Consider enhancing or integrating the lintel to strengthen the opening.
- Wall surface appears flat : opportunities for added depth or relief.
- Explore ways to express brick in a contemporary manner through detailing.



Option 1 Improvements

- Vertical corner pier widened and projected to reinforce verticality
 - Constructed with 10" thickened "L"-shaped corner precast concrete and widened to 2.5'
- Window lintel height and depth increased
- Foundation lowered to enhance visual connection with top
- Gutter design refined for better relationship with main building
- Brick pattern made more interesting while relating to context



Option 1

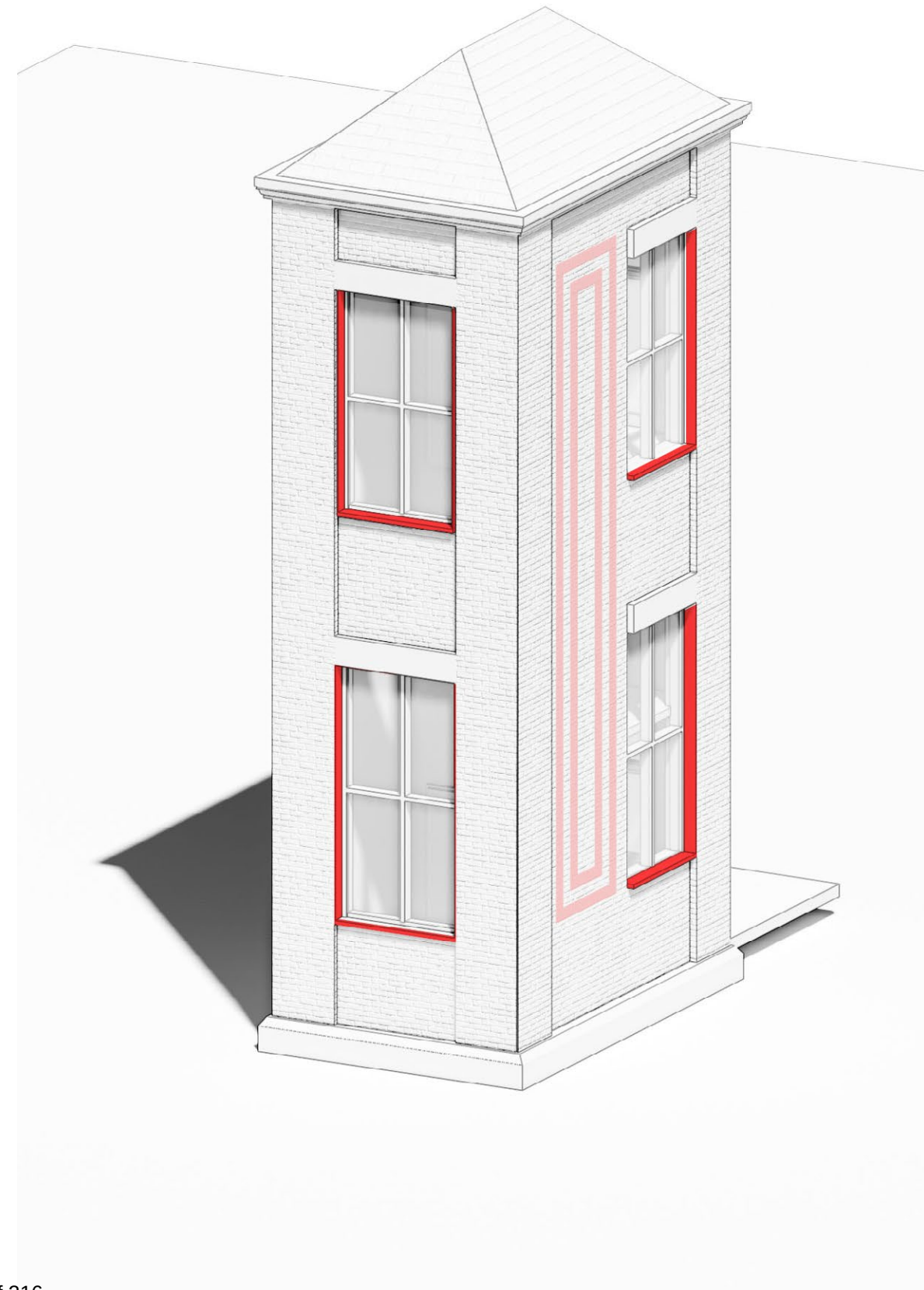


Option 1



Option 2 Improvements

- *In addition to Option 1*
- Windows vertically elongated to further emphasize tower's verticality
- Pattern added to side surface to activate empty space and create visual interest



Option 2

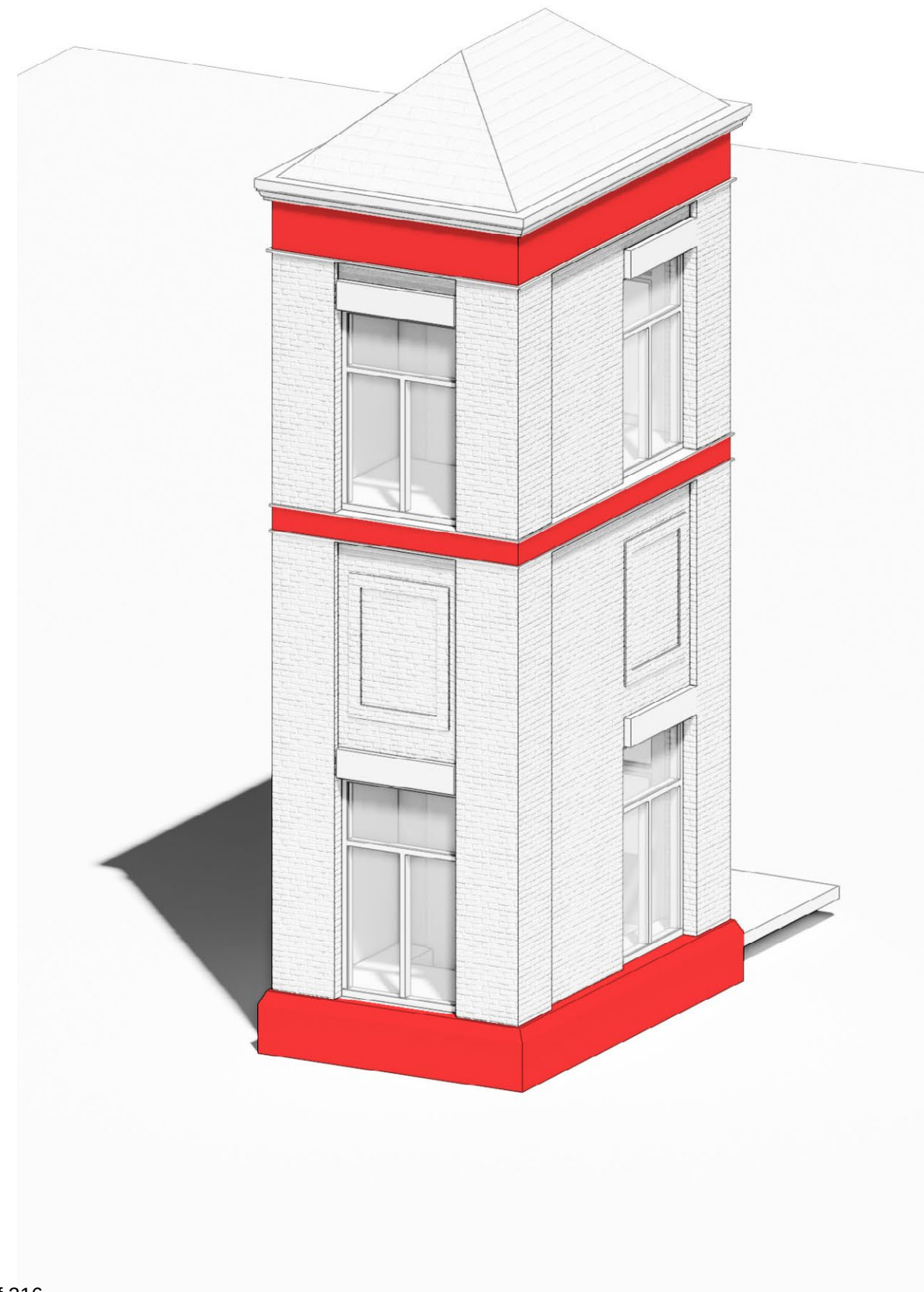


Option 2



Option 3 Study Elements

- Horizontal bands studied to align with bridge elevation
- Reveals added at bridge level and window base to emphasize horizontality
- Additional reveal below roof and raised foundation connects to window base to unify horizontal language



Option 3



Option 3



Comparison



Option 1



Option 2



Option 3

Thank you





MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

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

INTRODUCTION

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

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

APRIL 17, 2025, DESIGN REVIEW BOARD MEETING

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

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

APPLICANT’S RESPONSE TO DRB COMMENTS

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

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

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

OTHER ADVISORY BOARD/COMMISSION REVIEW

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

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the DRB is to consider the following four (4) factors in determining whether to grant a Certificate of Appropriateness:

“(1) whether the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;”

“(2) whether the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;”

“(3) whether the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and”

“(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.”

The Board will need to determine if the proposed renovation and site improvements to the existing Hubbard Woods Metra Train Station at 1065 Gage Street comply with the above standards.

DESIGN GUIDELINES

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

RECOMMENDATION

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

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

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

If the Board wishes to adopt a motion to recommend approval or denial, a Board member will want to make a motion such as the following:

*Move to recommend **approval [denial]** of a certificate of appropriateness for the **design of the proposed renovation and site improvements to the existing Metra Hubbard Woods Train Station at 1065 Gage Street**, subject to the following conditions:*

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

The Board's findings are based on evidence in the record, or a public document, and upon the following findings of fact:

- (1) the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;*
- (2) the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;*
- (3) the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and*
- (4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.*

ATTACHMENTS

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

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

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



Date: May 5, 2025

To: Village of Winnetka

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

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

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

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

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

Design Review Board Comments and Responses:

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

TYLin

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

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

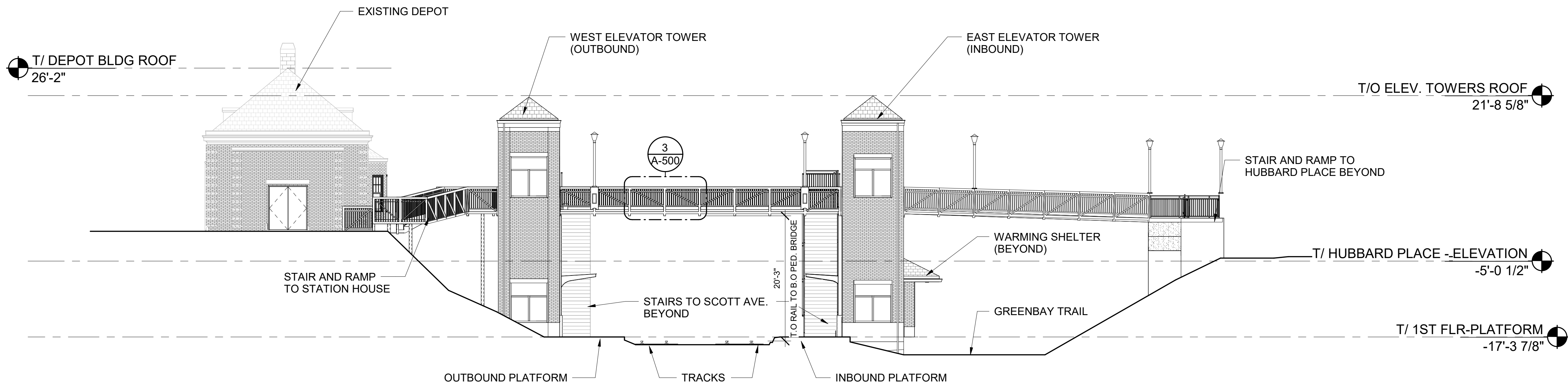
The Village of Winnetka, the Winnetka Historical Society, SHPO, and FTA representatives were present at the Consulting Parties Meeting held on 1/7/2021 and agreed upon the modifications to the elevator towers.

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

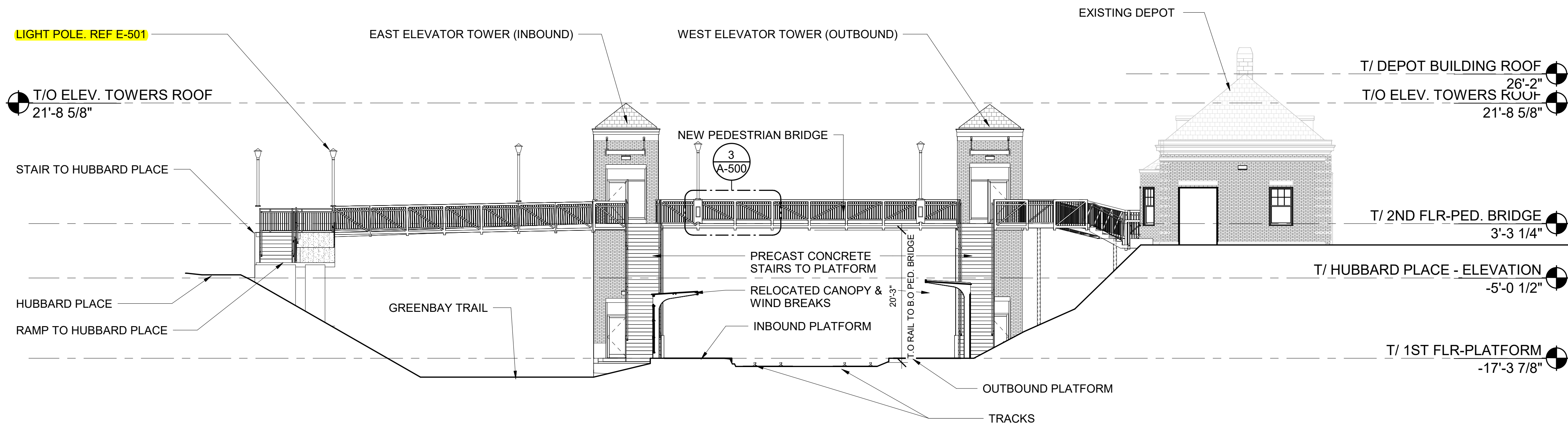
5. The board indicated preference for the 42" railing height on the pedestrian bridge. ***TYLin indicated the UPRR current guidelines are the arched fencing over the entire UPRR ROW, however a variance is in progress to request the higher 6'-0" vertical railing be used over the tracks (between the elevator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

Public Comment and Responses:

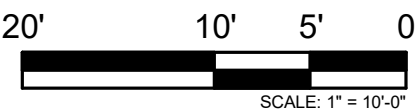
1. The very loud announcements impact the neighborhood. (The mechanical sound of the train does not bother us). At times, the announcements have been so loud and so repetitive that they have impacted our enjoyment of our yard..... Would it be possible to include an electronic sign that updates the train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



1 SITE SECTION
1" = 10'-0"



2 SITE SECTION
1" = 10'-0"



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

SUB CONSULTANT



700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184

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

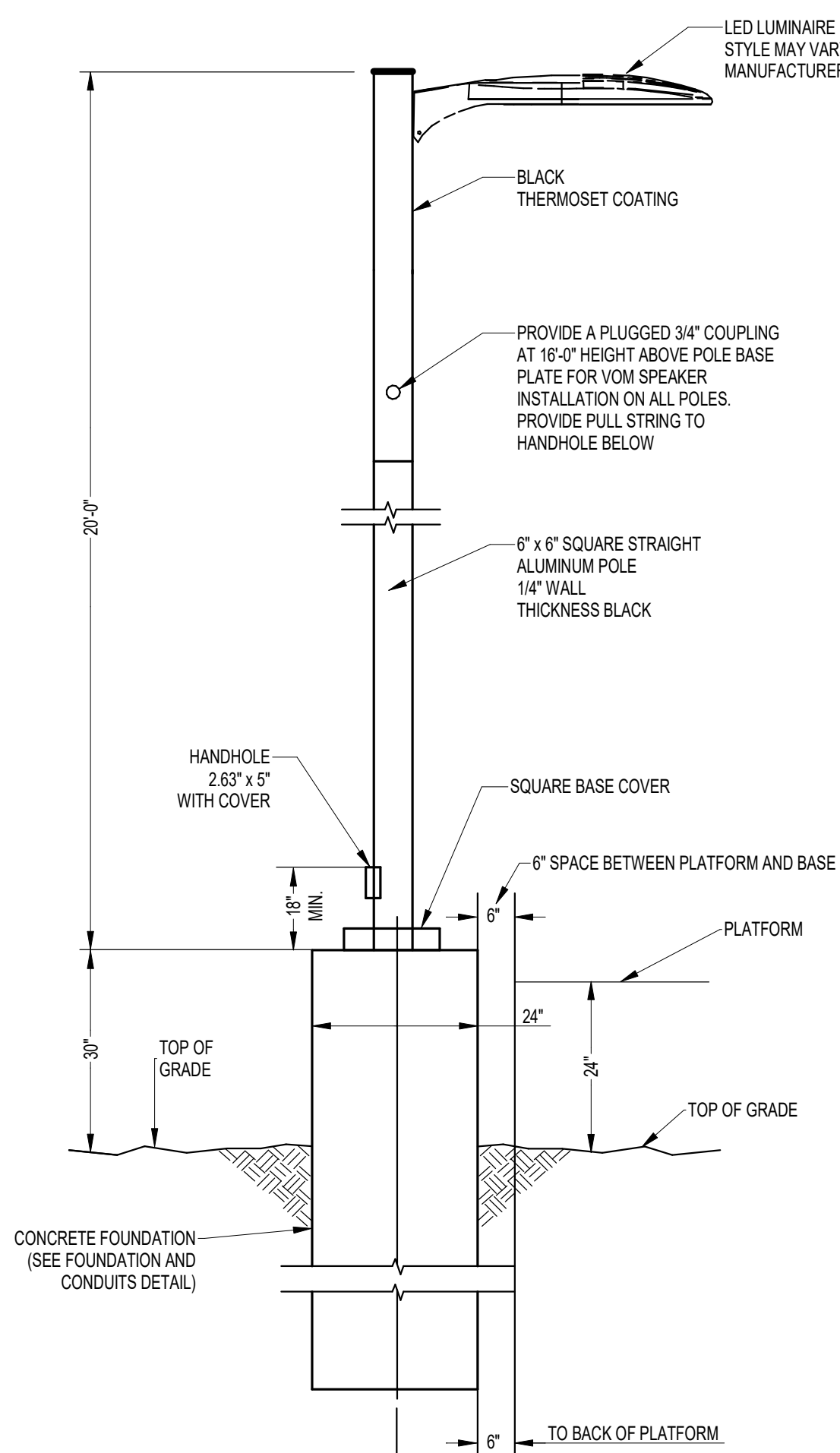
SCALE:
AS INDICATED

PROJECT NO:
JP5194

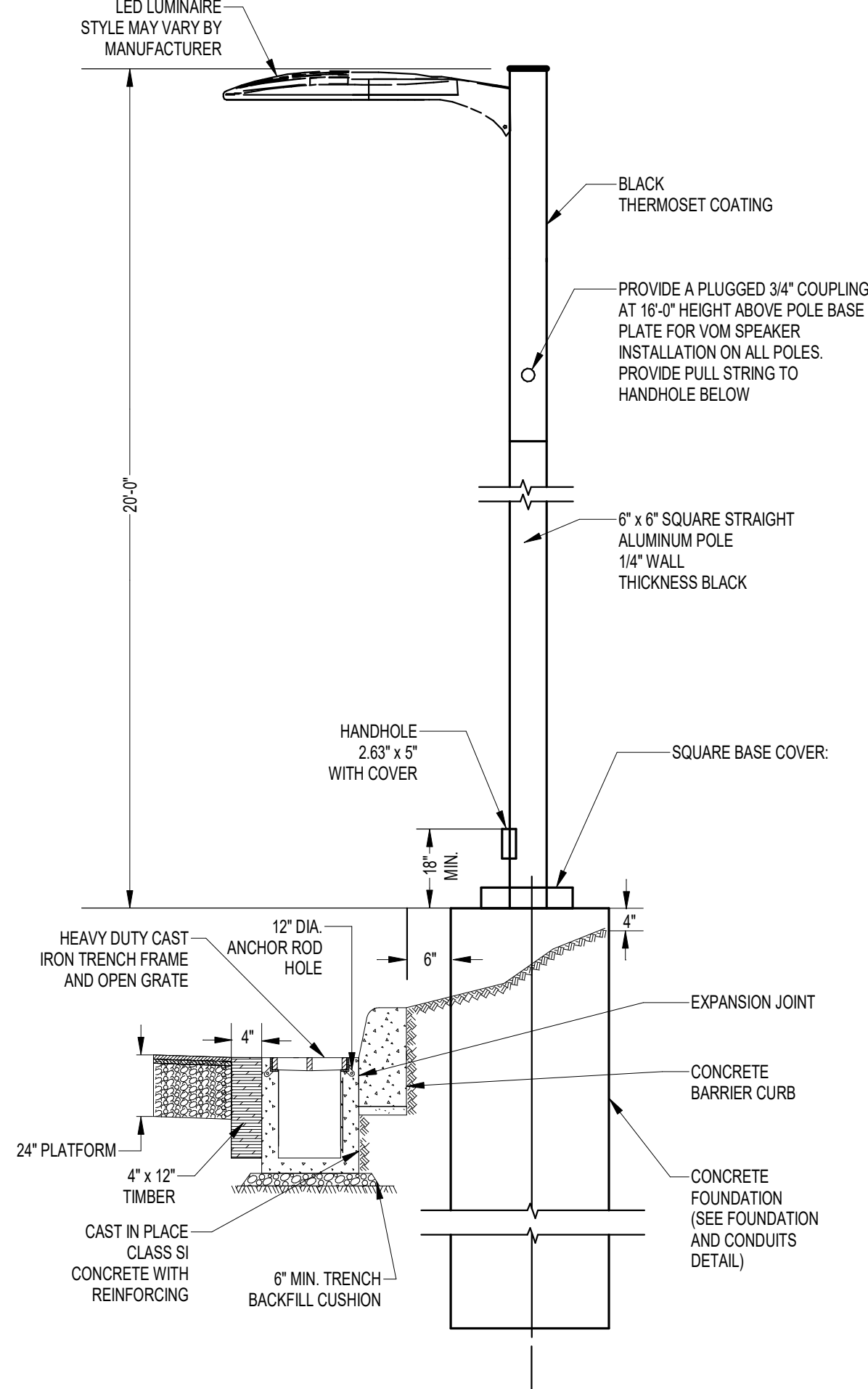
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

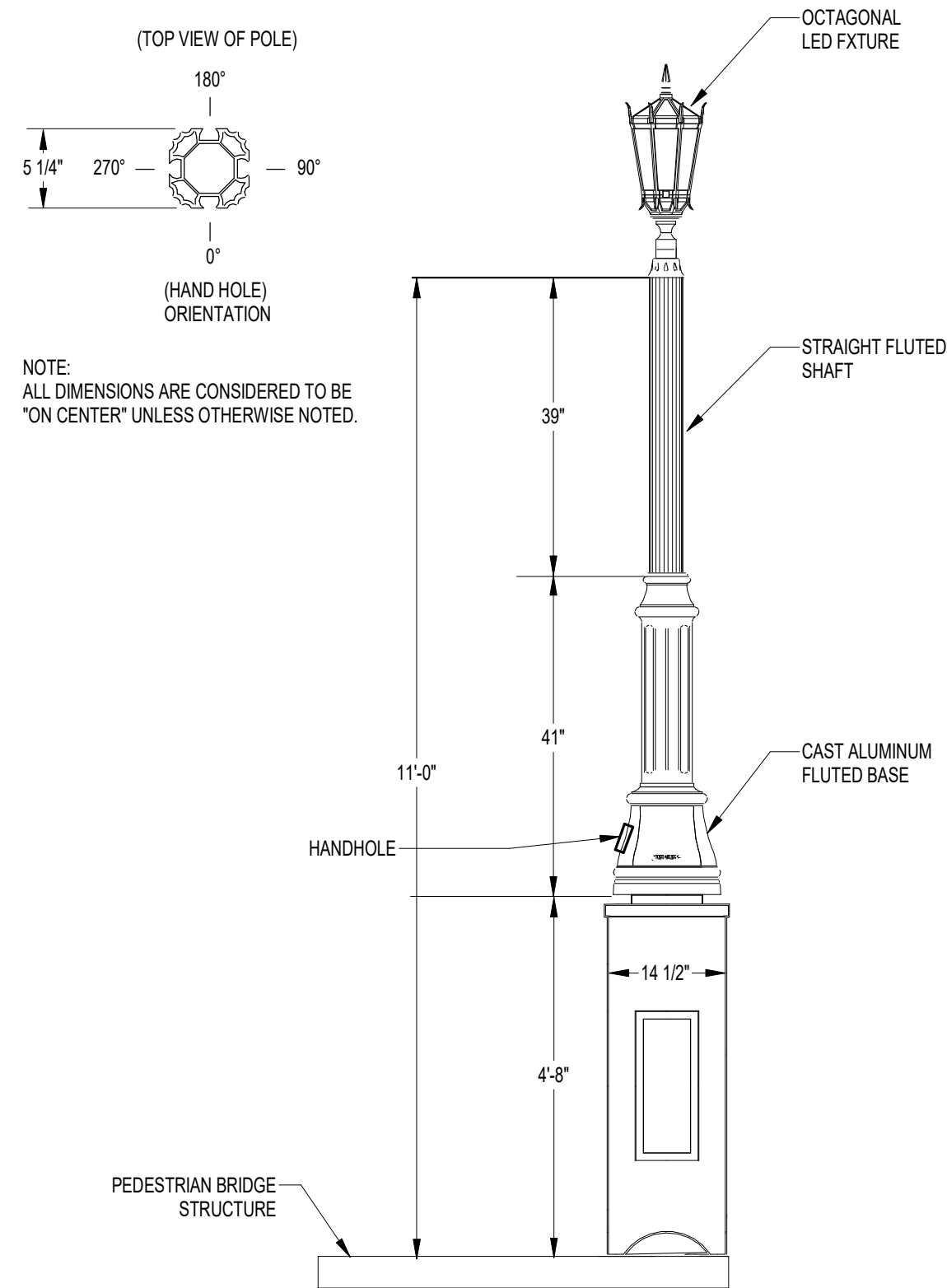
SHEET NO.
A-300



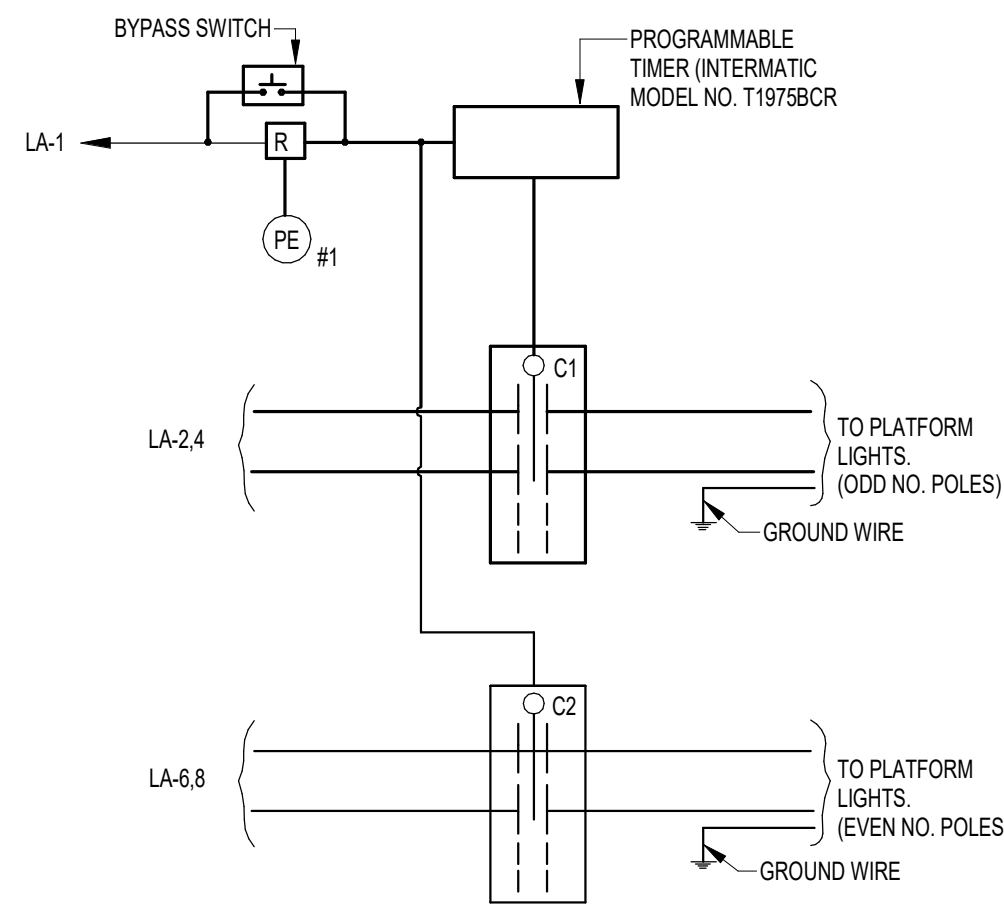
1 EAST PLATFORM LIGHT POLE DETAIL
3" = 1'-0"



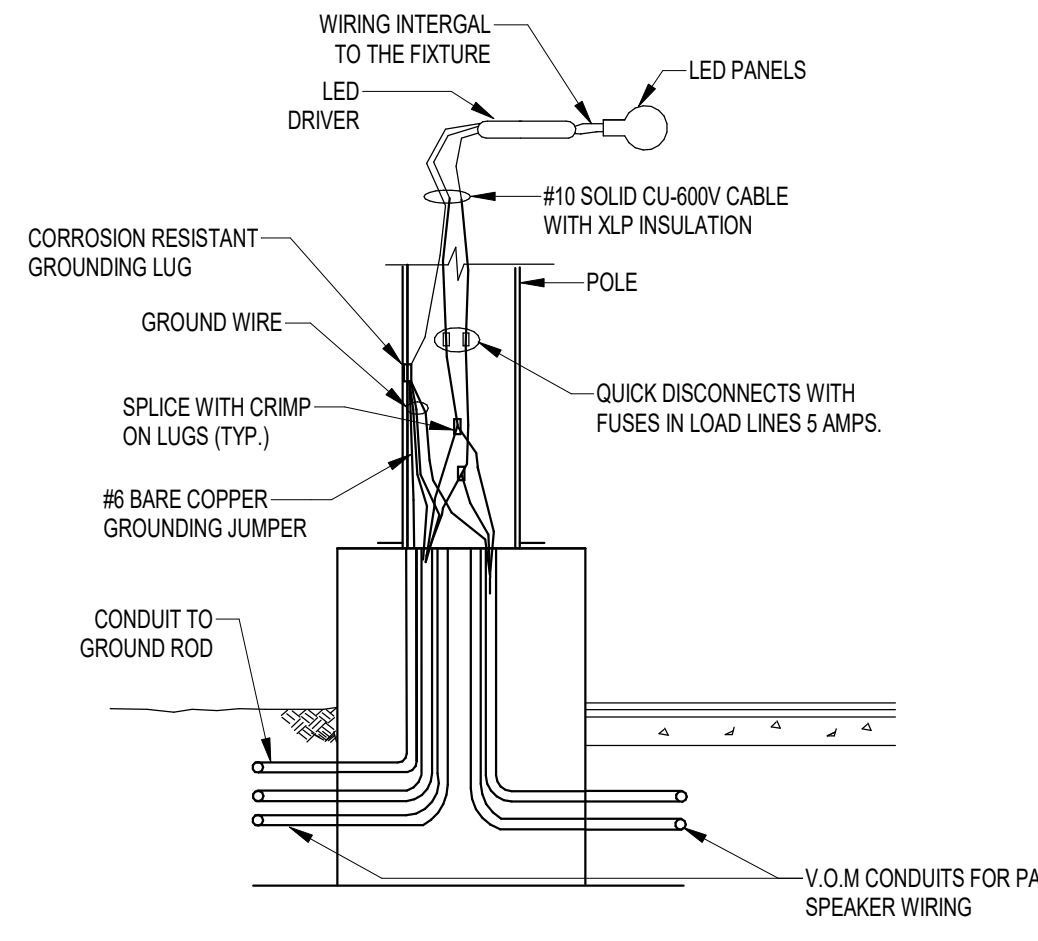
2 WEST PLATFORM LIGHT POLE DETAIL
3" = 1'-0"



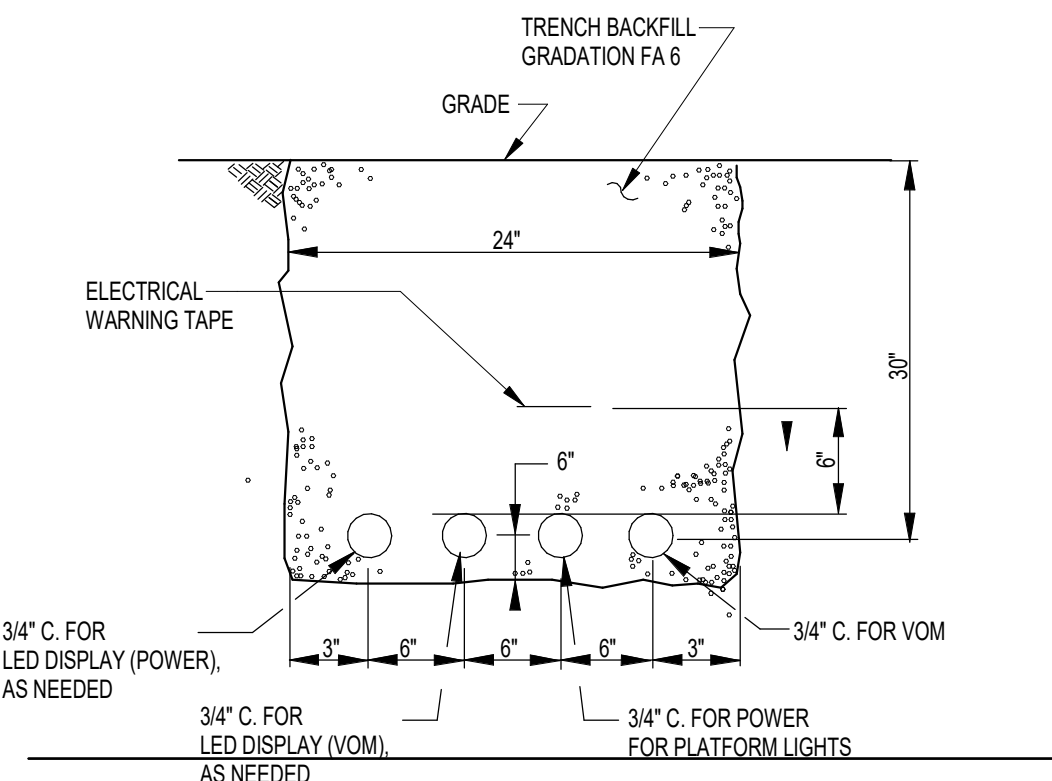
3 PEDESTRIAN BRIDGE LIGHT POLE DETAIL
NO SCALE



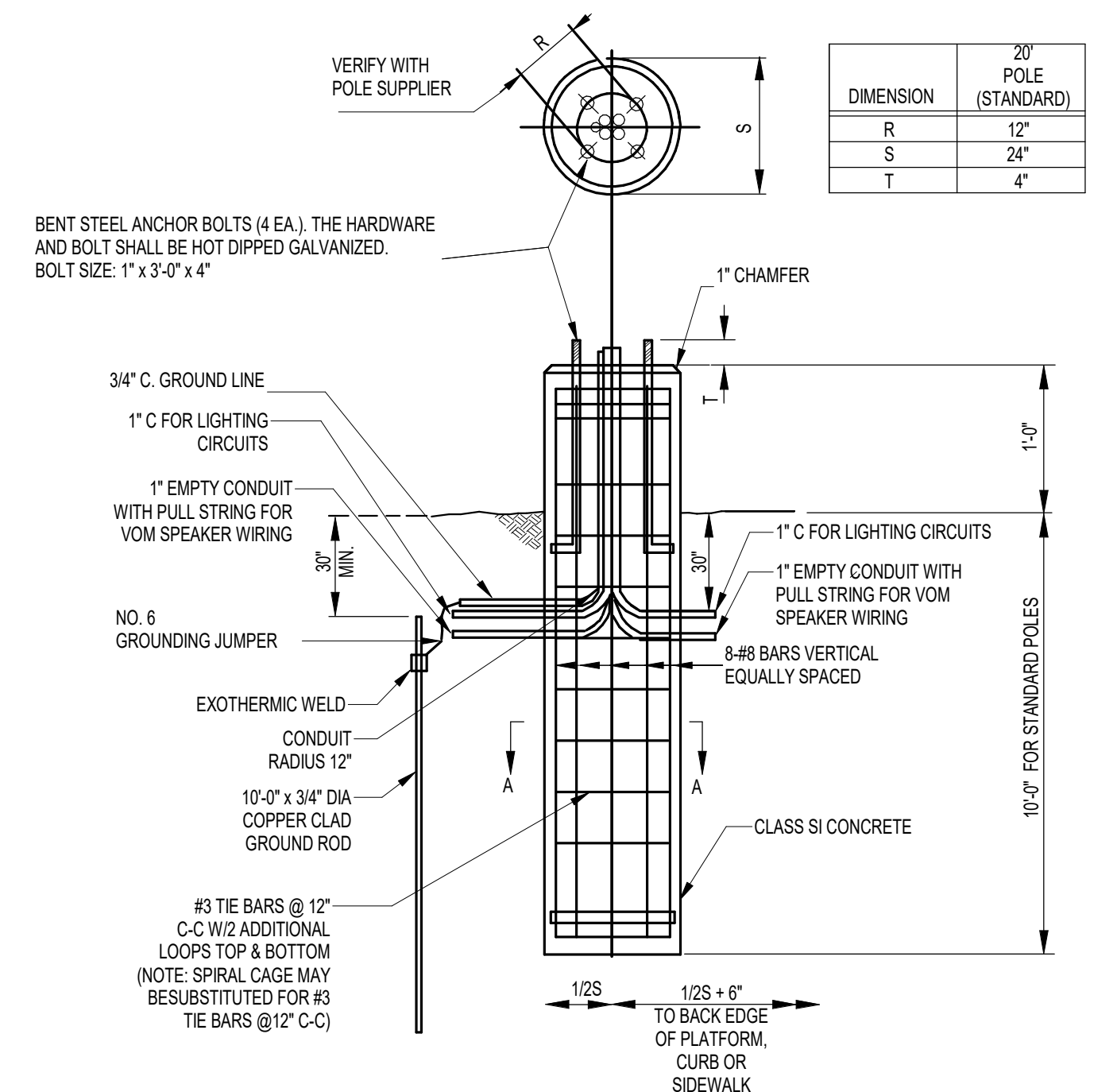
4 LIGHTING CONTROL WIRING DETAIL
NO SCALE



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
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.

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



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

TASK: 02

Municipality-Agency Meeting 03

Date	Start
01/07/21	1:00 pm

Purpose
Agency coordination

Agenda Items

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

Hubbard Woods Metra Station Rehabilitation project

Scope of Work Revisions

Summary report for Section 106 Consulting Parties:

IL State Historic Preservation Office

Village of Winnetka

Winnetka Historical Society

Initial Design Perspectives

August 2020 Design Plans



Aerial View



Eye level view from the platform

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

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

Scope Element 2: Elevator Towers and Pedestrian Bridge

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

Initial Proposed Design



Scope Element 2: Elevator Towers and Pedestrian Bridge

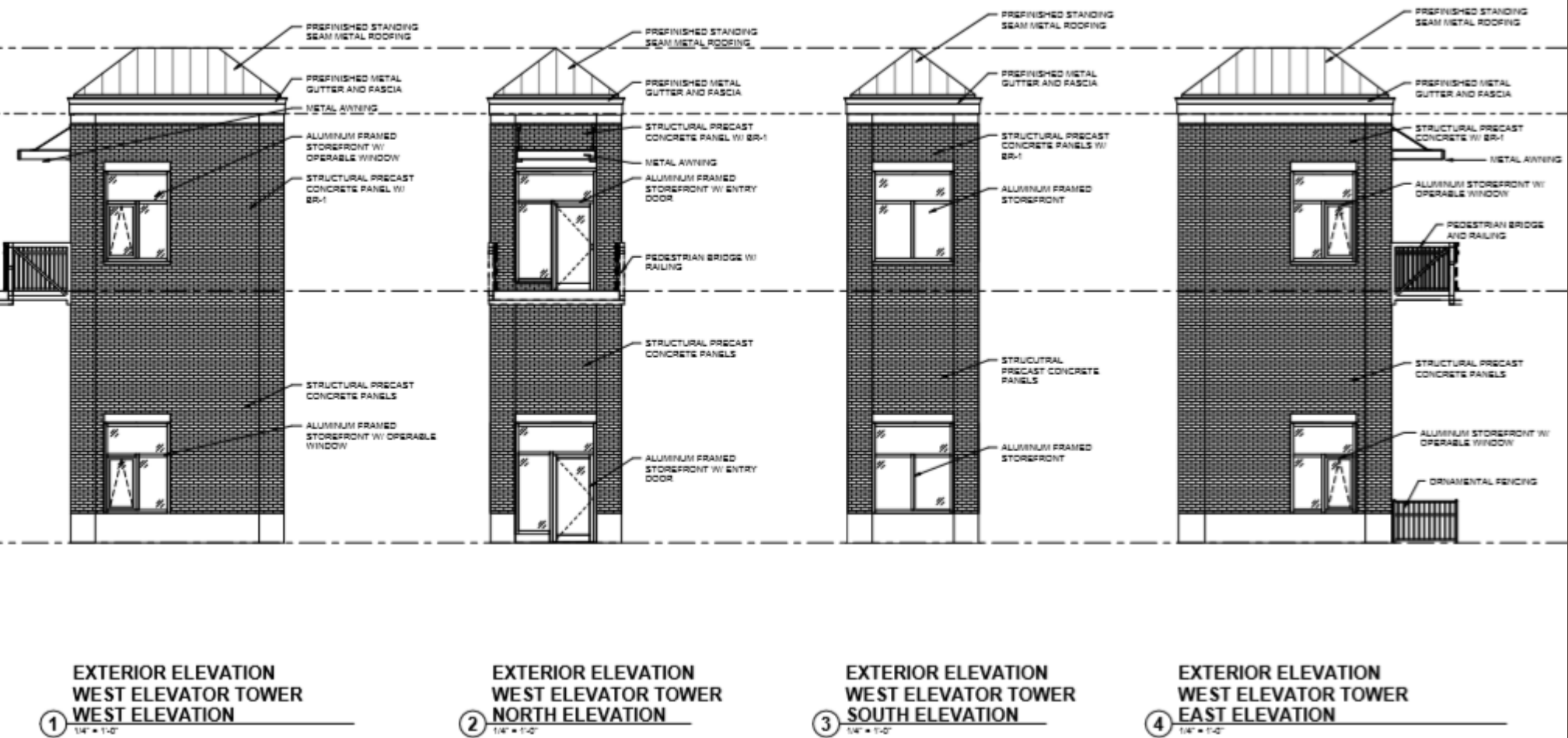
Revised Proposal

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

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

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

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



Next Steps

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

Questions or Comments:

Contact:

Brian Stepp

Metra

Director, Grant Administration

547 W. Jackson Boulevard, 11 West

Chicago, IL, 60661

312-322 -2805

BStepp@METRARR.COM



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

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

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

August 25, 2021

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

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

Dear Mr. Stepp:

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Tony Greep

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

Tony Greep

Acting Director, Office of Financial Management and Program Oversight

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



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

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

INTRODUCTION

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

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

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

The Village Council has final jurisdiction on this request.

PROPERTY DESCRIPTION

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



Figure 1 – Location Map

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

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

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

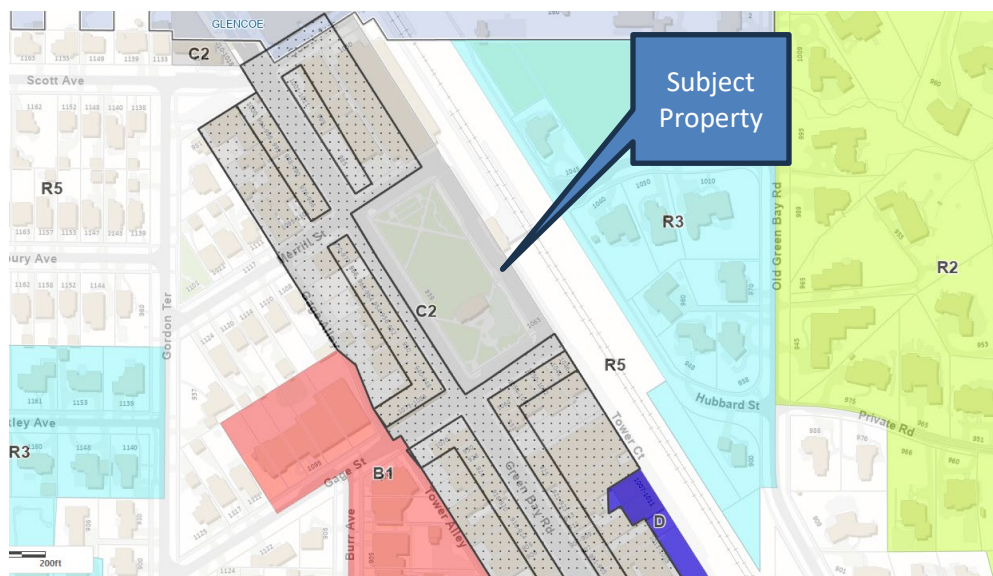


Figure 2 – Zoning Map

PROPERTY HISTORY AND PREVIOUS ZONING APPLICATIONS

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

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



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



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



Figure 5 – Hubbard Woods Train Station – East Elevation



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



Figure 7 – Pedestrian Bridge Over Tracks



Figure 8 – East Windbreak Shelter



Figure 9 – West Windbreak Shelter



Figure 10 – Stairs from Hubbard Place to Pedestrian Bridge



Figure 11 - Stairs from Platform to Scott Avenue

PROPOSED PLAN

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

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

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

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

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

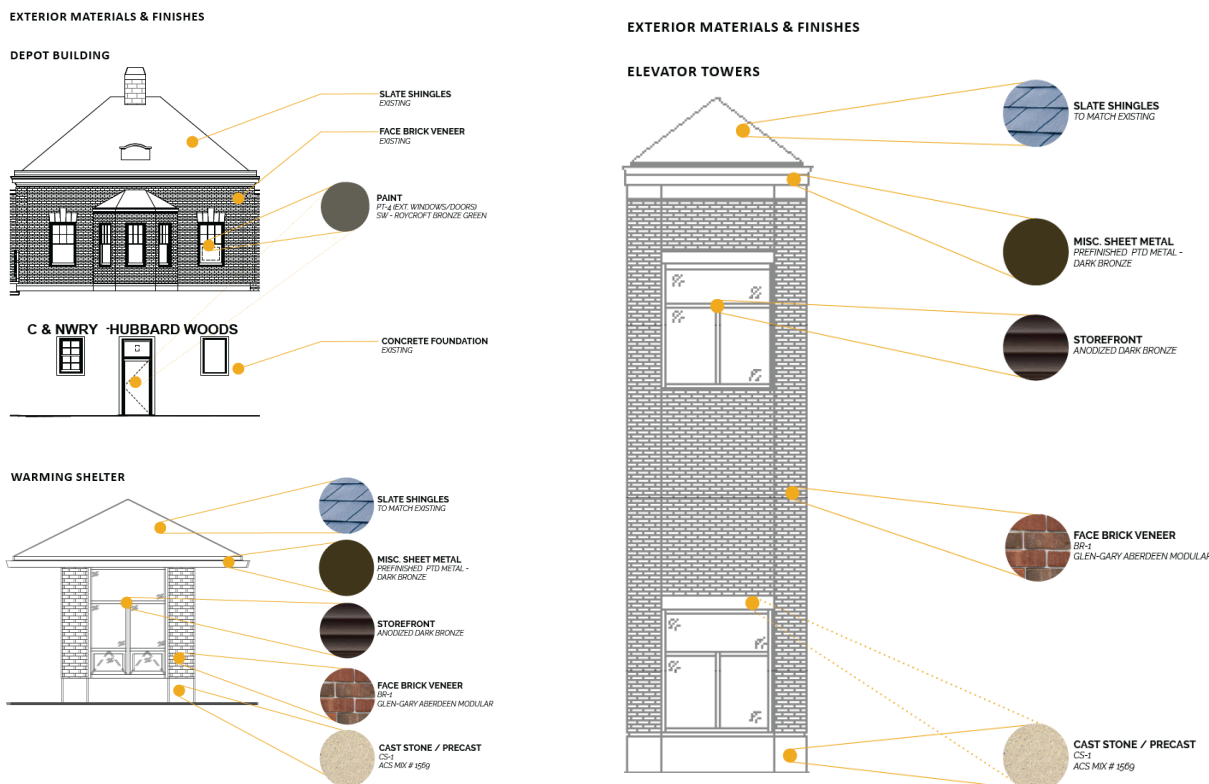


Figure 12 – Proposed Exterior Building Materials

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



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



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



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

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

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

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



Figure 16 – Proposed Signage – Hubbard Place Stairs

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

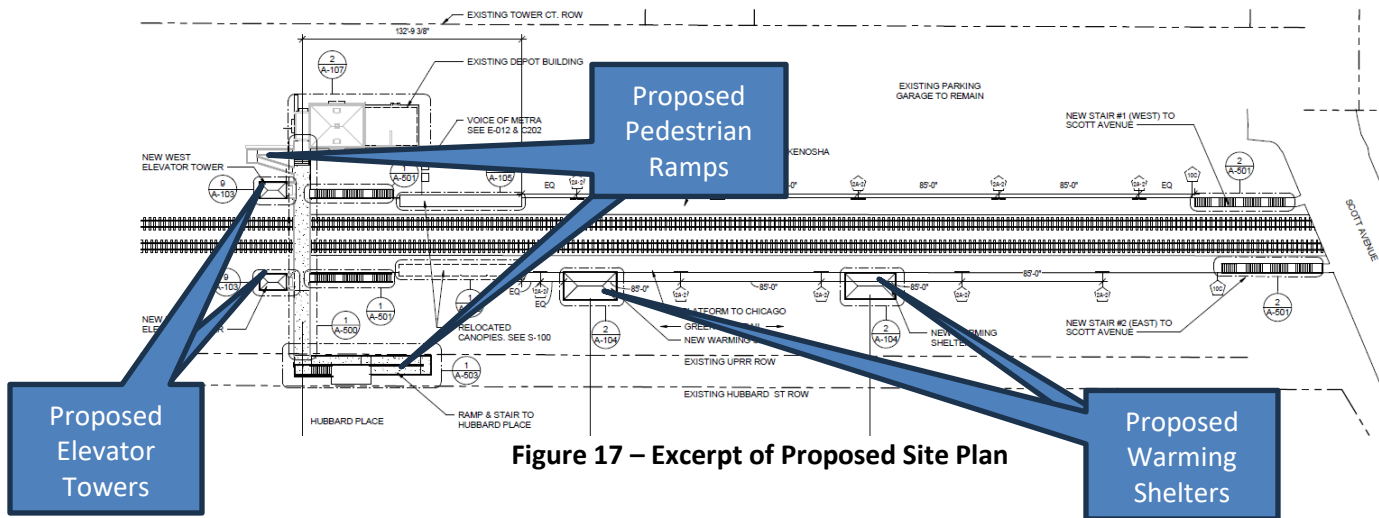


Figure 17 – Excerpt of Proposed Site Plan



Figure 18 – North Aerial Perspective



Figure 19 – Southeast Aerial Perspective



Figure 20 – Rendering - Green Bay Trail Looking North



Figure 21 – Rendering of North Façade



Figure 22 – Rendering of East Façade



Figure 23 – Rendering East Façade (Hubbard Place)

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



Figure 24 – Photo of Light Fixtures at Elm Street Station

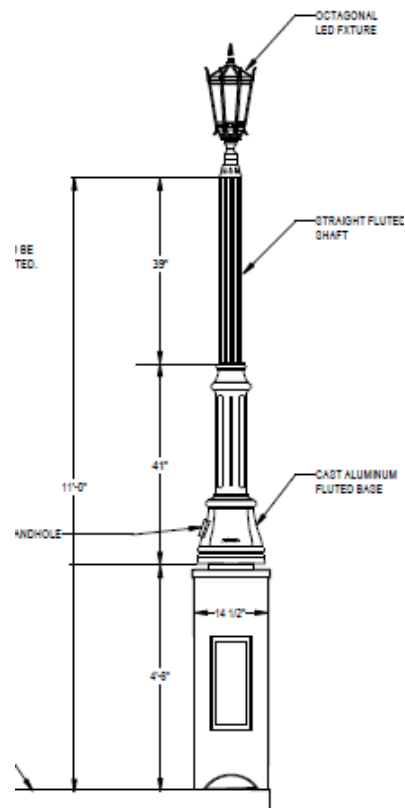


Figure 25 – Proposed Pedestrian Bridge Lights

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

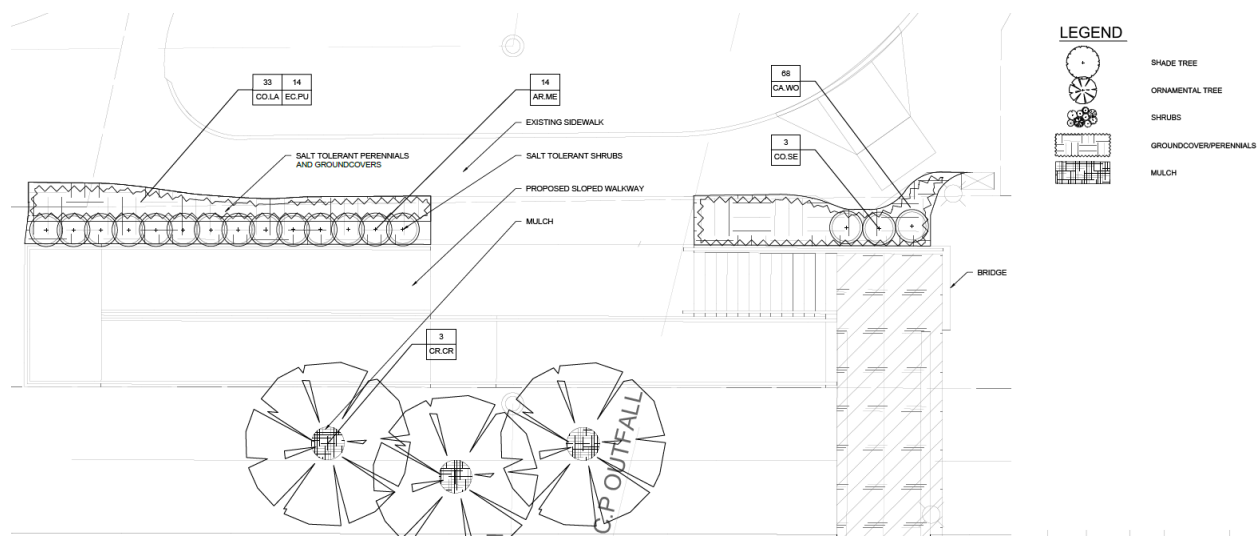


Figure 26 – Excerpt of Landscape Plan

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the DRB is to consider the following four (4) factors in determining whether to grant a Certificate of Appropriateness:

“(1) whether the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;”

“(2) whether the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;”

“(3) whether the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and”

“(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.”

The Board will need to determine if the proposed renovation and site improvements to the existing Hubbard Woods Metra Train Station at 1065 Gage Street comply with the above standards.

DESIGN GUIDELINES ANALYSIS

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

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

RECOMMENDATION

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

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

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

If the Board wishes to adopt a motion to recommend approval or denial, a Board member will want to make a motion such as the following:

*Move to recommend **approval [denial]** of a certificate of appropriateness for the **design of the proposed renovation and site improvements to the existing Metra Hubbard Woods Train Station at 1065 Gage Street**, subject to the following conditions:*

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

The Board's findings are based on evidence in the record, or a public document, and upon the following findings of fact:

- (1) the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;*
- (2) the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;*
- (3) the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and*
- (4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.*

ATTACHMENTS

Attachment A: Application Materials

Attachment B: Design Guidelines Excerpt



Village of Winnetka – Certificate of Appropriateness
Application

Renovation of Hubbard Woods Station Application

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

Project Address: 1065 Gage Street, Winnetka, IL

Name of Business(es): Metra

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

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

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

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

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

FOR OFFICE USE ONLY

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

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

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

January 29, 2025

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

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

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

Mr. Schoon and Mr. Bahan,

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

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

Please contact our office with any questions.

Sincerely,

DocuSigned by:

 Dana Brummund

85453D5C74EE4CE...
Dana Brummund

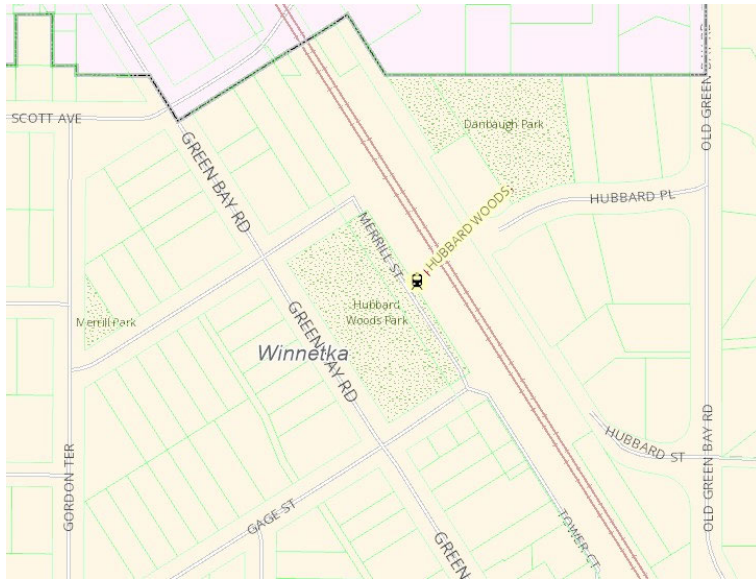
Union Pacific Railroad Company

Narrative - Description of Project

Existing Conditions

Location:

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



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

Station Building:



View of 1065 Gage Street, October 2019.

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

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

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

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



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

Station External Entities:

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



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



Stairs from Hubbard Place to Pedestrian Bridge, Jan 2017



Stairs from Scott Street to Metra platform, January 2017

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

Renovations

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

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

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

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

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

The Special Use Permit Standards are addressed as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

1

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

1

HUBBARD WOODS SURVEY BENCHMARKS:

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

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

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

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

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

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

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

LEGEND

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

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

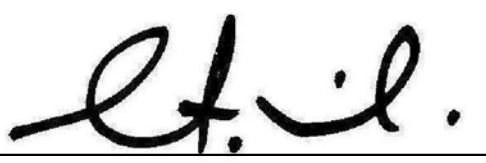
SEE SHEET C-002

STATE OF ILLINOIS)
COUNTY OF COOK) SS

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

THE FIELDWORK WAS COMPLETED ON AUGUST 12, 2024.

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

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

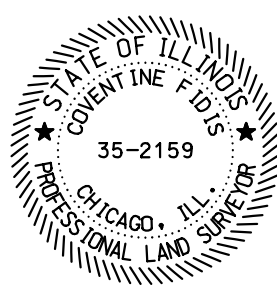
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS
MINIMUM STANDARDS FOR A TOPOGRAPHIC SURVEY

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

BLOCK 4

BLOCK 5

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



PRINTED ON: 8/14/2024 4:50:28 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	
---------------------------------------	--

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

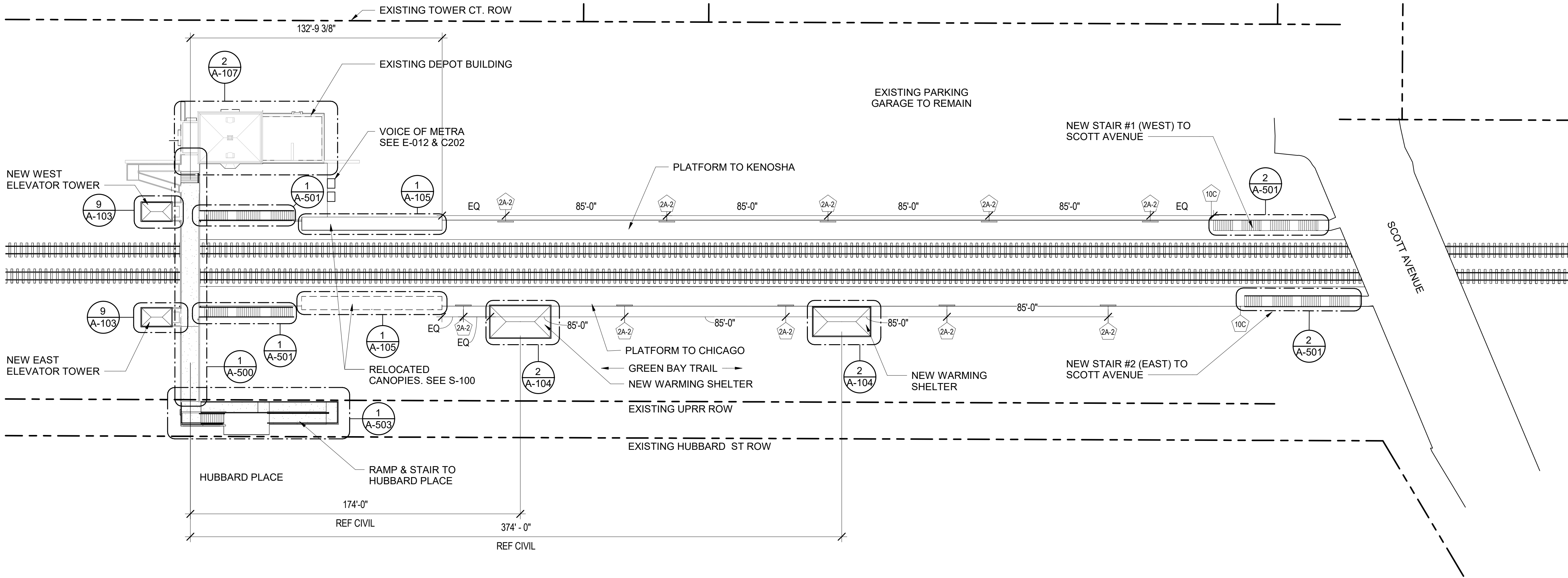
DESIGNED: E. SLADEK DRAWN: M. BARAN CHECKED: C. FIDIS METRA P.M. R. BASIRIRAD DATE: 07/15/2024
--

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

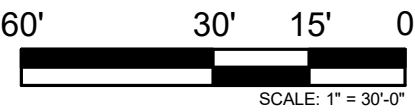
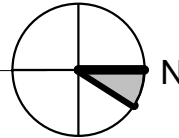
LOCATION NAME: HUBBARD WOODS STATION TITLE: TOPOGRAPHIC SURVEY (SOUTH)	CAD FILE NUMBER: UPN17.7C001_90.dgn SCALE: 1" = 20' PROJECT NO. JP5194 MILE POST NO. UPN 17.70	DISTRICT: UPN SHEET NO. C-001
---	---	----------------------------------

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

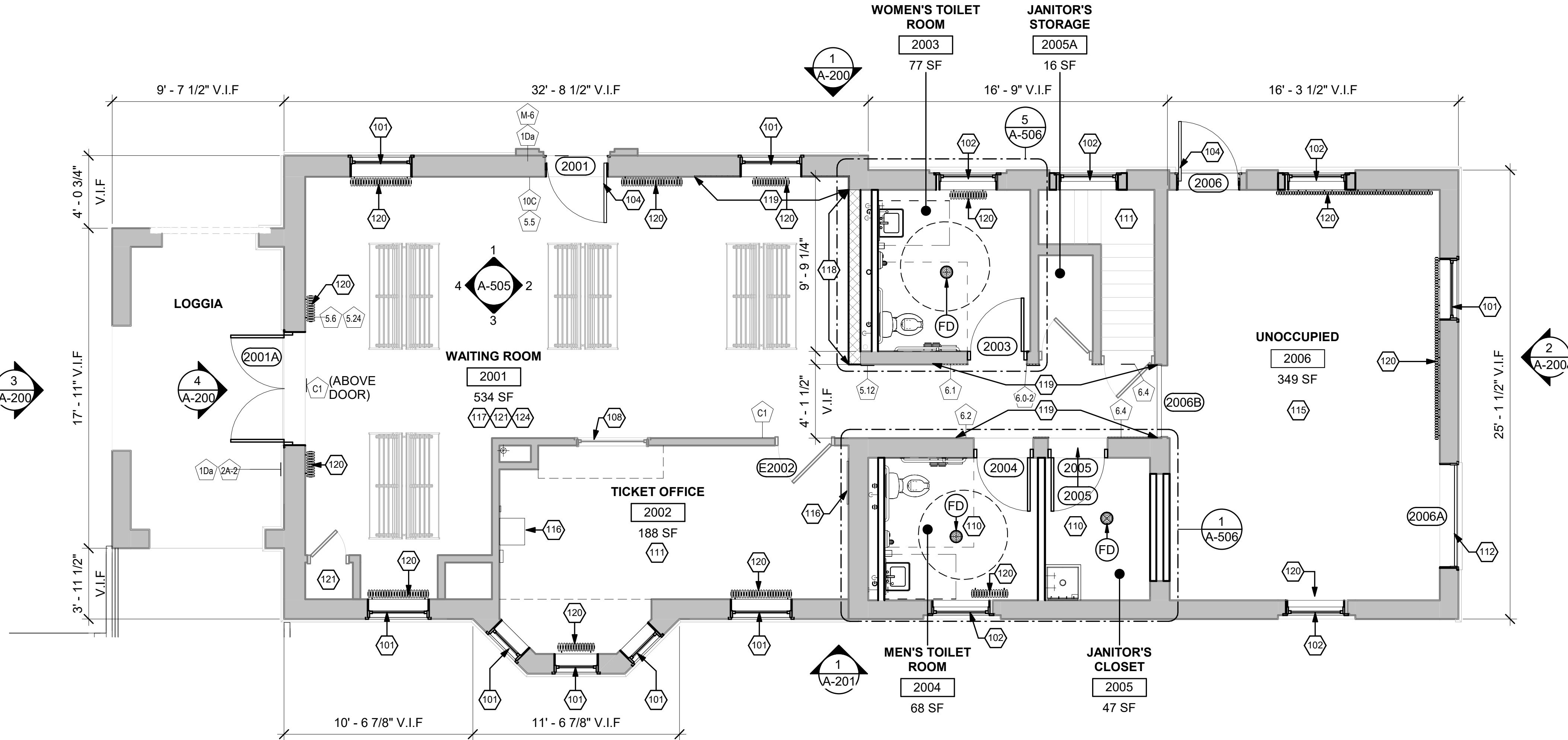


ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

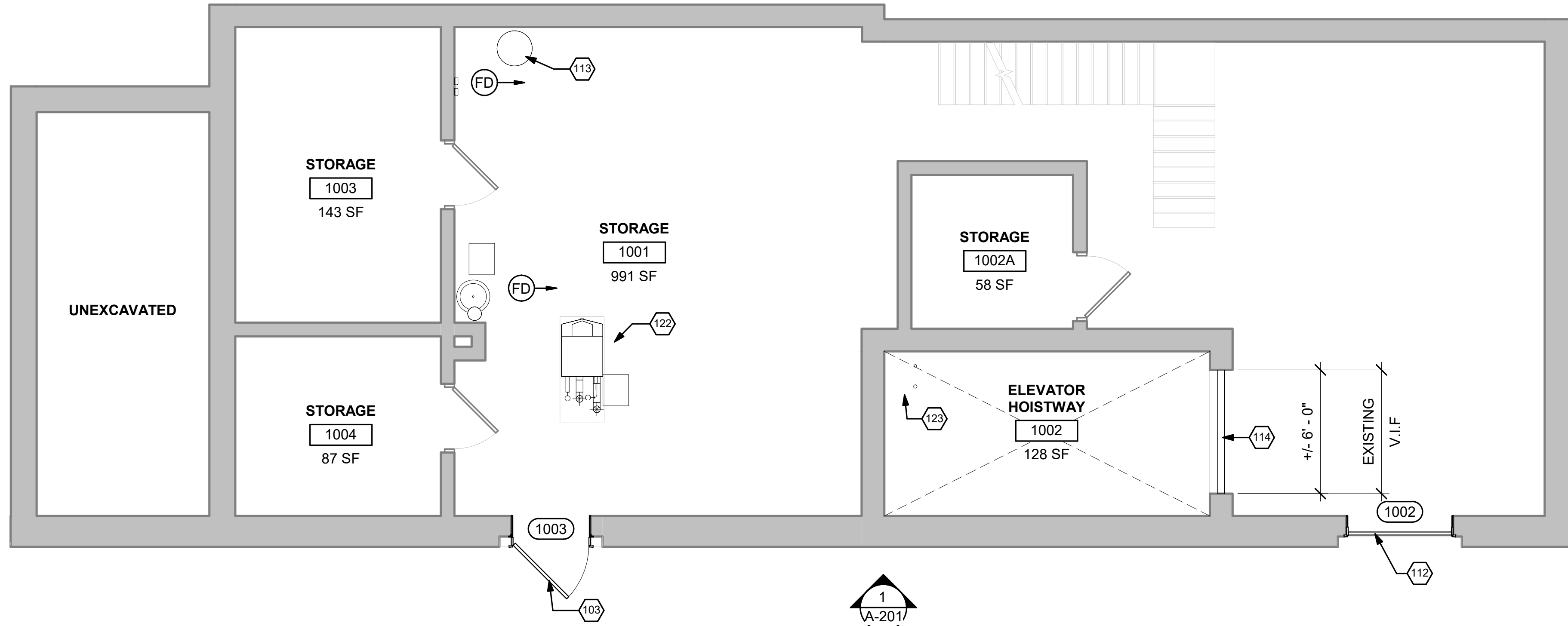
LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
ARCHITECTURAL SITE AND LOCATION PLAN

CAD FILE NUMBER: UP-N17.70_ A-100.dgn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. A-100
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	



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



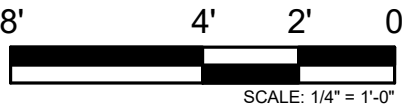
2 PLATFORM LEVEL FLOOR PLAN
1/4" = 1'-0"

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

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



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

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

SUB CONSULTANT



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

PRIMARY CONSULTANT

SEAL/ SIGNATURE

PRIMARY CONSULTANT:



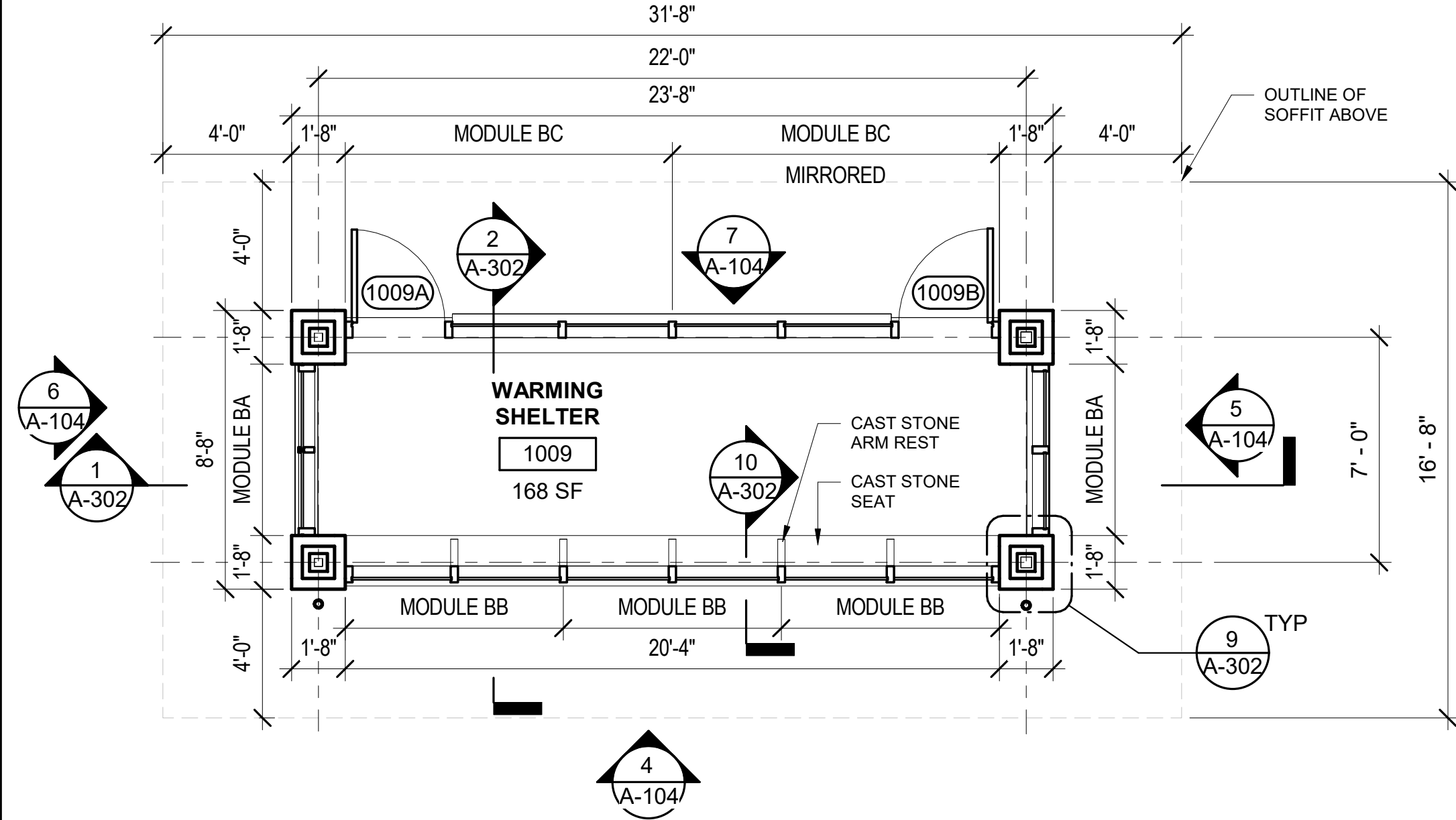
200 S. WACKER DR. SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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

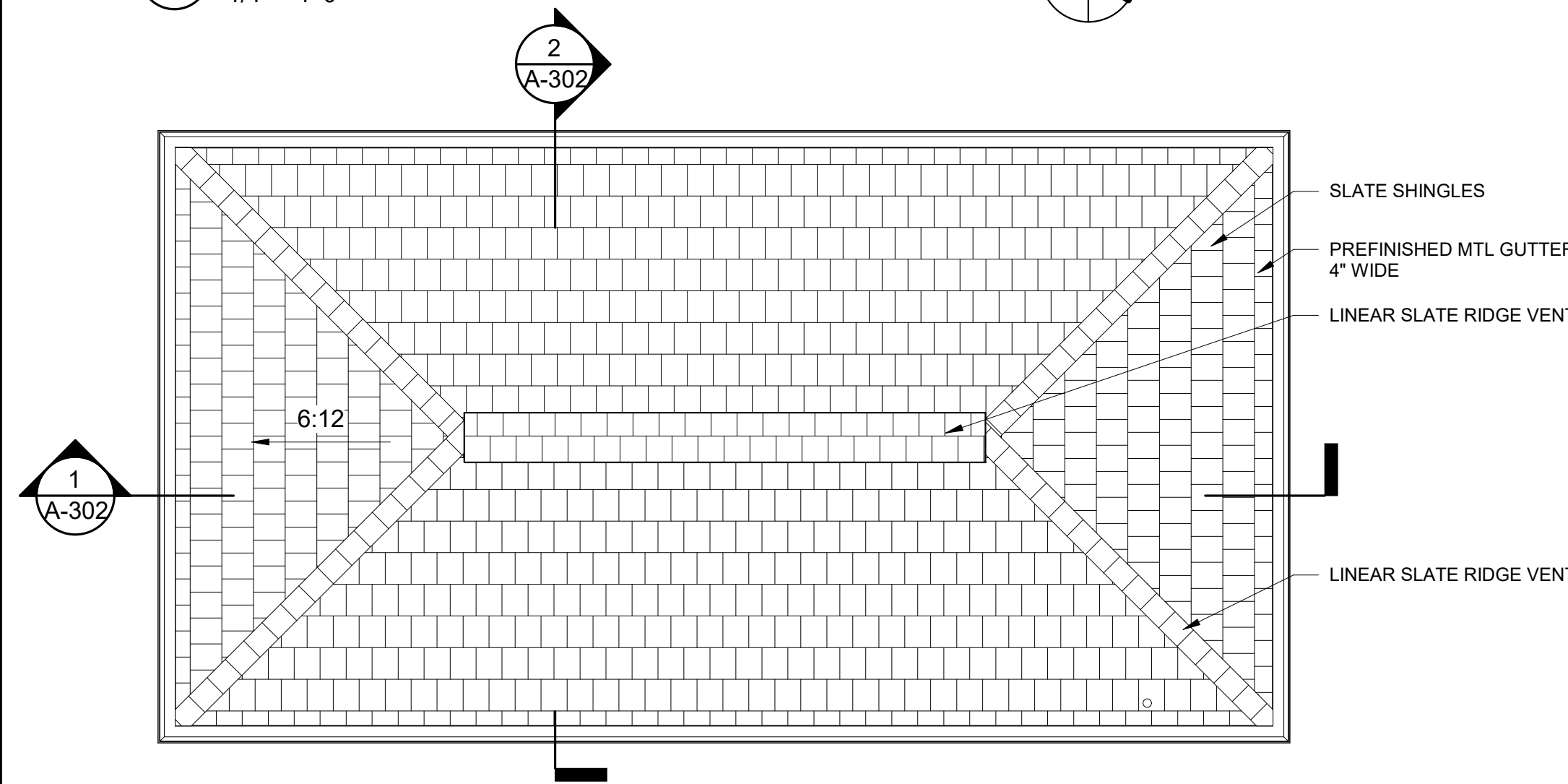


ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

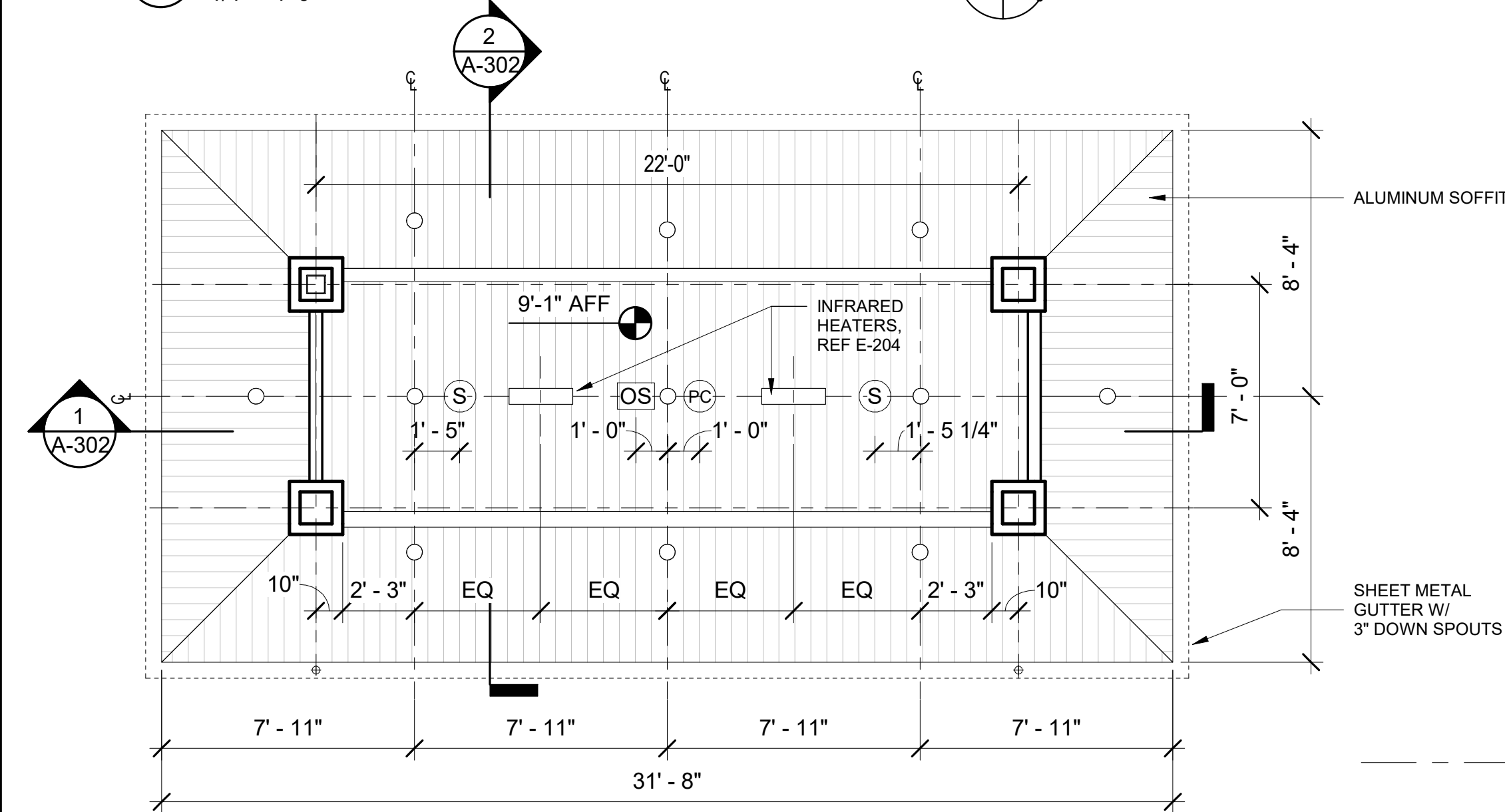
LOCATION NAME: HUBBARD WOODS STATION	CAD FILE NUMBER: UP-N17.70_ A-102.dgn
TITLE: FLOOR PLANS DEPOT	SCALE: AS INDICATED
	DISTRICT: UP-N
	PROJECT NO: JP5194
	SHEET NO. A-102
	MILE POST NO. UP-N17.70



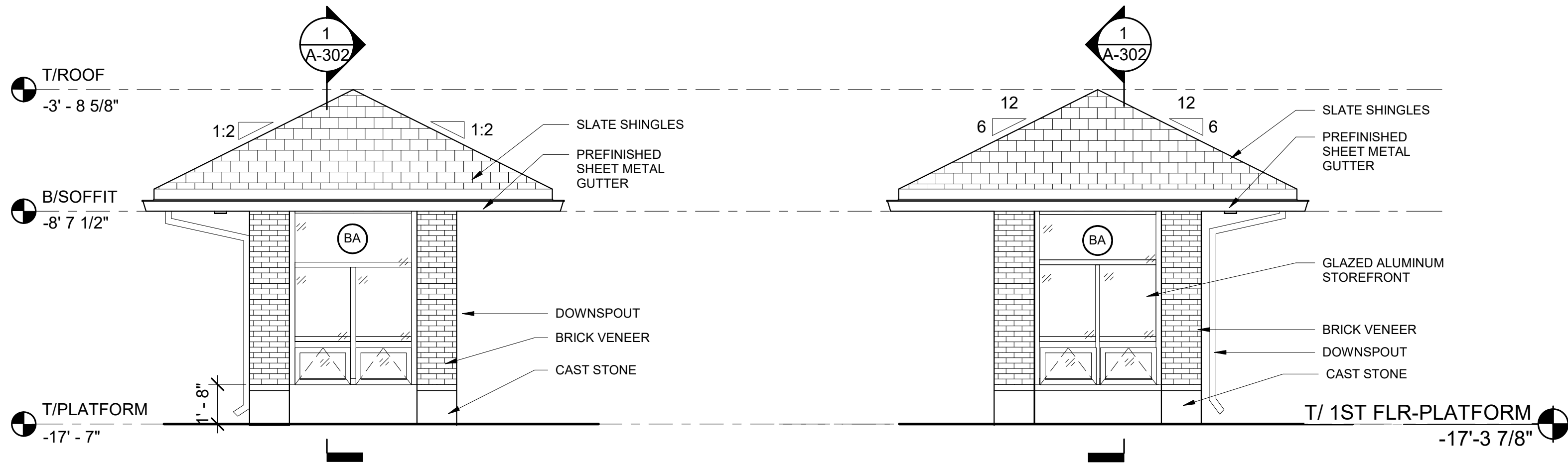
**FLOOR PLAN -
TYPICAL WARMING SHELTER**
1/4" = 1'-0"



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

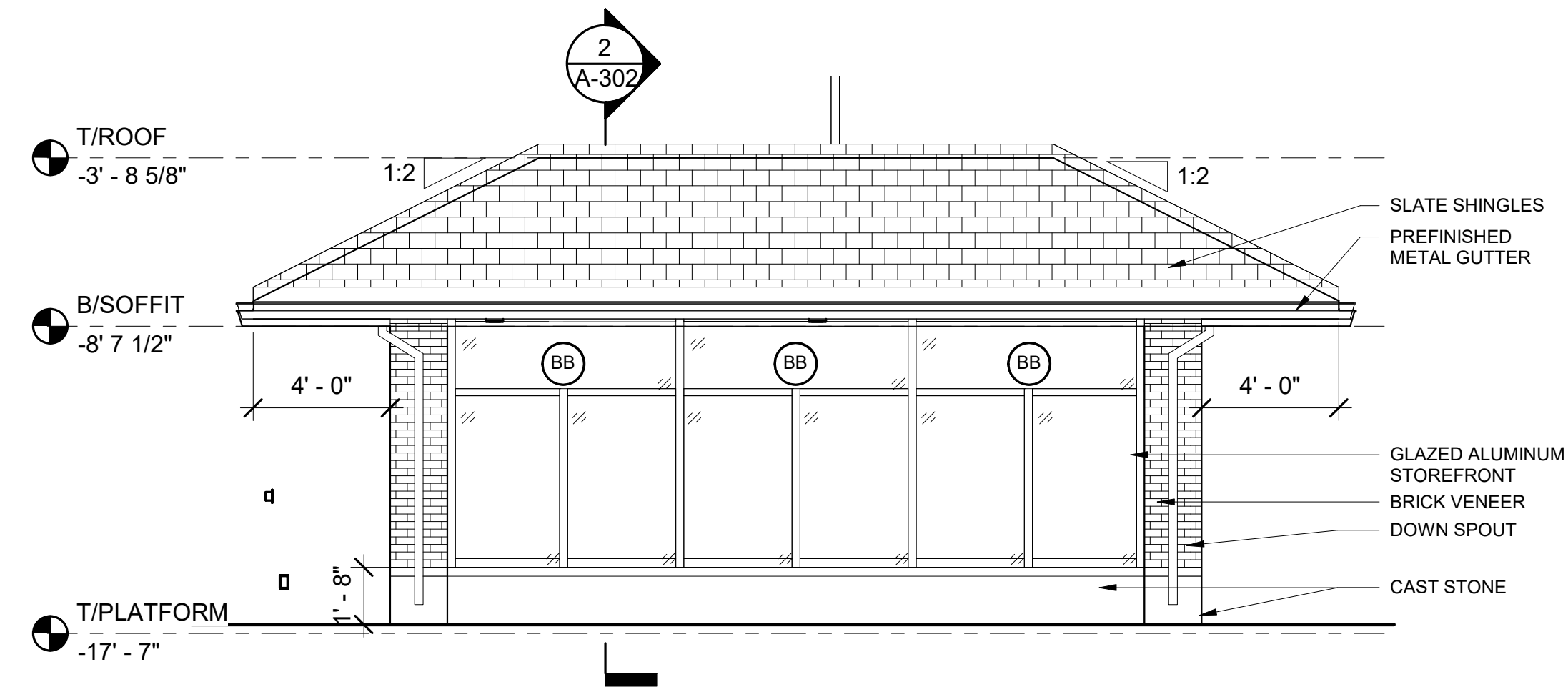


**REFLECTED CEILING PLAN -
TYPICAL WARMING SHELTER**
1/4" = 1'-0"

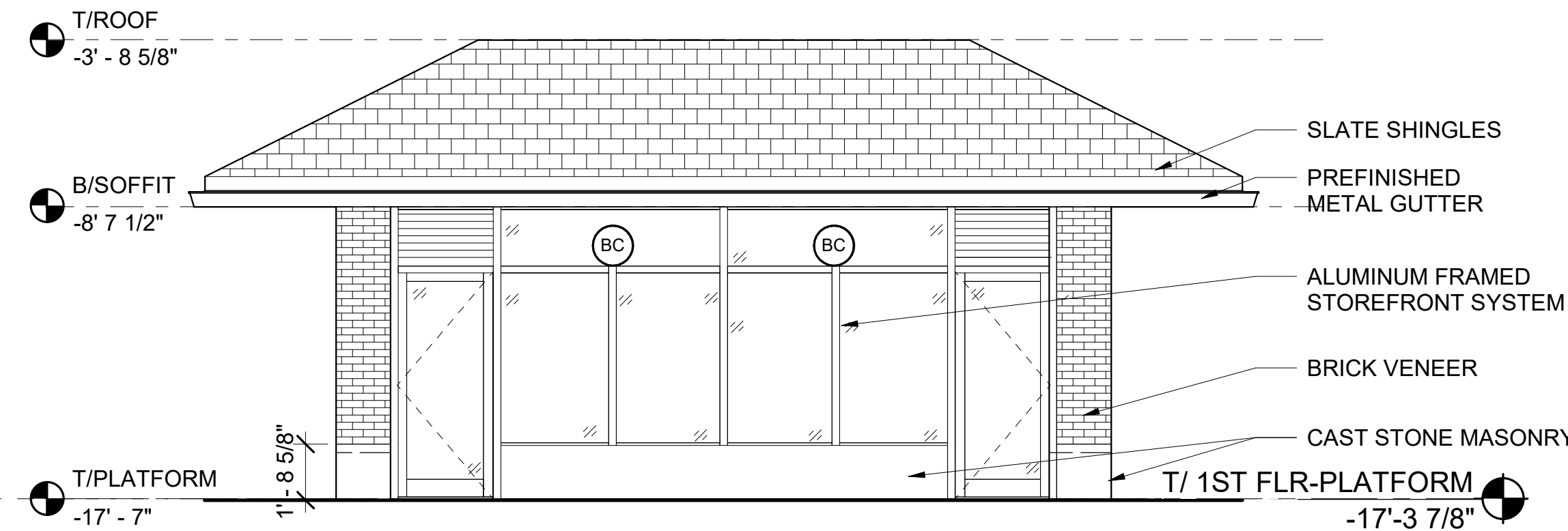


**EXTERIOR
ELEVATION
NORTH ELEVATION**
1/4" = 1'-0"

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

PRIMARY CONSULTANT	
SEAL/ SIGNATURE	

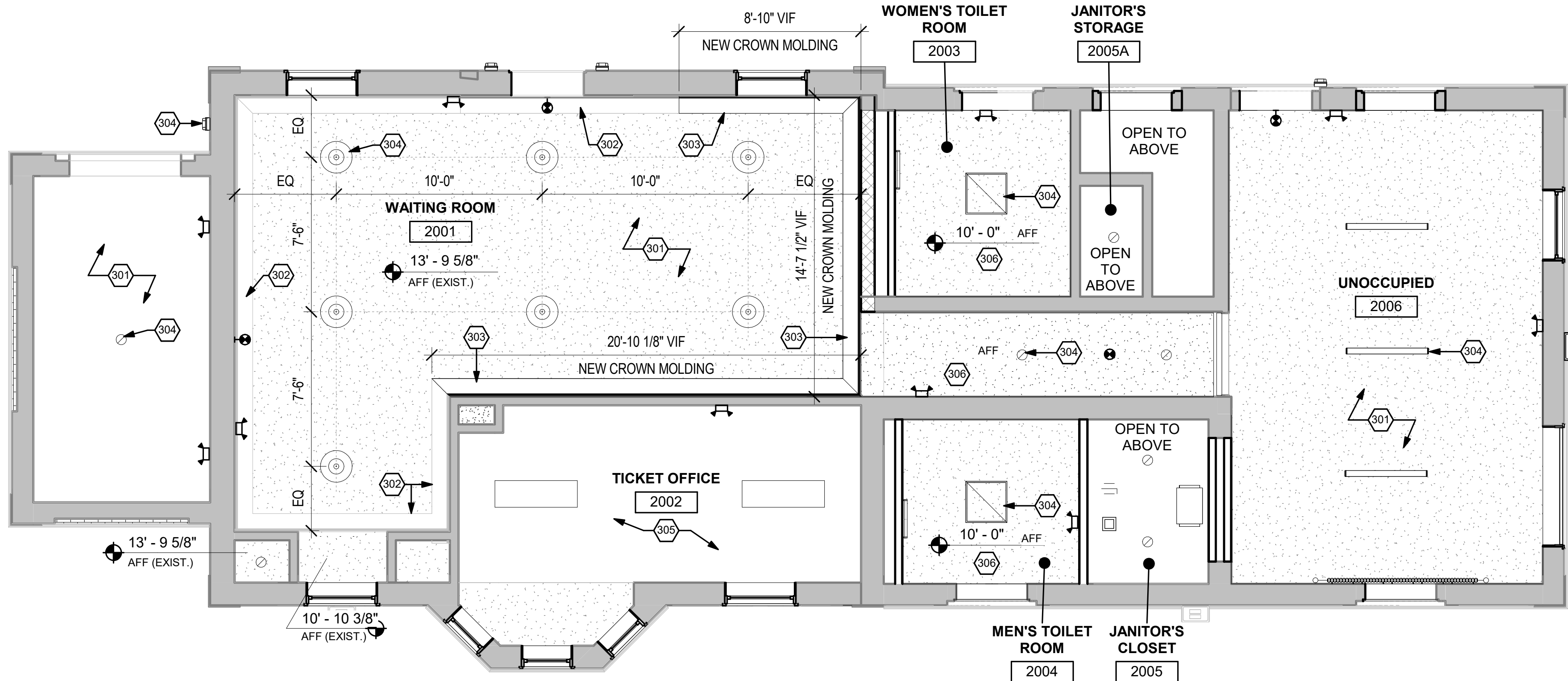
PRIMARY CONSULTANT:	
TyLin	
200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	

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

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

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

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



RCP LEGEND

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

NOTE: SEE E-200 SERIES SHEETS FOR ADDITIONAL INFORMATION

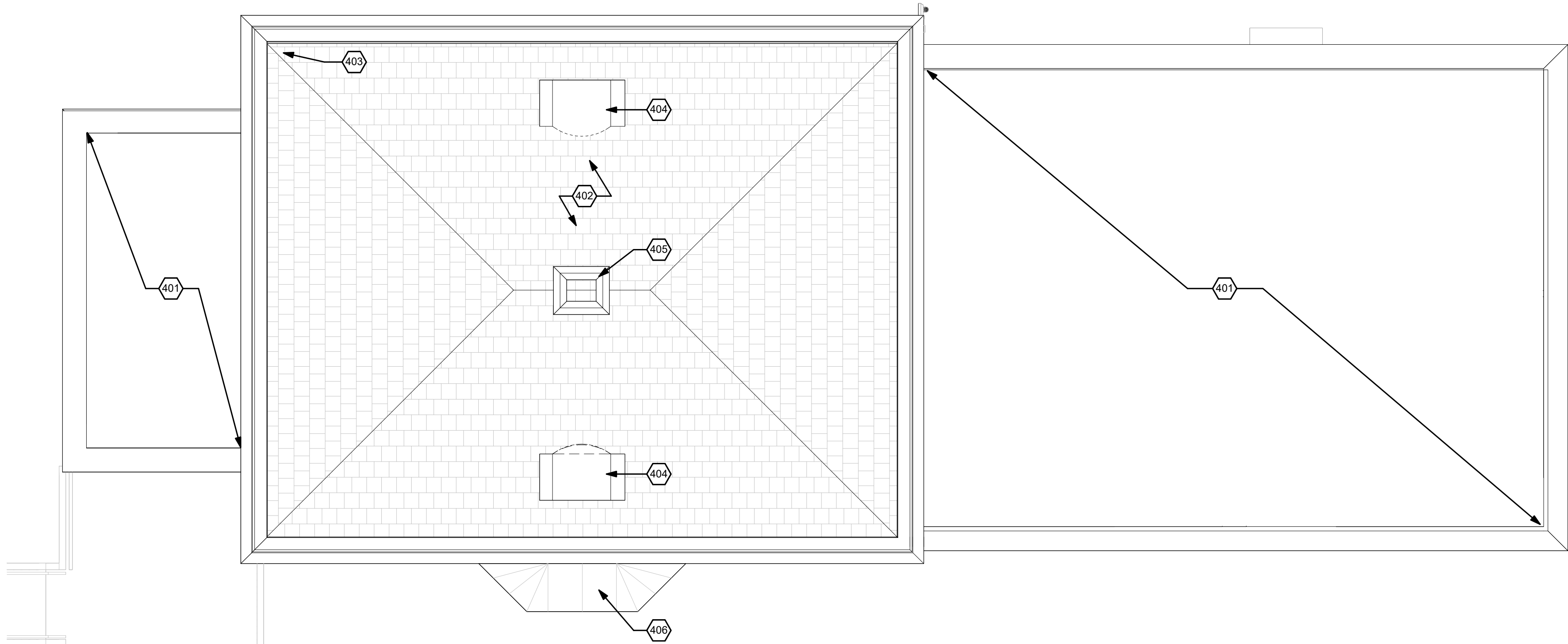
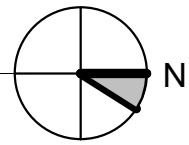
RCP NOTES

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

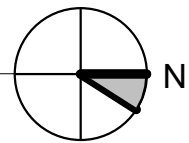
KEYNOTES - RCP

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

1 REFLECTED CEILING PLAN DEPOT
1/4" = 1'-0"



2 ROOF PLAN DEPOT
1/4" = 1'-0"



ROOF PLAN NOTES

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

KEYNOTES - ROOF PLAN

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



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

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

SUB CONSULTANT



700 N Sangamon
Chicago, IL 60642
312.432.4180
312.432.4184
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



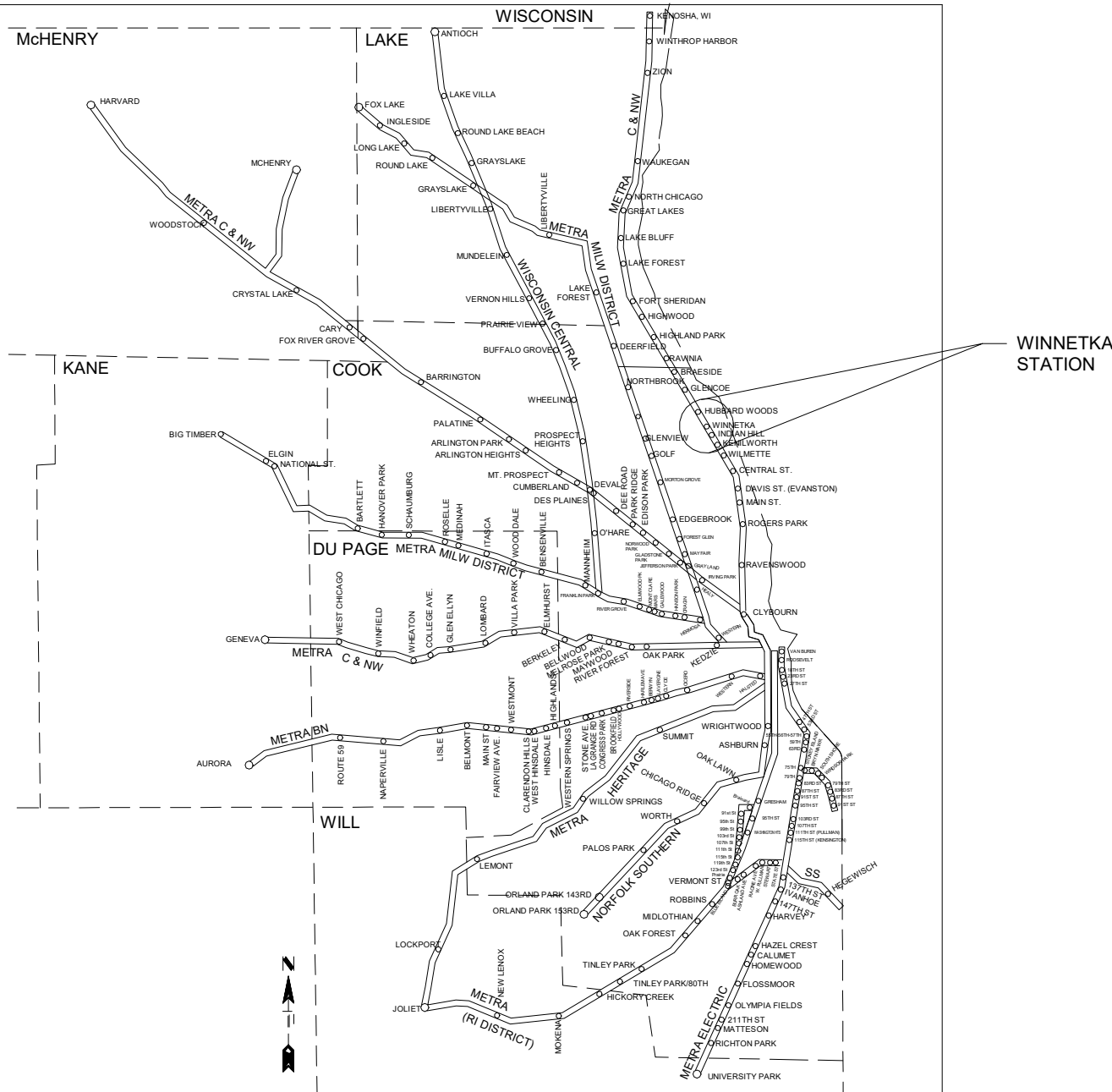
ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME: HUBBARD WOODS STATION
TITLE: ROOF & REFLECTED CEILING PLANS DEPOT

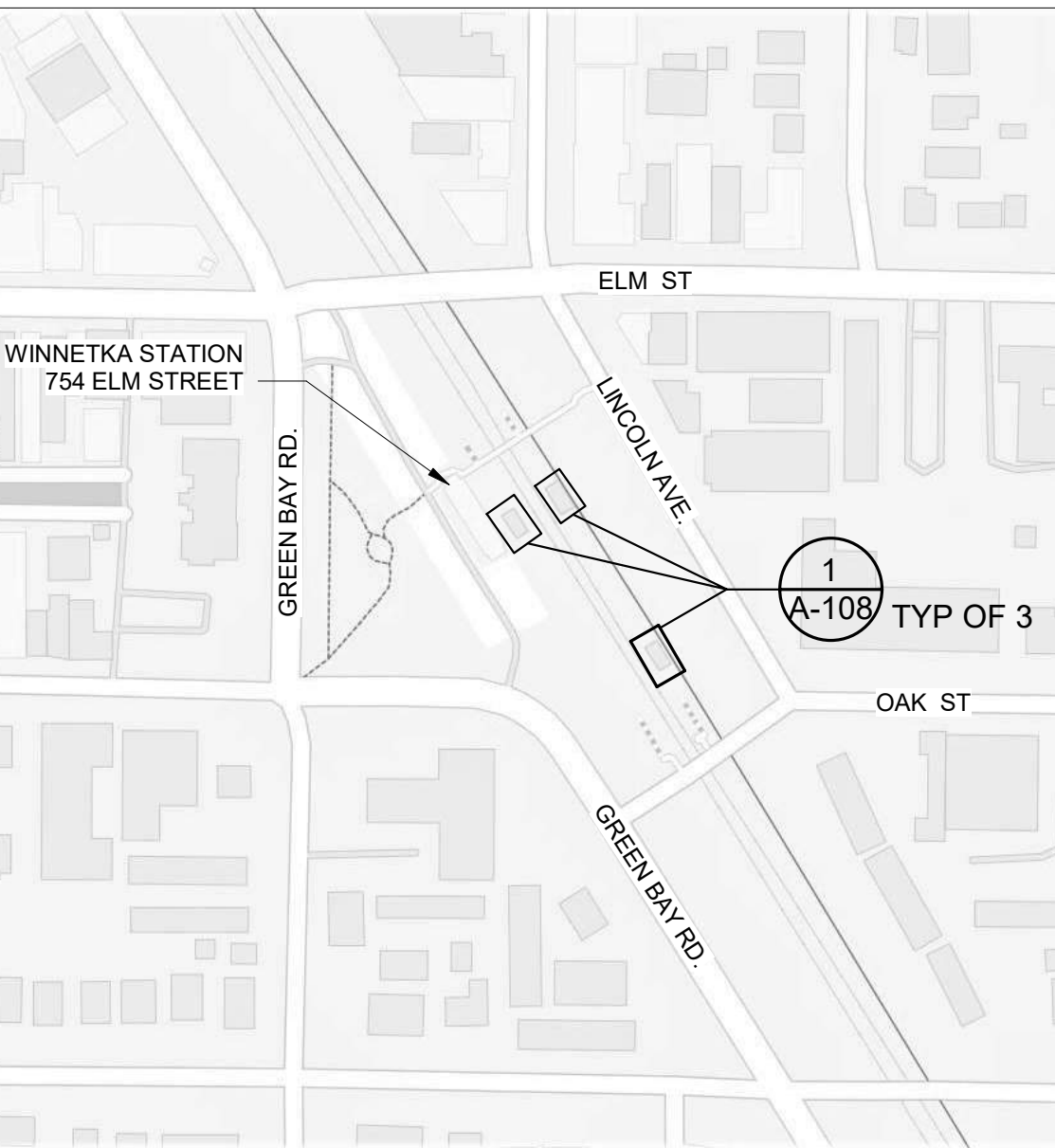
CAD FILE NUMBER: UP-N17.70_A-107.dgn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. A-107
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	

METRA WINNETKA STATION

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



SYSTEM MAP

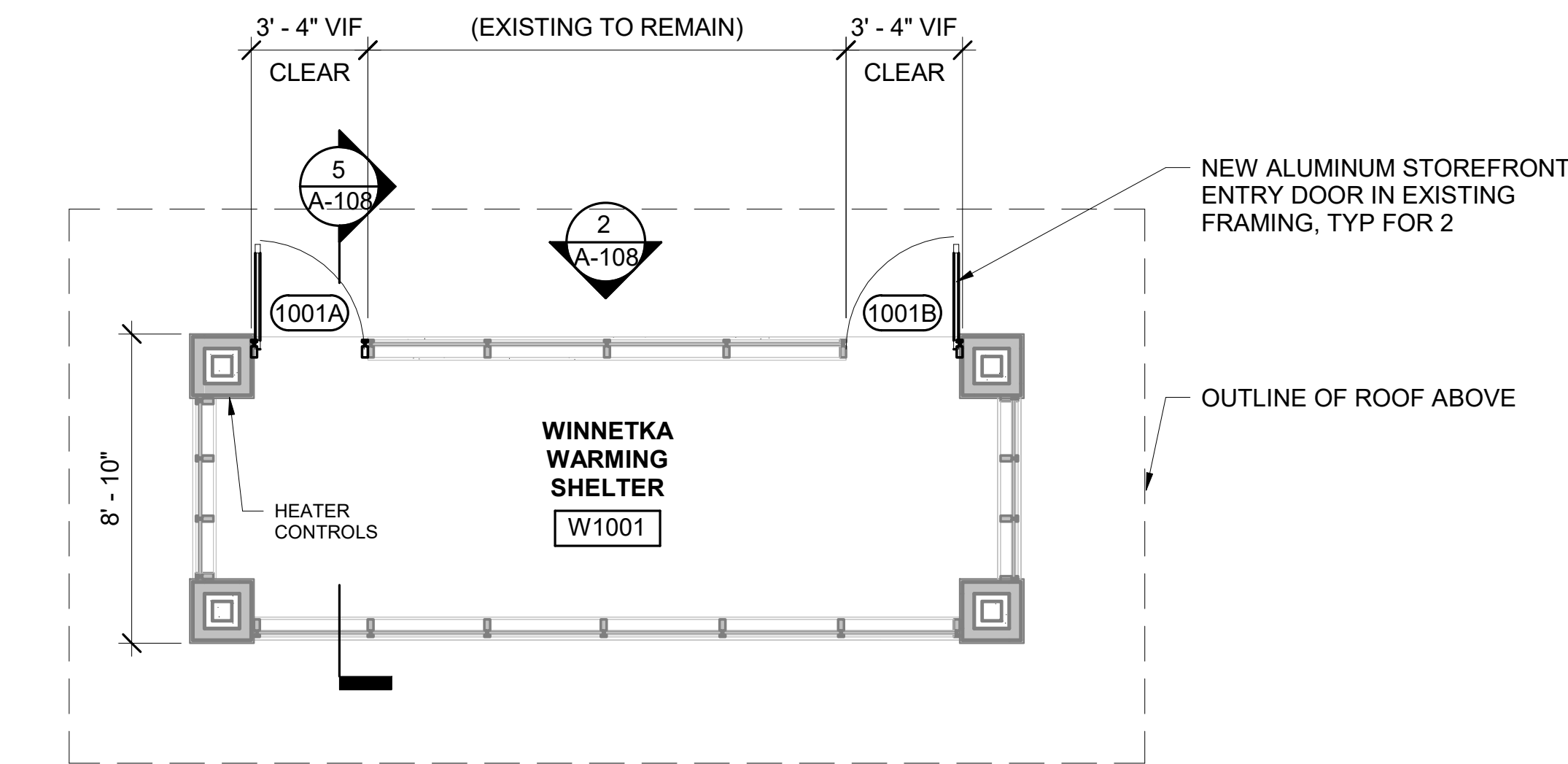


LOCATION MAP

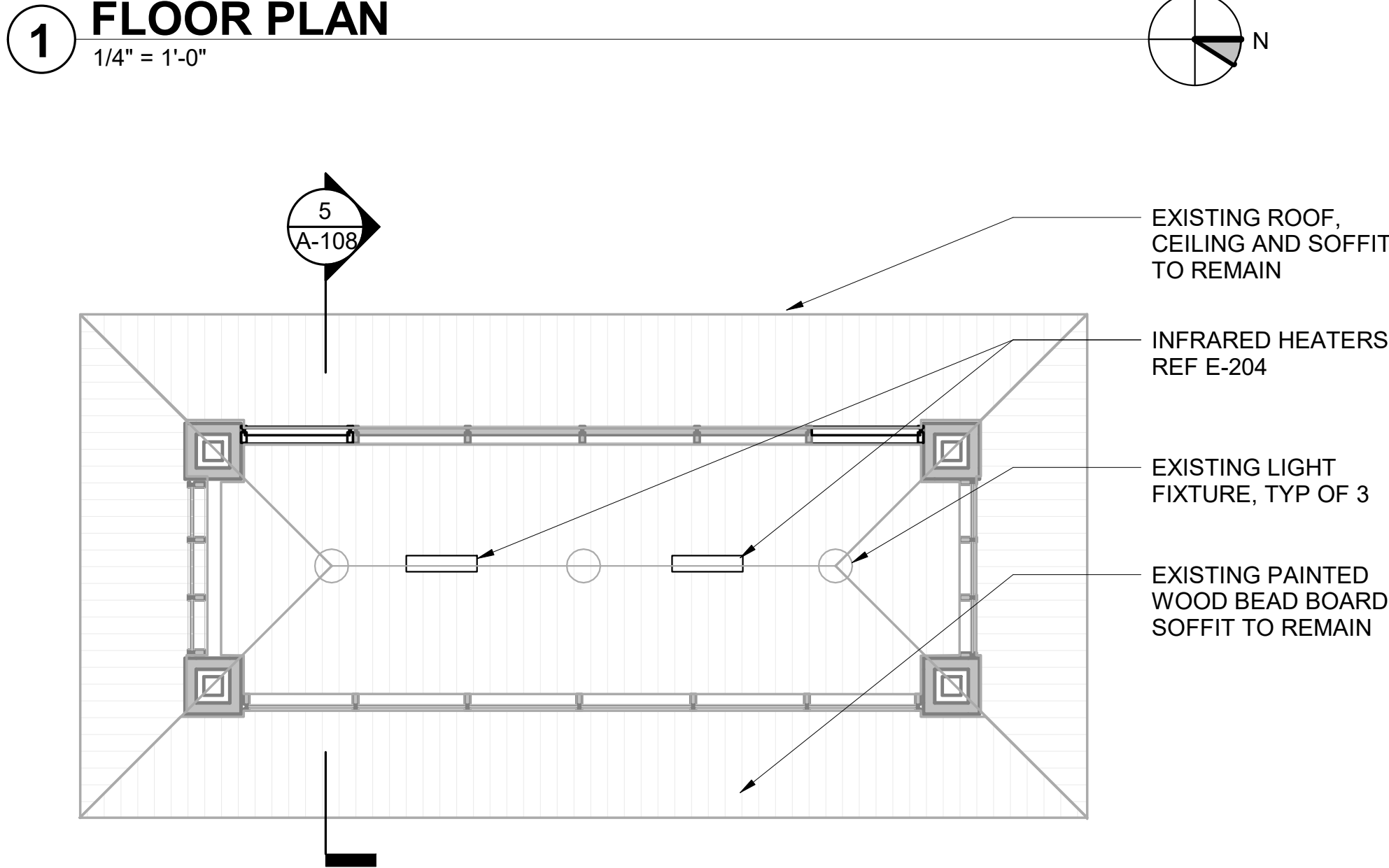
GENERAL NOTES

1. DOOR SCHEDULE, SEE SHEET A-600.
2. 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.
3. STATION ADDRESS: 754 ELM ST, WINNETKA, IL 60093

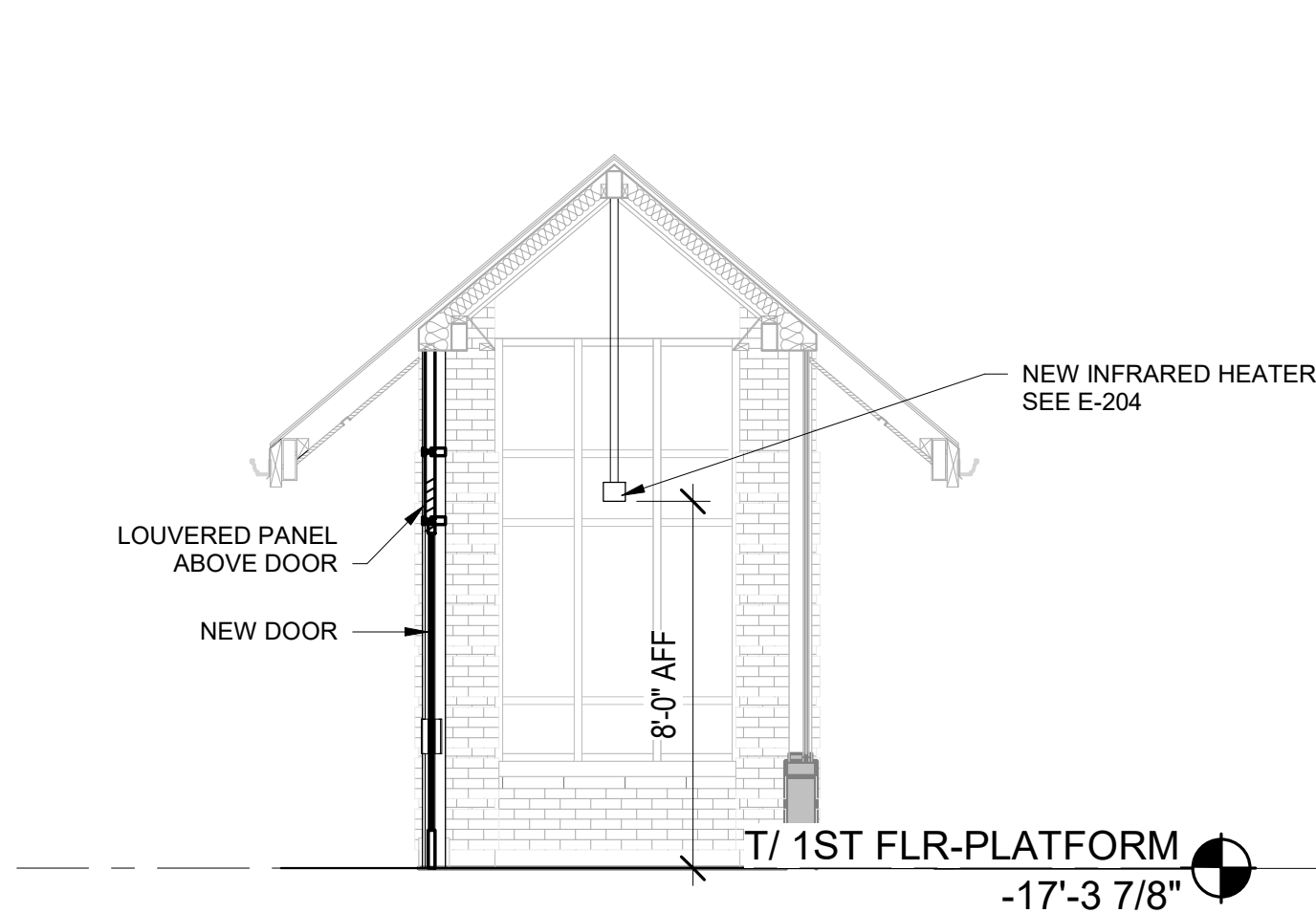
WINNETKA STATION SCOPE OF WORK REMOVE
AND REPLACE EXISTING STOREFRONT DOOR AND
LOUVER PANELS AND REPLACE EXISTING
INFRARED HEATERS AT WINNETKA STATION.



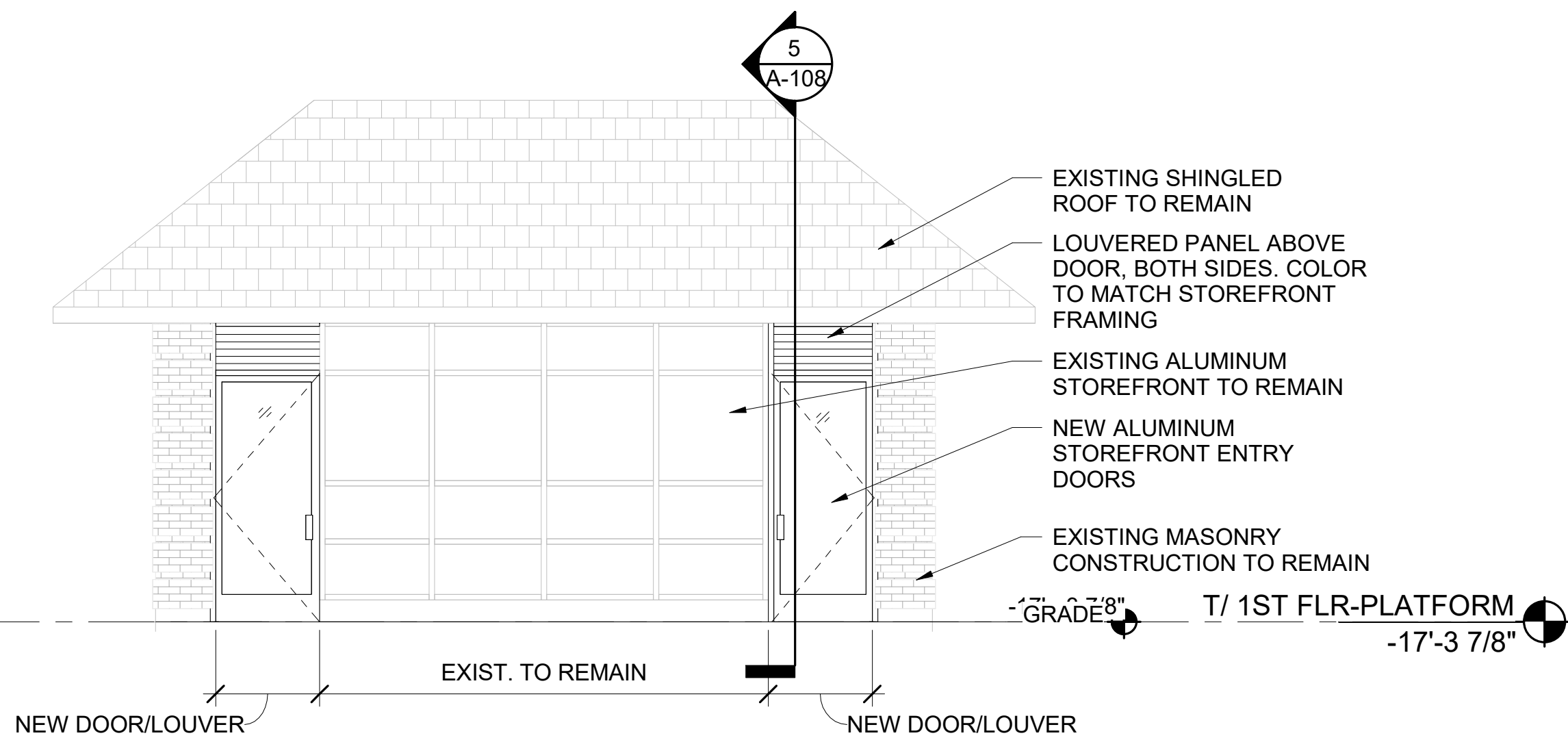
1 TYPICAL WINNETKA WARMING SHELTER FLOOR PLAN



4 TYPICAL WARMING SHELTER REFLECTED CEILING PLAN



BUILDING SECTION - WINNETKA
5 WARMING SHELTER
 1/4" = 1'-0"

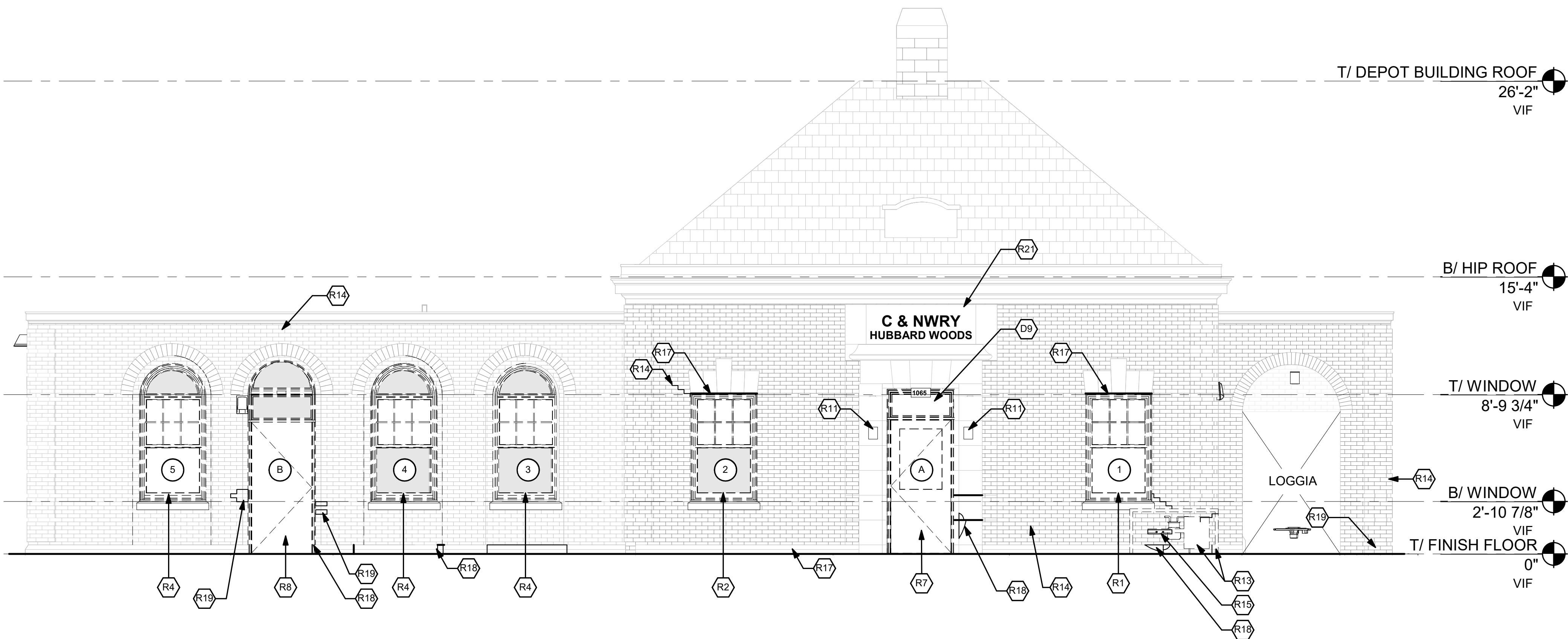


WINNETKA WARMING SHELTER

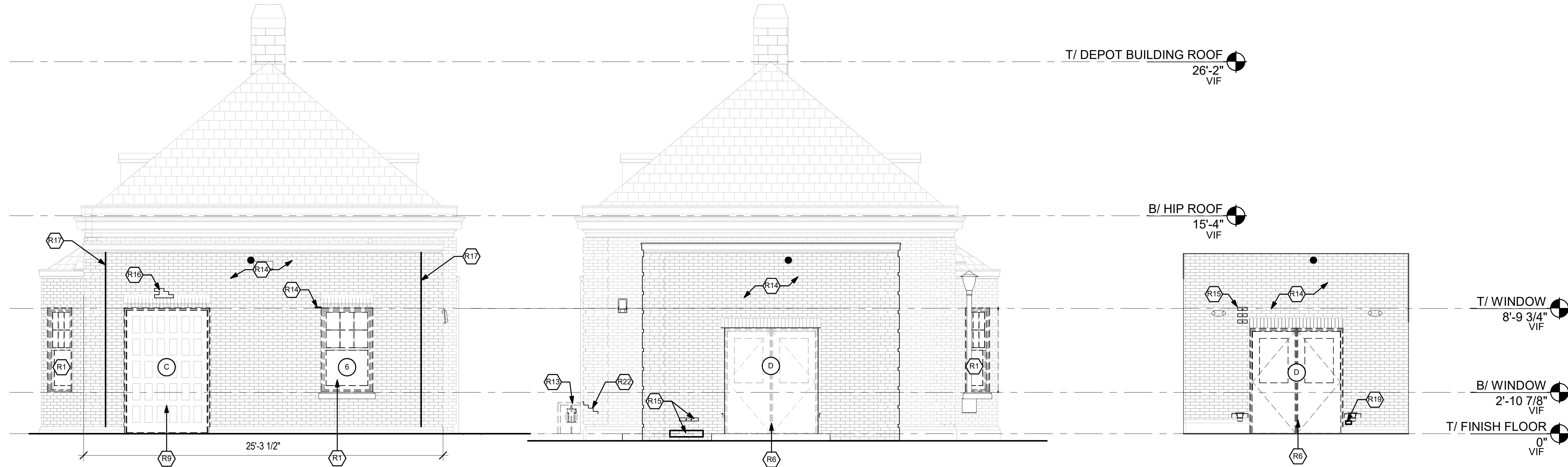
2 TYPICAL ELEVATION

1/4" = 1'-0"

[illegible]



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.



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

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

PRIMARY CONSULTANT SEAL/ SIGNATURE

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

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

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

LOCATION NAME: HUBBARD WOODS STATION
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

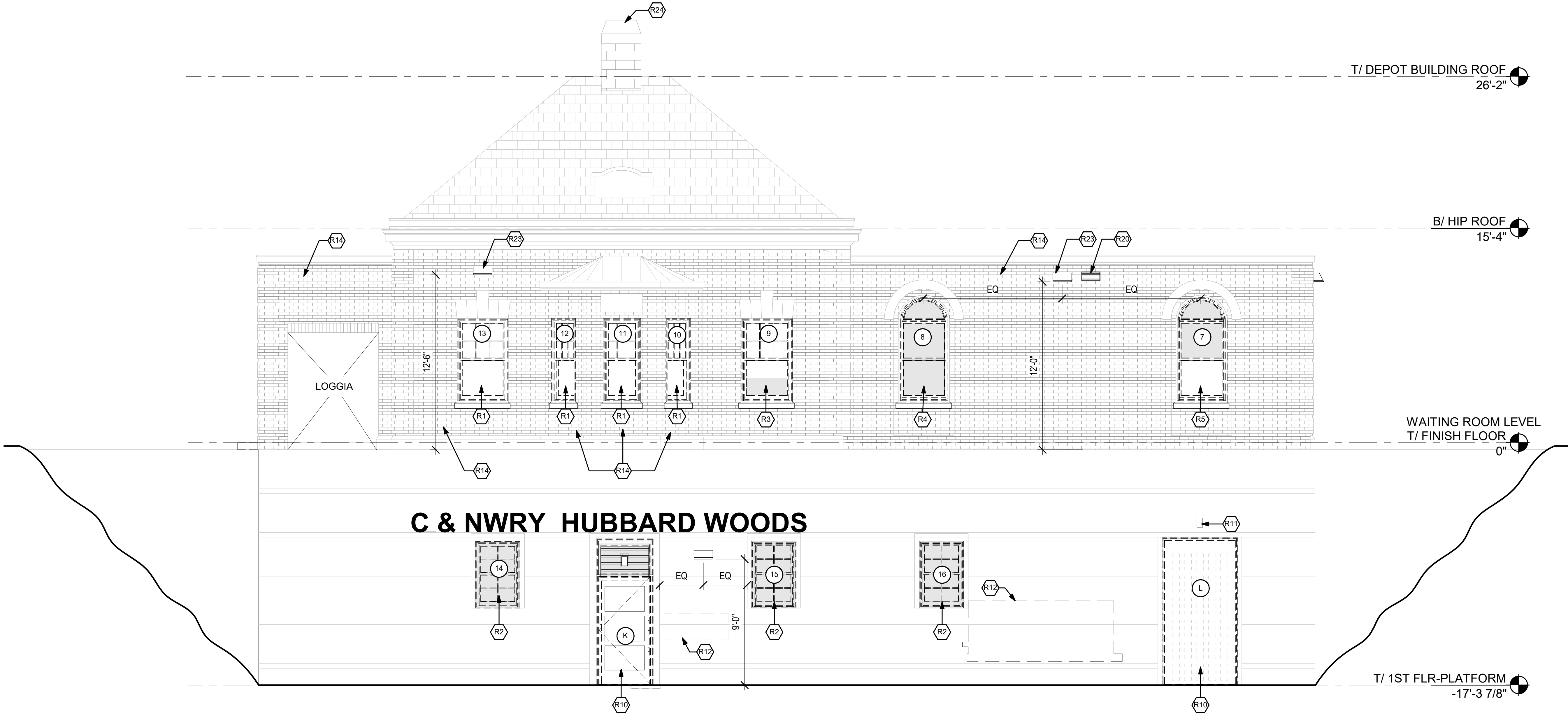
NEW MECHANICAL LOUVER, REF MECHANICAL, SEE 1/M-101
- R21

PROTECT EXISTING LIMESTONE DURING CONSTRUCTION.
- R22

REPAIR CRACK IN MASONRY UNITS
- R23

PROVIDE NEW LIGHT FIXTURE, REF ELECTRICAL DWGS.
- R24

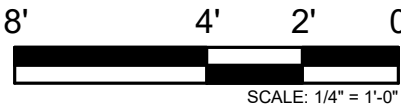
PROVIDE NEW FLUE VENT, REF MECH DWG 6/M-502.



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

RESTORATION LEGEND

RESTORATION WINDOW TAG
SEE A-600 SHEETS



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

M

MULLER2

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

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

DESIGNED: V. WIEGAND

DRAWN: V. WIEGAND

CHECKED: K. KORAB

METRA PM: R. BASARIRAD

DATE: 07-15-2024

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
EXTERIOR ELEVATIONS DEPOT RESTORATION

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

SCALE:
AS INDICATED

PROJECT NO:
JP5194

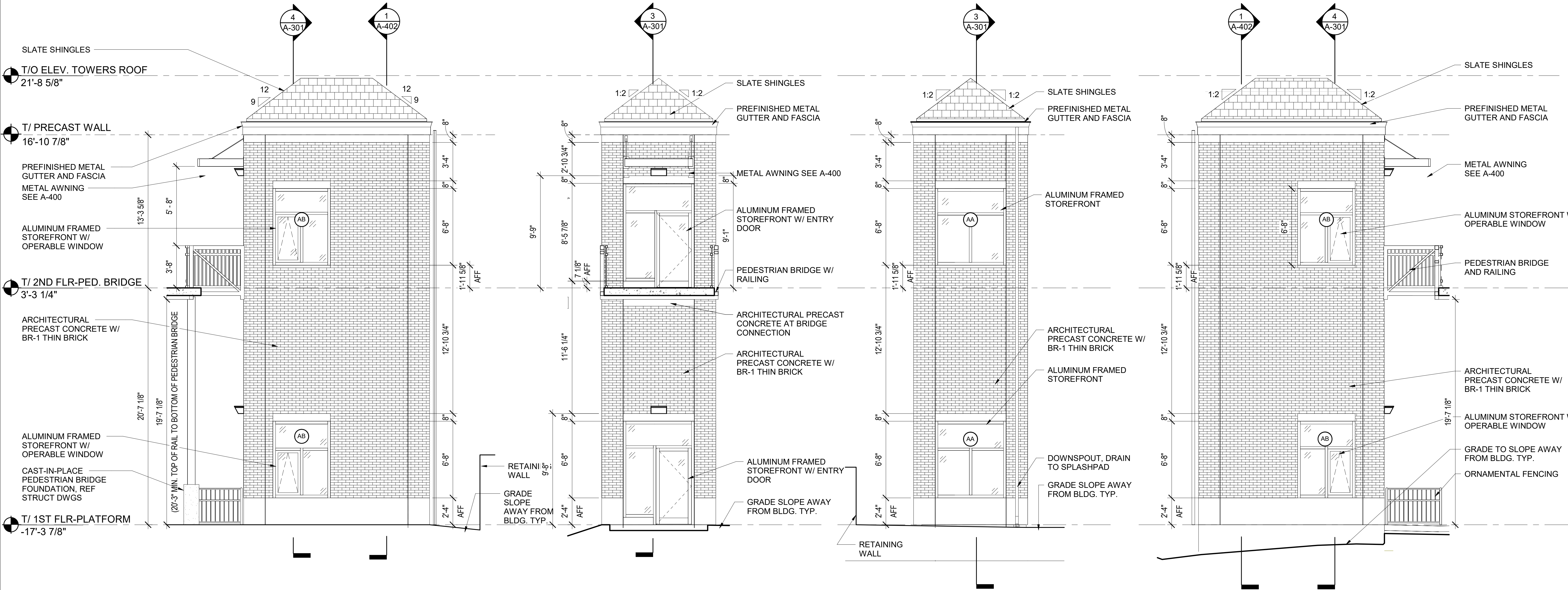
MILE POST NO.
UP-N17.70

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

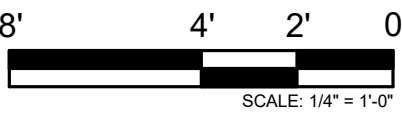


1 EXTERIOR ELEVATION
WEST ELEVATOR TOWER
WEST ELEVATION
1/4" = 1'-0"

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"



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

SUB CONSULTANT

MULLER2

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

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

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

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
EXTERIOR ELEVATIONS WEST ELEVATOR TOWER

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

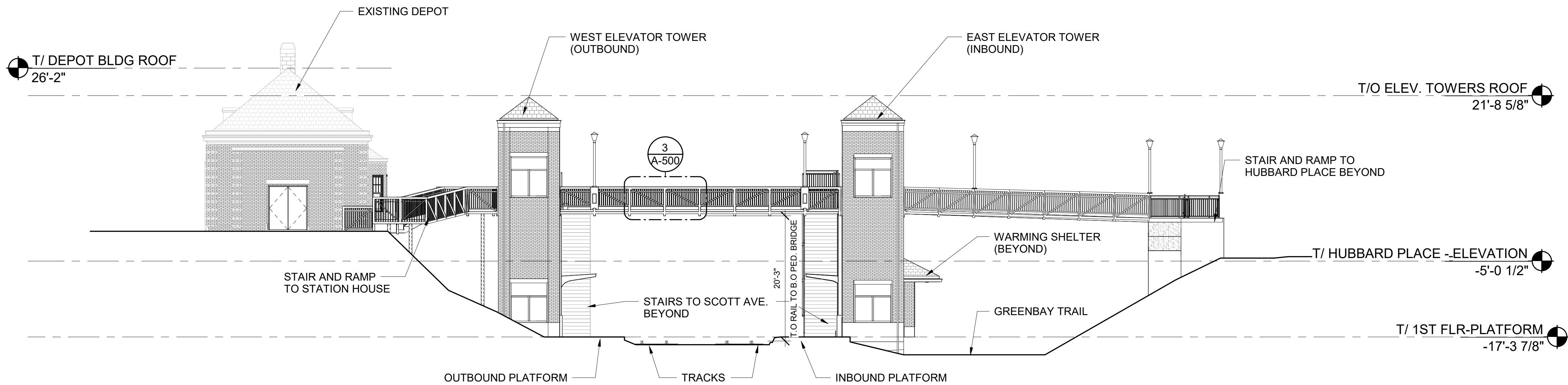
SCALE:
AS INDICATED

PROJECT NO:
JP5194

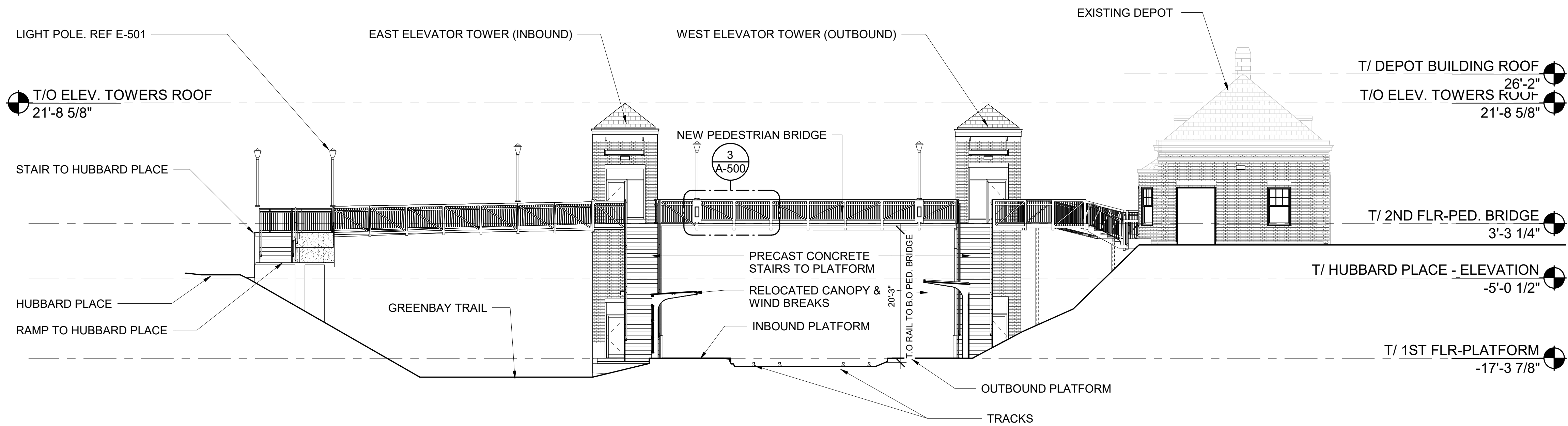
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

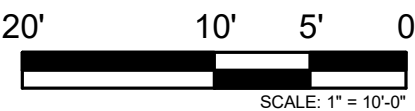
SHEET NO.
A-202



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					
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:
SITE SECTIONS

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

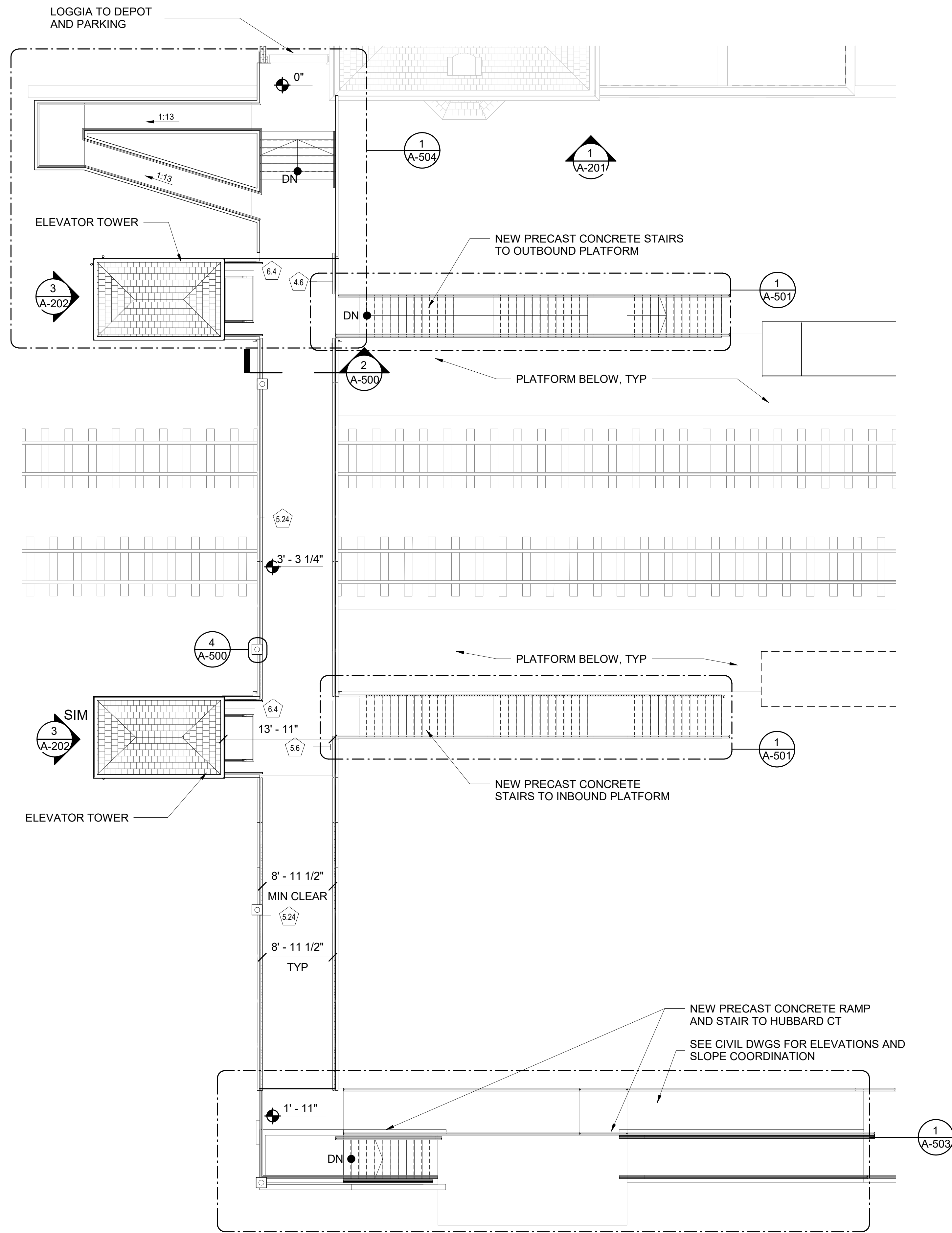
SCALE:
AS INDICATED

PROJECT NO:
JP5194

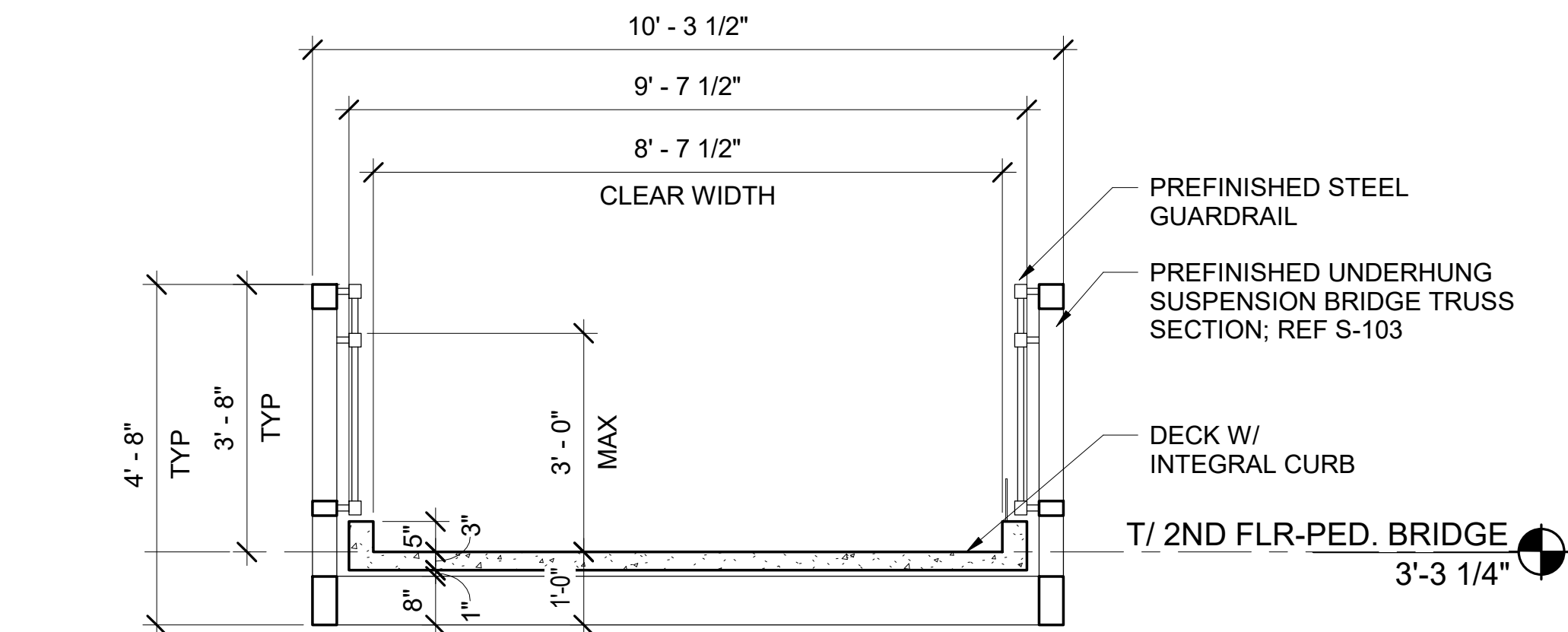
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

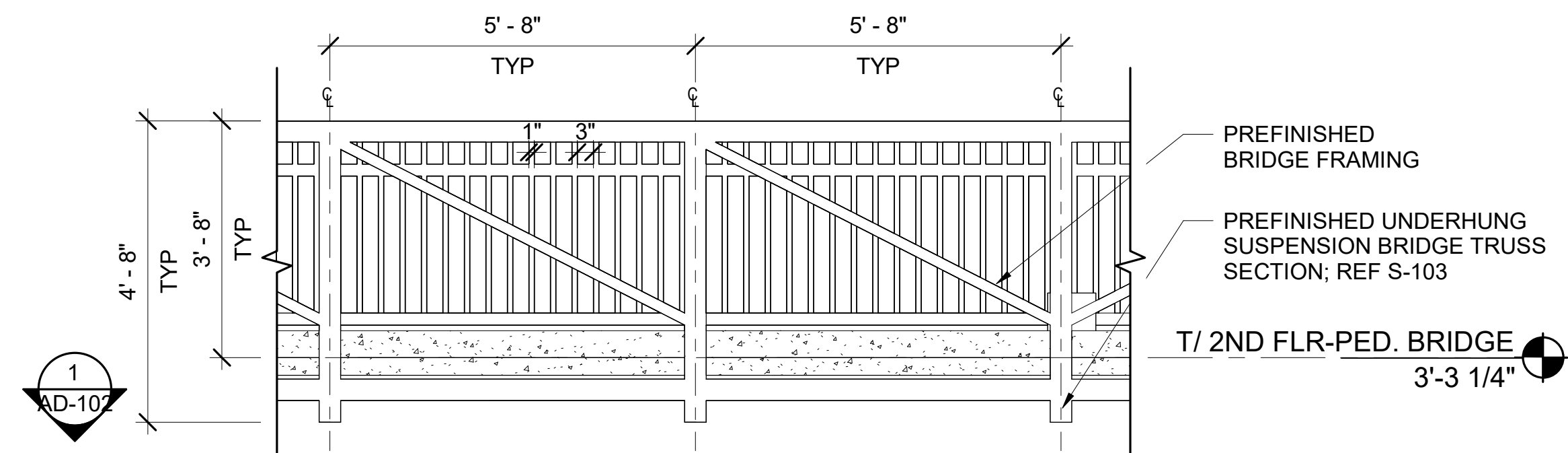
SHEET NO.
A-300



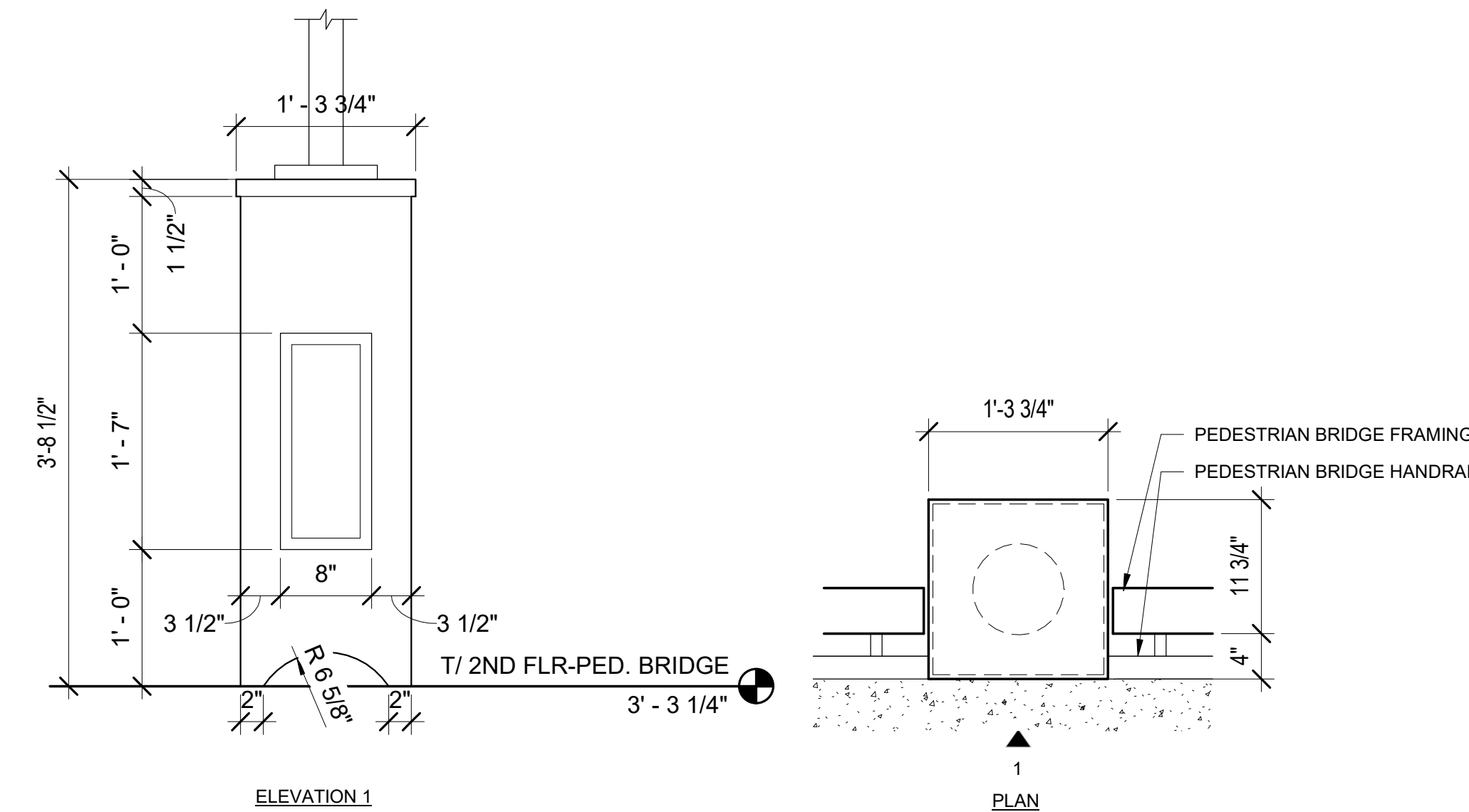
**1 ENLARGED PLAN
PEDESTRIAN BRIDGE**
1/8" = 1'-0"



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

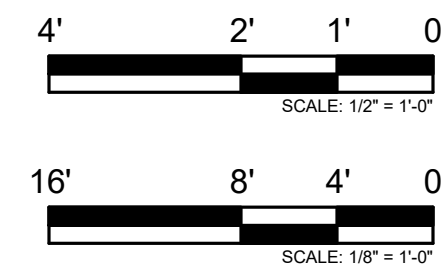
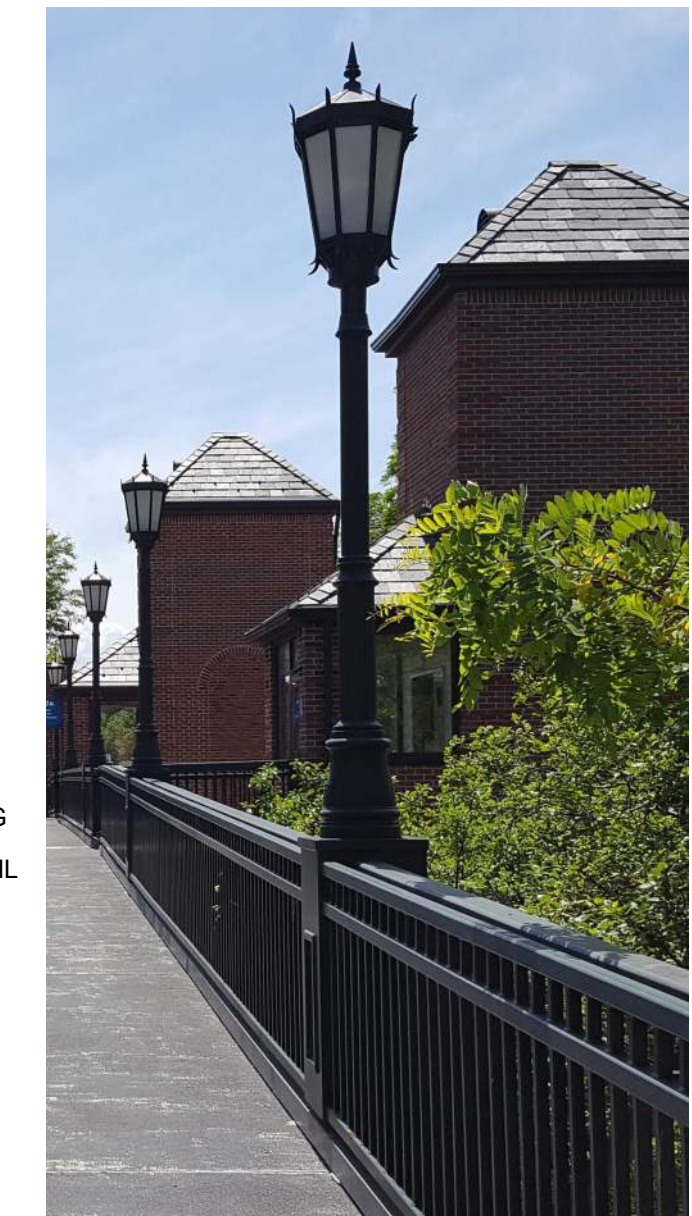


3 PEDESTRIAN BRIDGE TYPICAL RAILING ELEVATION
1/2" = 1'-0"



LIGHT POST BASE TO MATCH THOSE AT
WINNETKA STATION PEDESTRIAN BRIDGE

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



PRINTED ON: 7/12/2024 5:38:59 PM

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

SUB CONSULTANT

MULLER2

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

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

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

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

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

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

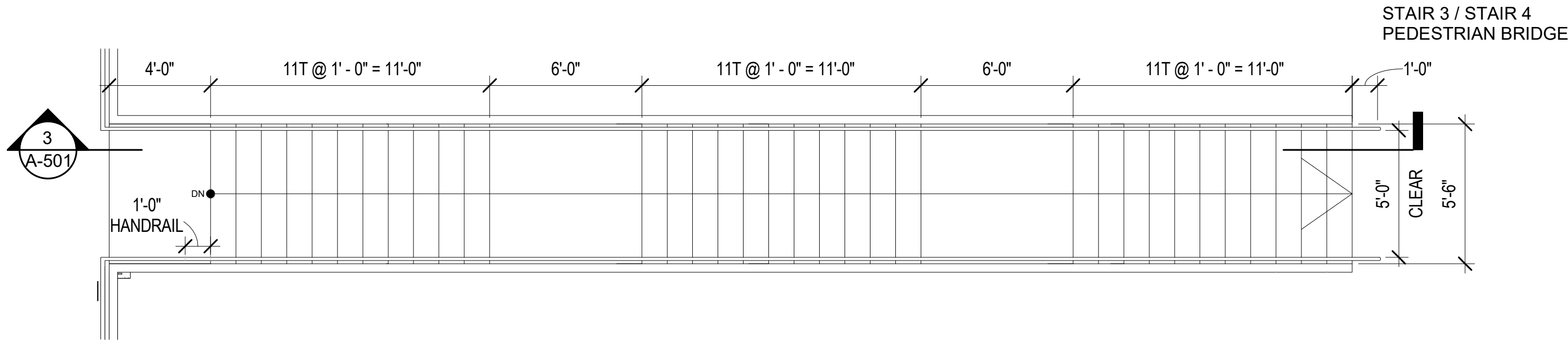
SCALE:
AS INDICATED

PROJECT NO:
JP5194

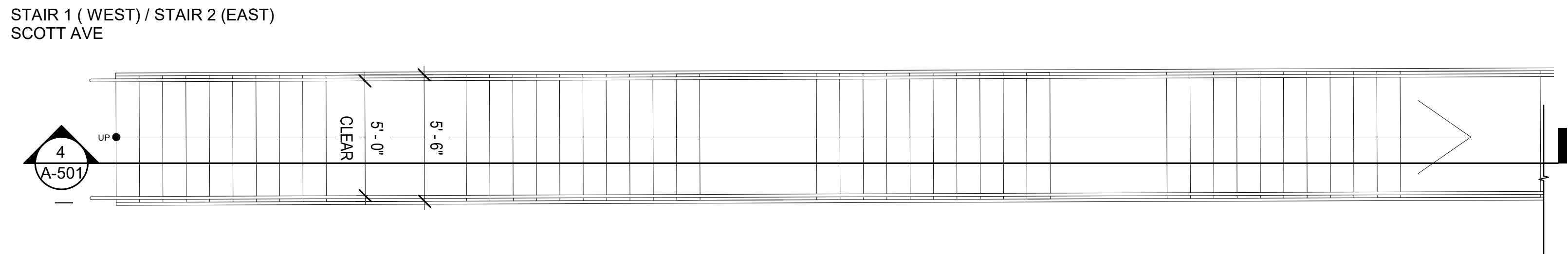
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

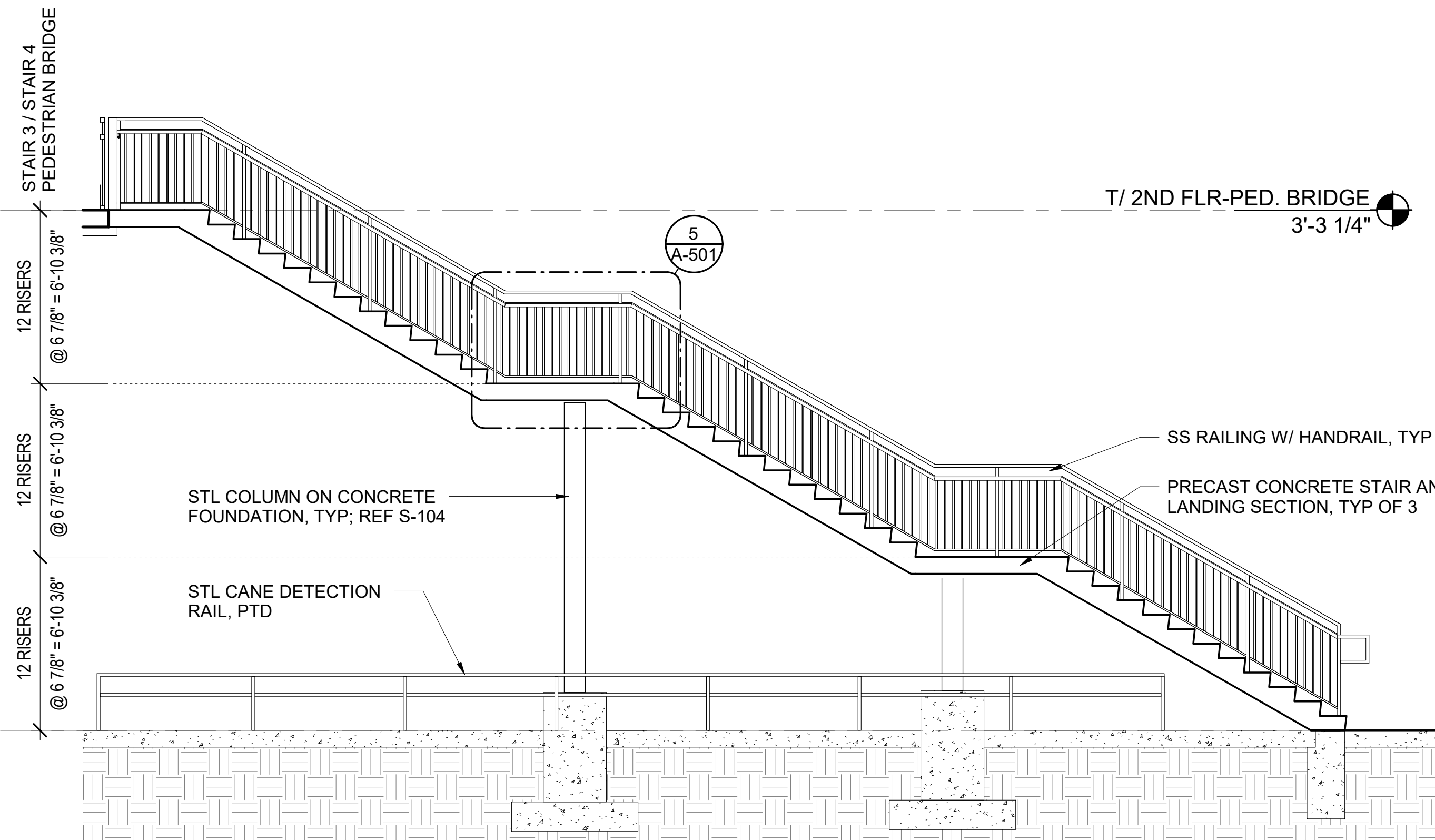
SHEET NO.
A-500



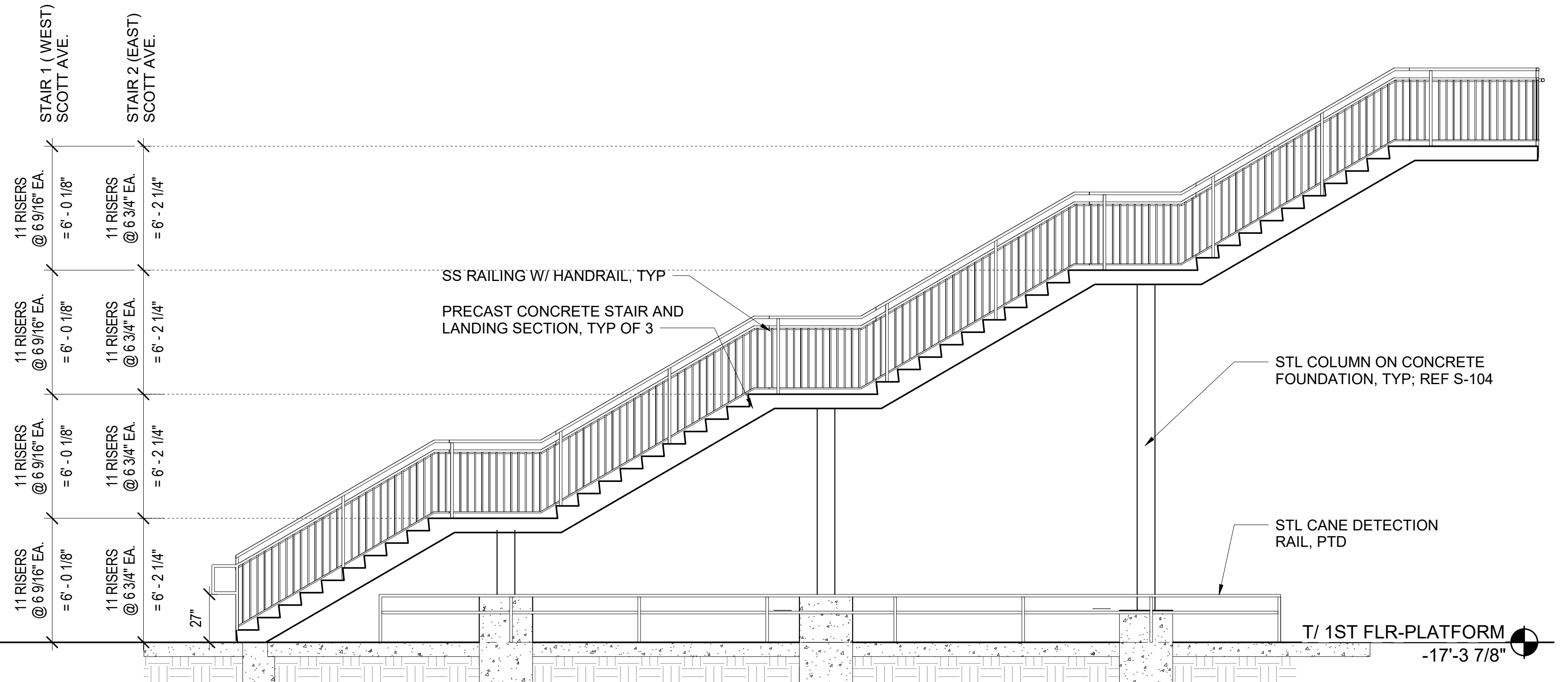
1 PLATFORM STAIRS PLAN
1/4" = 1'-0"



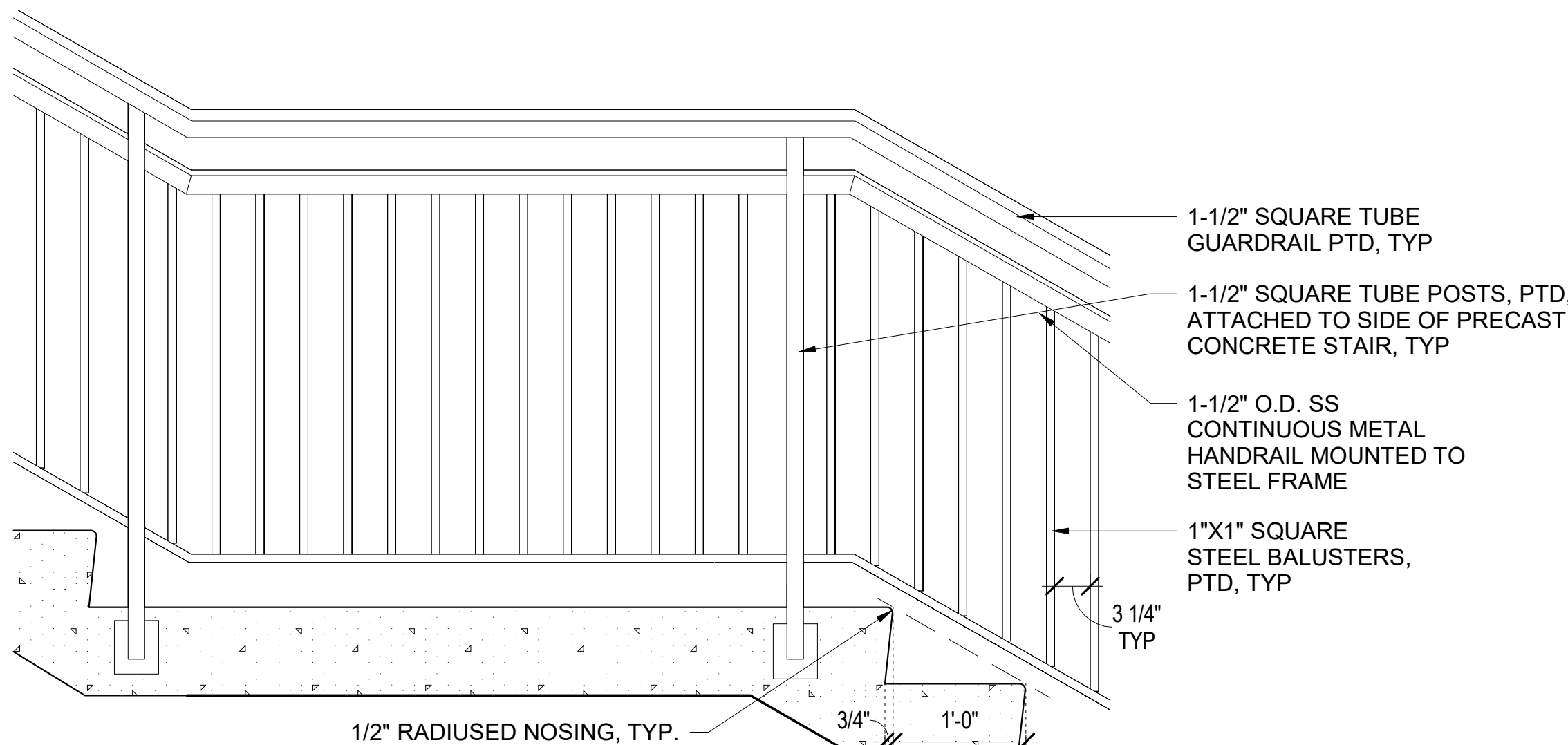
2 SCOTT AVE. STAIRS PLAN
1/4" = 1'-0"



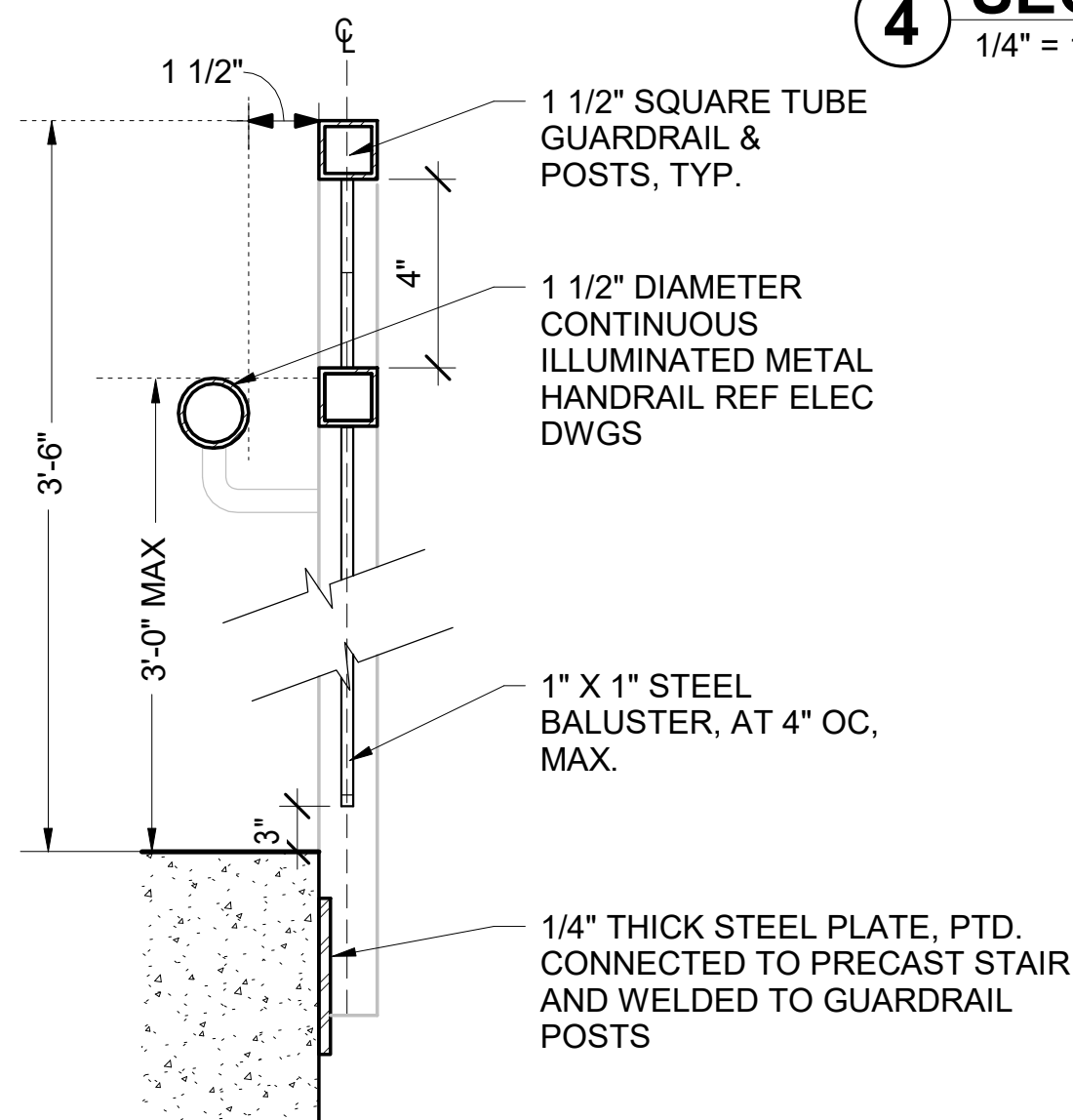
3 SECTION AT PLATFORM TYPICAL STAIR
1/4" = 1'-0"



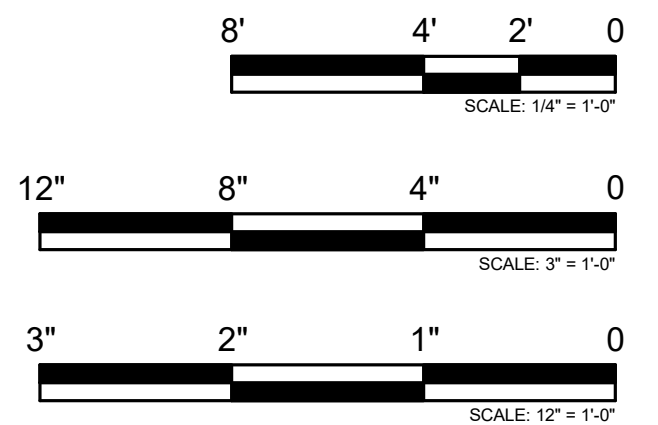
4 SECTION AT SCOTT AVE TYPICAL STAIR
1/4" = 1'-0"



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



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



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

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

SUB CONSULTANT

MULLER2

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TyLin

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

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

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
ENLARGED STAIR PLANS, SECTIONS & DETAILS

CAD FILE NUMBER:
UP-N17.70_A-501.dgn

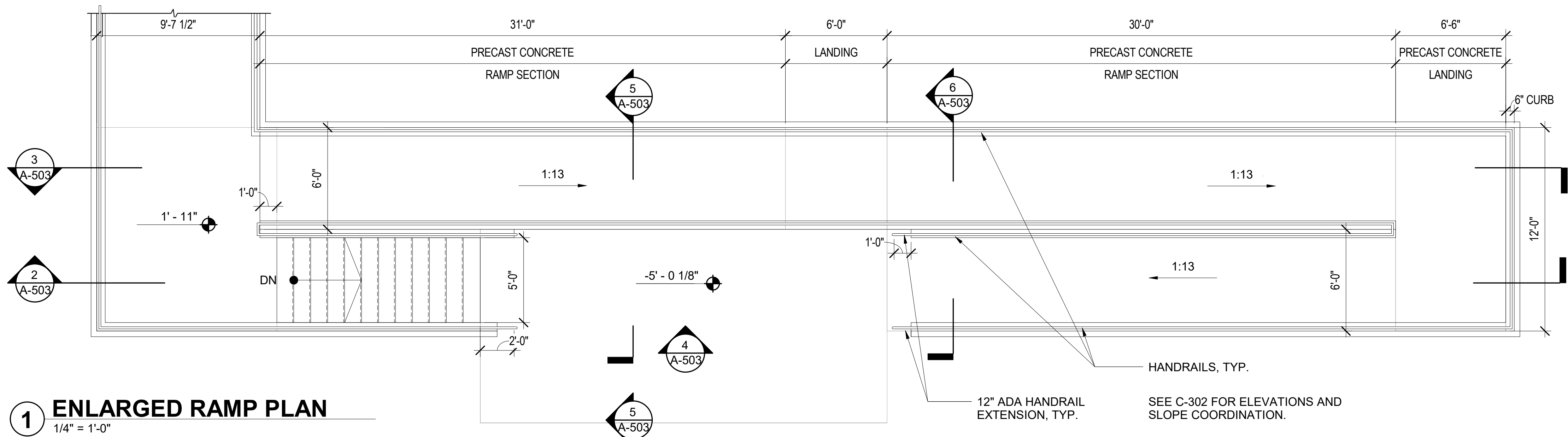
SCALE:
AS INDICATED

PROJECT NO:
JP5194

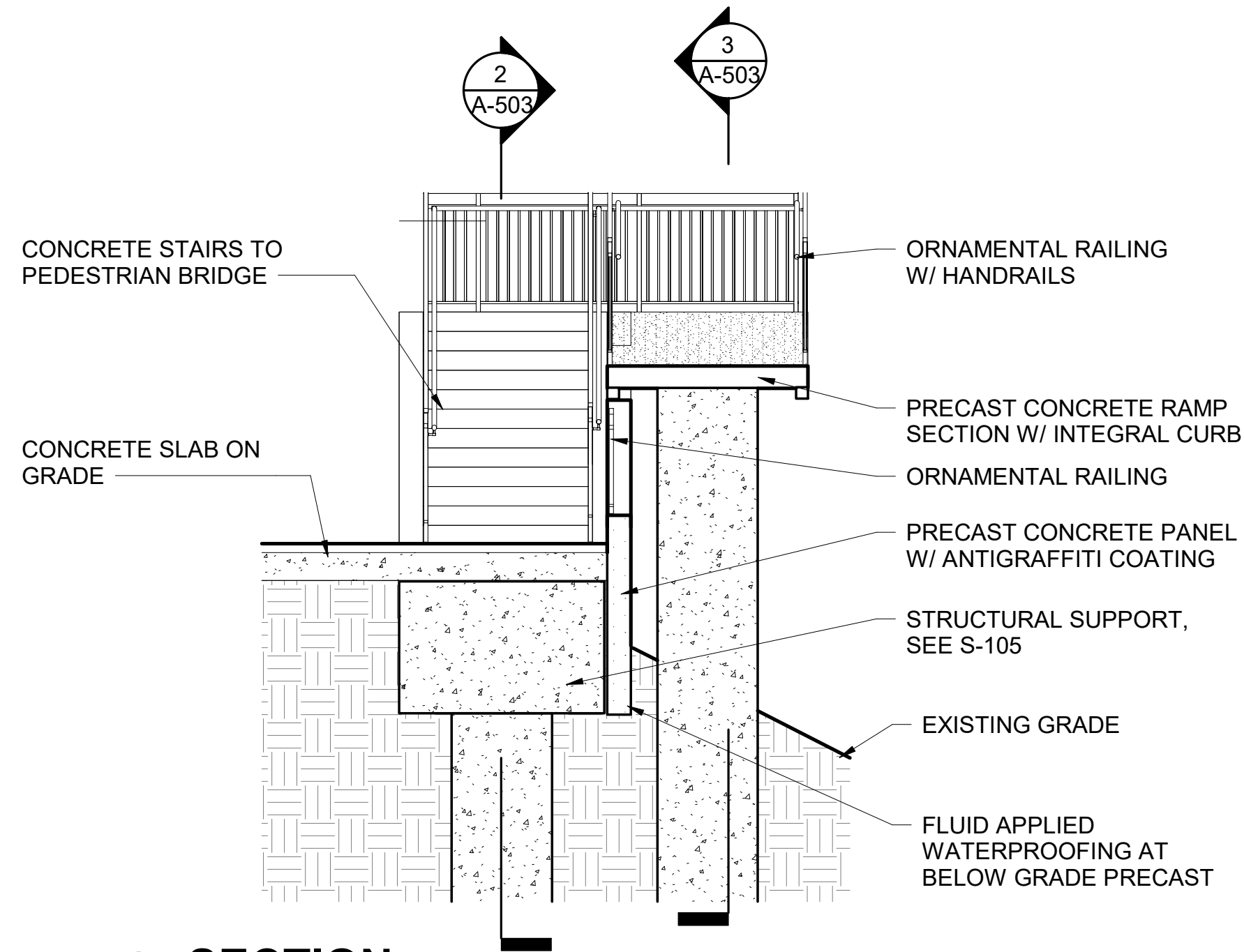
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

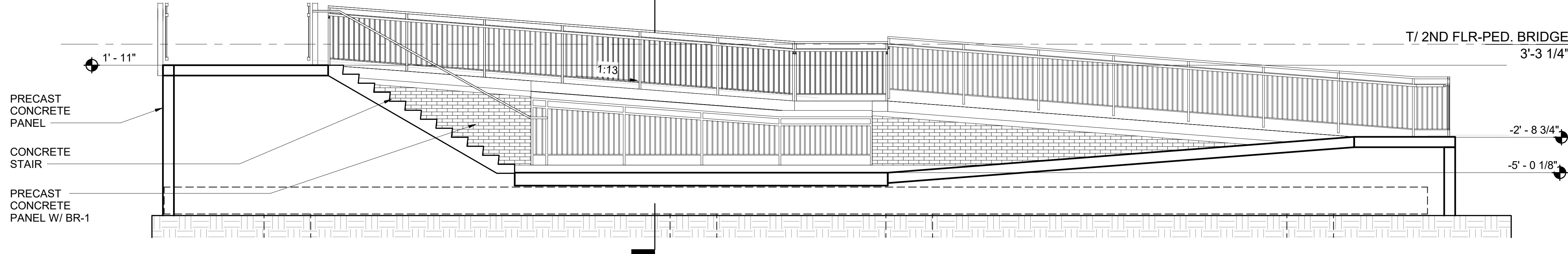
SHEET NO.
A-501



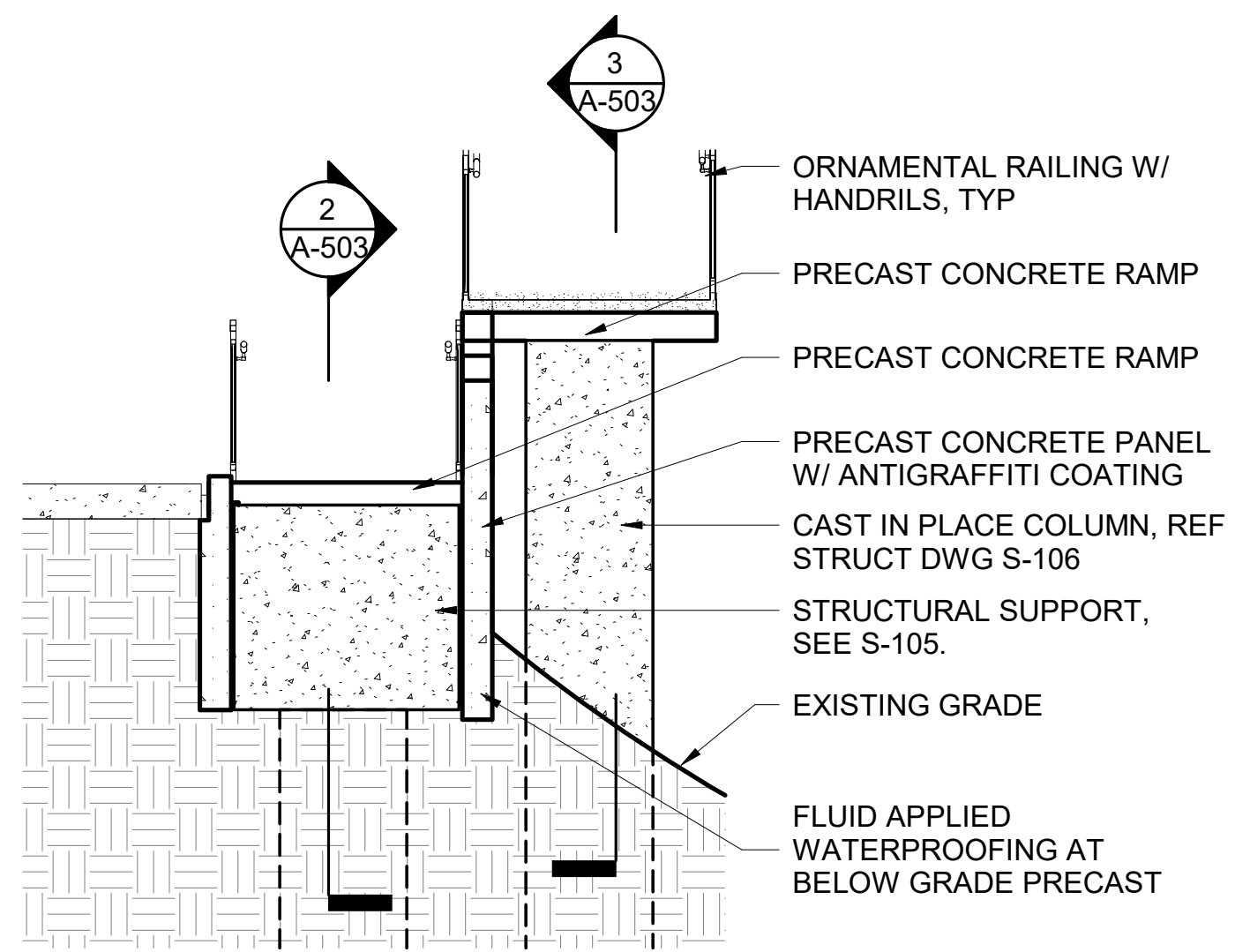
1 ENLARGED RAMP PLAN
1/4" = 1'-0"



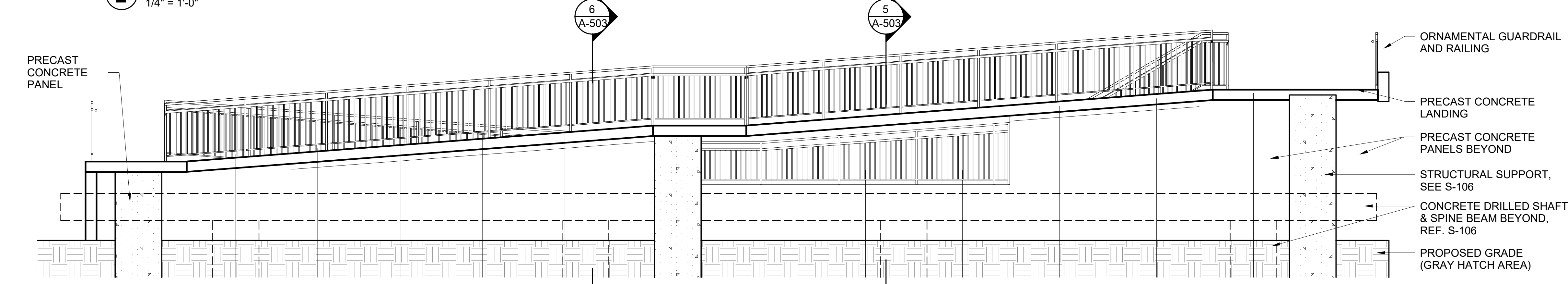
5 SECTION
1/4" = 1'-0"



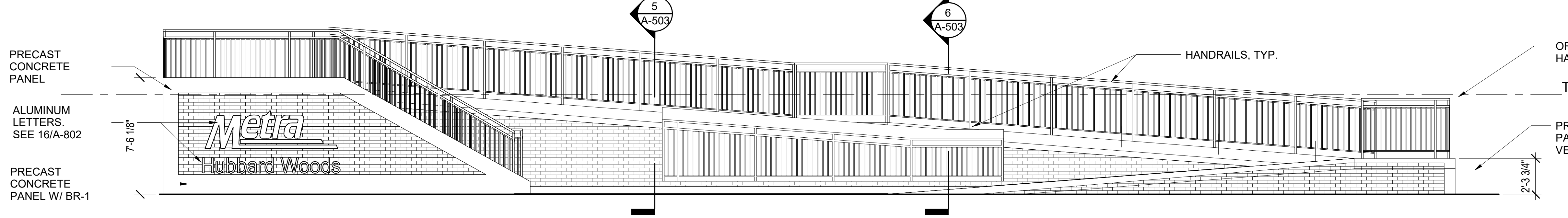
2 SECTION AT RAMP
1/4" = 1'-0"



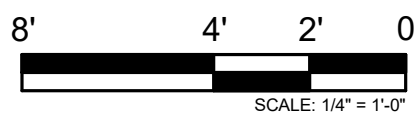
6 SECTION
1/4" = 1'-0"



3 SECTION AT RAMP
1/4" = 1'-0"



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



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

SUB CONSULTANT

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

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

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

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

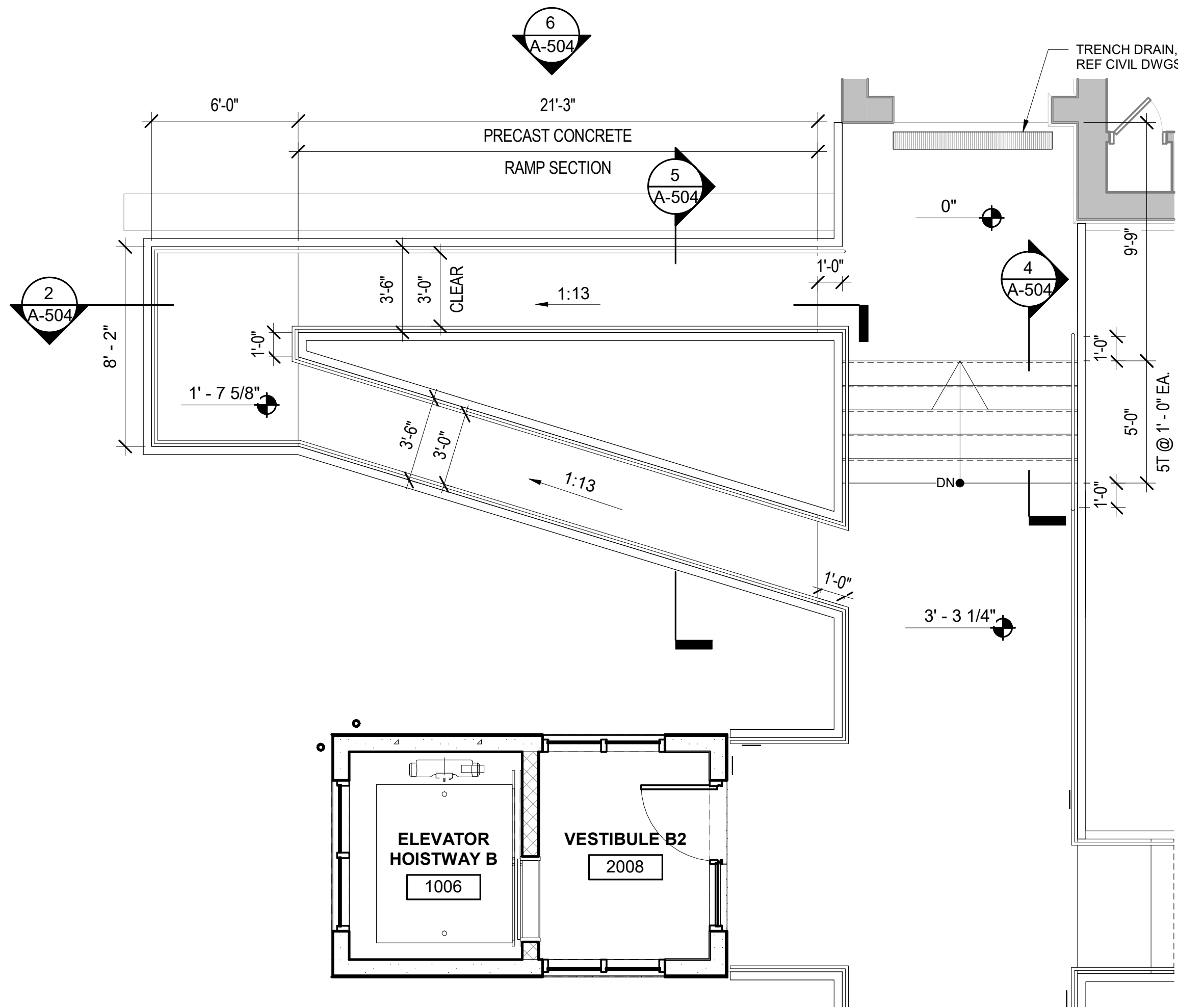
SCALE:
AS INDICATED

PROJECT NO:
JP5194

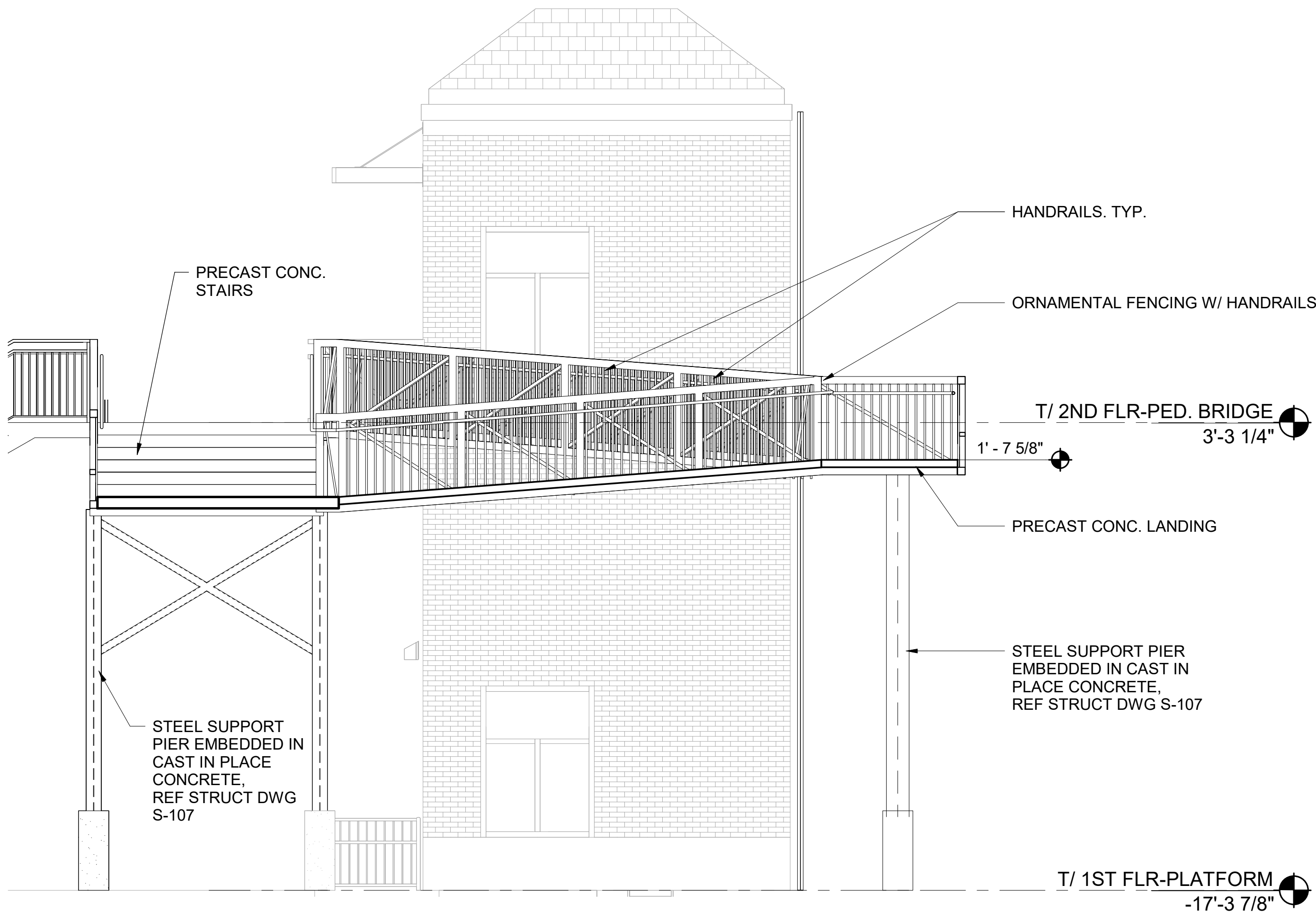
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

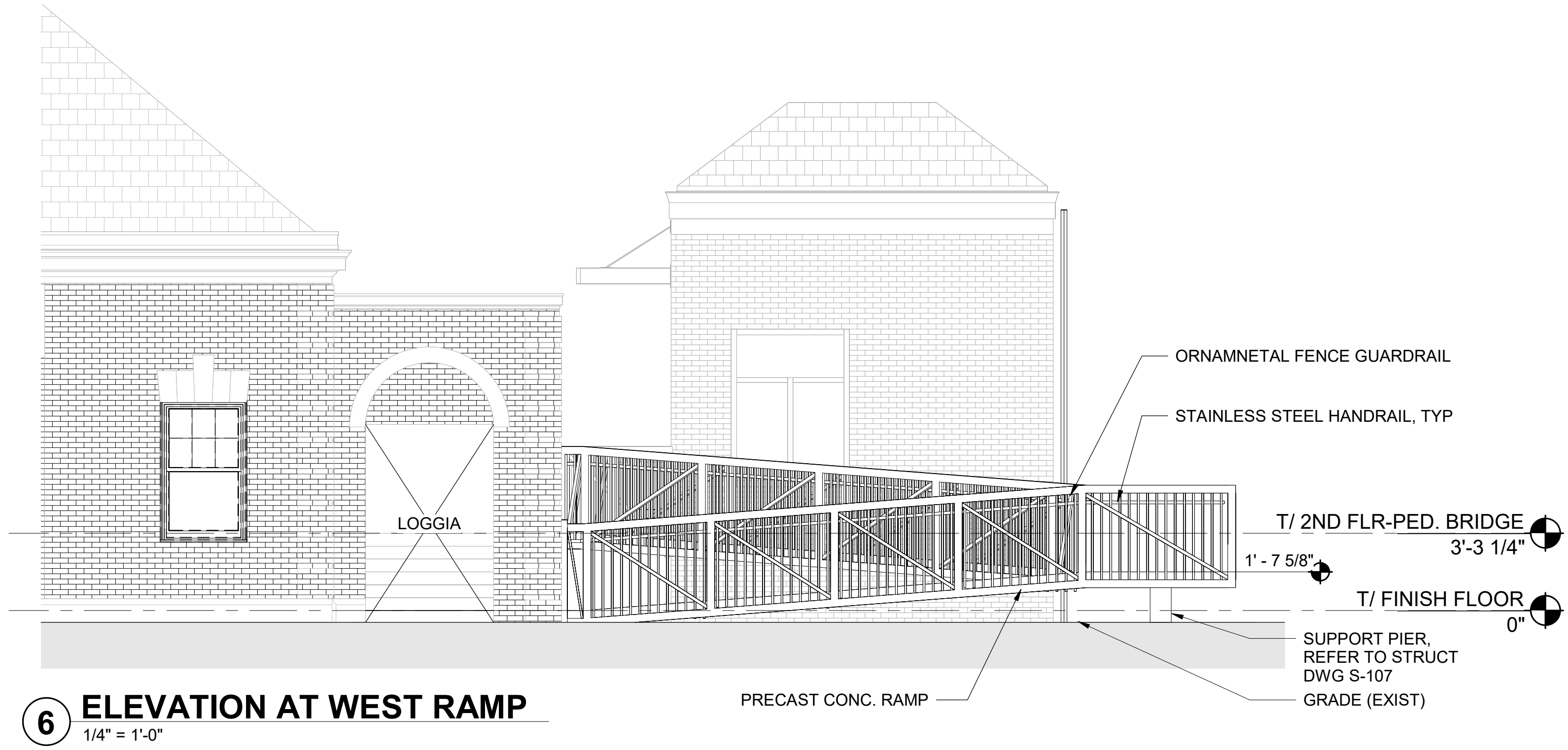
SHEET NO.
A-503



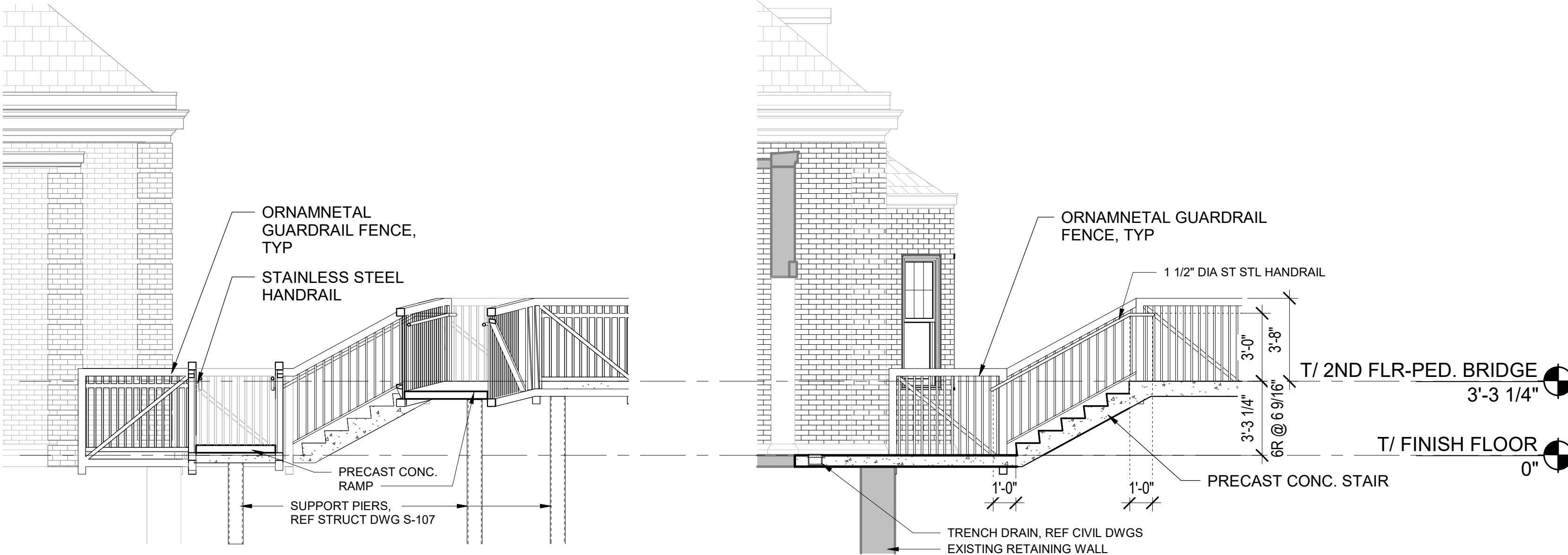
1 ENLARGED WEST RAMP PLAN
1/4" = 1'-0"



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

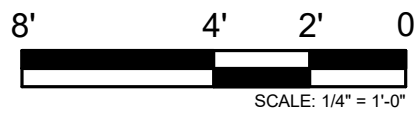


6 ELEVATION AT WEST RAMP
1/4" = 1'-0"



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

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



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

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

SUB CONSULTANT

MULLER2

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

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

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

Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
ENLARGED RAMP PLAN, SECTIONS & DETAILS

CAD FILE NUMBER:
UP-N17.70_A-504.dgn

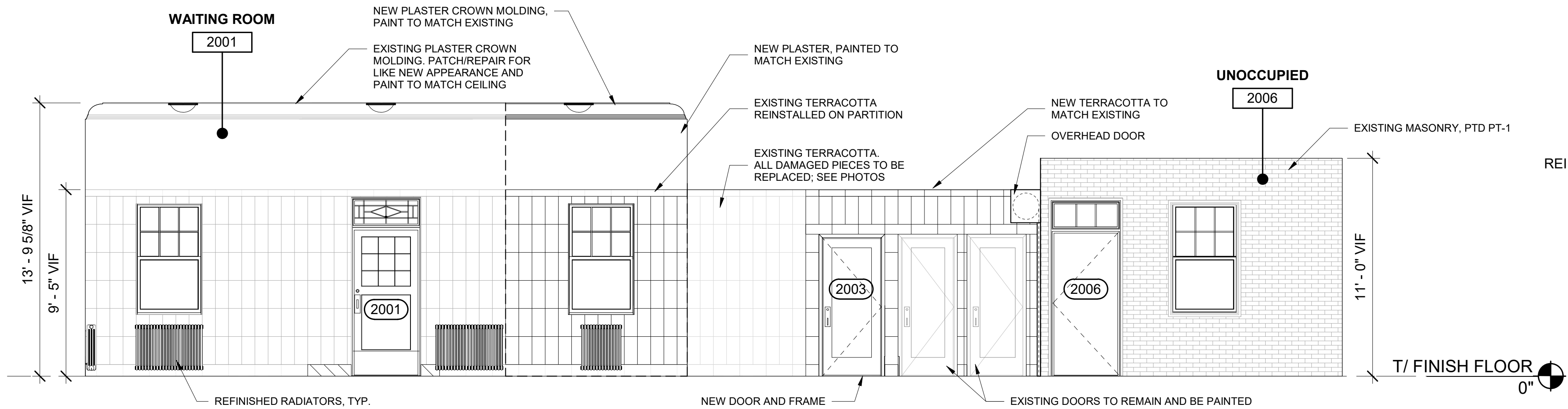
SCALE:
AS INDICATED

PROJECT NO:
JP5194

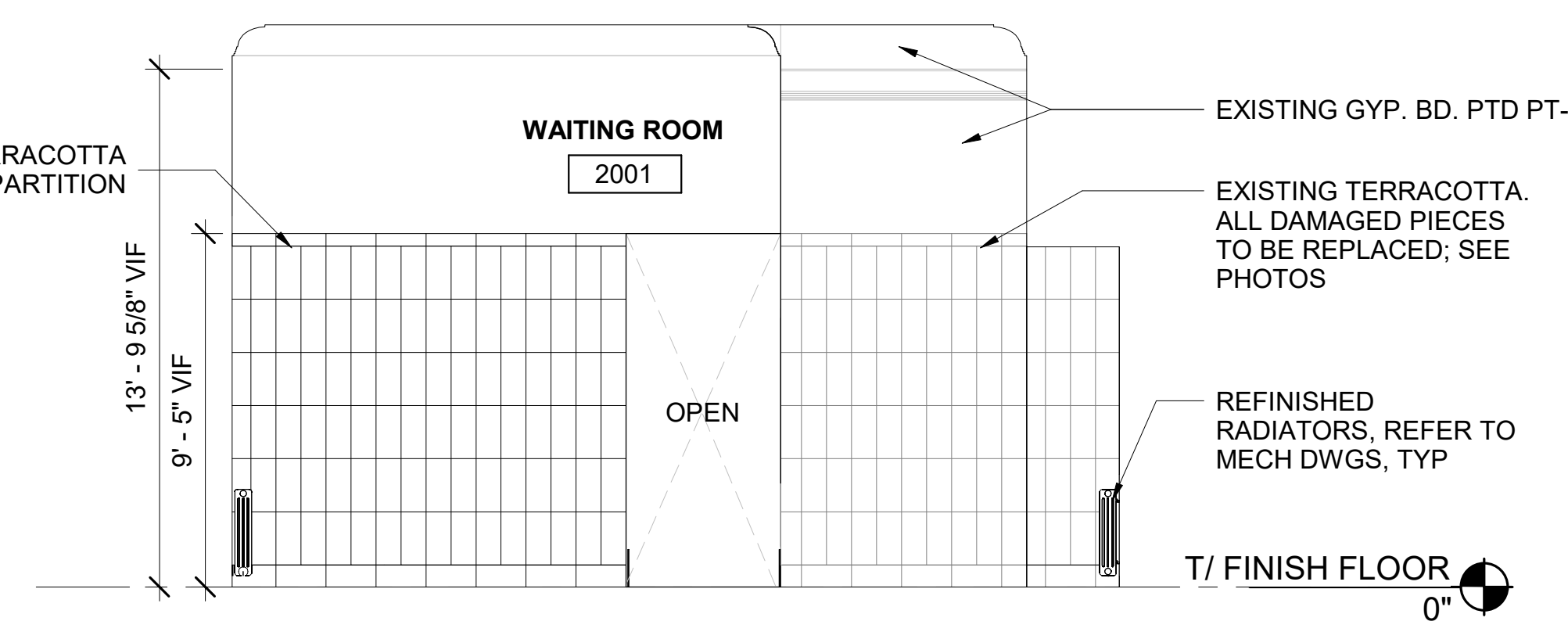
MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

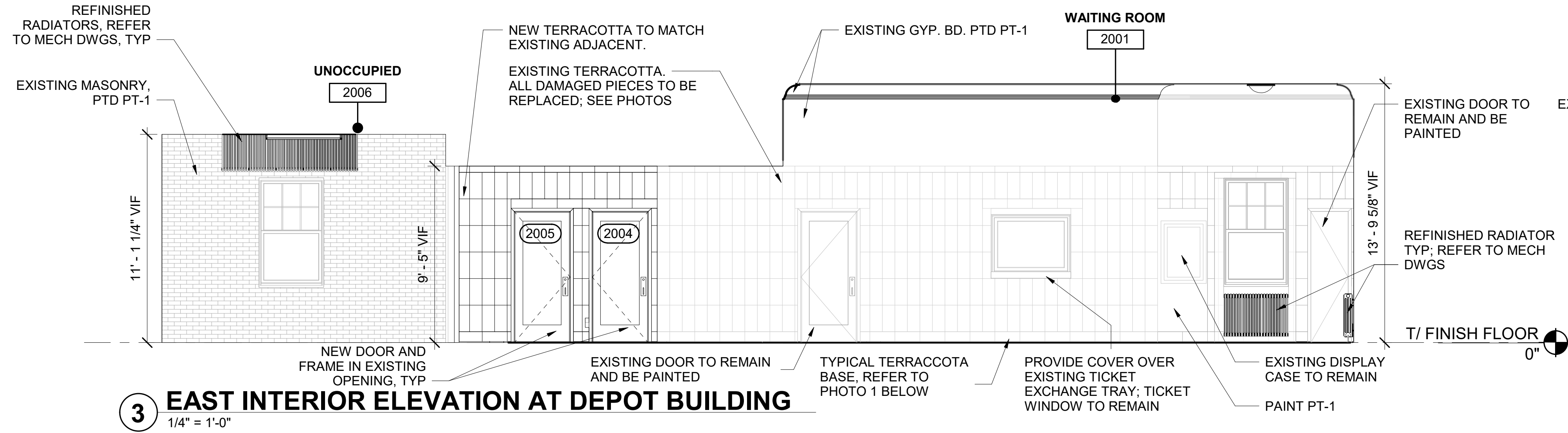
SHEET NO.
A-504



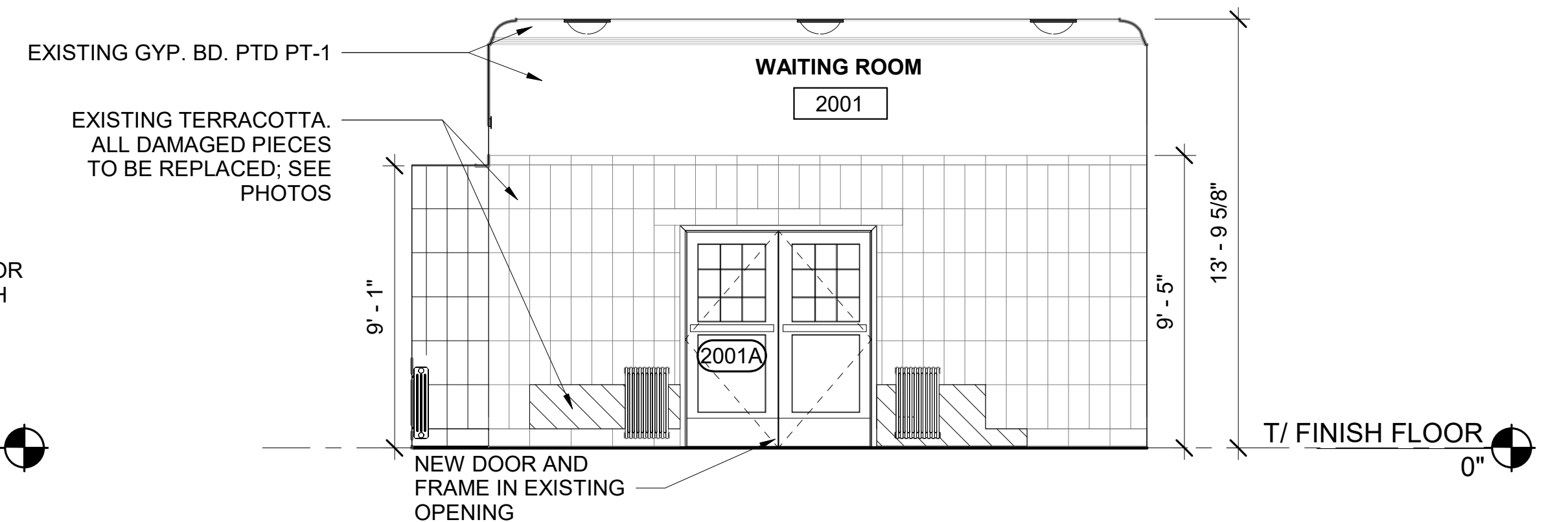
1 WEST INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



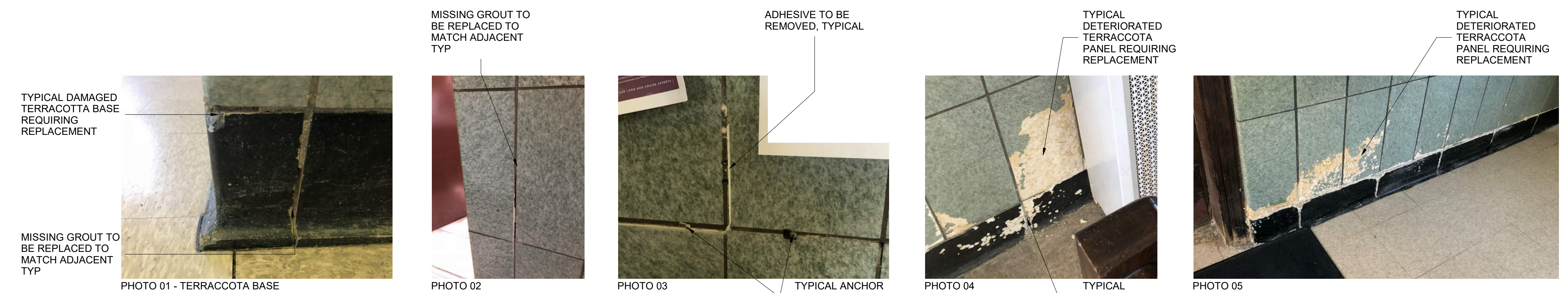
2 NORTH INTERIOR ELEVATION AT DEPOT BUILDING
1/4" = 1'-0"



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



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



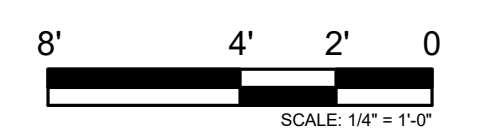
5 DAMAGED TERRACOTTA PHOTOS
1/4" = 1'-0"

LEGEND

TERRACOTTA REQUIRING REPLACEMENT AND/OR REPAIR

GENERAL NOTES

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



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

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

SUB CONSULTANT

MULLER2

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

TYLin

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

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

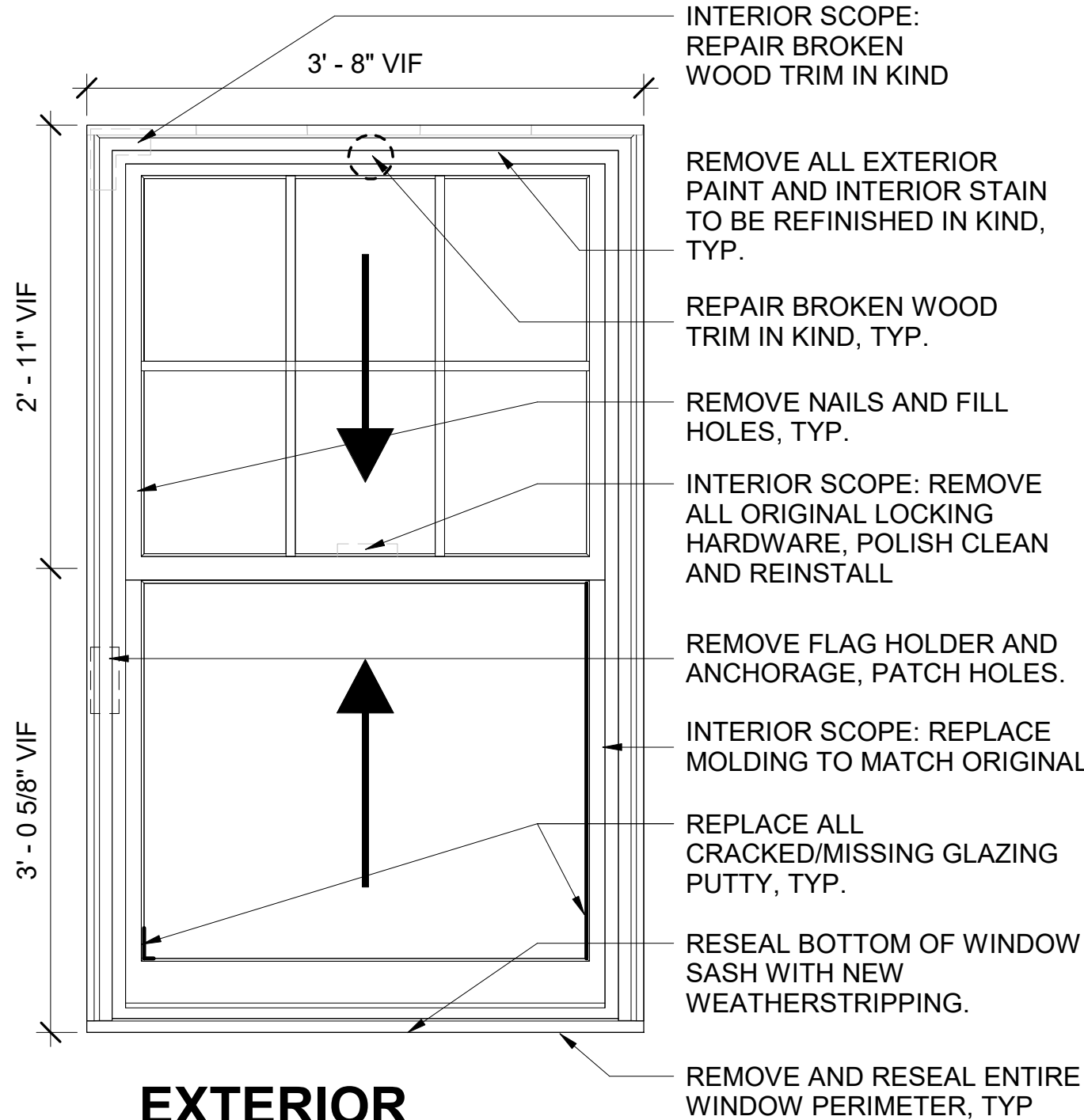
Metra

ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:
HUBBARD WOODS STATION

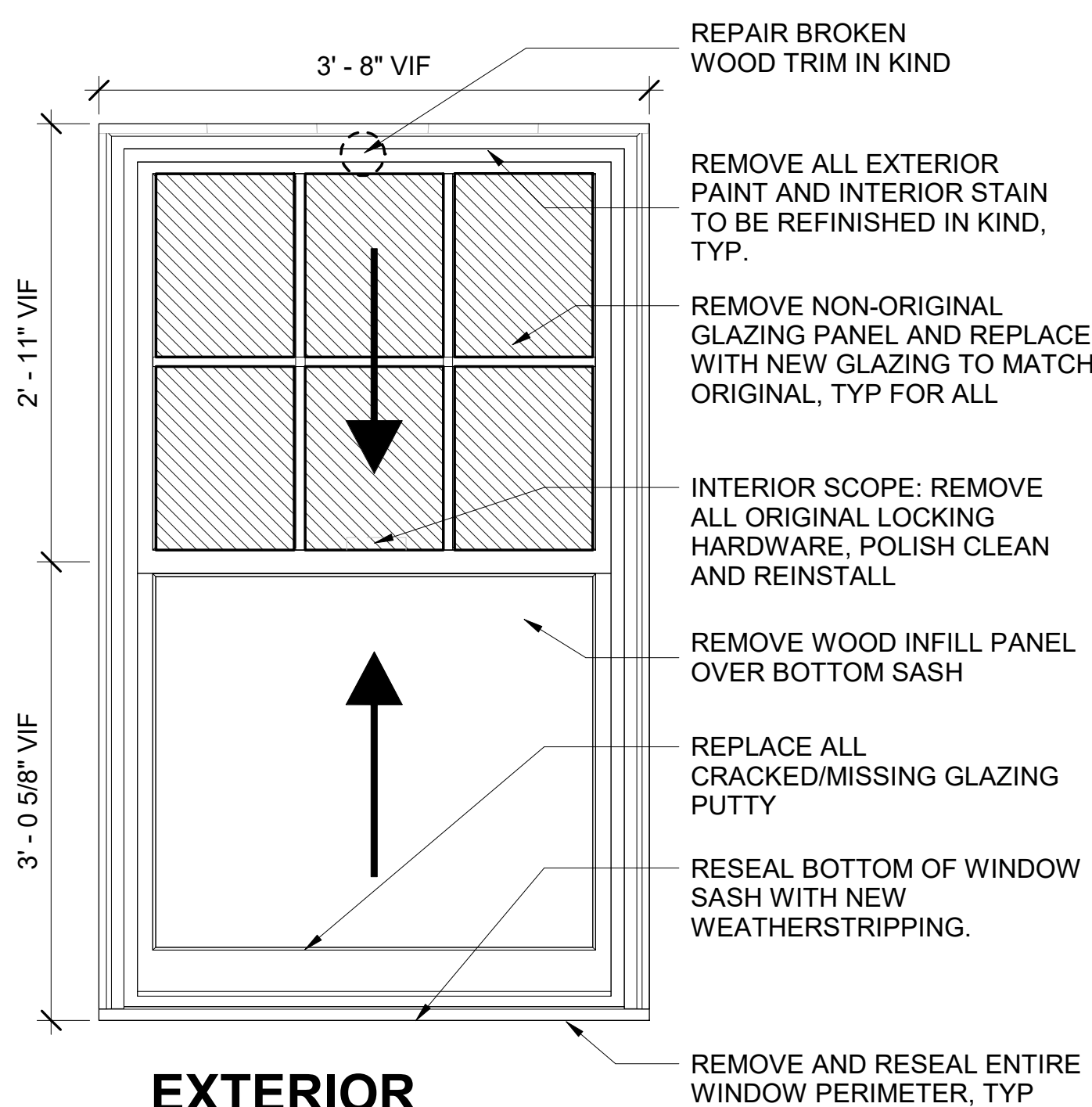
TITLE:
INTERIOR ELEVATIONS DEPOT

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



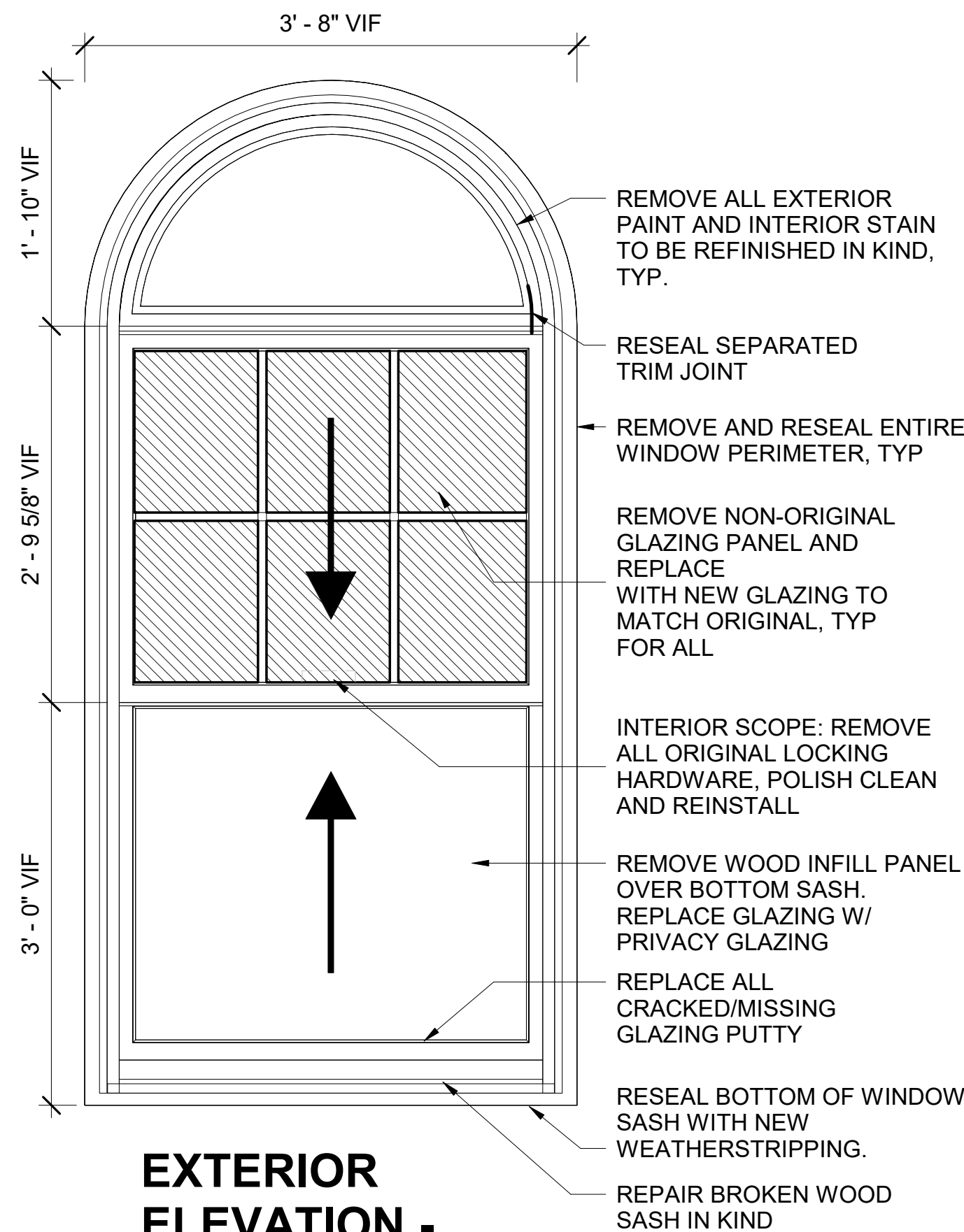
EXTERIOR ELEVATION - WINDOW 1

1
1" = 1'-0"



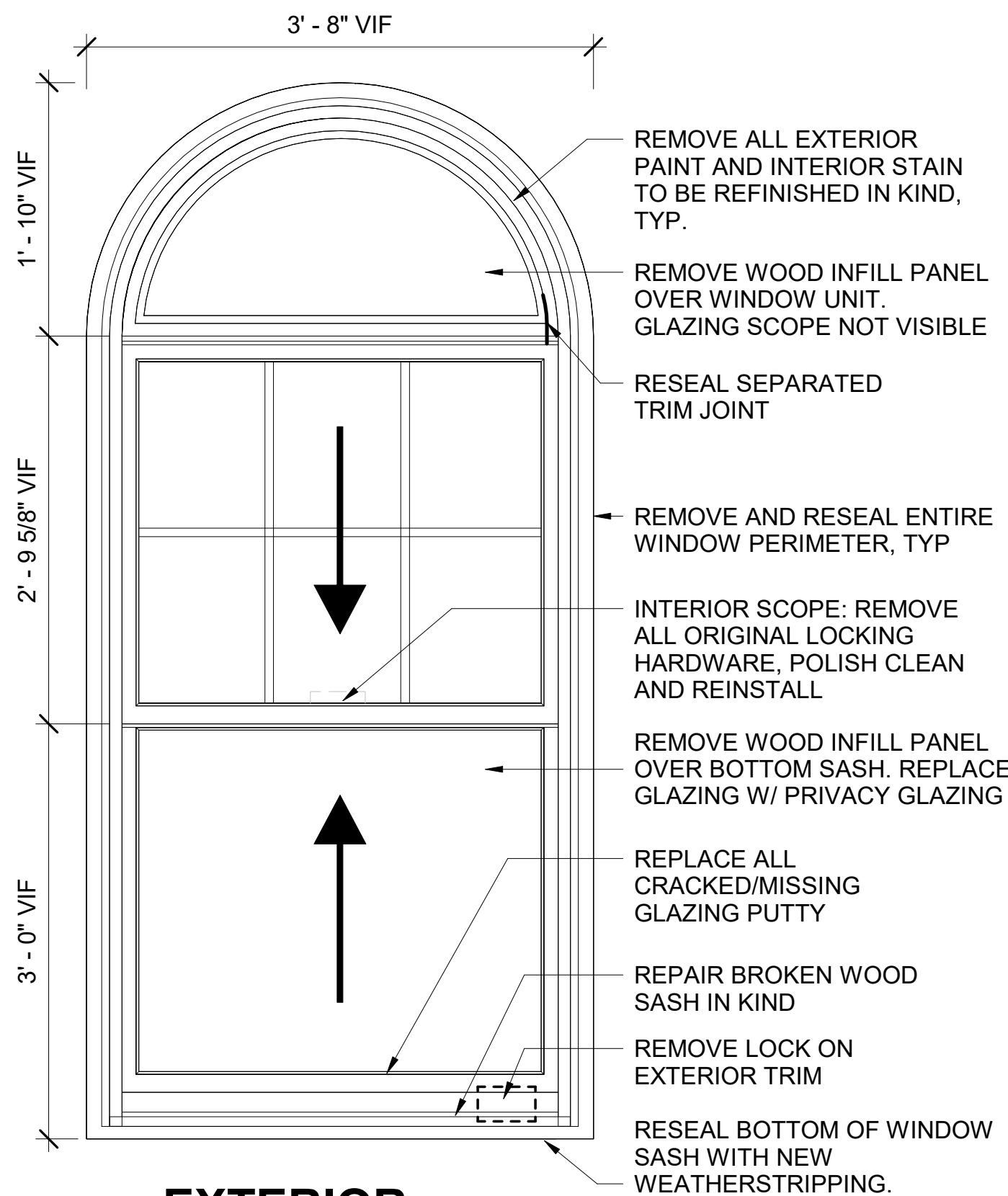
EXTERIOR ELEVATION - WINDOW 2

2
1" = 1'-0"



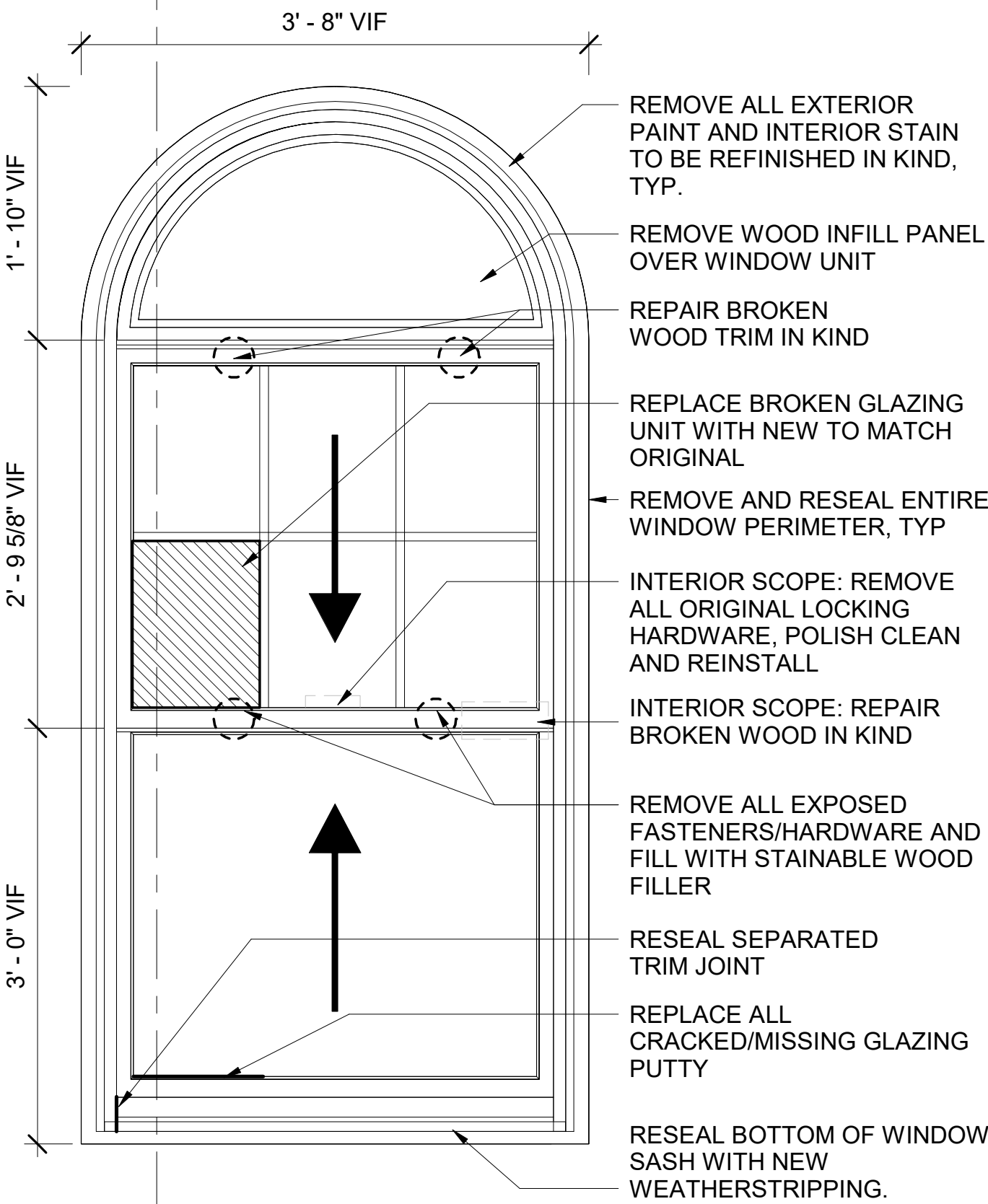
EXTERIOR ELEVATION - WINDOW 3

3
1" = 1'-0"



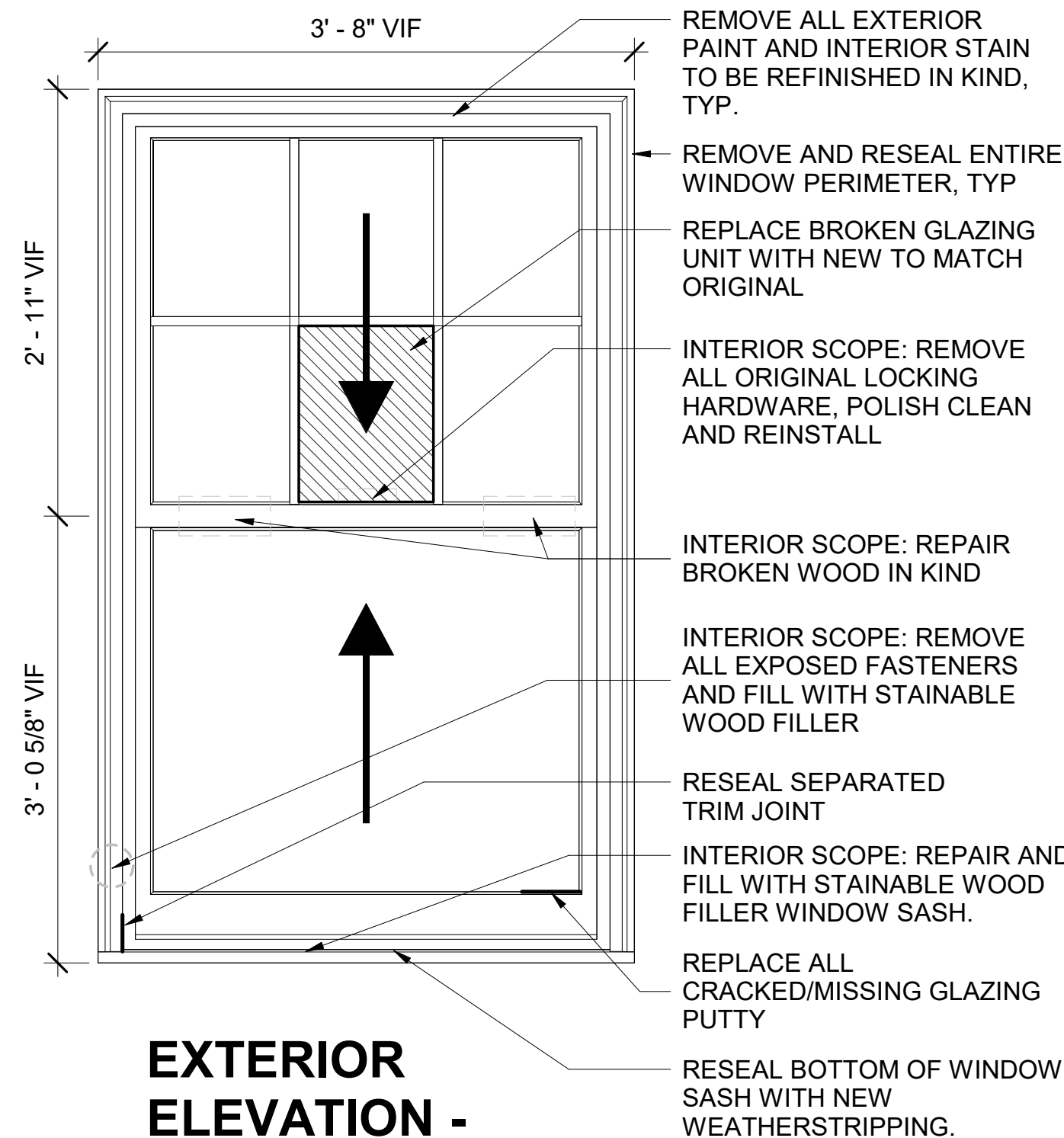
EXTERIOR ELEVATION - WINDOW 4

4
1" = 1'-0"



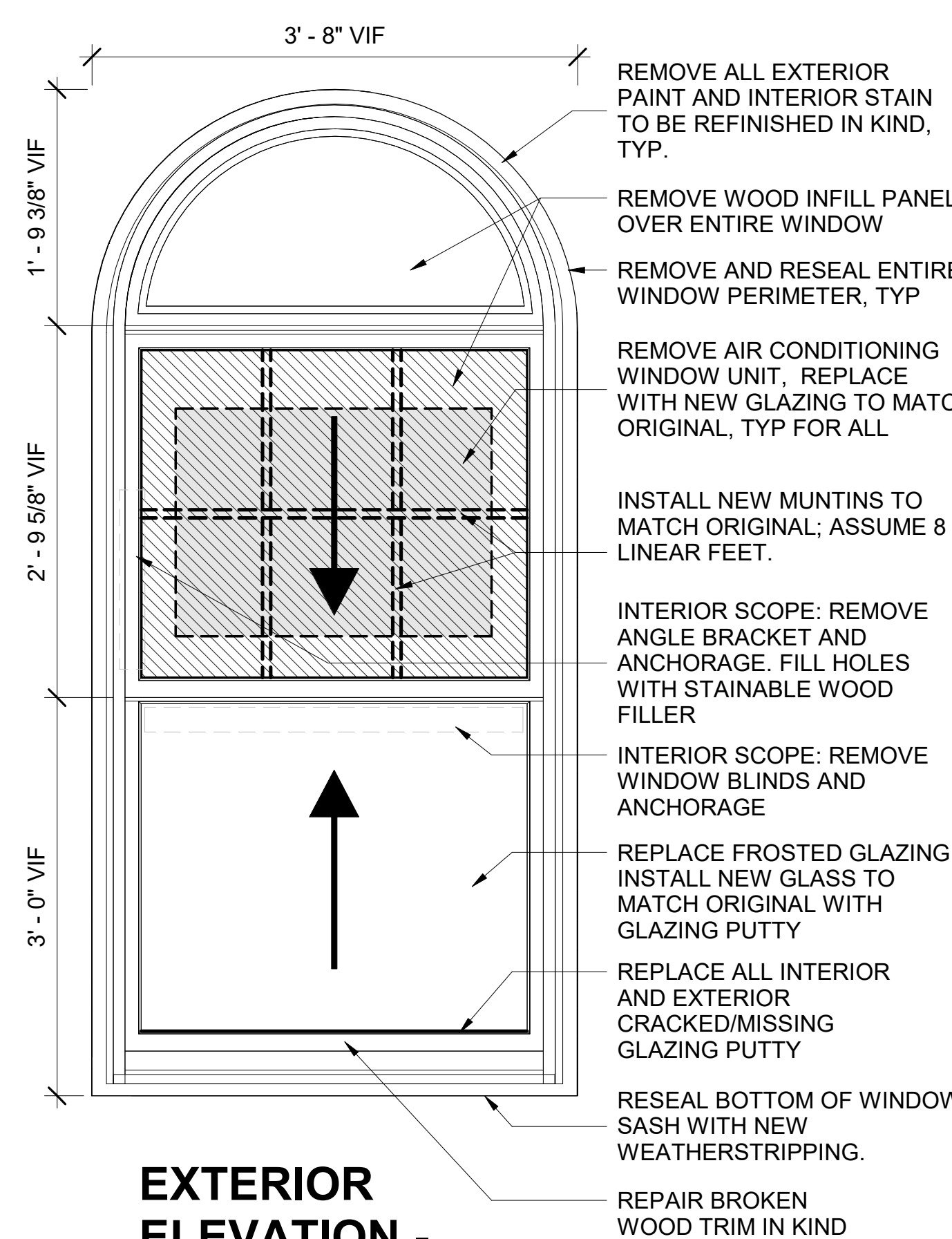
EXTERIOR ELEVATION - WINDOW 5

5
1" = 1'-0"



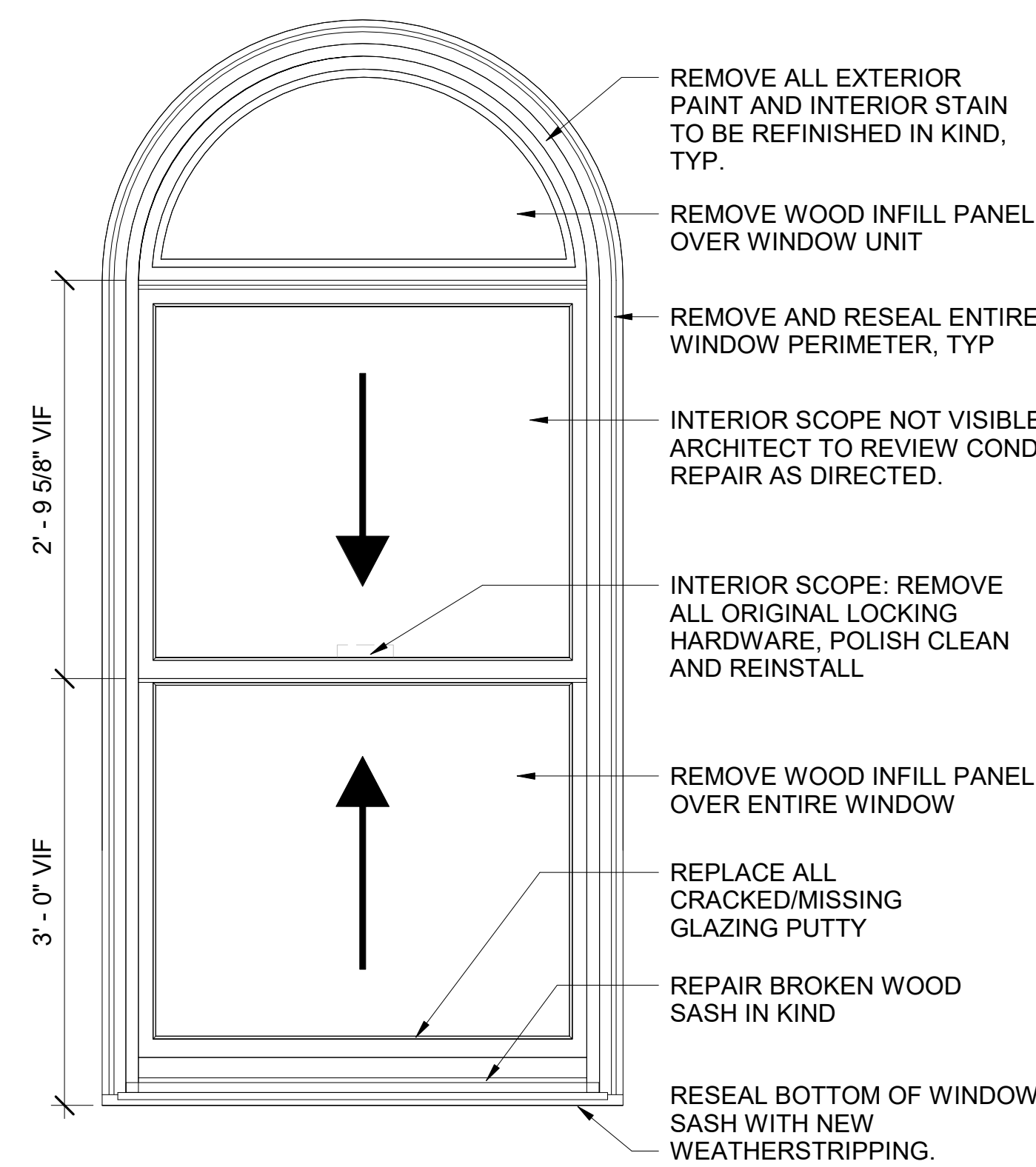
EXTERIOR ELEVATION - WINDOW 6

6
1" = 1'-0"



EXTERIOR ELEVATION - WINDOW 7

7
1" = 1'-0"



EXTERIOR ELEVATION - WINDOW 8

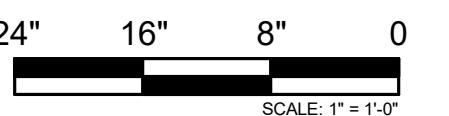
8
1" = 1'-0"

RESTORATION LEGEND

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

GENERAL NOTES

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



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

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

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

PRIMARY CONSULTANT	
SEAL SIGNATURE	

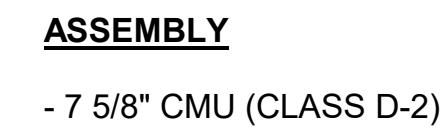
PRIMARY CONSULTANT:	
	
200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	

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

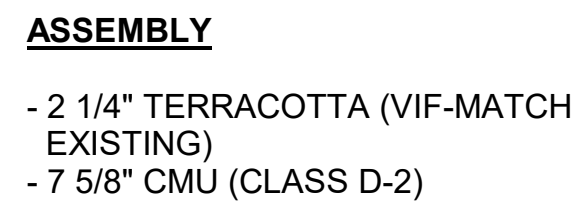
	
ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	

LOCATION NAME: HUBBARD WOODS STATION	
TITLE: WINDOWS RESTORATIONS	

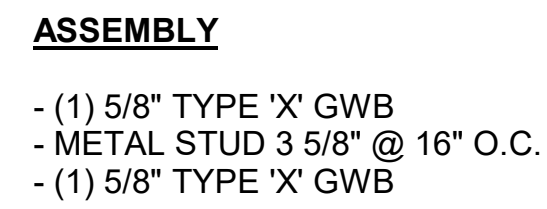
CAD FILE NUMBER: UP-N17.70_A-602.dgn	DISTRICT: UP-N
SCALE: AS INDICATED	SHEET NO. A-602
PROJECT NO: JP5194	
MILE POST NO. UP-N17.70	



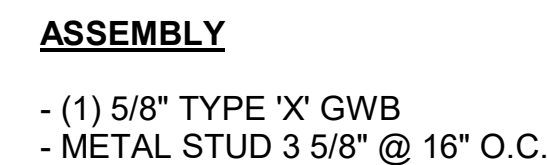
FIRE RATING: 1HR UL BASIS: U905
STC: 47



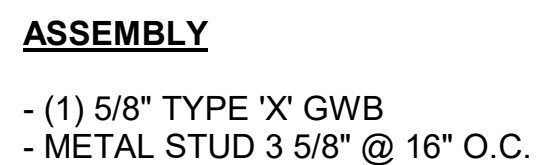
FIRE RATING: 1HR UL BASIS: U905
STC: 47



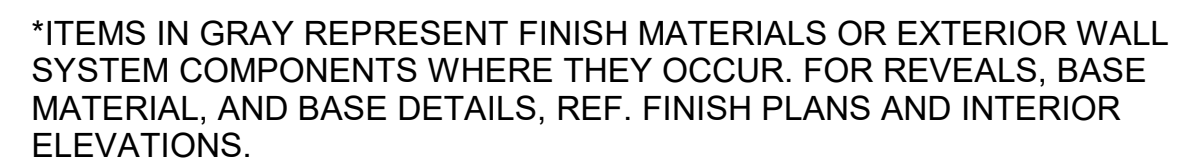
FIRE RATING: 1HR UL BASIS: U419
STC: 47

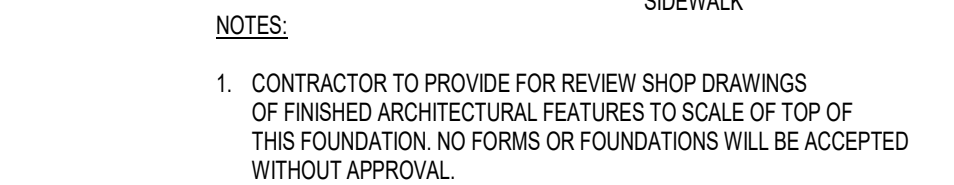


FIRE RATING: 1HR UL BASIS: U419
STC: 47



FIRE RATING: 1HR UL BASIS: U419
STC: 47

Page 109 of 216



DIMENSION	20" POLE (STANDARD)
R	12"
S	24"
T	4"







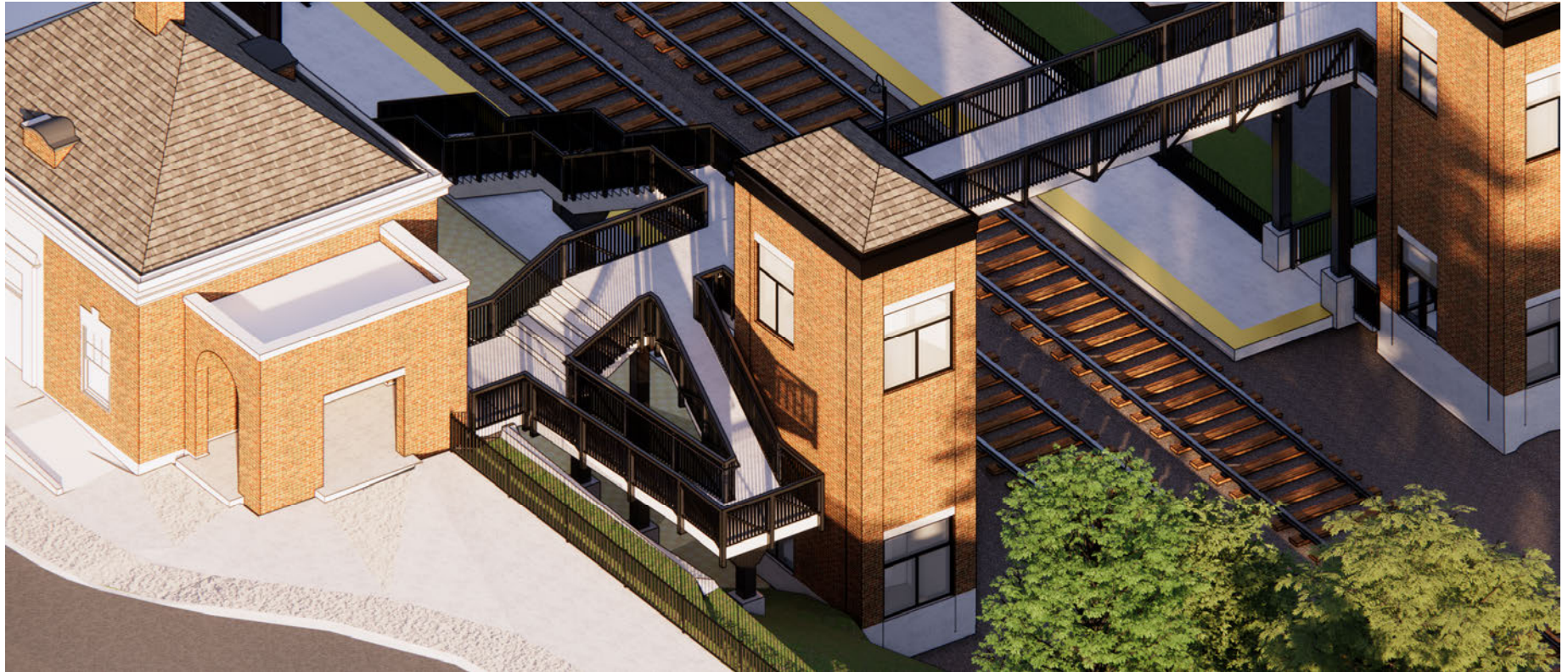








Proposed West Ramp – Scissor Shape



Pedestrian Bridge Railing Options:

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

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

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

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

RENDERING
RAILING OPTION 1
BIRDS EYE



RENDERING
RAILING OPTION 1
EYE LEVEL



RENDERING
RAILING OPTION 2
BIRDS EYE



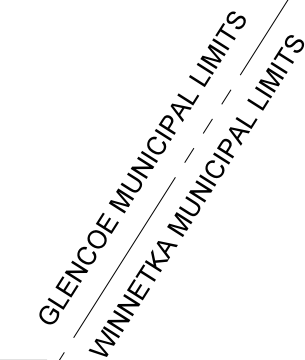
RENDERING
RAILING OPTION 3
BIRDS EYE



RENDERING
RAILING OPTION 3
EYE LEVEL

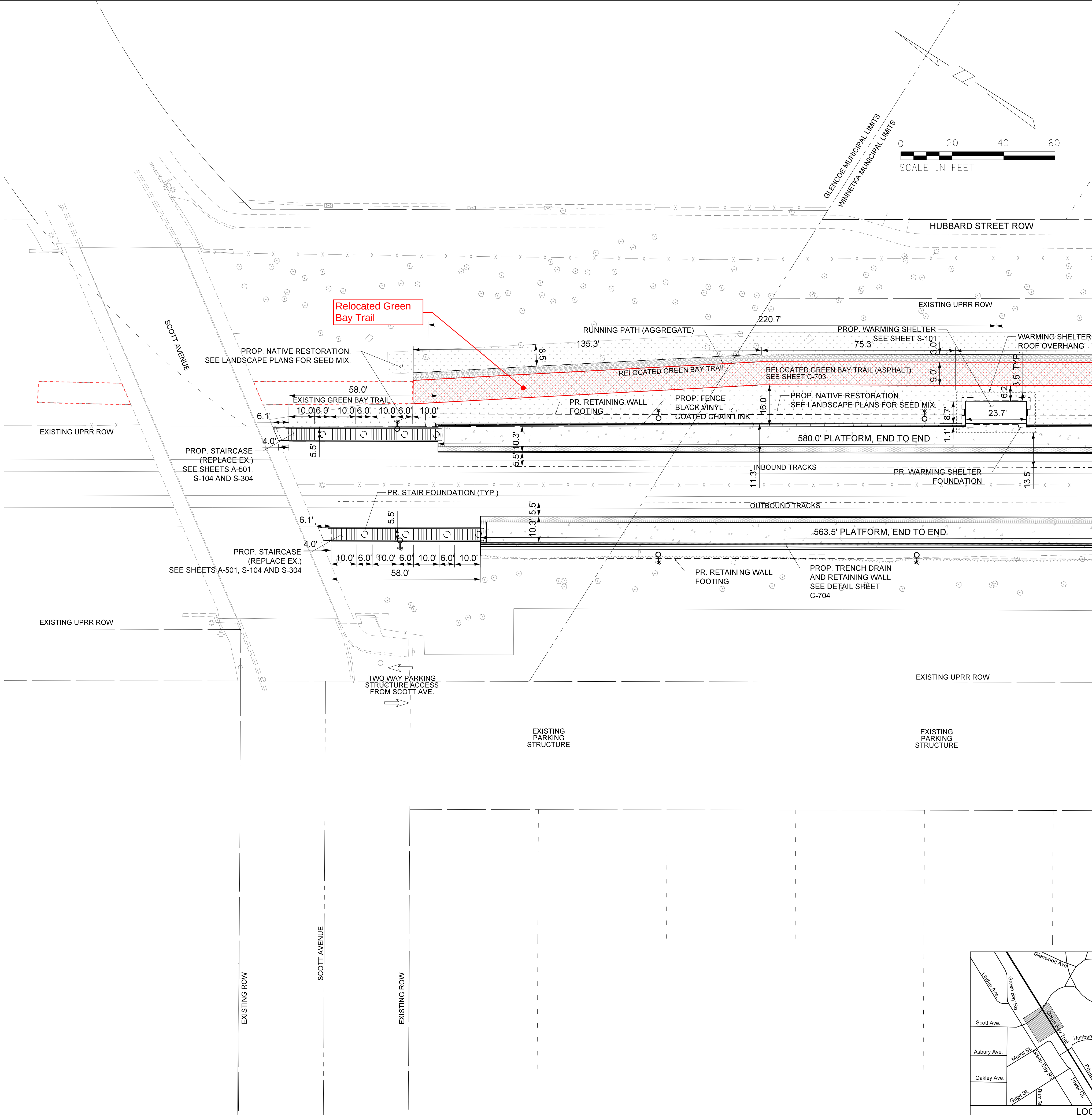


1. QUANTITIES SHOWN FOR INFORMATION ONLY
2. QUANTITIES SHOWN FOR CIVIL SHEETS C-201 & C-202
3. SEE LANDSCAPING PLANS FOR SEED TYPE.

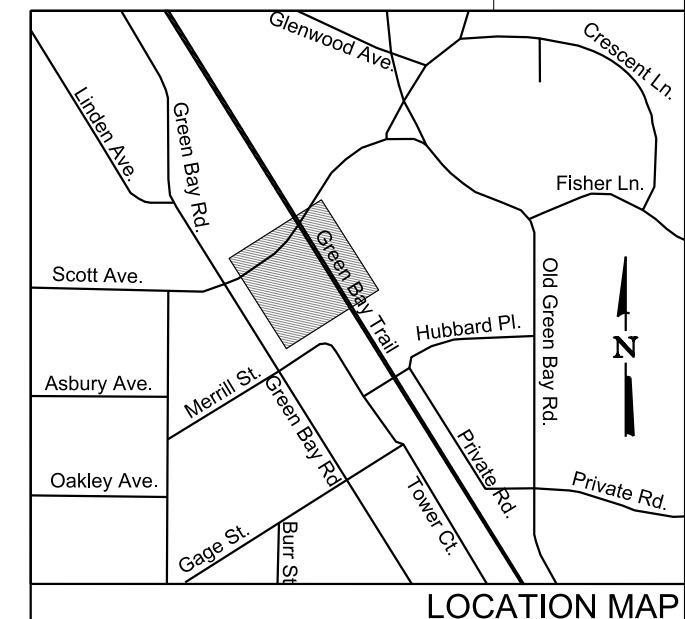


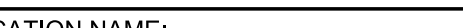
	ASPHALT TRAIL	7,741 SQFT
	AGGREGATE TRAIL	2,581 SQFT
	BRICK PAVERS	2,149 SQFT
	PEDESTRIAN BRIDGE	1,199 SQFT
	DETECTABLE WARNING	INBOUND = 600 LF OUTBOUND = 576 LF ADA = 86 LF
	LANDSCAPING - STREET LEVEL	538 SQFT
	NATIVE SEED MIX	2,326 SQYD
	PCC CONCRETE	SIDEWALK = 6,528 SQFT
	ASPHALT SURFACE REPLACEMENT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

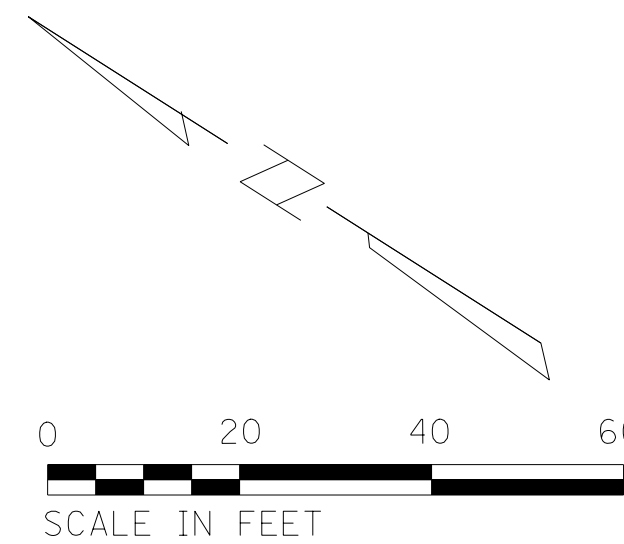
CURVE DATA (COORDINATES TO BACK OF CURB, TYP.)					
CURVE NO.	PC NORTHING	PC EASTING	PT NORTHING	PT EASTING	RADIUS TO B/C (FT)
C-1	1986231.26	1144128.55	1986214.84	1144134.48	40
C-2	1986214.24	1144134.48	1986204.46	1144138.26	25
C-3	1986125.71	1144188.21	1986118.01	1144195.89	25
C-4	1986118.01	1144195.89	1986105.70	1144208.18	40
C-5	1986229.93	1144164.06	1986210.94	1144167.31	25
C-6	1986140.88	1144211.74	1986134.24	1144216.47	76.16
C-7	1986125.23	1144223.70	1986118.53	1144228.48	75
C-8	1986338.21	1144107.43	1986330.98	1144116.71	17.47



MATCH LINE - SEE SHEET C-202

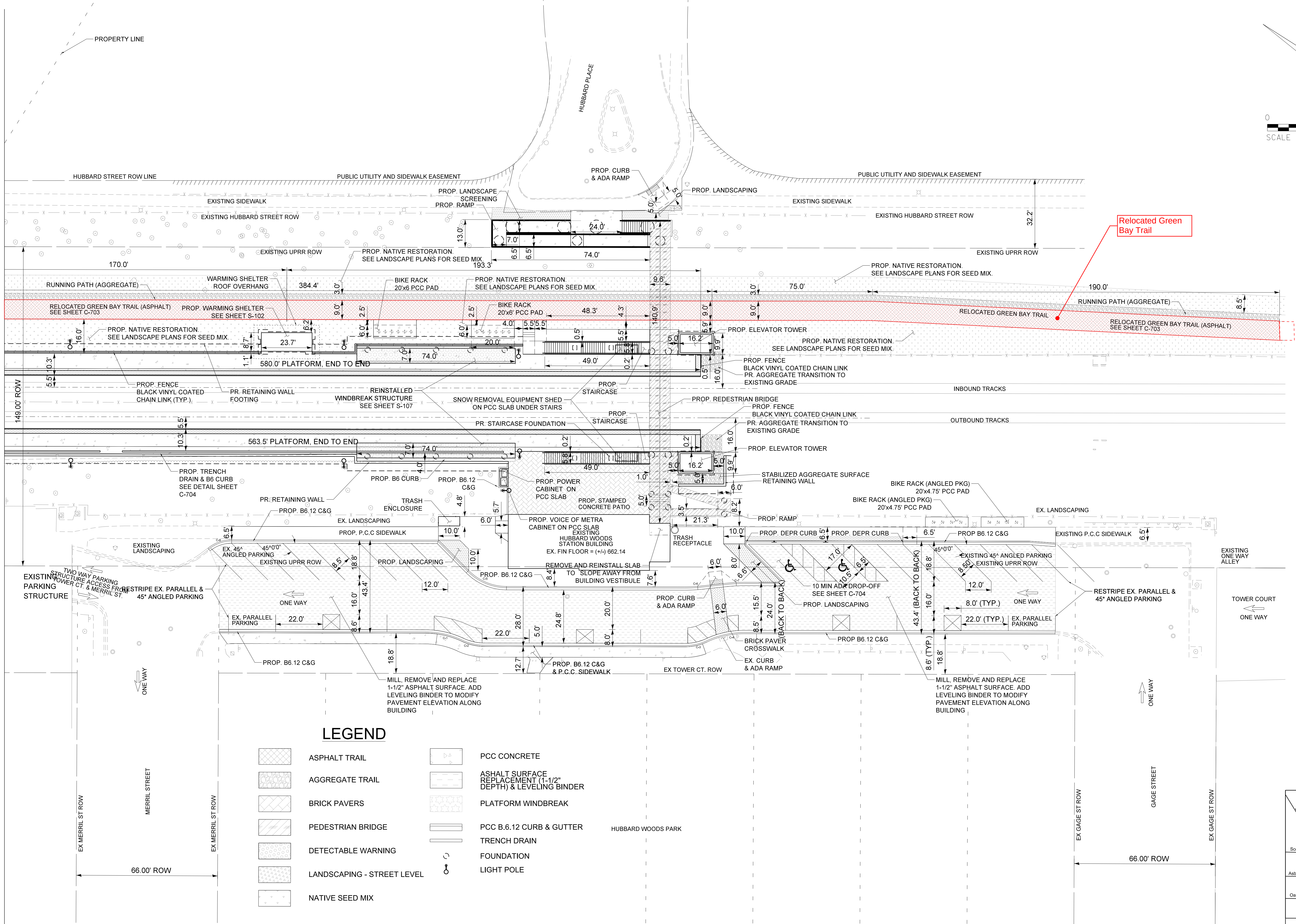


										SUB CONSULTANT	PRIMARY CONSULTANT SEAL/ SIGNATURE	PRIMARY CONSULTANT	DESIGNED: R. SCHIFFER	 ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	LOCATION NAME: HUBBARD WOODS STATION	CAD FILE NUMBER: UPN17.7C201_90.dgn	
4	7/15/24	RSS	PRD	90% RESUBMITTAL								DRAWN: R. SCHIFFER	TITLE: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



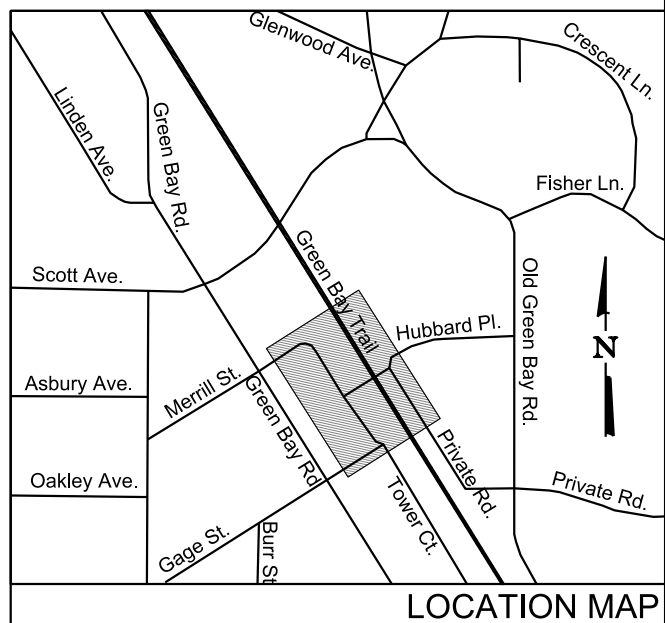
NOTES:
TOWER COURT PARKING COUNT:
EXISTING: 32 STD + 1 ADA SPACES
PROPOSED: 31 STD + 2 ADA SPACES

MATCH LINE - SEE SHEET C-201



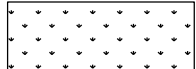
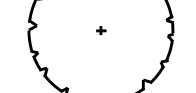
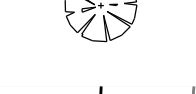
LEGEND

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

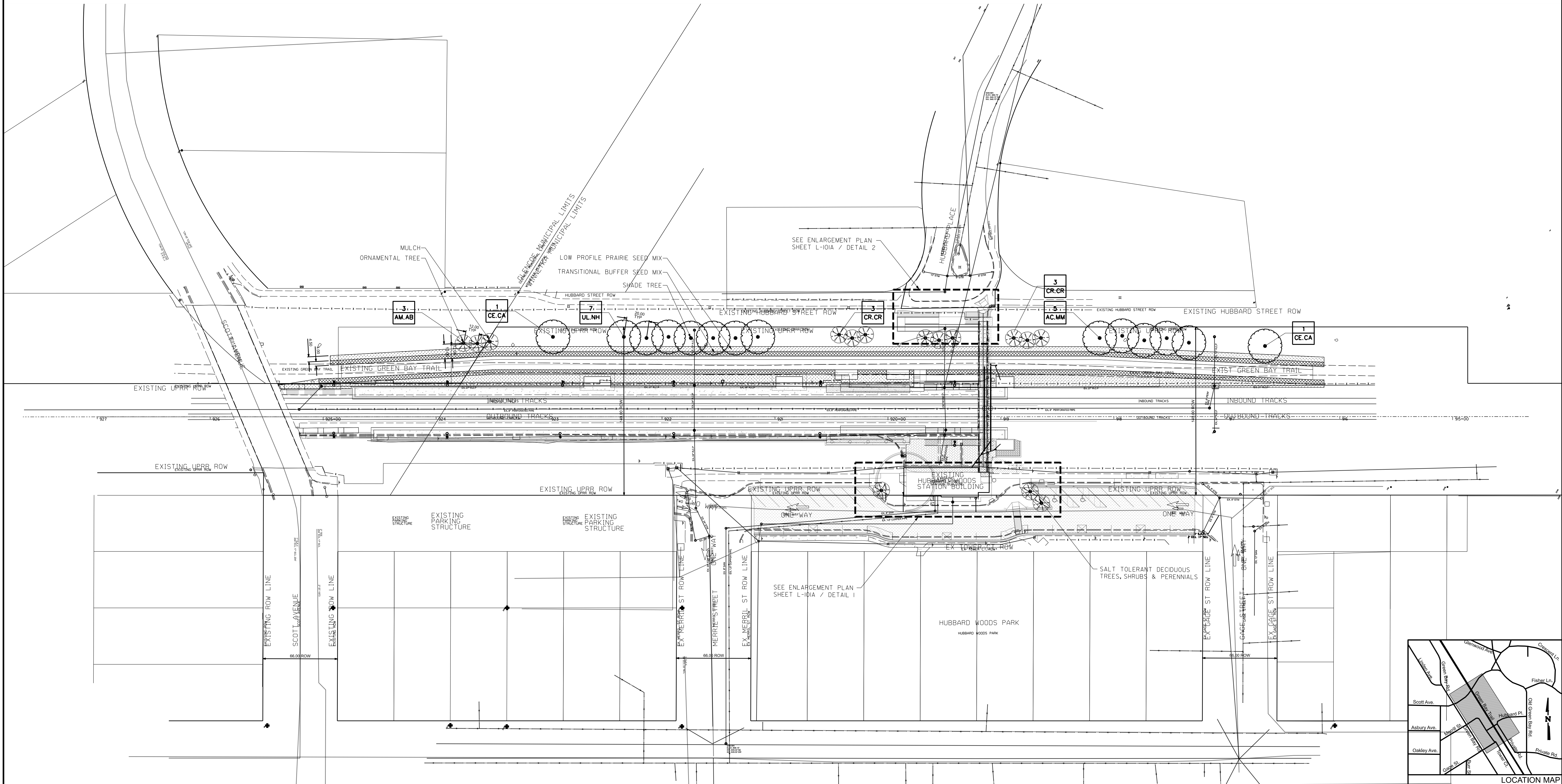


PRINTED ON: 7/15/2024 8:57:18 PM <table><tr><td>4</td><td>7/15/24</td><td>RSS</td><td>PRD</td><td>90% RESUBMITTAL</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>3</td><td>12/14/21</td><td>MPH</td><td>PRD</td><td>90% SUBMITTAL</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>2</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></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></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></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>										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
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																																																												
SUB CONSULTANT					PRIMARY CONSULTANT SEAL/ SIGNATURE																																																																
					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																																																																
					MILE POST NO. UPN 17.70																																																																
					DISTRICT: UPN																																																																
					SHEET NO. C-202																																																																

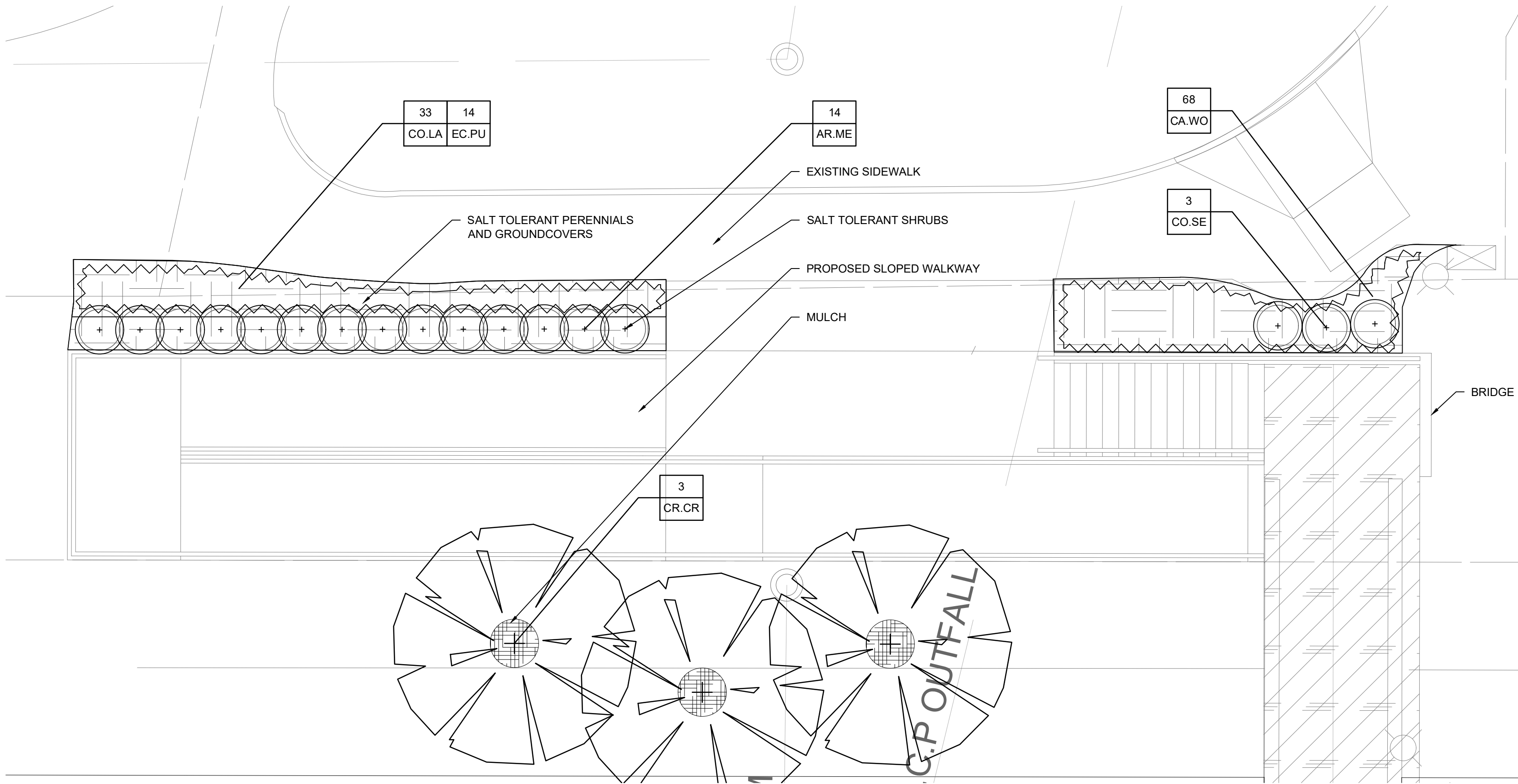
LEGEND

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

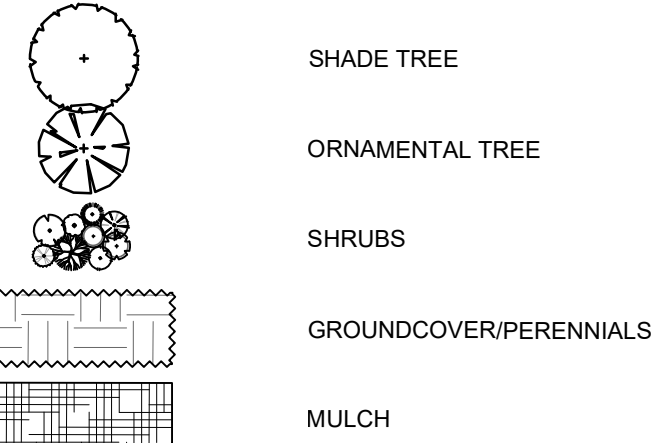
PLANT PALETTE						
CODE	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	REMARKS
SHADE TREES						
AC.MM	5	<i>Acer miyabei</i> 'Morton'	State Street Miyabe's Maple	B&B	2.5" cal	matching heads
CE.CA	2	<i>Cercis canadensis</i>	Eastern Redbud	B&B	8' ht	
CR.CR	6	<i>Crataegus crus-galli</i> var. <i>inermis</i>	Thornless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



--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



LEGEND

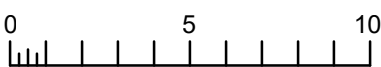
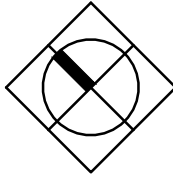


PLANT PALETTE					
CODE	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE
ORNAMENTAL TREES					
AMCA	3	<i>Amelanchier x grandiflora 'Autumn Brilliance'</i>	Autumn Brilliance Serviceberry	B&B	6' ht
CR.CR	3	<i>Crataegus crus-galli var. inermis</i>	Thornless Cockspur Hawthorn	B&B	2.5"
SHRUBS					
AR.ME	19	<i>Aronia 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

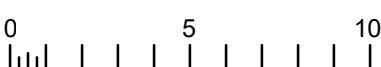
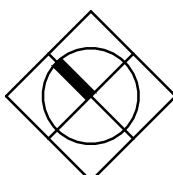
TREE REMOVAL CALCULATIONS

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"



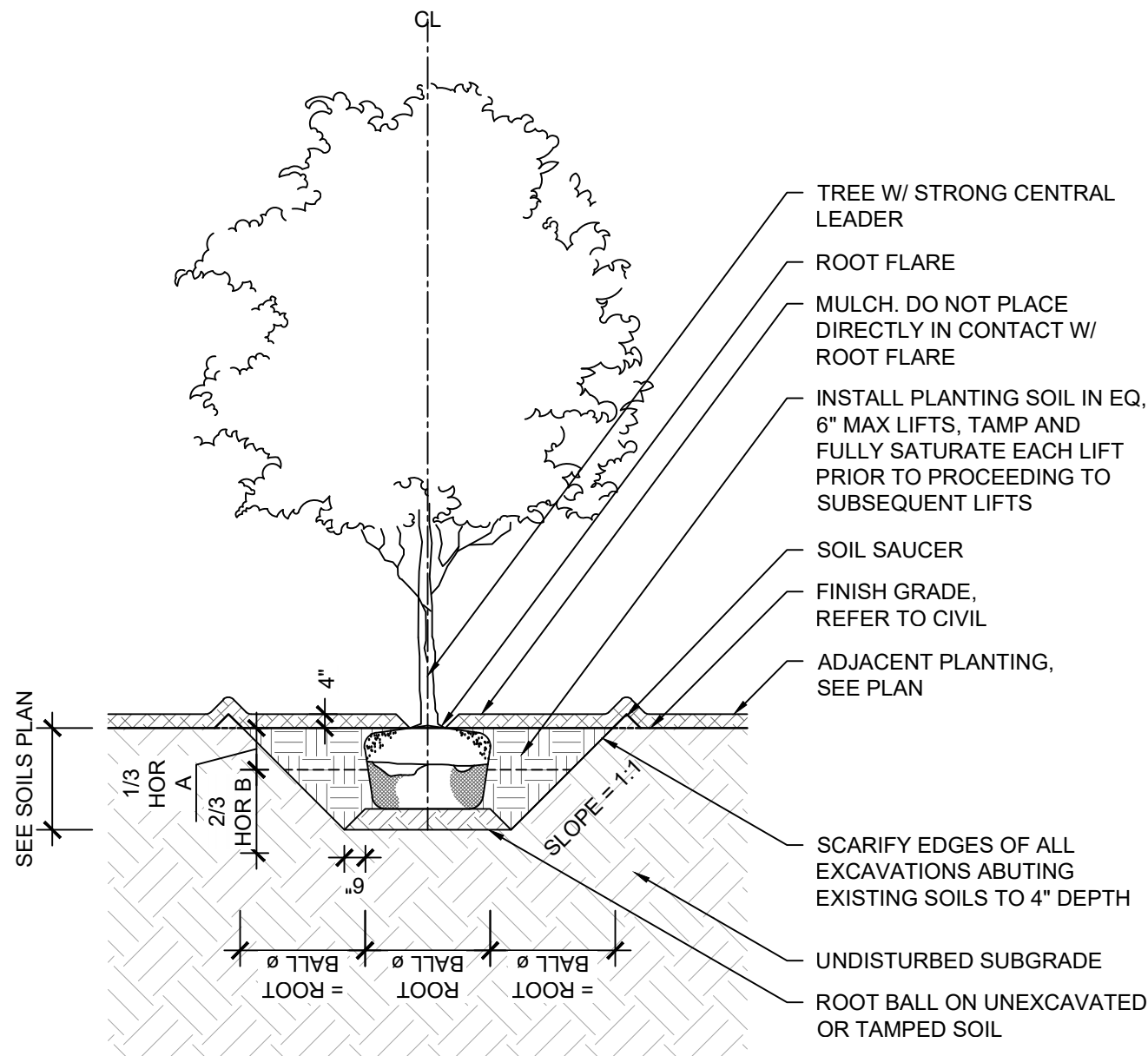
1 PLANTING PLAN ENLARGEMENT
3/16" = 1'-0"



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
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					

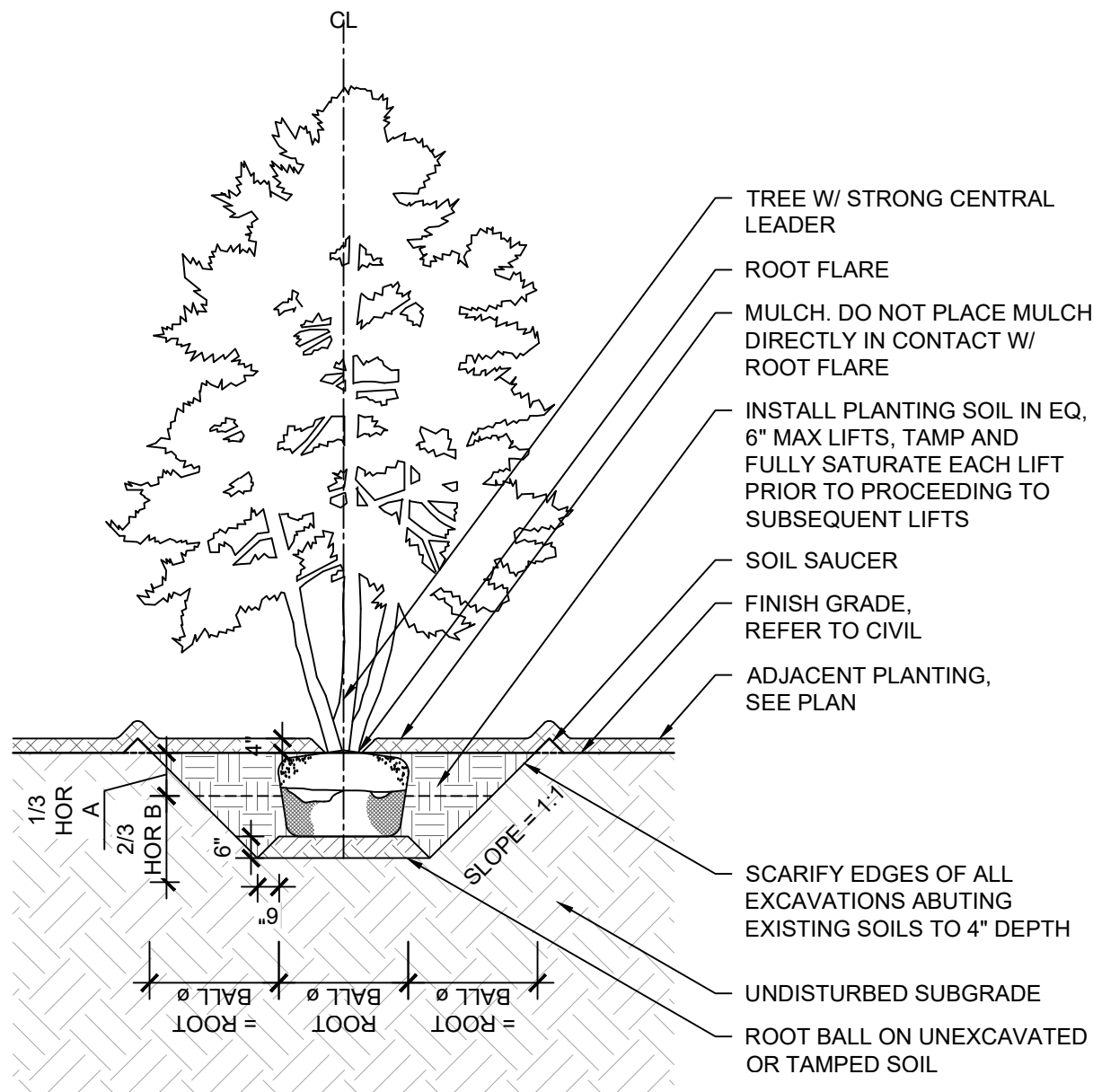
SUB CONSULTANT		PRIMARY CONSULTANT		PRIMARY CONSULTANT		DESIGNED: MM		LOCATION NAME: HUBBARD WOODS STATION		CAD FILE NUMBER: UPN17.7C	
888 South Michigan Ave Suite 1000 Chicago, IL 60605 Phone: (312) 427-7240		SEAL/ SIGNATURE		200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900		DRAWN: JT		TITLE: PLANTING PLAN ENLARGEMENTS		SCALE:	
						CHECKED: BM				DISTRICT: UPN	
						METRA P.M. R. BASIRIRAD				PROJECT NO. JP5194	
						DATE: 07/15/2024				SHEET NO. L-101A	
										MILE POST NO. 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



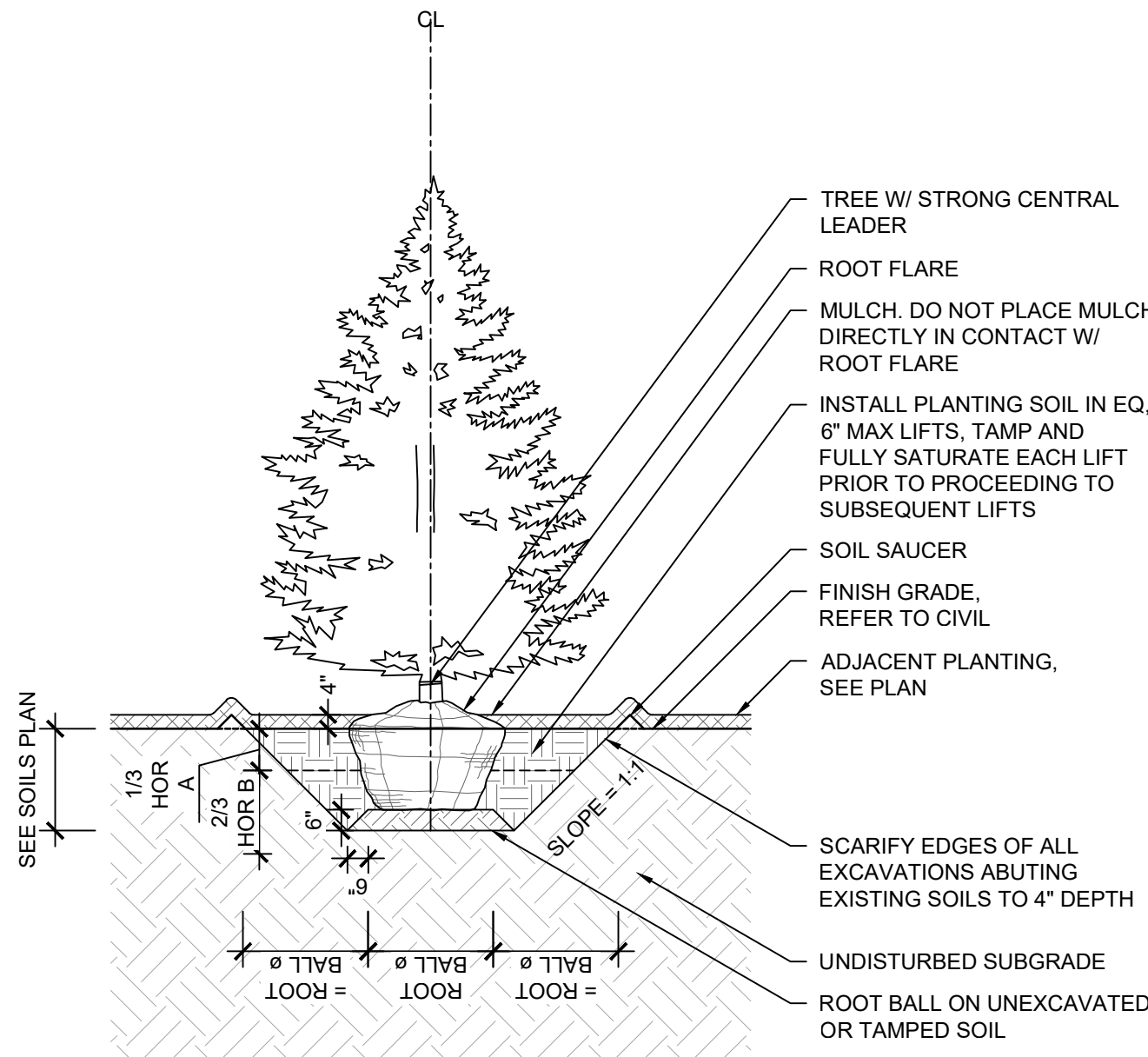
1 **SHADE TREE SECTION**
1/4" = 1'-0"

- 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

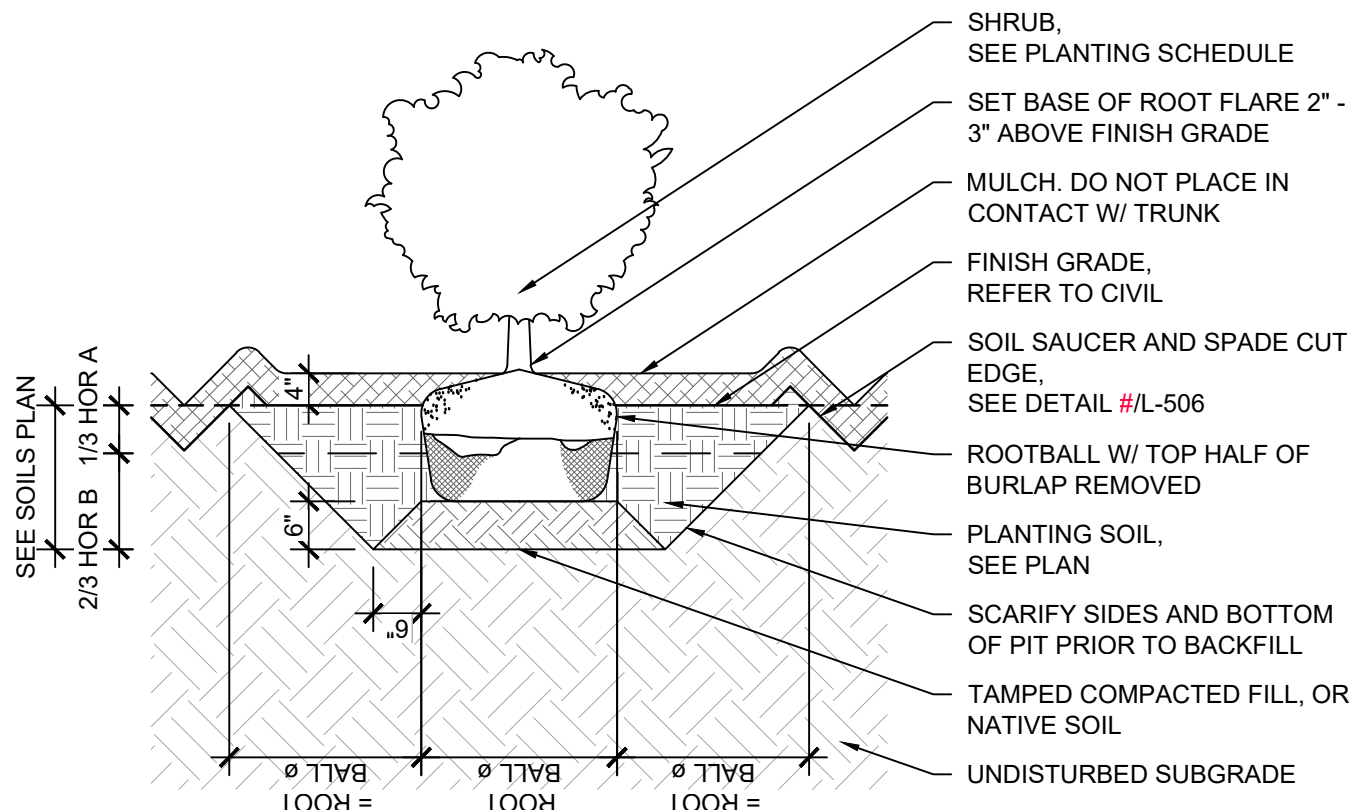


2 **MULTI-STEM TREE SECTION**
1/4" = 1'-0"

- 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

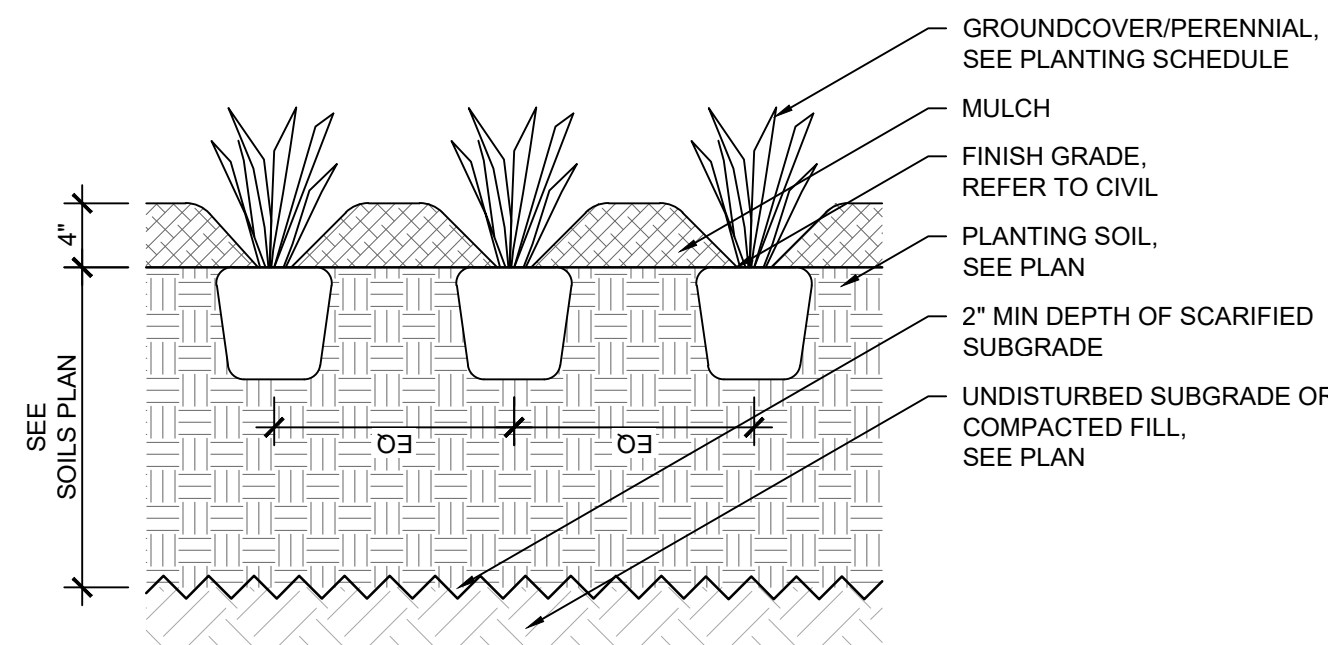


3 **EVERGREEN TREE SECTION**
1/4" = 1'-0"



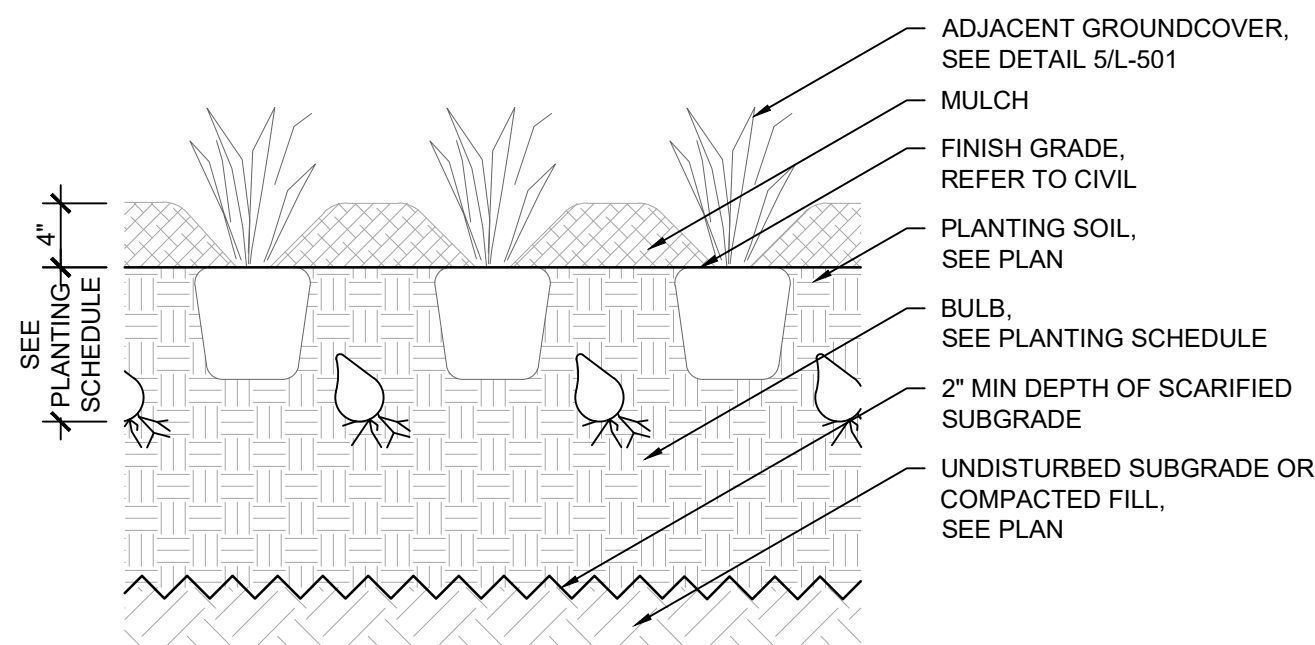
4 **SHRUB SECTION**
1/2" = 1'-0"

- 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

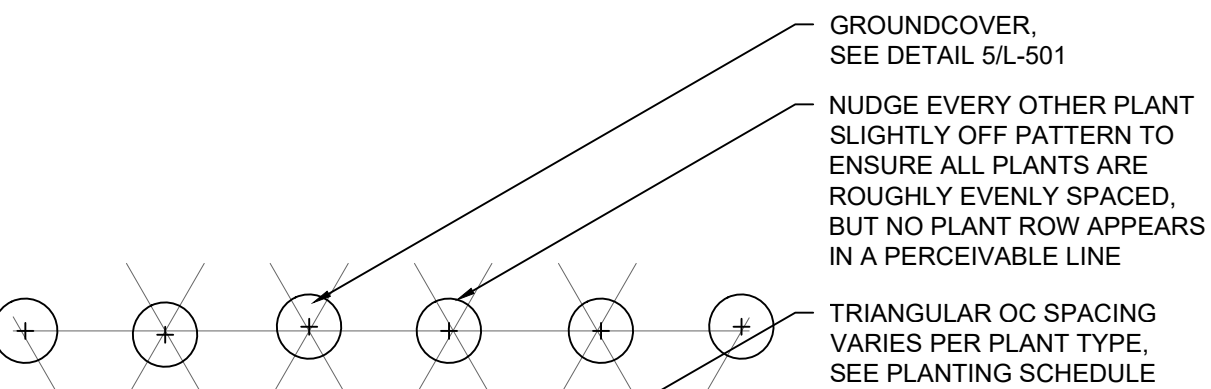


5 **GROUNDCOVER/PERENNIAL SECTION**
1" = 1'-0"

- 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.

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
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					

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

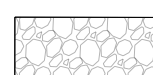
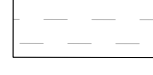
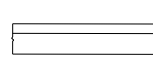

ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661

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

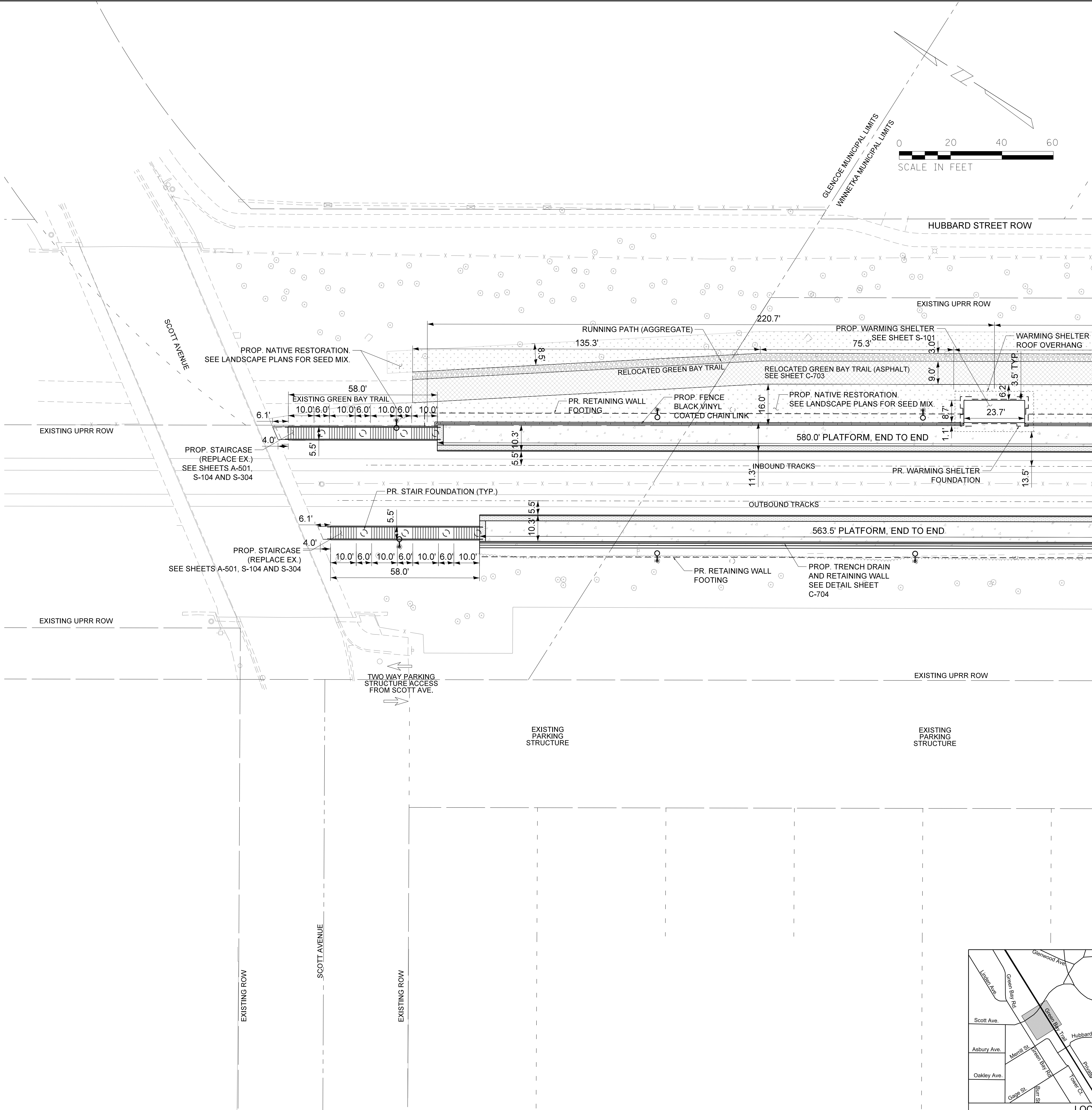
NOTES:

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

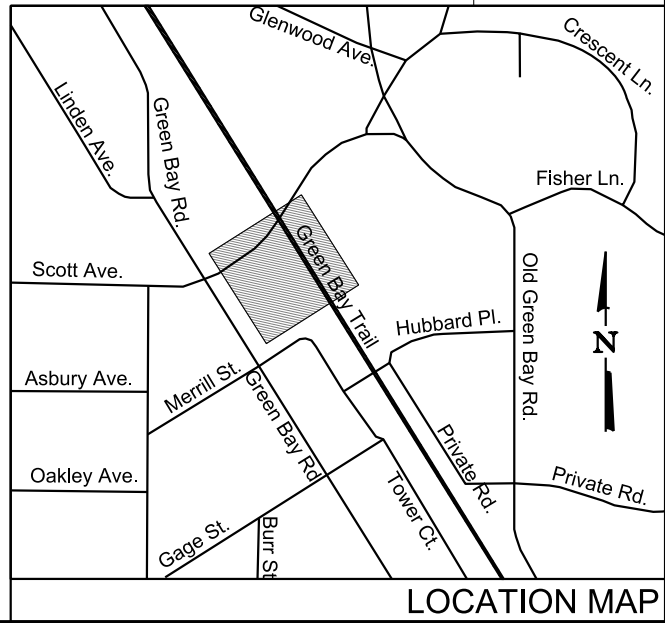
LEGEND

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

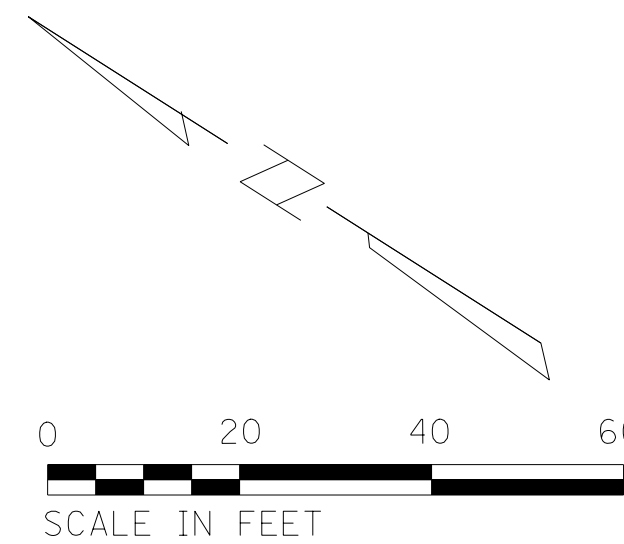
CURVE DATA (COORDINATES TO BACK OF CURB, TYP.)					
CURVE NO.	PC NORTHING	PC EASTING	PT NORTHING	PT EASTING	RADIUS TO B/C (FT)
C-1	1986231.26	1144128.55	1986214.84	1144134.48	40
C-2	1986214.84	1144134.48	1986204.46	1144138.26	25
C-3	1986125.71	1144188.21	1986118.01	1144195.89	25
C-4	1986118.01	1144195.89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



MATCH LINE - SEE SHEET C-202

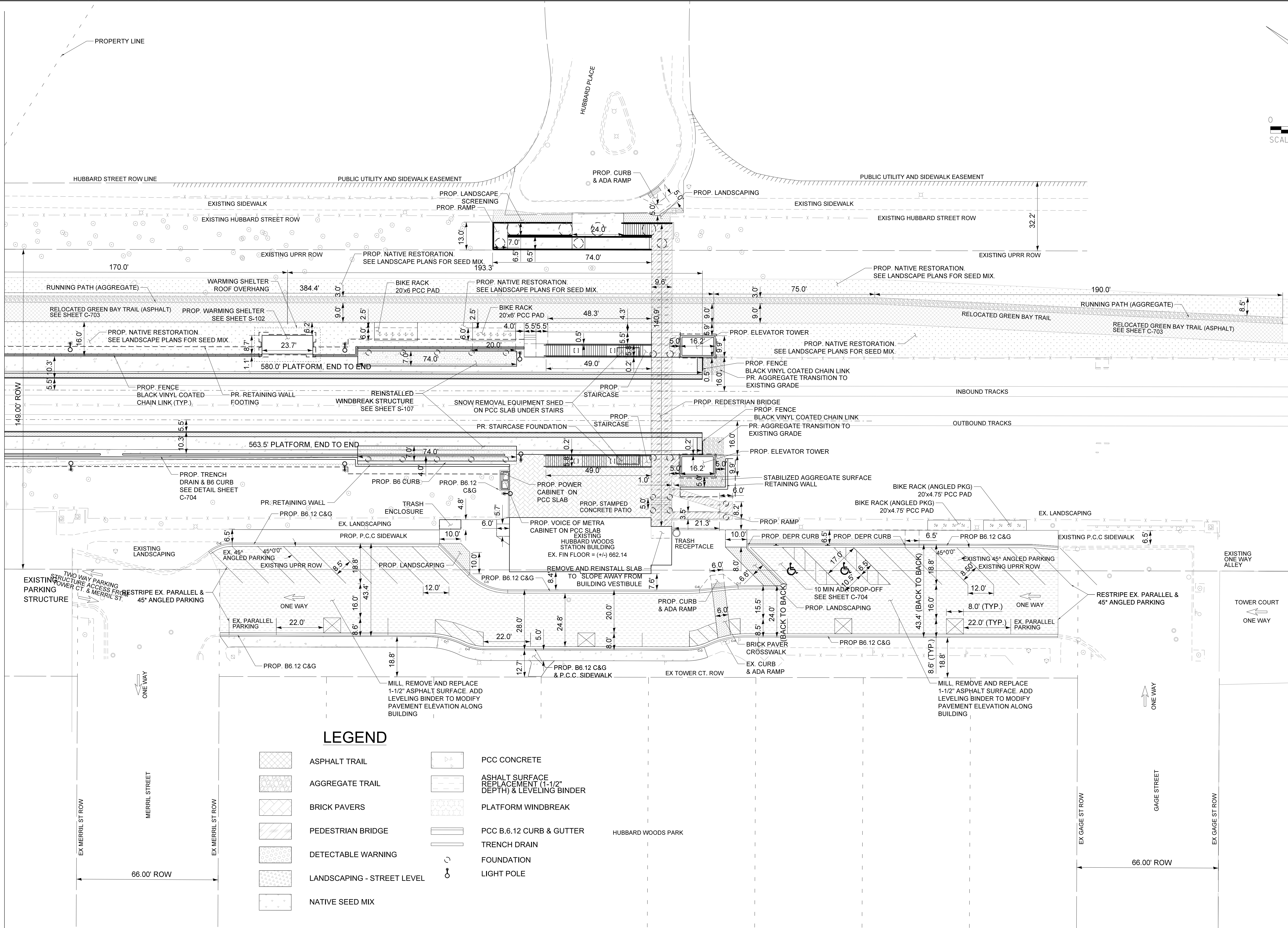


										SUB CONSULTANT				PRIMARY CONSULTANT SEAL/ SIGNATURE				PRIMARY CONSULTANT				DESIGNED: R. SCHIFFER DRAWN: R. SCHIFFER CHECKED: P. DAVIDSON METRA P.M. R. BASIRIRAD DATE: 07/15/2024  ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661				LOCATION NAME: HUBBARD WOODS STATION				CAD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



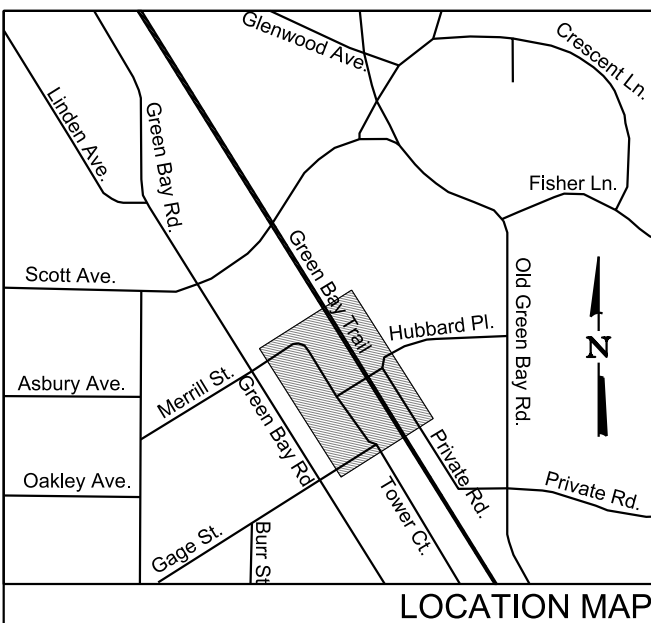
NOTES:
TOWER COURT PARKING COUNT:
EXISTING: 32 STD + 1 ADA SPACES
PROPOSED: 31 STD + 2 ADA SPACES

MATCH LINE - SEE SHEET C-201



LEGEND

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



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

SUB CONSULTANT	PRIMARY CONSULTANT SEAL/ SIGNATURE

PRIMARY CONSULTANT

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

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

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

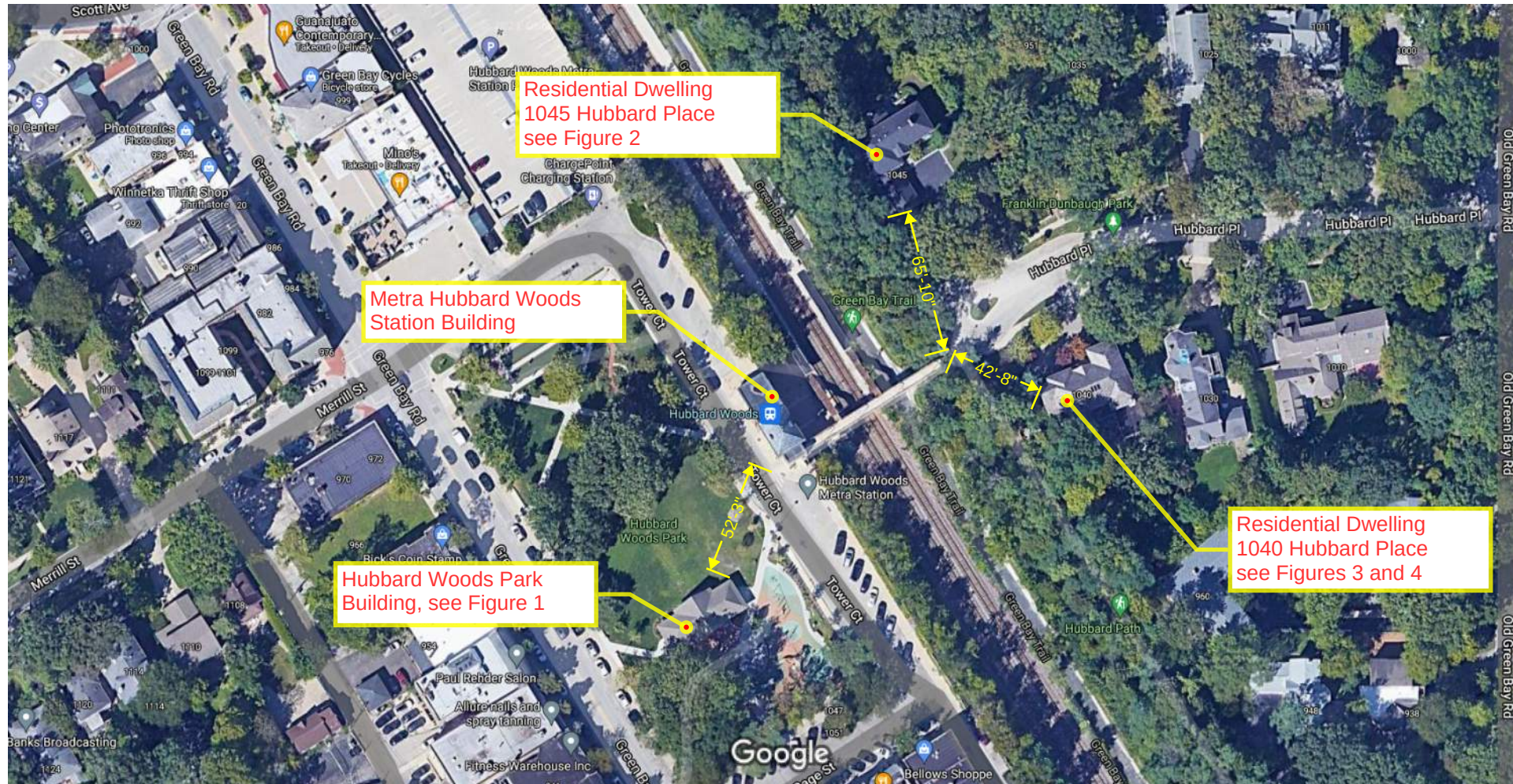
LOCATION NAME:	HUBBARD WOODS STATION
TITLE:	PROPOSED PLAN - SOUTH

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



Village of Winnetka – Certificate of Appropriateness
Application

Renovation of Hubbard Woods Station Neighborhood / Adjacent Building Context



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.

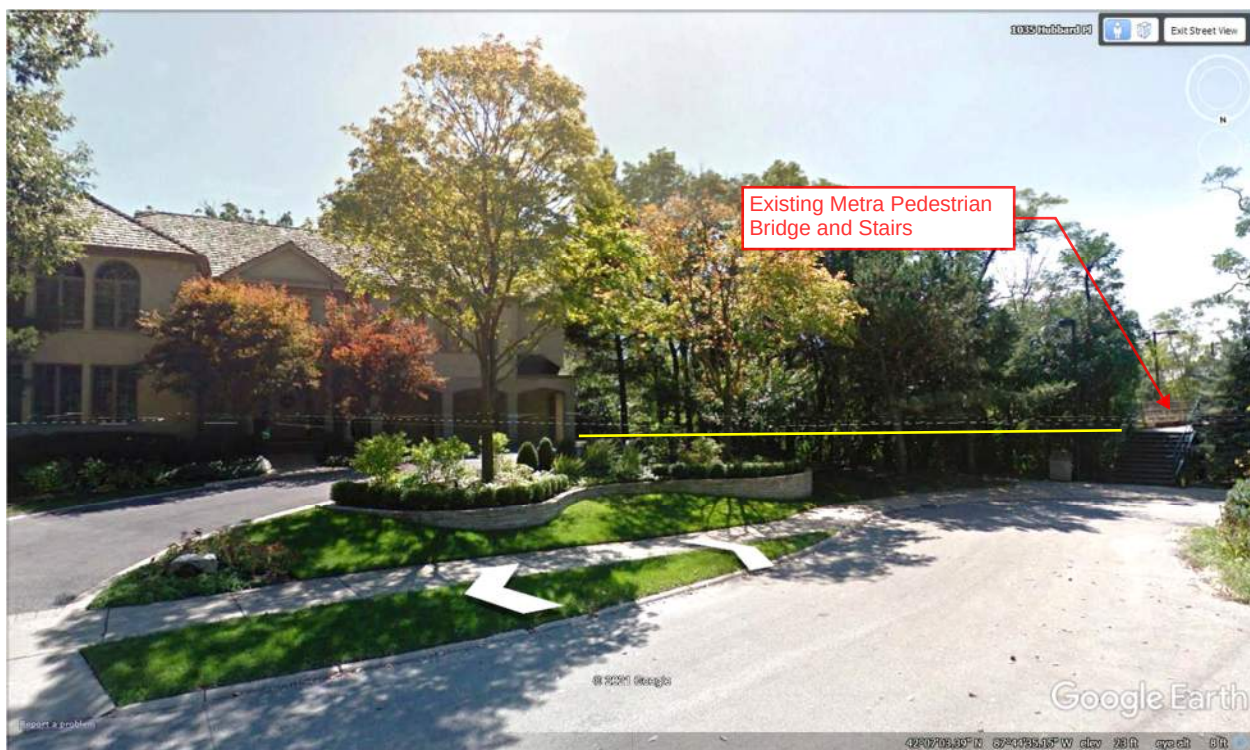


Figure 4 - Residential Dwelling at 1040 Hubbard Place, Illustrates reference height of existing pedestrian bridge stairs to residential dwelling.

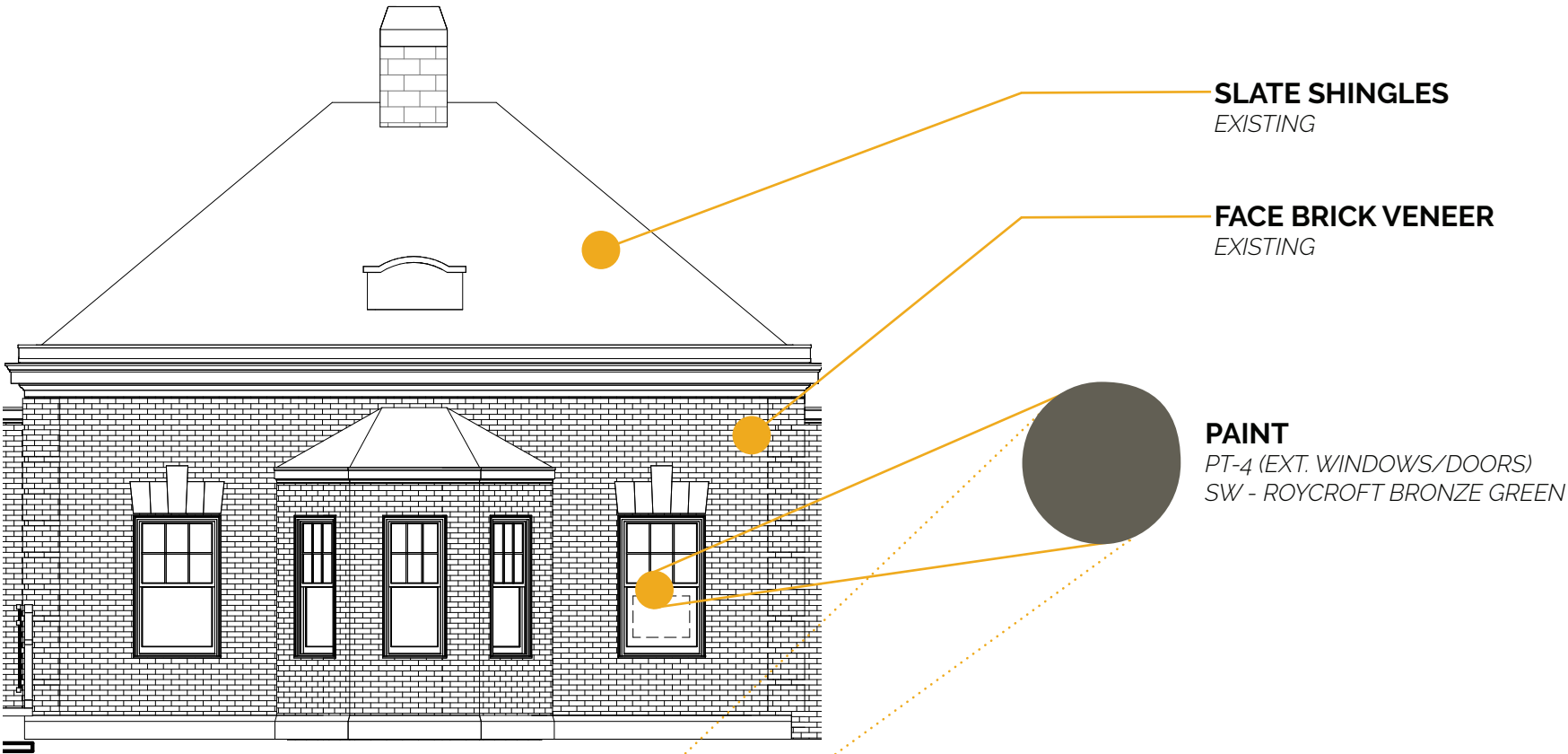


Village of Winnetka – Certificate of Appropriateness
Application

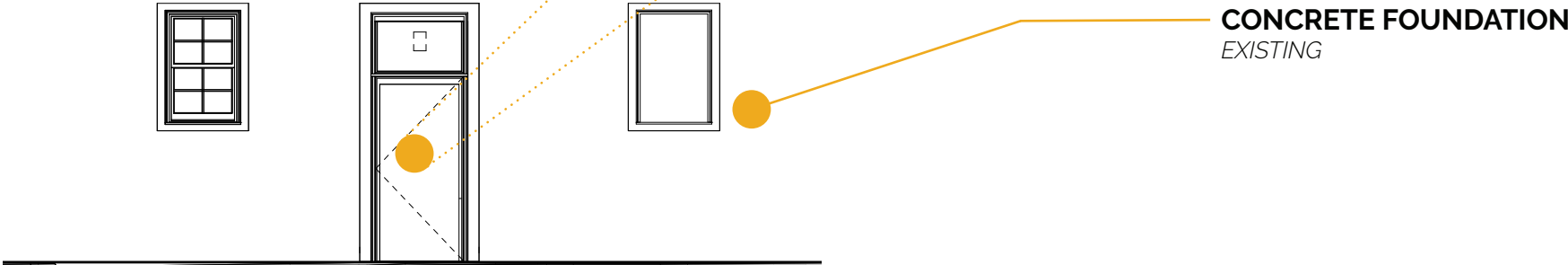
Renovation of Hubbard Woods Station Materials

EXTERIOR MATERIALS & FINISHES

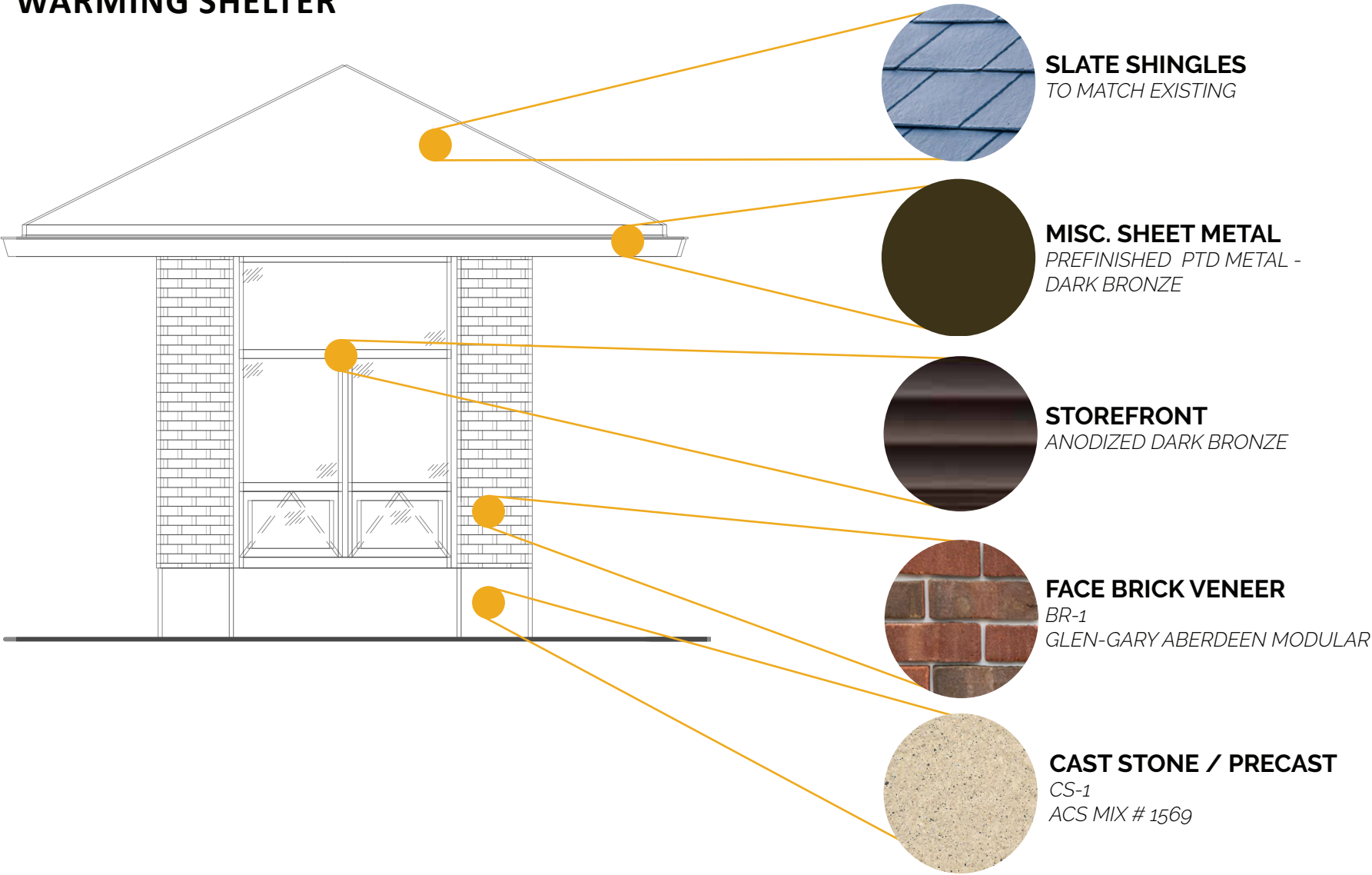
DEPOT BUILDING



C & NWRY -HUBBARD WOODS

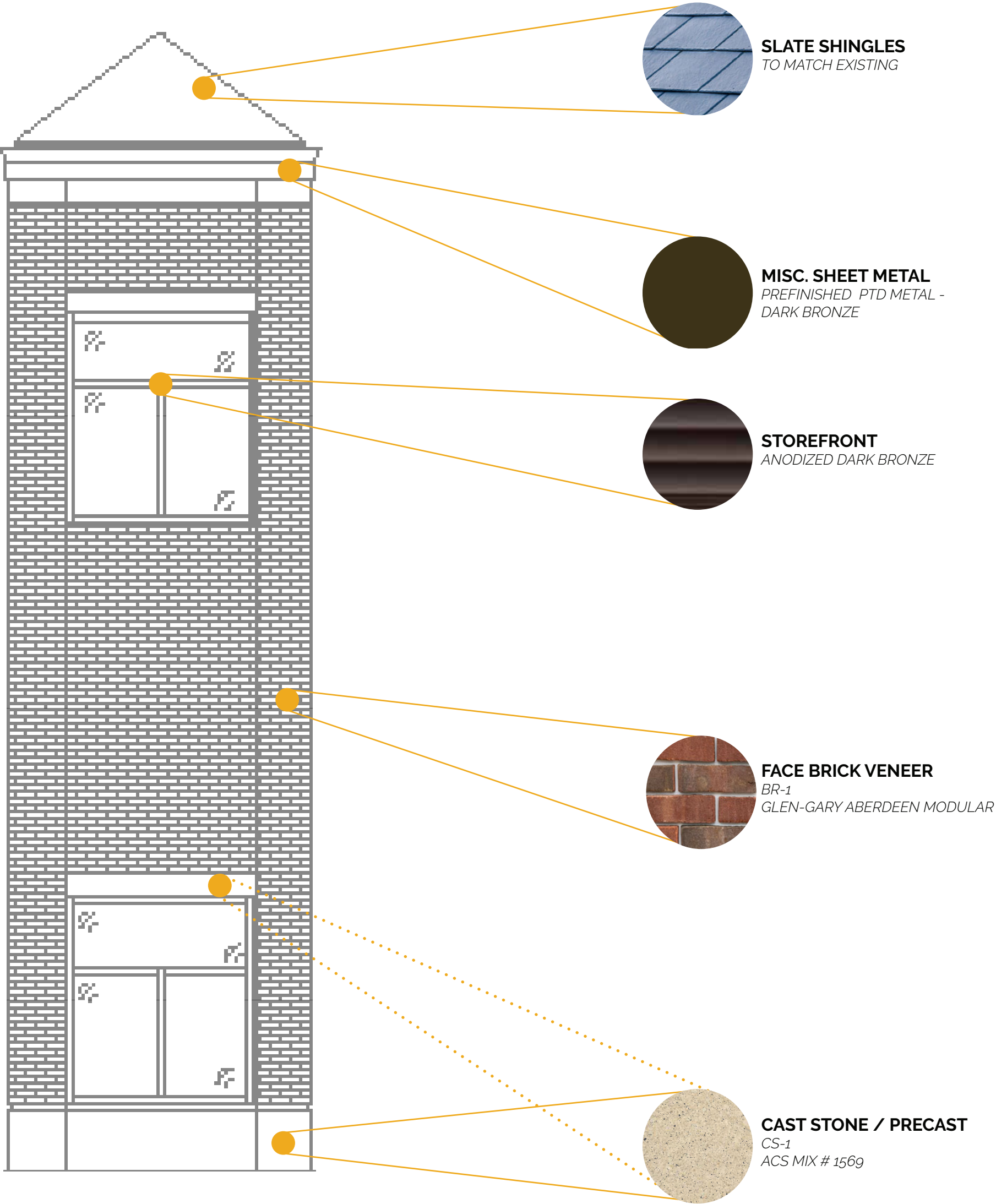


WARMING SHELTER



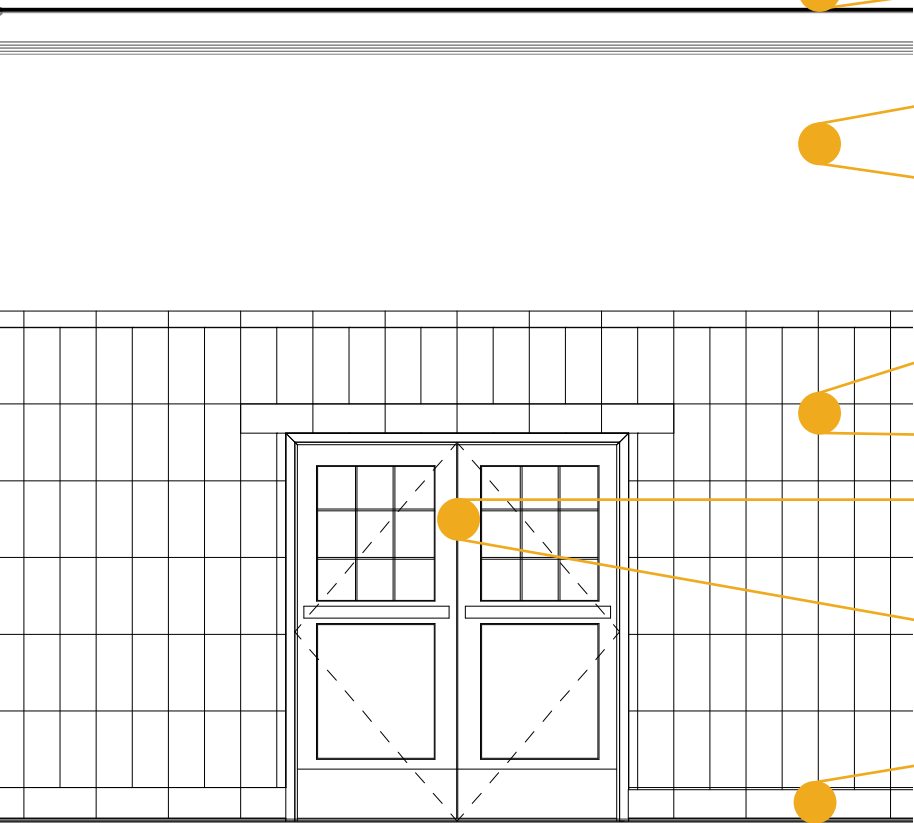
EXTERIOR MATERIALS & FINISHES

ELEVATOR TOWERS



INTERIOR MATERIALS & FINISHES

DEPOT WAITING ROOM



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

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

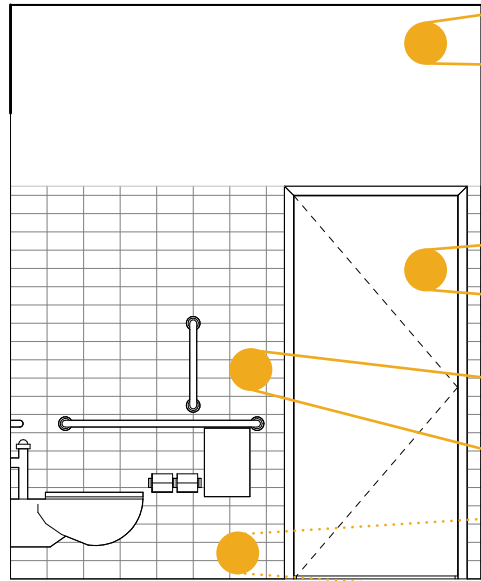
TERRACOTTA
TC-1
EXISTING OR CUSTOM TO MATCH
EXISTING FOR REPLACEMENT

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

TERRACOTTA BASE
TCB-1
CUSTOM TO MATCH EXISTING

TERRAZO
TZ-1
CUSTOM BLEND

DEPOT TYPICAL TOILET ROOM



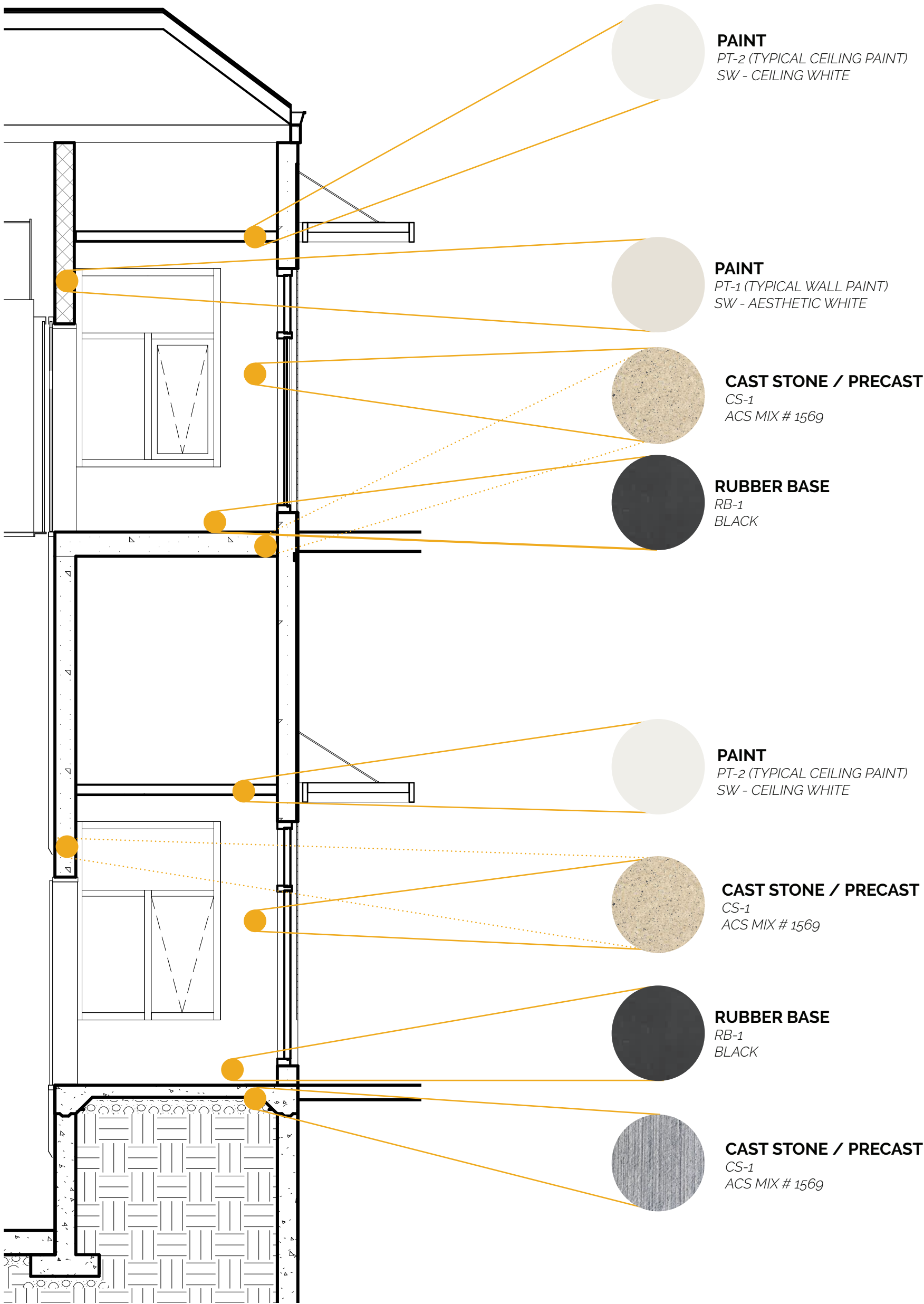
PAINT
PT-1 (TYPICAL WALL PAINT)
SW - AESTHETIC WHITE

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

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

TERRAZO
TZ-1
CUSTOM BLEND

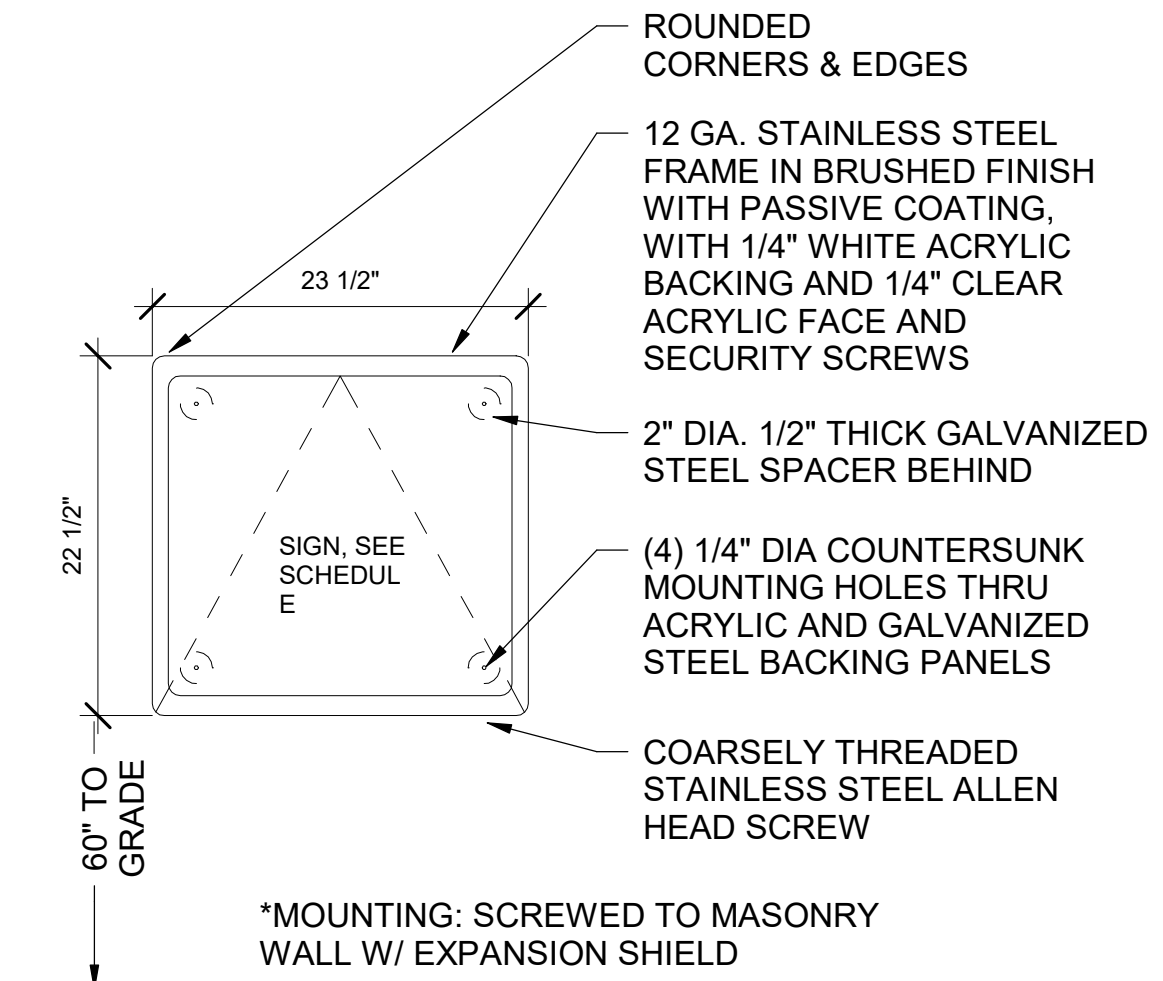
ELEVATOR TOWER





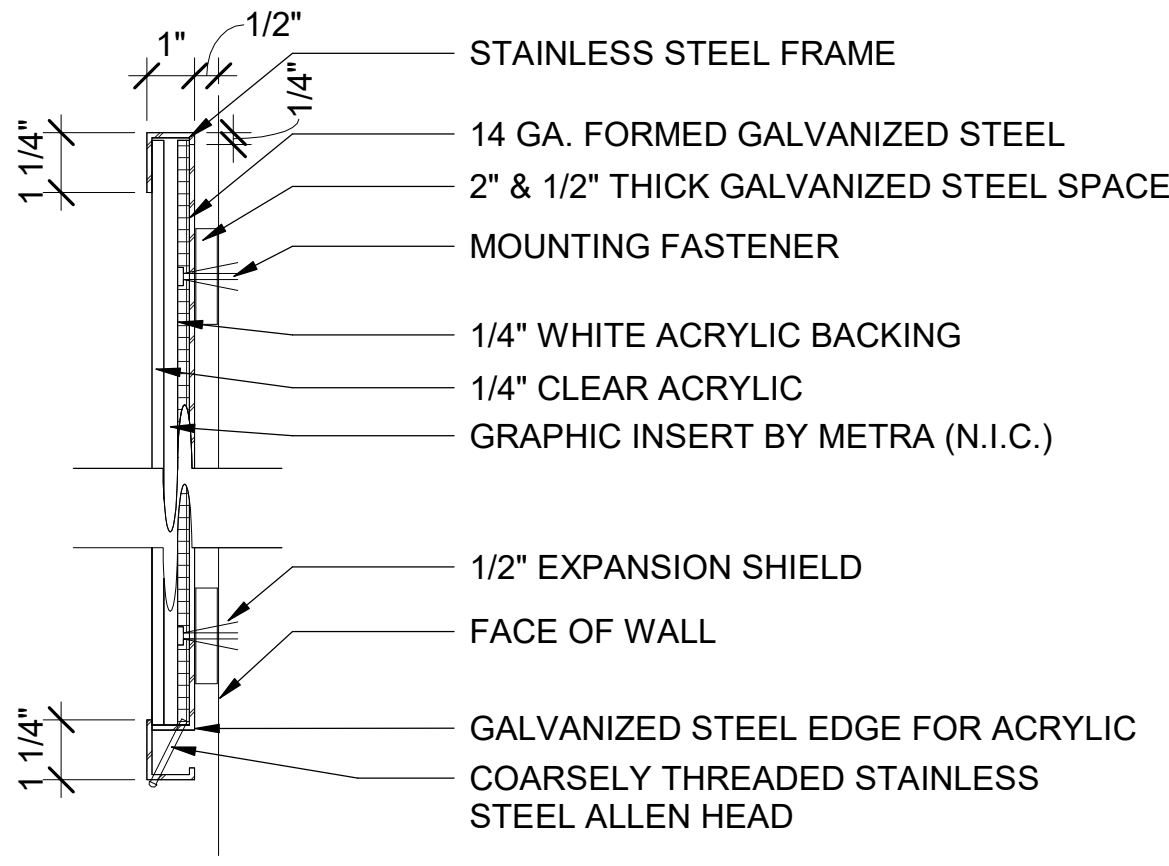
Village of Winnetka – Certificate of Appropriateness
Application

Renovation of Hubbard Woods Station Signage

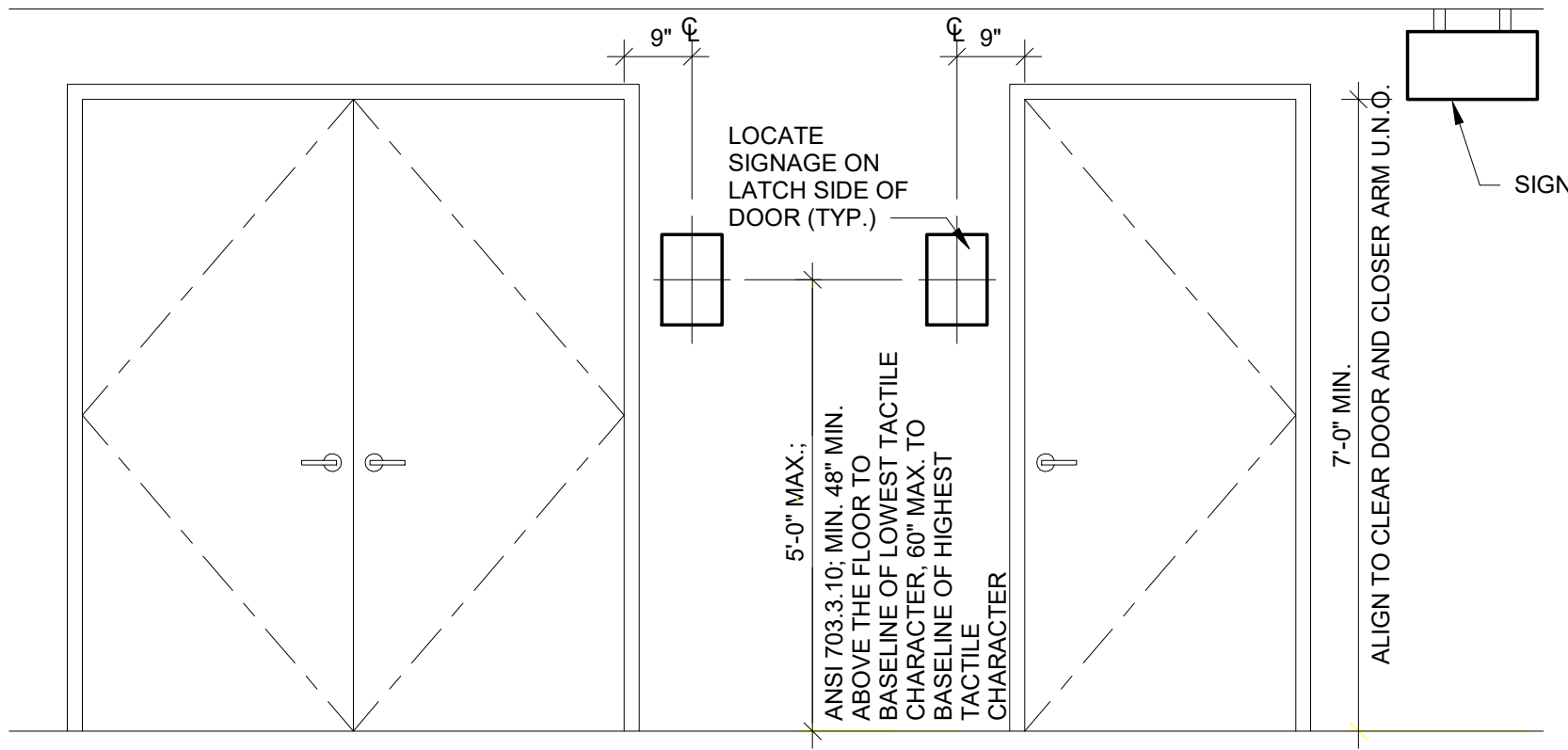


**SIGN TYPE - 3D
FLUSH MOUNTED**

1 SIGN
N.T.S.



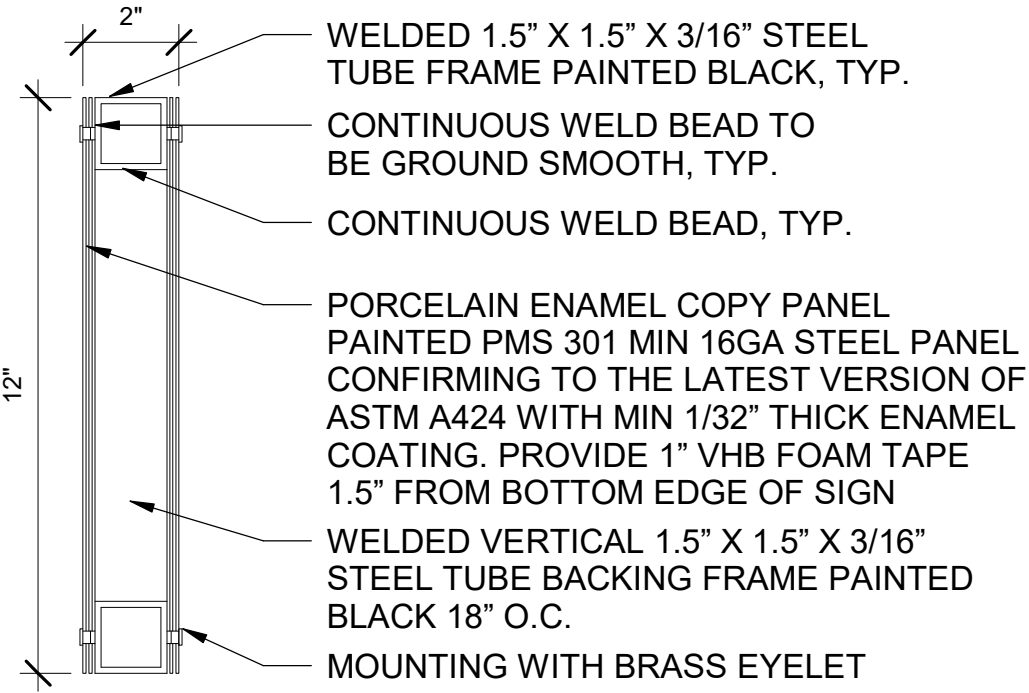
2 SECTION OF SIGN
N.T.S.



3 SIGNAGE MOUNTING DETAILS
N.T.S.

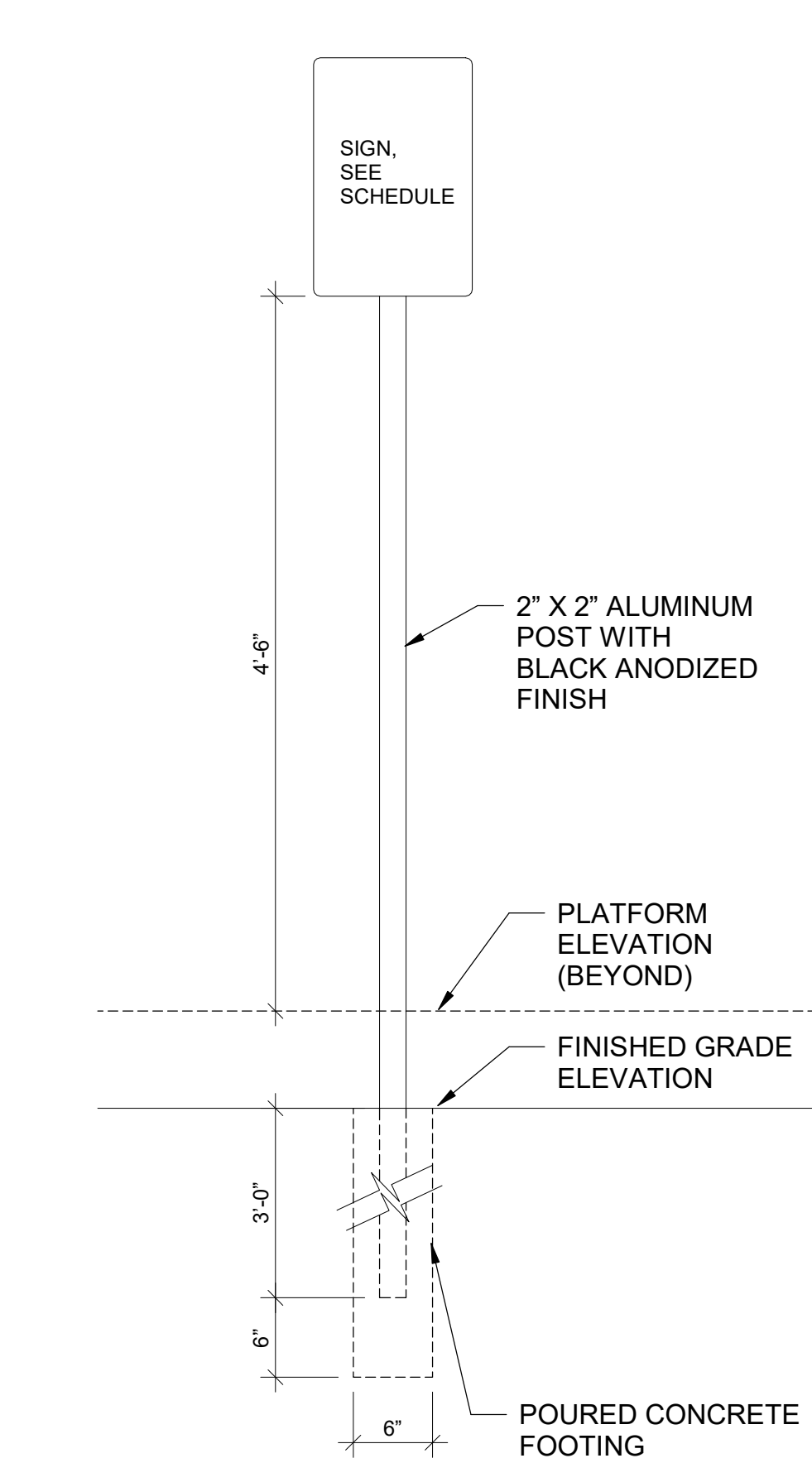
ANSI A117.1 2003 703.3.11:
WHERE A TACTILE SIGN IS PROVIDED AT A DOOR, THE SIGN SHALL BE ALONG SIDE THE DOOR AT THE LATCH SIDE.
WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS WITH ONE ACTIVE LEAF, THE SIGN SHALL BE LOCATED ON THE INACTIVE LEAF.
WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS WITH TWO ACTIVE LEAVES, THE SIGN SHALL BE TO THE RIGHT OF THE RIGHT-HAND DOOR, WHERE THERE IS NO WALL SPACE ON THE LATCH SIDE OF A SINGLE DOOR, OR TO THE RIGHT SIDE OF DOUBLE DOORS, SIGNS SHALL BE ON THE NEAREST ADJACENT WALL.
SIGNS CONTAINING TACTILE CHARACTERS SHALL BE LOCATED SO THAT A CLEAR FLOOR AREA 18"x18" MIN., CENTERED ON THE TACTILE CHARACTERS, IS PROVIDED BEYOND THE ARC OF ANY DOOR SWING BETWEEN THE CLOSED POSITION AND 45-DEGREE OPEN POSITION.

ANSI A117.1 2003 SIGNAGE NOTES:
1. VISUAL CHARACTER HEIGHT FOR ALL SIGNAGE SHALL COMPLY WITH SECTION 703.2.4.
2. ALL SIGNAGE SHALL BE NON-GLARE FINISH WITH CONTRASTING COLOR BETWEEN TEXT/IMAGERY AND BACKGROUND PER SECTION 703.3.12.
3. ALL ROOM AND SPACE SIGNAGE SHALL INCLUDE TACTILE CHARACTERS PER SECTION 703.3 AND BRAILLE CONFORMING TO SECTION 703.4



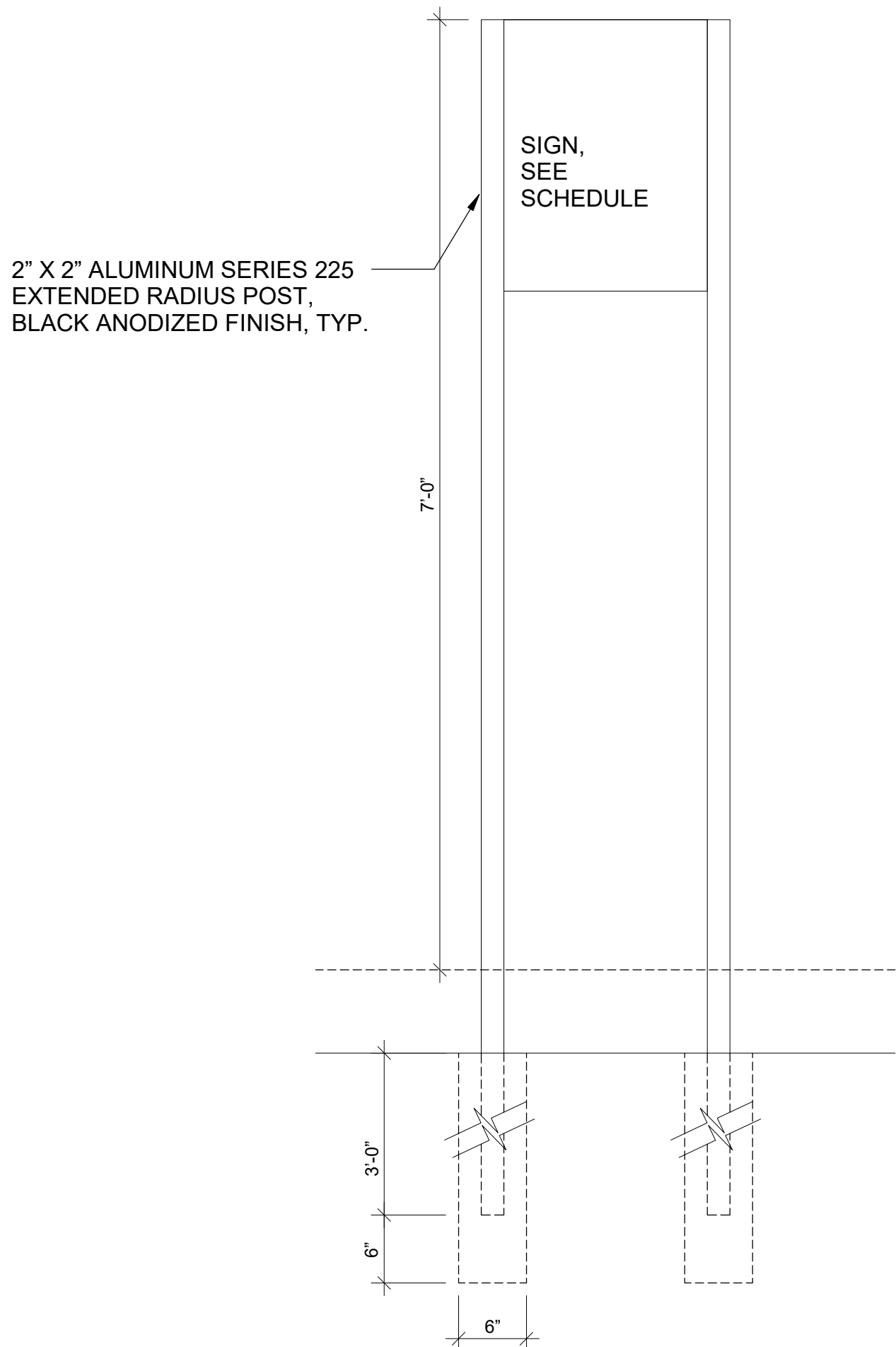
**SIGN TYPE 2A
MOUNTING**

4 DETAILS
N.T.S.



**SIGN TYPE 4 & MOUNTING
METRA MANUAL**

5 N.T.S.



**SIGN TYPE 7 & MOUNTING
METRA MANUAL**

6 N.T.S.

SIGNAGE SCHEDULE						
SIGN NO:	# OF SIDES	SIGN MESSAGE	QTY.	SIZE	INSTALLATION	COMMENTS
1B	1	METRA HUBBARD WOODS	2	135" W X 15" H	ROOF MOUNTED	
1D	1	PLATFORM 2 FROM CHICAGO	2	26" W X 12" H	POST MOUNTED/ SURFACE MOUNTED	
1Da	1	HUBBARD WOODS TO CHICAGO	2	9" W X 4.5" H	SURFACE MOUNTED	
2A-2	2	METRA HUBBARD WOODS < TO CHICAGO	4	72" W X 12" H	POST MOUNTED	
2A-3	2	METRA HUBBARD WOODS > FROM CHICAGO	4	72" W X 12" H	POST MOUNTED	
3-B	1	GRAPHICS BY METRA	1	51" W X 48" H	POST/ SURFACE MOUNTED	BY METRA
3-D	1	GRAPHICS BY METRA	1	22.5" W X 23.5" H	POST/ SURFACE MOUNTED	BY METRA
4.6	1	TO TRAINS	1	18" W X 36" H	POST MOUNTED	
4.6A	1	TO TRAINS (DIRECTIONAL)	1	18" W X 36" H	POST MOUNTED	
4.16	1	ACCESSIBLE BOARDING	1	18" W X 36" H	POST MOUNTED	
5.5	1	FROM CHICAGO	1	18" W X 24" H	POST MOUNTED	
5.6	1	TO CHICAGO	1	18" W X 24" H	POST MOUNTED	
5.17	1	TICKETS	1	18" W X 24" H	SURFACE MOUNTED	
6.3	1	RESTROOM	2	24" W X 18" H	SURFACE MOUNTED	
6.4	1	EMPLOYEES ONLY	5	9" W X 12" H	SURFACE MOUNTED	
6.5	1	NO SMOKING	2	9" W X 12" H	SURFACE MOUNTED	
6.10	1	NO LOITERING	1	9" W X 12" H	SURFACE MOUNTED	
7.3	1	KISS N' RIDE	3	18" W X 36" H	POST MOUNTED	
7.5	1	NO PARKING	2	12" W X 18" H	POST MOUNTED	
7.6	1	RAILROAD EMPLOYEE PARKING ONLY	1	24" W X 18" H	POST MOUNTED	
7.9	1	EXIT TO STREETS	2	12" W X 18" H	POST MOUNTED	
8B	1	NO SMOKING	2	5" W X 7" H	SURFACE MOUNTED	
10A	1	DANGER DO NOT CROSS TRACKS	4	28" W X 27" H	SURFACE MOUNTED	
10B	1	DANGER STAY BEHIND YELLOW LINE	8	60" W X 9" H	SURFACE MOUNTED	
F1	1	NO FIREARMS PURSUANT TO 430 ILCS 66/65	4	6" W X 4" H	SURFACE MOUNTED	
M-6	1	WAITING ROOM HOURS	1	9" W X 4.5" H	SURFACE MOUNTED	

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

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

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

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

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

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
SIGNAGE DETAILS

CAD FILE NUMBER:
UP-N17.70_ A-800.dgn

SCALE:
AS INDICATED

PROJECT NO:
JP5194

MILE POST NO.
UP-N17.70

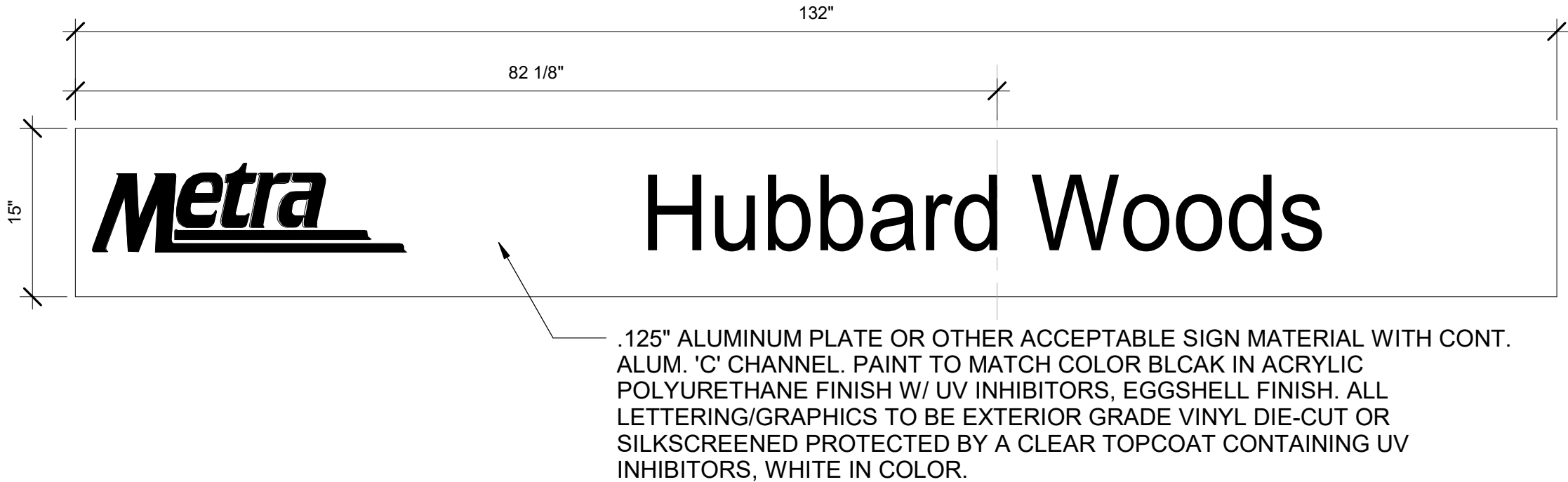
DISTRICT:
UP-N

SHEET NO.
A-800

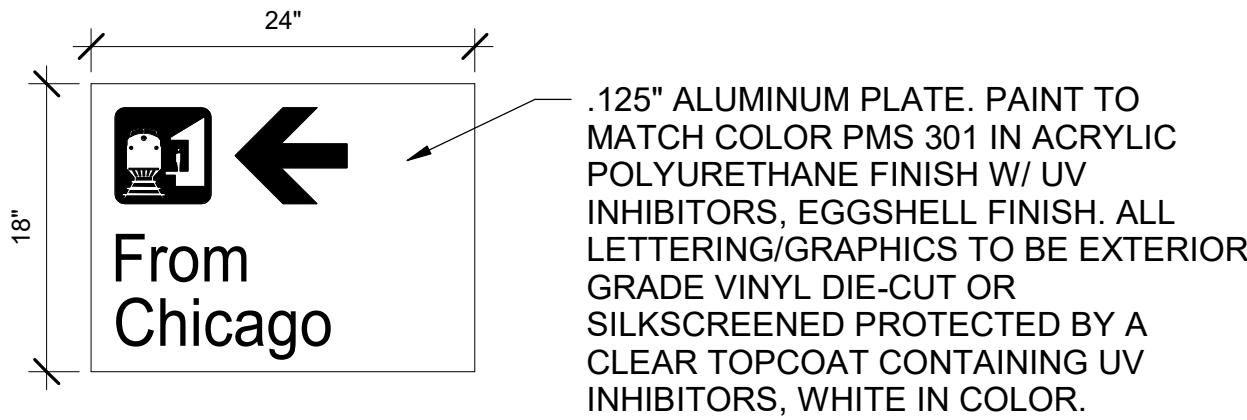
SIGNAGE NOTES

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

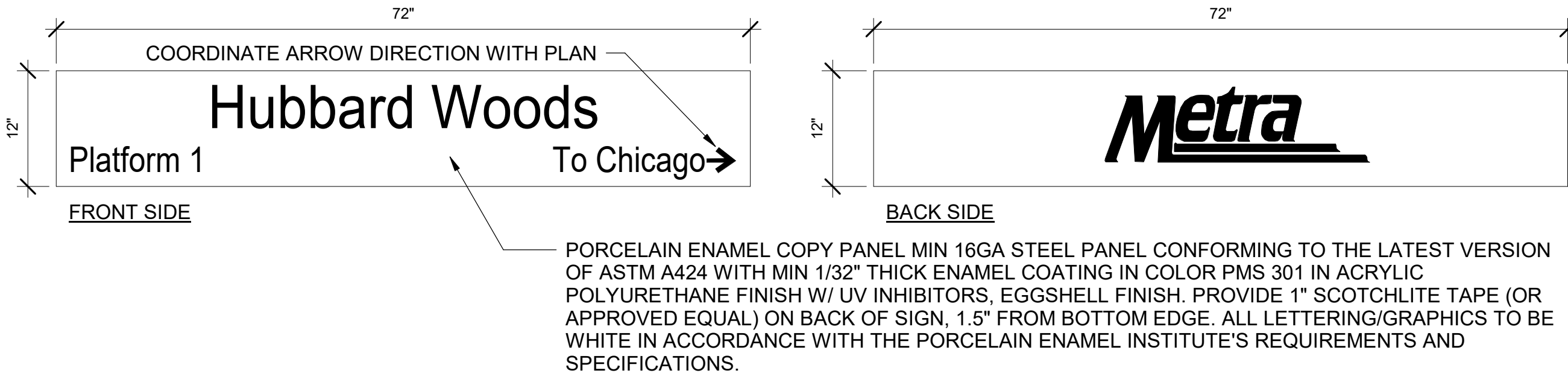
1 SIGN TYPE 1B
N.T.S.



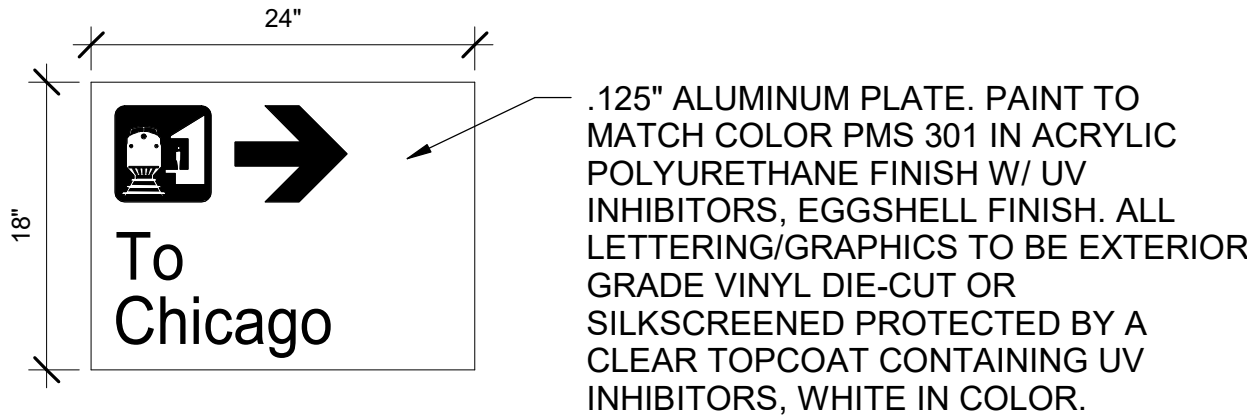
2 SIGN TYPE 5.5
N.T.S.



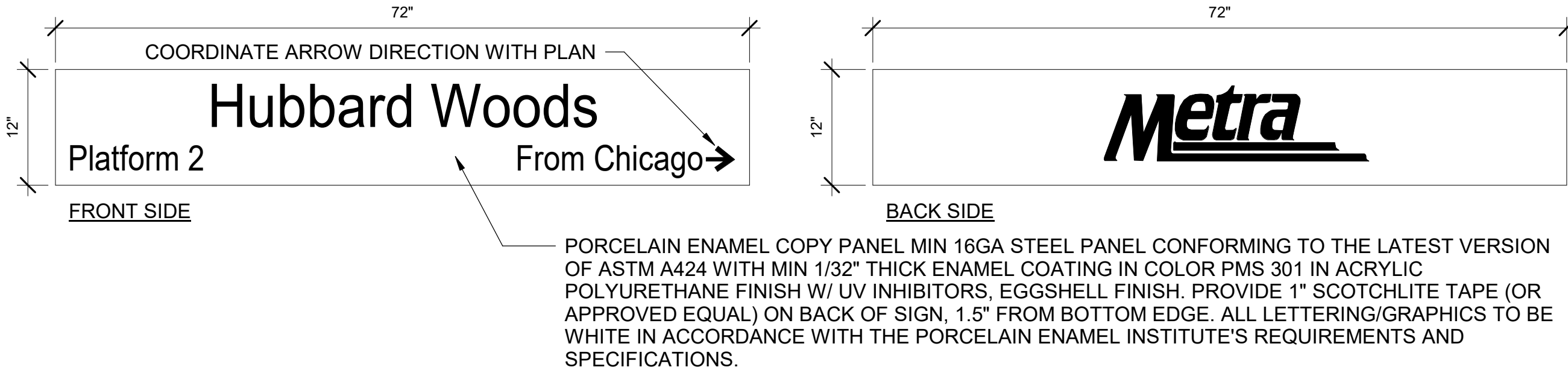
3 SIGN TYPE 2A-2
N.T.S.



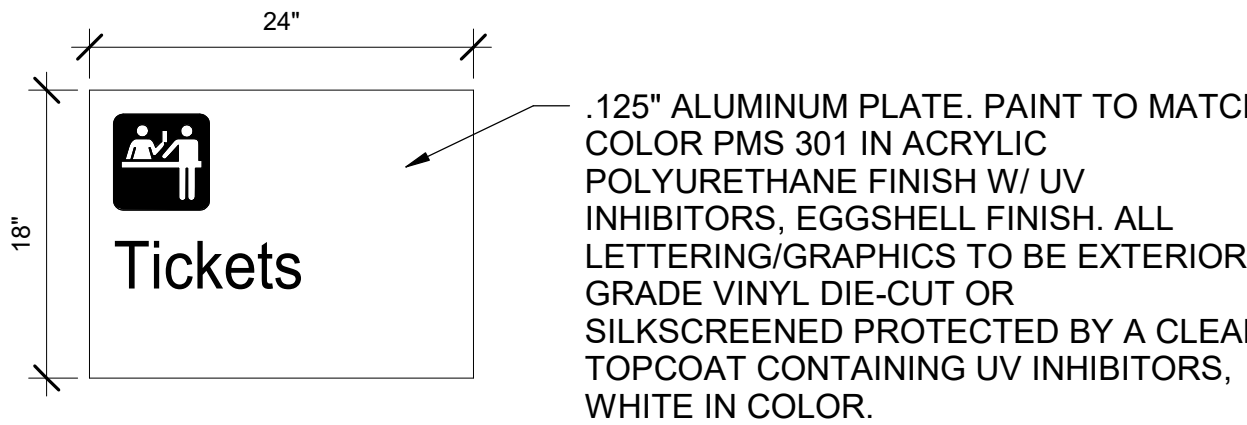
4 SIGN TYPE 5.6
N.T.S.



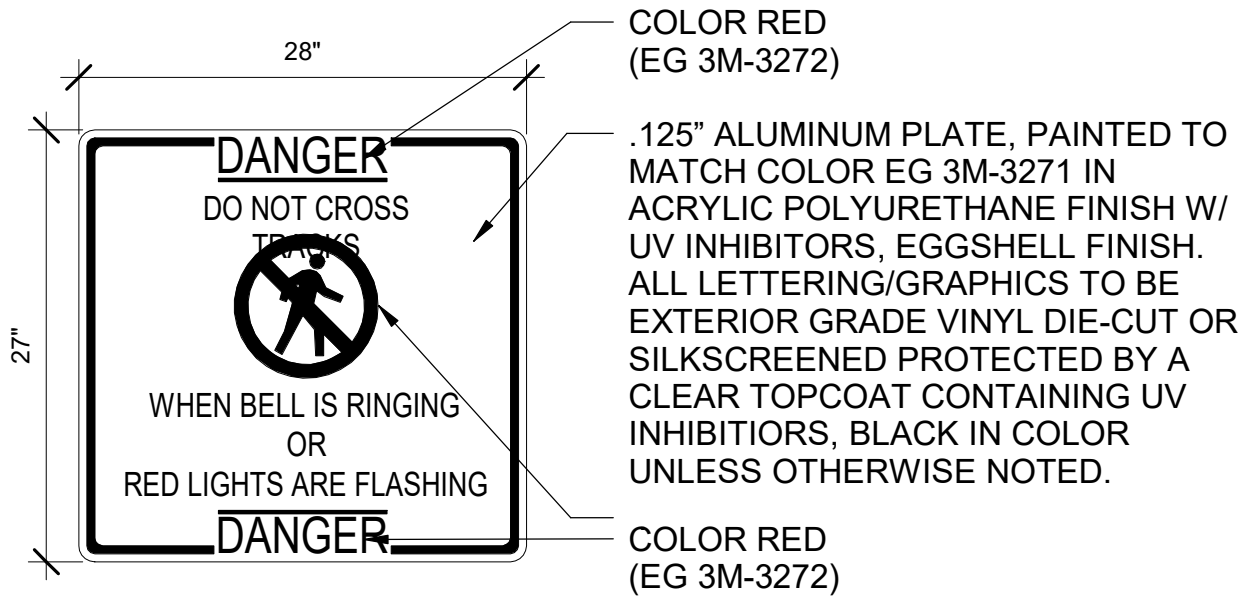
5 SIGN TYPE 2A-3
N.T.S.



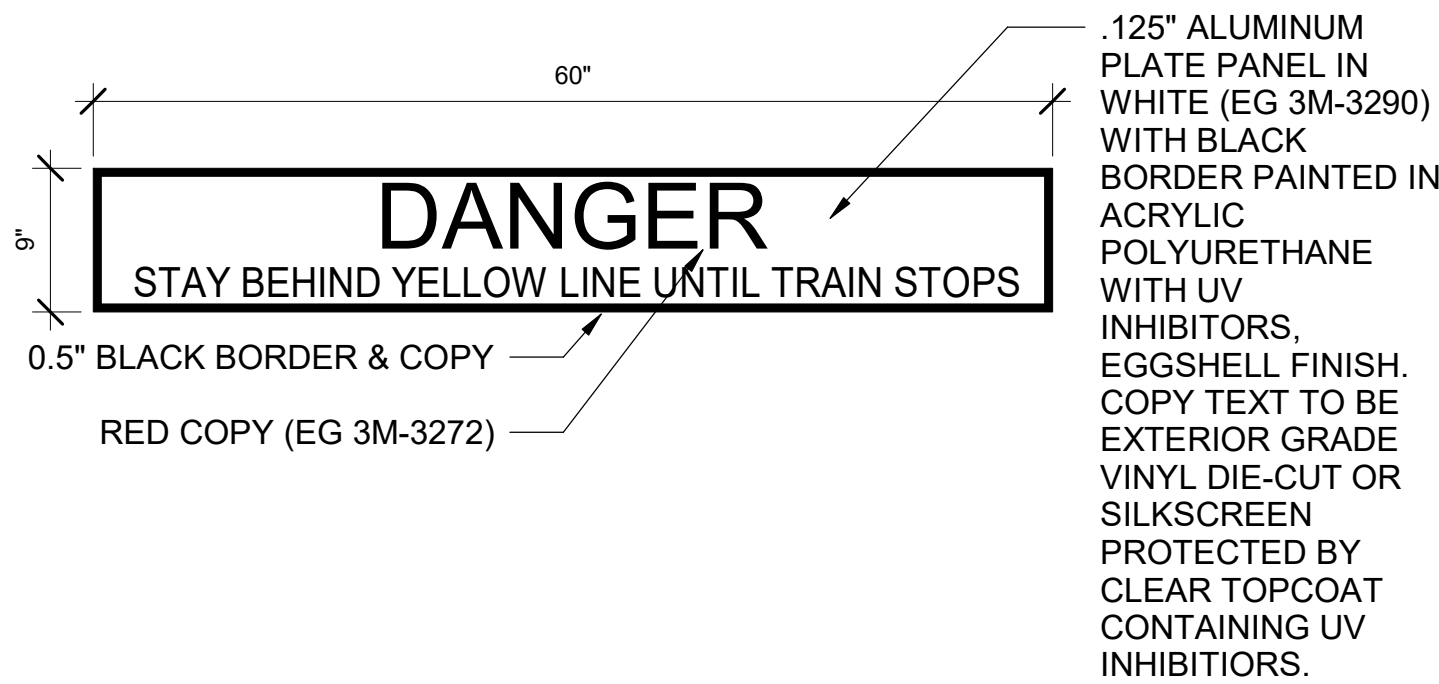
6 SIGN TYPE 5.17
1" = 1'-0"



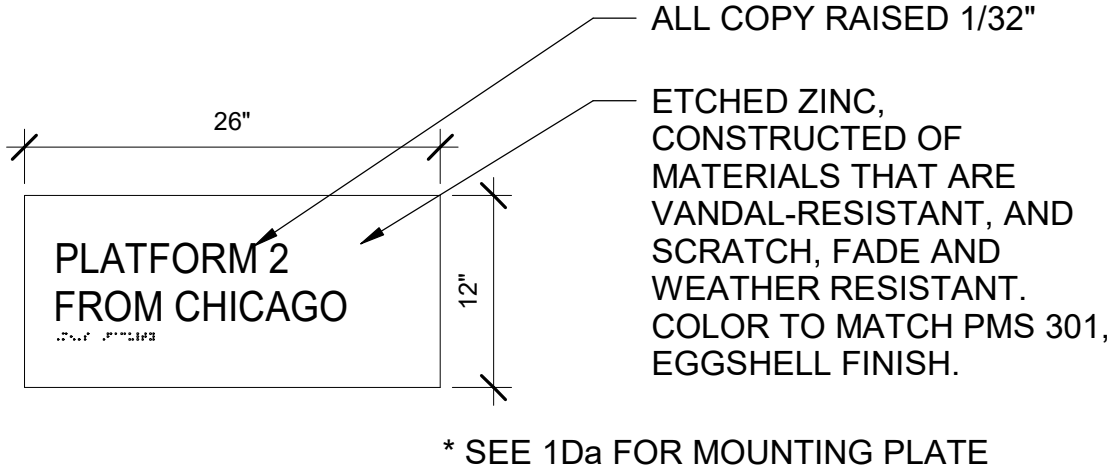
7 SIGN TYPE 10A
N.T.S.



8 SIGN TYPE 10B
N.T.S.



9 SIGN TYPE 1D
N.T.S.



PRINTED ON: 7/12/2024 5:39:29 PM

												M 700 N Sangamon Chicago, IL 60642 312.432.4180 312.432.4184 MULLER2 2024, Muller & Muller, Ltd.				PRIMARY CONSULTANT SEAL/ SIGNATURE				PRIMARY CONSULTANT: TYLin 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900				DESIGNED: V.WIEGAND DRAWN: V.WIEGAND CHECKED: K.KORAB METRA PM: R. BASARIRAD DATE: 07-15-2024				Metra ENGINEERING DEPARTMENT 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661				LOCATION NAME: HUBBARD WOODS STATION TITLE:				CAD FILE NUMBER: UP-N17.70_ A-801.dgn			
																								SCALE: AS INDICATED				DISTRICT: UP-N											
407/15/2024MBVAW90% RESUBMITTAL 312-14-2021JHKJK90% SUBMITTAL 208-06-2021NTVAW60% SUBMITTAL 107-17-2020VWKJK30% SUBMITTAL																												PROJECT NO: JP5194				SHEET NO. A-801							
REVDATEBYAPPDESCRIPTION																												MILE POST NO. UP-N17.70											

M

700 N Sangamon
Chicago, IL 60642

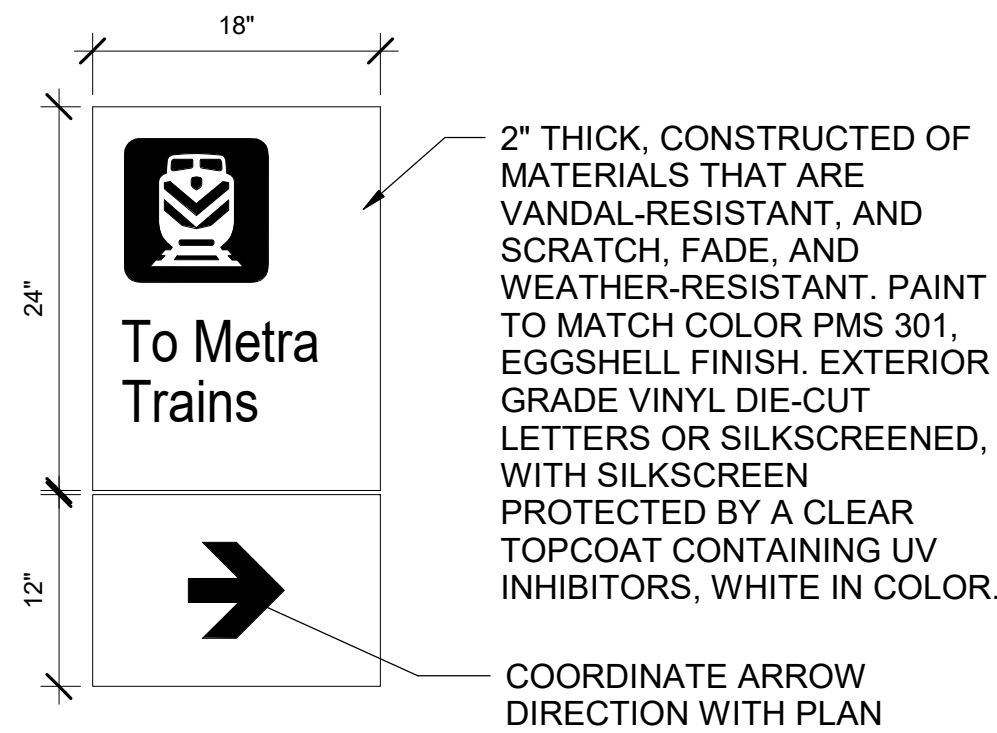
312.432.4180
312.432.4184

MULLER2

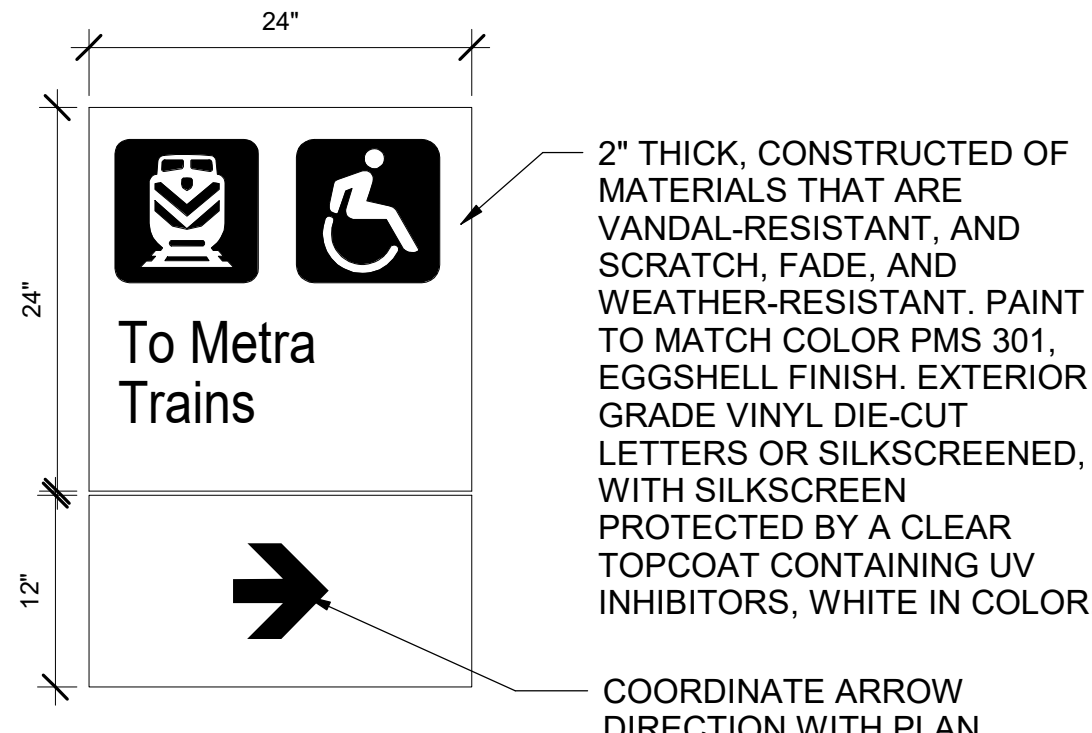
2024, Muller & Muller, Ltd.

TYLin

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



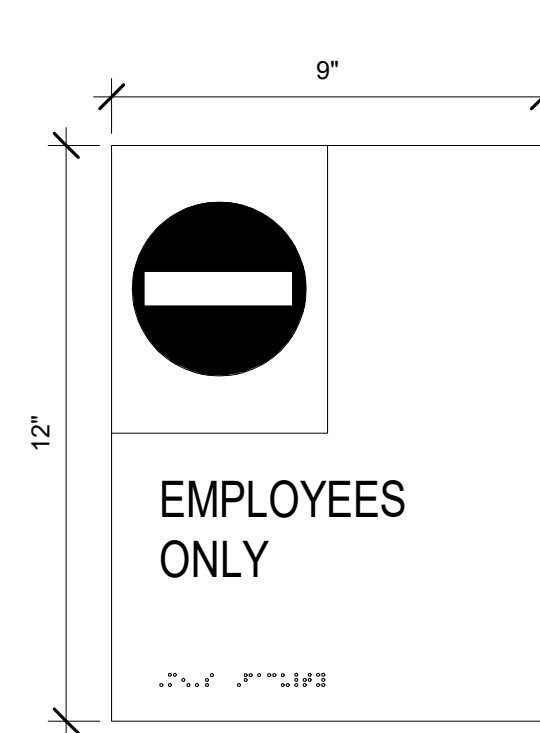
1 SIGN TYPE 4.6
METRA MANUAL
N.T.S.



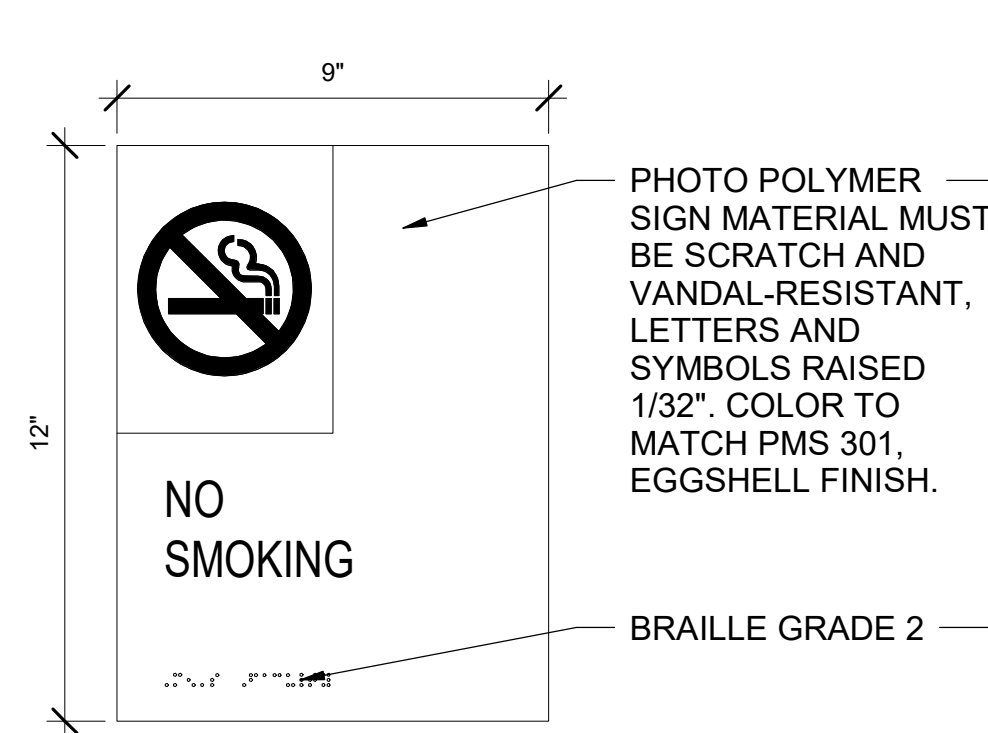
2 SIGN TYPE 4.6A
METRA MANUAL
N.T.S.



3 SIGN TYPE 4.16
METRA MANUAL
N.T.S.



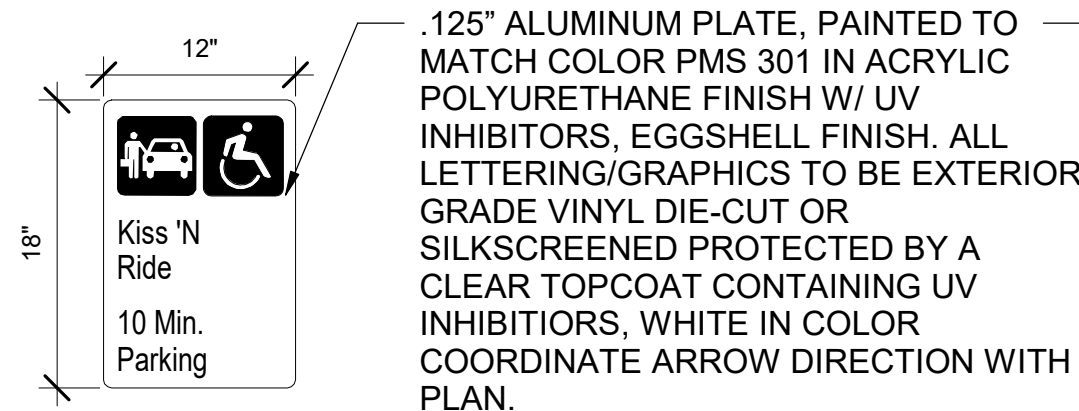
5 SIGN TYPE 6.4
METRA MANUAL
N.T.S.



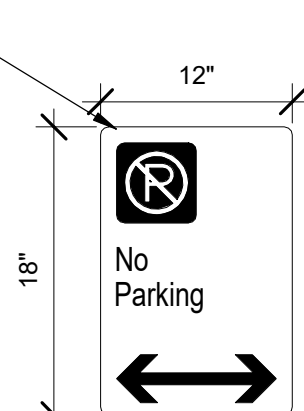
6 SIGN TYPE 6.5
METRA MANUAL
N.T.S.



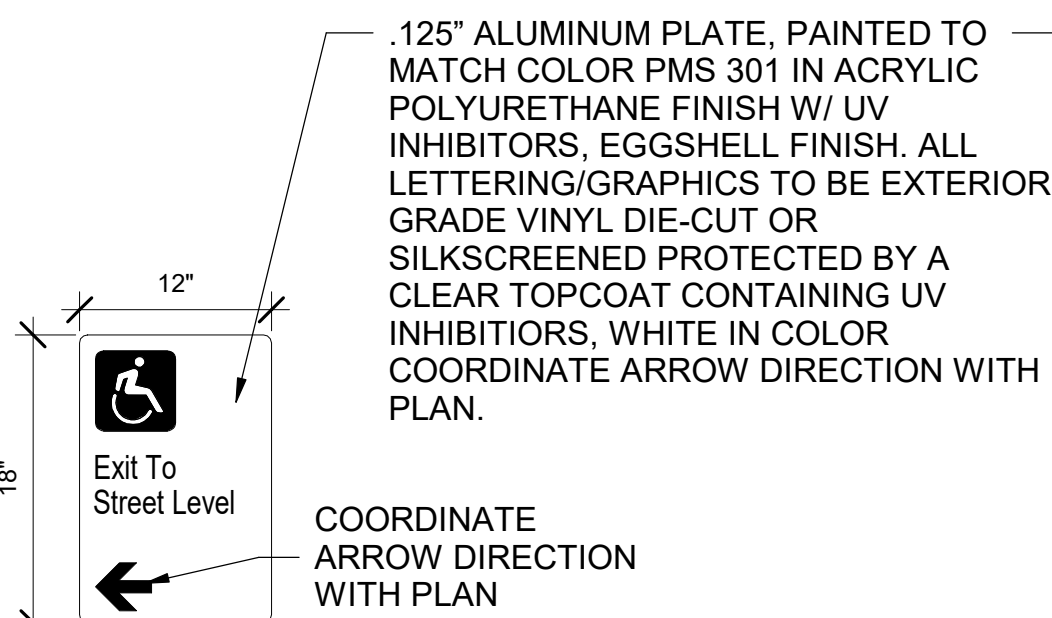
7 SIGN TYPE 6.10
METRA MANUAL
N.T.S.



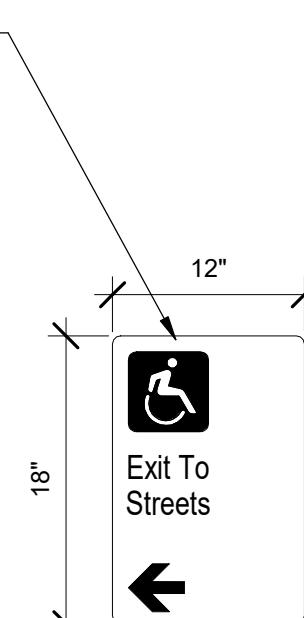
8 SIGN TYPE 7.3
METRA MANUAL
N.T.S.



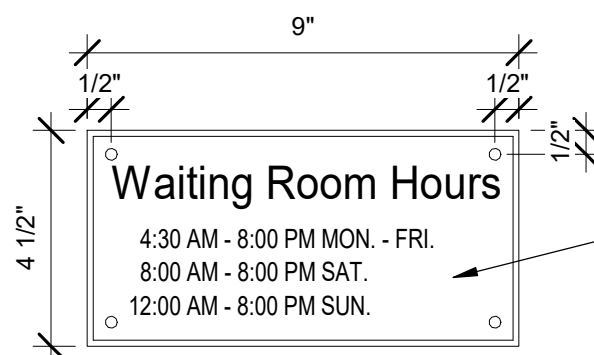
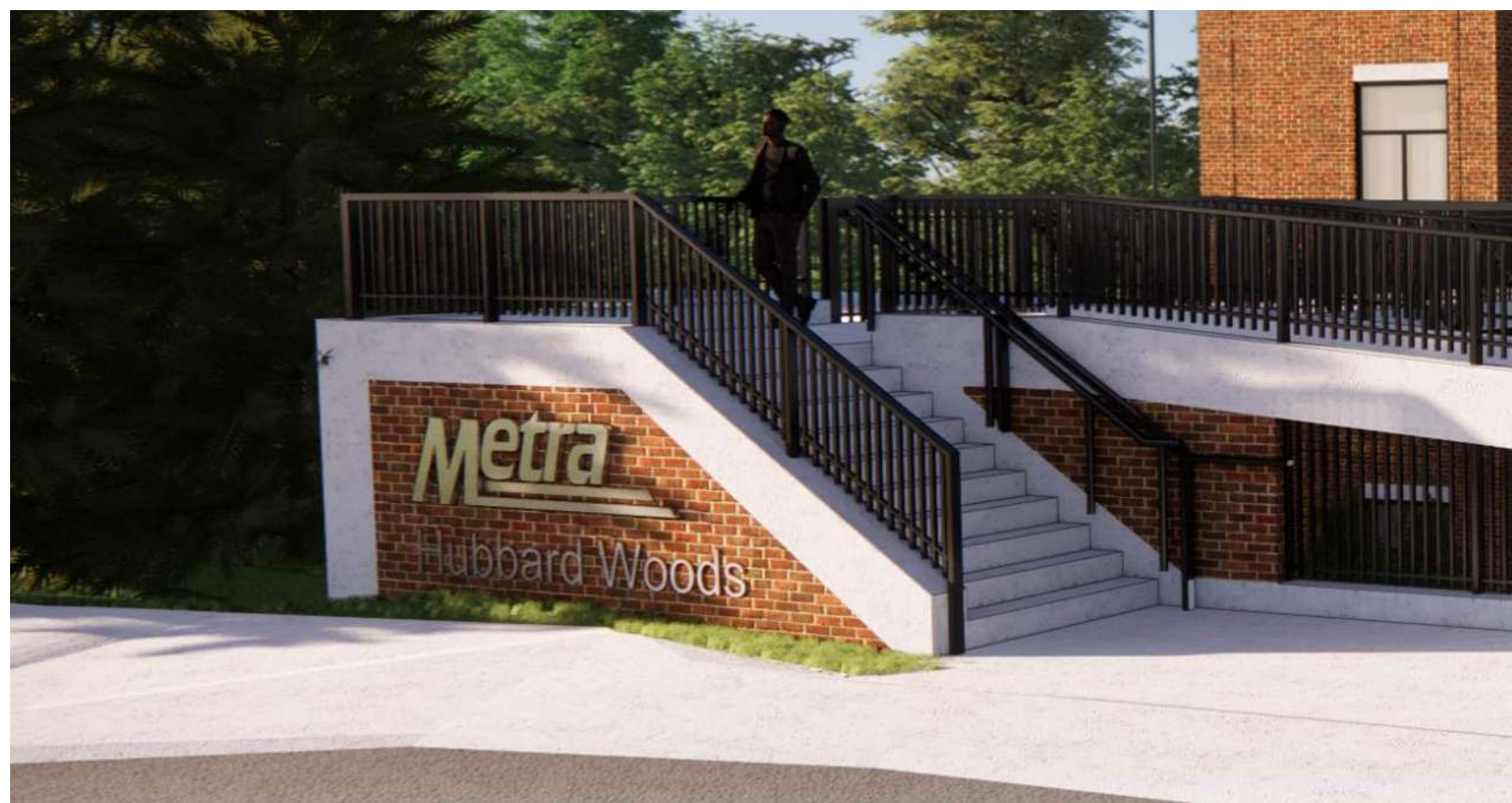
9 SIGN TYPE 7.5
METRA MANUAL
N.T.S.



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

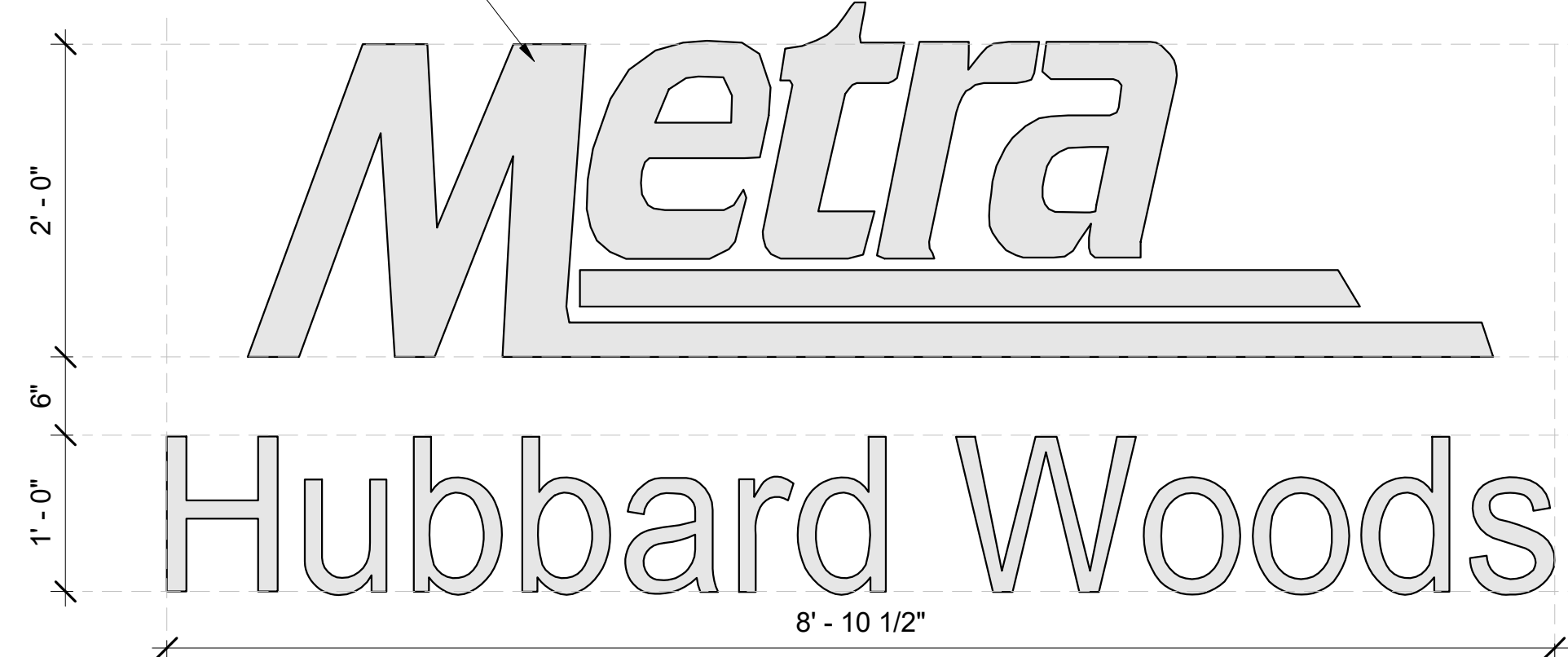


11 SIGN TYPE 7.9
METRA MANUAL
N.T.S.

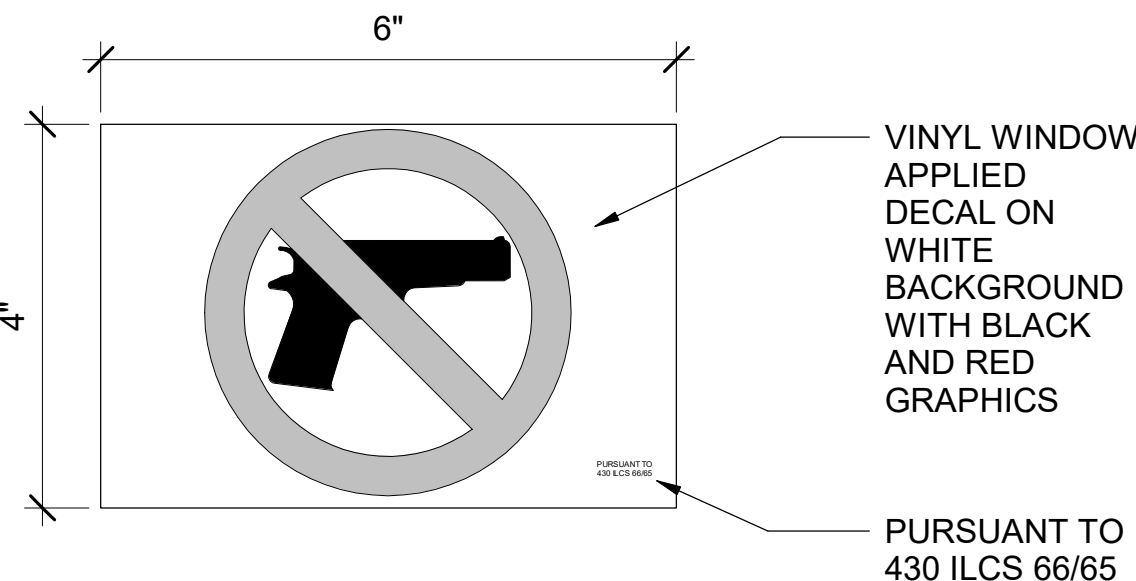


14 SIGN TYPE M-6
METRA MANUAL
N.T.S.

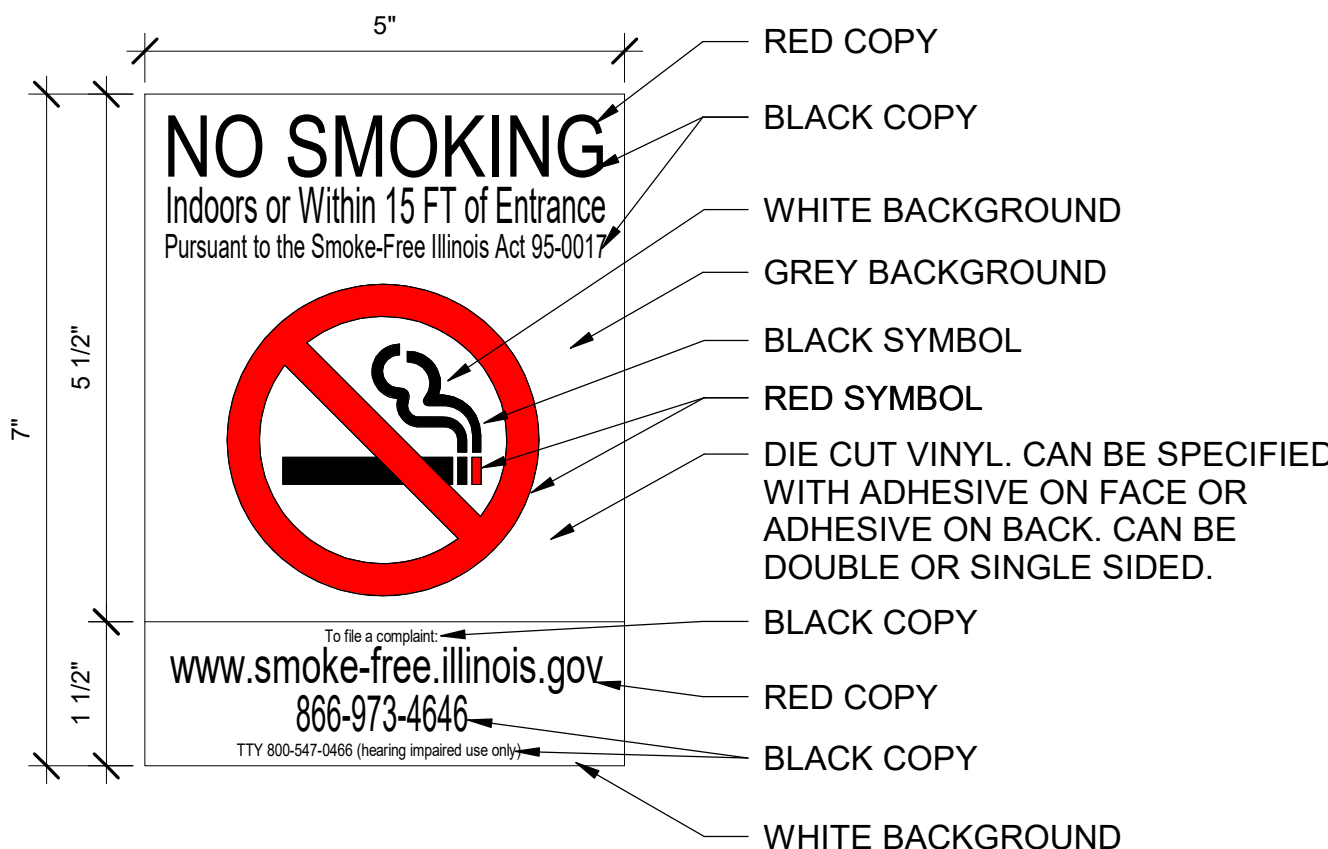
.125" PTD ALUMINUM FACE FABRICATED (BOX) LETTERS, 3" DEEP W/2" STANDOFFS MOUNTED TO BRICK OVER PRECAST PANEL. PROVIDE BLOCKING AS REQUIRED.



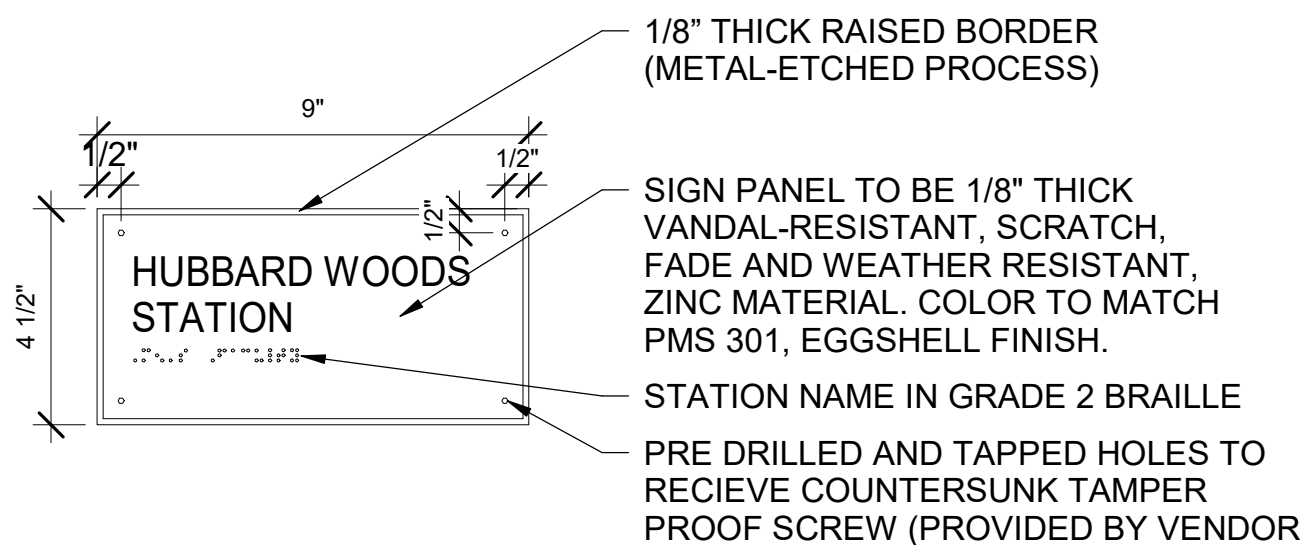
16 ALUMINUM LETTERS
N.T.S.



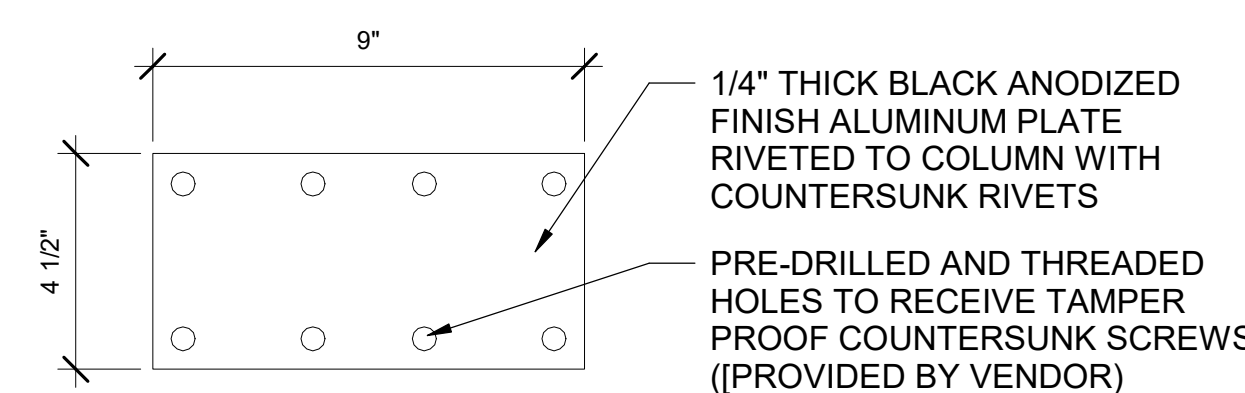
12 SIGN TYPE F-1
METRA MANUAL
N.T.S.



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



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



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

SUB CONSULTANT

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

PRIMARY CONSULTANT
SEAL/ SIGNATURE

PRIMARY CONSULTANT:

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

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

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

LOCATION NAME:
HUBBARD WOODS STATION

TITLE:
SIGNAGE DETAILS

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

SCALE:
AS INDICATED

PROJECT NO:
JP5194

MILE POST NO.
UP-N17.70

DISTRICT:
UP-N

SHEET NO.
A-802

2. Screening

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

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

VIII. Materials

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

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

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

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

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

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

Acceptable Materials:

a. Primary Facade

Commercial, Mixed Use, Multiple-Family and Institutional

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



Figure 43

b. Secondary Facade

Commercial, Mixed Use, Multiple-Family and Institutional

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



Figure 44

c. Roof materials

Commercial, Mixed Use, Multiple-Family and Institutional

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



Figure 45

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



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

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

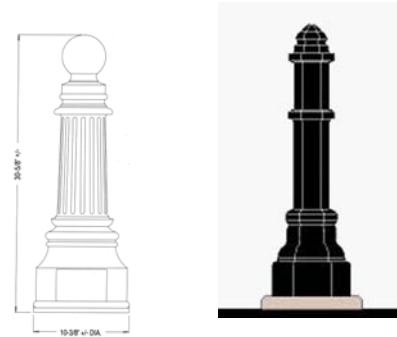
Lighting should enhance pedestrian areas with minimal glare onto adjacent properties/residential areas. Lighting should extend from the street into public, semi-public, and select private open space, vehicular use areas and publicly accessible alleys.

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



Typical Bike Rack Figure 51g

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



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

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

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



Standard decorative metal fencing Figure 51i

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



Example of a newspaper corral screen Figure 51j

ATTACHMENT C1

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

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

>> Dear Design Review Board,

>>

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

>>

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

>>

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

>>

>> Thank you very much,

>>

>>

>> Katherine Hazelwood

>> 270 Scott Ave

>> Winnetka, IL 60093

>>

>> [REDACTED]

ATTACHMENT D2

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.

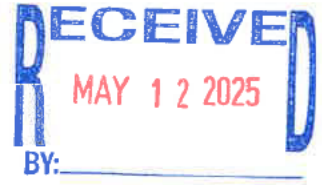
Sincerely,

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*



Please do not print this email unless it is absolutely necessary. Spread environmental awareness.



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
crispin@halesgooch.com

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

From: [REDACTED]
To: [Planning](#)
Cc: [Robert Bahan](#)
Subject: 25-03-SU: Hubbard Woods Metra Train Station May 22, 2025 - Plan Commission
Date: Wednesday, May 21, 2025 10:26:11 AM

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 Plan Commission,

We are unable to attend tomorrow evening's meeting but submit the following comments, previously provided to the ZBA.

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. 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 commuters on cold winter days.

Additionally, we recommend minimizing the visual impact of the pedestrian bridge entrance on the east side by reducing signage and lighting, and enhancing landscaping. Unlike the west side, which is a commercial district, the east side is a quiet residential neighborhood with a modest bridge access point off the Hubbard Street road end. We've attached a few current photos of the bridge entrance at Hubbard Street for your information, but encourage you to visit the area.

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

Sincerely,

Jessica and Creed Tucker
Winnetka







MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD
FROM: DAVORKA KIRINCIC, AICP
BUILDING AND CODE ENFORCEMENT MANAGER
DATE: JUNE 12, 2025
SUBJECT: GREEN BAY TRAIL NEAR ASH STREET ENTRANCE - VILLAGE OF
WINNETKA CONSIDERATION OF CERTIFICATE OF APPROPRIATENESS
TO INSTALL EDUCATIONAL SIGN FOR THE NEW NATIVE GARDEN
(CASE NO. 25-09-DR)

INTRODUCTION

On June 19, 2025, the Design Review Board (DRB) is scheduled to consider a Certificate of Appropriateness application submitted by the Village of Winnetka and the Friends of the *Green Bay Trail* ("the Applicant") for the property located at *Green Bay Trail* west of Ash Street trail entrance (the "Subject Property") to allow the installation of an in-ground single-mount aluminum post pedestal educational sign for the new native garden on the *Green Bay Trail* near the Ash Street entrance.

The Applicant is seeking approval of a Certificate of Appropriateness to allow installation of the proposed educational sign for the new *Native Garden* on the Subject Property.

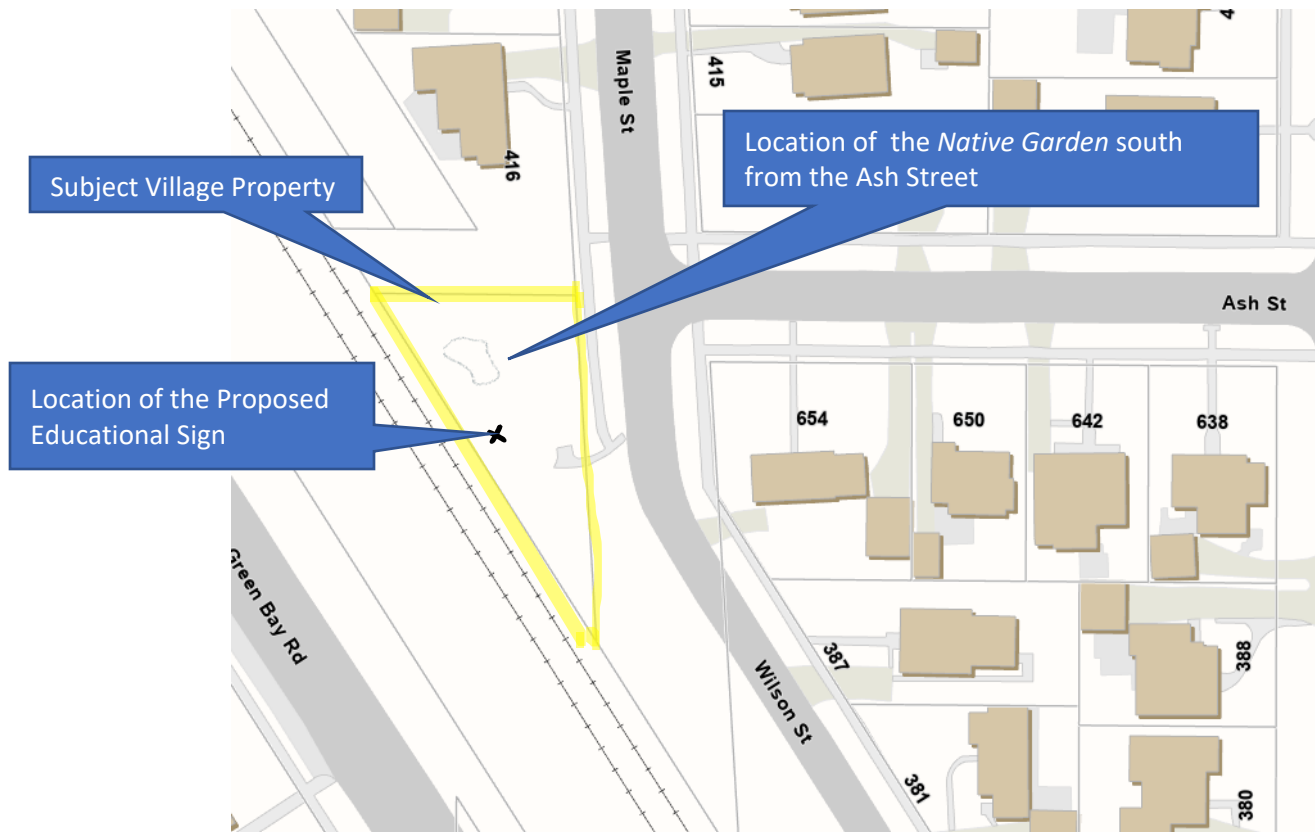
PROPERTY DESCRIPTION

The Subject Property is a triangular parcel owned by the Village between railroad tracks and Maple Street south of Ash Street. It is zoned R-5 Single-Family Residential. Figure 1 on the following page identifies the Subject Property, Figure 2 identifies the subject education sign location, and **Figure 3** identifies the proposed educational sign.

CURRENT REQUEST

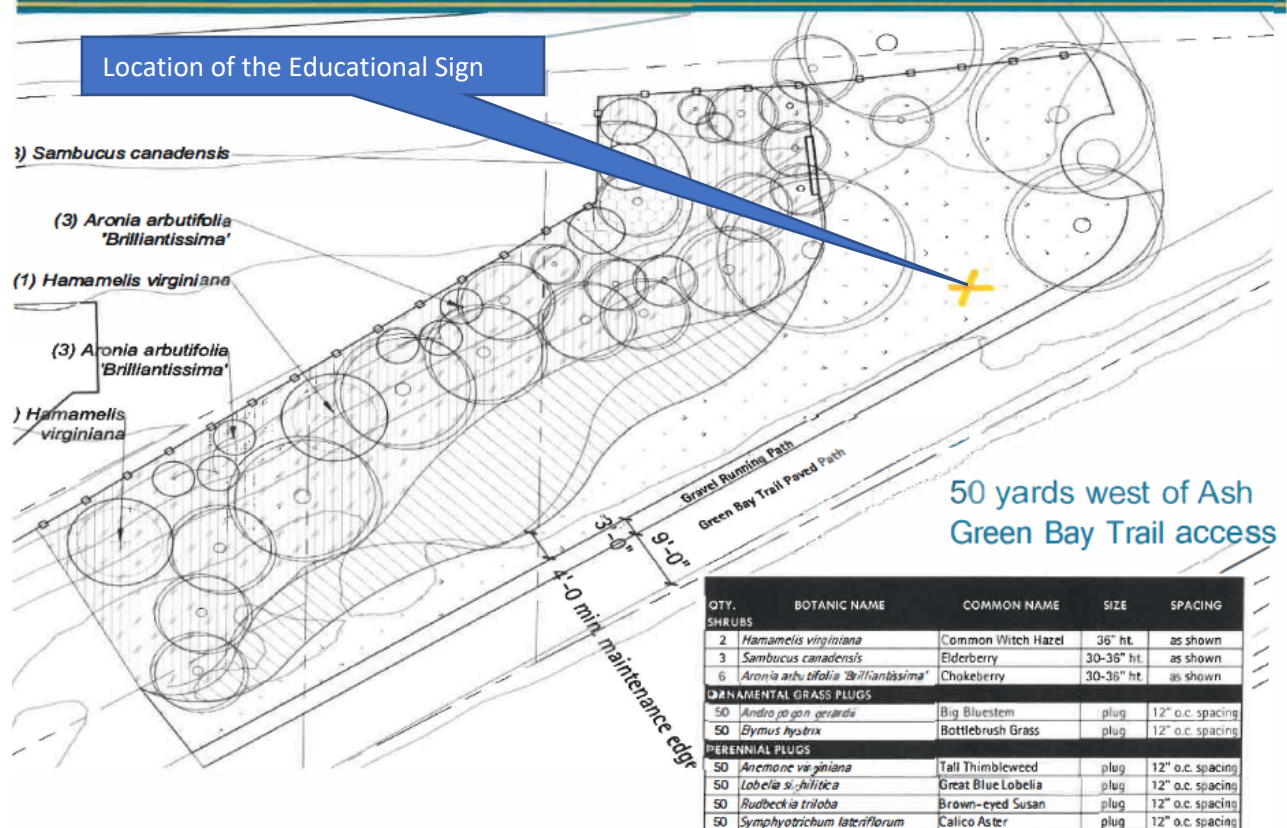
The Applicant is seeking approval to install an in-ground single-mount aluminum post pedestal with an educational sign 36 inches by 22 inches at a 45-degree angle and 42" in total height from grade for the new *Native Garden* on the *Green Bay Trail* south of Ash Street, as shown in **Figure 4**.

The Applicant has provided a site plan showing the location, design, and written explanation for the educational sign for the new *Native Garden* on the *Green Bay Trail* near the Ash Street entrance, all of which are included in the application materials included in **Attachment A**.



Location Map – Subject Property

PLANTING PLAN



Subject Property – Site Plan Showing Location of Proposed Educational Sign for the *Native Garden*



Proposed Education Sign-Side View



Proposed Education Sign-Back View

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the Design Review Board is to consider the following four (4) factors in determining whether to grant a Certificate of Appropriateness:

“(1) whether the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;”

“(2) whether the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;”

“(3) whether the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and”

“(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity.”

The Board must determine if the proposed educational sign for the new *Native Garden* complies with the above standards.

DESIGN GUIDELINES

The Village’s Design Guidelines focus more on guiding signage in the commercial districts, whereas the Subject Property is adjacent to a recreation trail on Village-owned property.

SUMMARY

The Applicant requests that the DRB find the proposed educational sign for the new *Native Garden* appropriate and compatible with the Certificate of Appropriateness standards and approve it as proposed. This sign would be exempt per the Sign Code and would not require a permit.

ATTACHMENTS

Attachment A: Application Materials

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

COA 2025-502

CERTIFICATE OF APPROPRIATENESS APPLICATION

Project Address: Green Bay Trail at Ash StreetName of Business(es): Village of Winnetka and Friends of the Green Bay Trail

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



Sign

Sign Permit Application attached? ☐

Awning

Awning Permit Application attached? ☐

Other (general description) _____

Please provide a detailed description of the proposed work (attach additional information such as material specifications, photographs, etc.): 36"x22" educational sign for the new native garden on the Green Bay Trail near the Ash Street entrance;
In-ground mount single post pedestal of black powder coated aluminum with sign at 45 degree angle. Similar to Garden Guild sign at Dwyer Park.

I/We hereby certify that as the Village of Winnetka (Lessee/Owner) of the property located at 510 Green Bay Road (address), I am/we are authorized to submit plans for alterations of the subject property. I/We agree to perform the subject work in accordance with the conditions of approval by the Winnetka Design Review Board as well as all other applicable codes, rules, and regulations of the Village of Winnetka.

FOR LESSEE/OWNER USE ONLY

SIGNED _____

PRINTED NAME(S) Elyse SleinerADDRESS 510 Green Bay RdPHONE NO. (847) 716-3515EMAIL estelner@winnetka.org**FOR OFFICE USE ONLY**

COA applied for (date): _____

COA Case Number: _____

COA Issued (date): _____

COA Fee

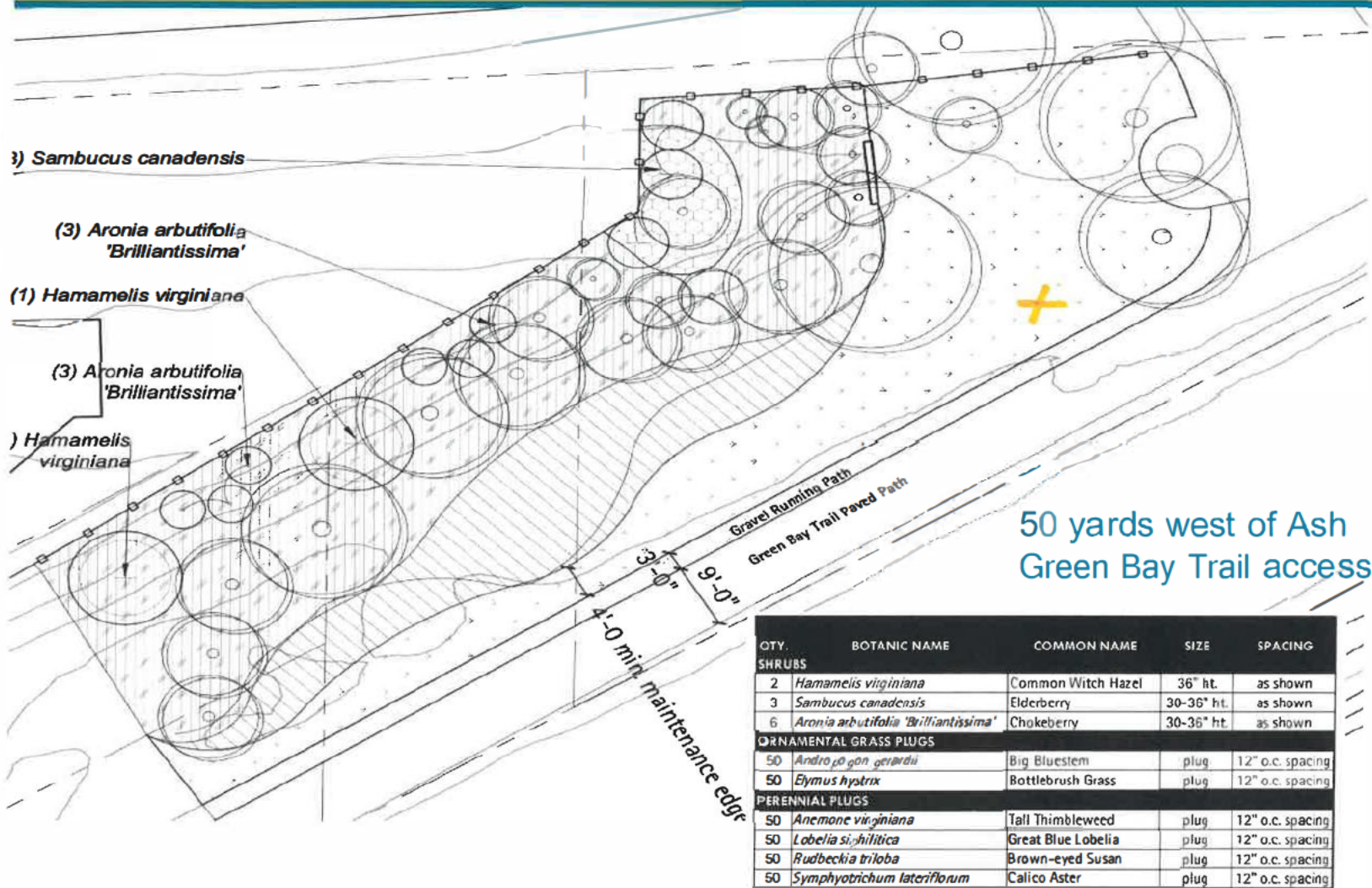
☐ \$135☐ \$575PRIMARY DESIGN FIRM
CONTACT NAMEMark Battrell Photography
Mark Battrell

ADDRESS _____

PHONE NO. _____

EMAIL _____

PLANTING PLAN





Rebuilding the Natural Ecosystem

Providing Food and Shelter for Local Wildlife

Friends of the Green Bay Trail and the Village of Winneka partnered to plan, create, and maintain this native plant habitat for the enjoyment of humans and to benefit the animal species typical to this area. Native plants were chosen to reintroduce essential elements of the ecosystem that sustain butterflies, birds, bees and other wildlife.

What is an ecosystem?

An ecosystem is a community of living things and materials in a specific area. The ecosystem contains all that inhabit it, from the nutritional microbes in the soil to the tallest oaks using nutrients, water, air and sunshine. Everything in the ecosystem is dependent upon everything else in it. When one thing is removed or changed, it has a ripple effect on everything else. Some changes can be adapted to, but often the changes are devastating to the chain of life as food sources disappear.

How do ecosystems help humans?

Ecosystems provide us with our needs and many services. In addition to supplying us food, the ecosystem provides drinking water, timber, fuel, fibers for fabric, and medicines. Plants clean the air, filter water, and provide oxygen. Bacteria decompose waste, roots hold soil from erosion. Bees, birds, wasps and butterflies pollinate flowers, making fruits, nuts, and vegetables. Bats eat thousands of mosquitos nightly as an example of nature's balance. Humans don't exist without ecological food chains.

What are some common threats to ecosystems?

Invasive plants These are species that are not native to the area and whose spread negatively impacts the ecological system, thereby damaging ecological, economic, or human health. Invasive plant species outcompete and kill the native plants they overtake. As native plants diminish, all wildlife dependent upon them also diminish.

Buckthorn These woody plants have become the number one species in northern Illinois. They form dense, quickly spreading thickets that choke our native plants by restricting access to sunlight, nutrients, and space. Nothing has evolved here to check Buckthorn's growth. Before an ecosystem with native plants could be reintroduced along the trail, volunteers had to remove a massive volume of buckthorn.

Habitat Loss Due to degradation, destruction and fragmentation, the survival of wildlife is threatened. Human activities drastically change ecosystems with homes, dams, roadways, farming, and the planting of exotic species. Ecosystems are challenged to provide food, shelter, water, and safe places for lifeforms to bear and raise their young. It is crucial for humans to protect and improve ecosystem habitats.



To: Mark Battrell
 Friends of the Green Bay Trail
 PO 545
 346 Lake Street
 Glencoe, IL 60022

Phone#: 312-420-5646

Fax#:

Account Executive: Linda Peters
ID #: 1084069.03

Tag Name:

Part Number	Qty	Description	Each	Ext
E12-055-T4	1	1/2" Exterior CHPL Graphic. Panel Size: 22 x 36 4 Threaded Inserts w/ Tamper Resistant Bolts.	587.00	587.00
SPG1212	1	Single Post Pedestal (12" x 12" Mounting Plate at 45 Degree). - Black Powder Coated Aluminum. - In-Ground Mount. (Surface Mount available).	298.00	298.00
99810	1	COLOR SAMPLE: (8" x 10" x 1/8") CHPL. Created from Client Provided File. -Used in production for color matching and resolution. -Cost includes shipping Sample. See File Prep Guide for More Information.	40.00	40.00

All FOSSIL graphics feature 12-Color HD Printing and our Fossilized Surface®.

Subtotal: \$925.00

Digital files must conform to Fossil File Prep Guidelines (FossilGraphics.com)
 Electronic layout proofs provided at no charge.

Subtotal: 925.00

Features are indicated in Part Numbers:

"-P" = Custom Shape; "-T" = Threaded Inserts; "-D" = Double Sided; "-H" =
 Holes; "MURAL" - Indicates panels built to go directly beside another panel.

Shipping: 306.00

0 %Tax: 0.00

TOTAL: \$1,231.00

Shipping to zip code: 60022. Estimate based on destination being a Business that
 has a forklift on site. Shipping charges include packaging and insurance.

Deposit Due: 739.00

Quote valid 90 days. Order produced under our standard Terms and Conditions
 of Sale (FossilGraphics.com/terms). For installation info or to determine best
 thickness of graphic to meet your requirements (FossilGraphics.com/guide).

After Delivery Amount Due 492.00

TERMS: 60% Deposit / Balance Net 10 After Delivery

Please sign as your authorization to produce: _____



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD
FROM: DAVORKA KIRINCIC, AICP
BUILDING AND CODE ENFORCEMENT MANAGER
DATE: JUNE 12, 2025
SUBJECT: 540 HIBBARD ROAD (SKOKIE PLAYFIELD, FIELD #1 –
CERTIFICATE OF APPROPRIATENESS (CASE NO. 25-10-DR)

INTRODUCTION

On June 19, 2025, the Design Review Board is scheduled to consider a Certificate of Appropriateness Application submitted by *Winnetka Park District* (the “Applicant”), as the owner of the property located at 540 Hibbard Road (the “Subject Property”), to allow the installation of the electronic ballfield scoreboard with custom text for *Youth Sports Skokie Playfield, Field #1* (East Field) at the **Subject Property**.

PROPERTY DESCRIPTION

The **Subject Property** is located west of Hibbard Road between Pine Street and Oak Street. It is zoned R-2 Single-Family Residential and is a *Skokie Playfield*. **Figure 1** below and **Figure 2 on the following page show the location maps with the** approximate location of the proposed electronic scoreboard at *Skokie Playfield, Field #1* (East Playfield).

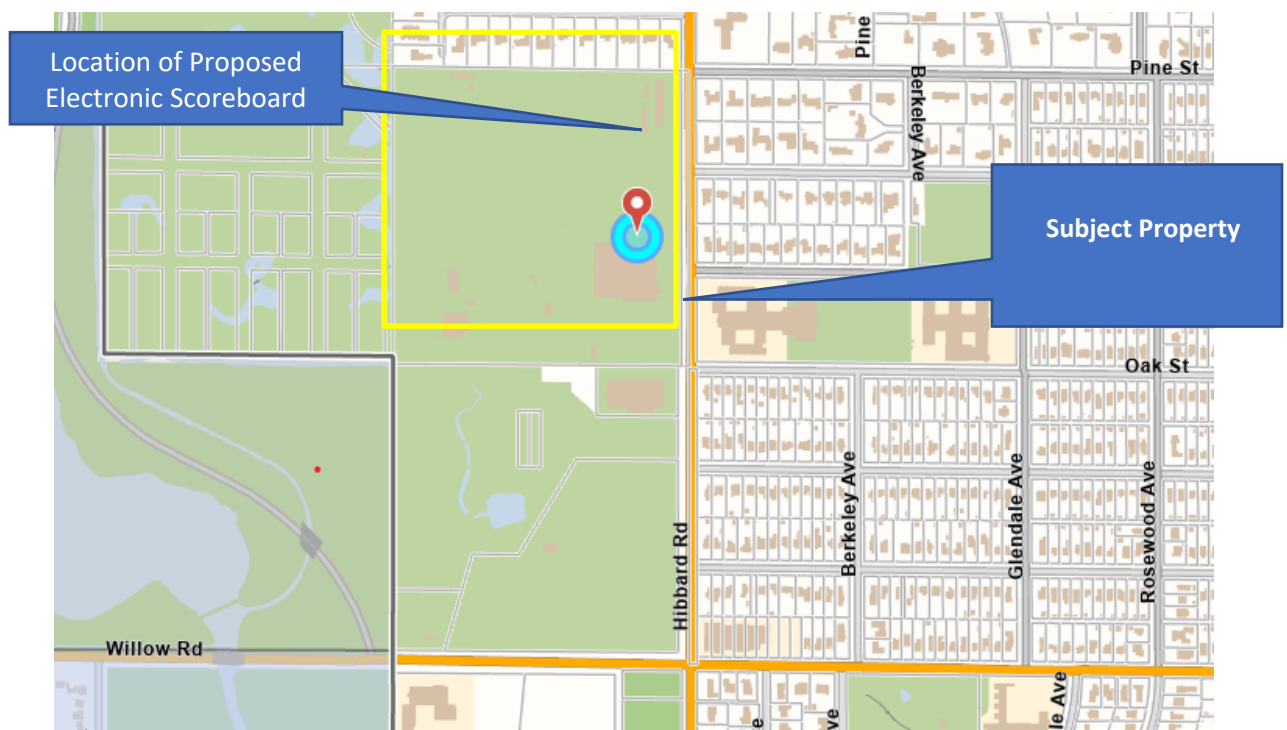


Figure 1 - Subject Property – Location Map



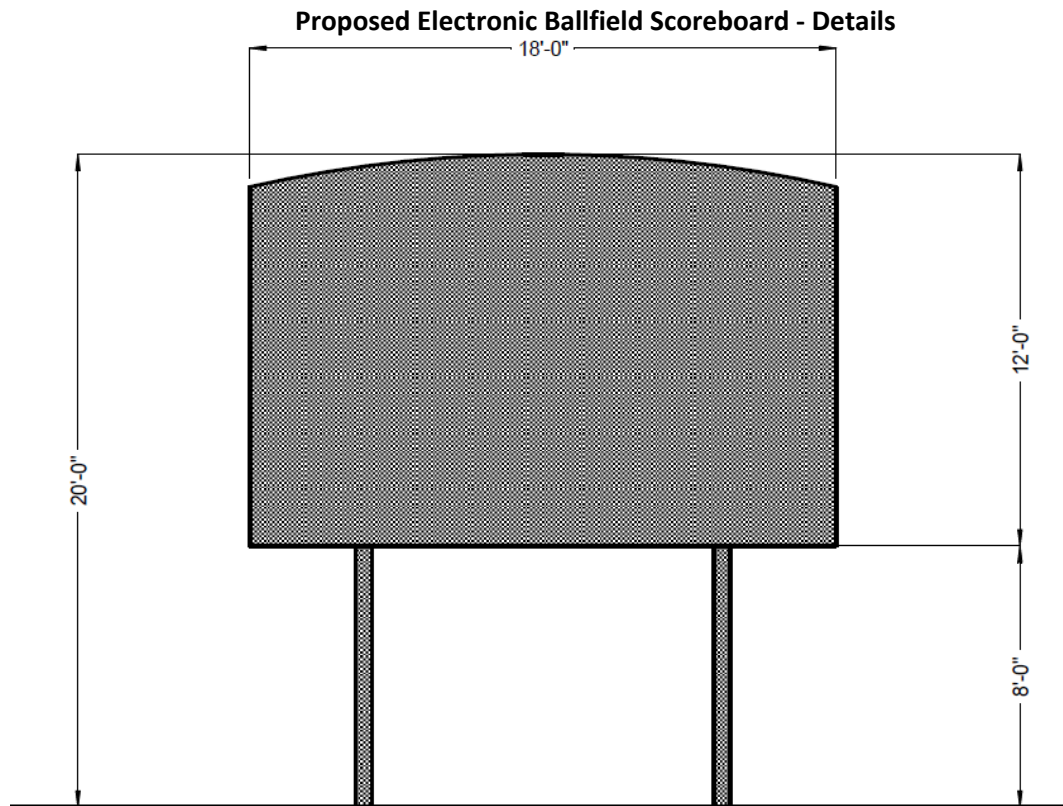
Figure 2 - Subject Property – Location Arial Map

CURRENT REQUEST

The Applicant is seeking approval to install the electronic ballfield scoreboard with custom text for *Youth Sports Skokie Playfield, Field #1* (the eastern synthetic turf field). The scoreboard would be located approximately 140-feet from the east property line, outside of the required 50-foot front setback. The scoreboard is dark green with white accents and features LED technology to display team names, game time, scores, and other standard game data. The 18-by-12-foot scoreboard will be mounted on two pylons with a total height of 20 feet from the ground to the top of the scoreboard. The 2-foot rounded arch header is labeled “Skokie Playfield” along with the Winnetka Park District logo. Below the scoreboard, a dedication panel will honor Luke Laidley and his contribution to youth. The proposed electronic ballfield scoreboard features and colors are shown in the illustrations below and on the following pages.

DAKTRONICS FB-2018 PRODUCT SPECIFICATIONS

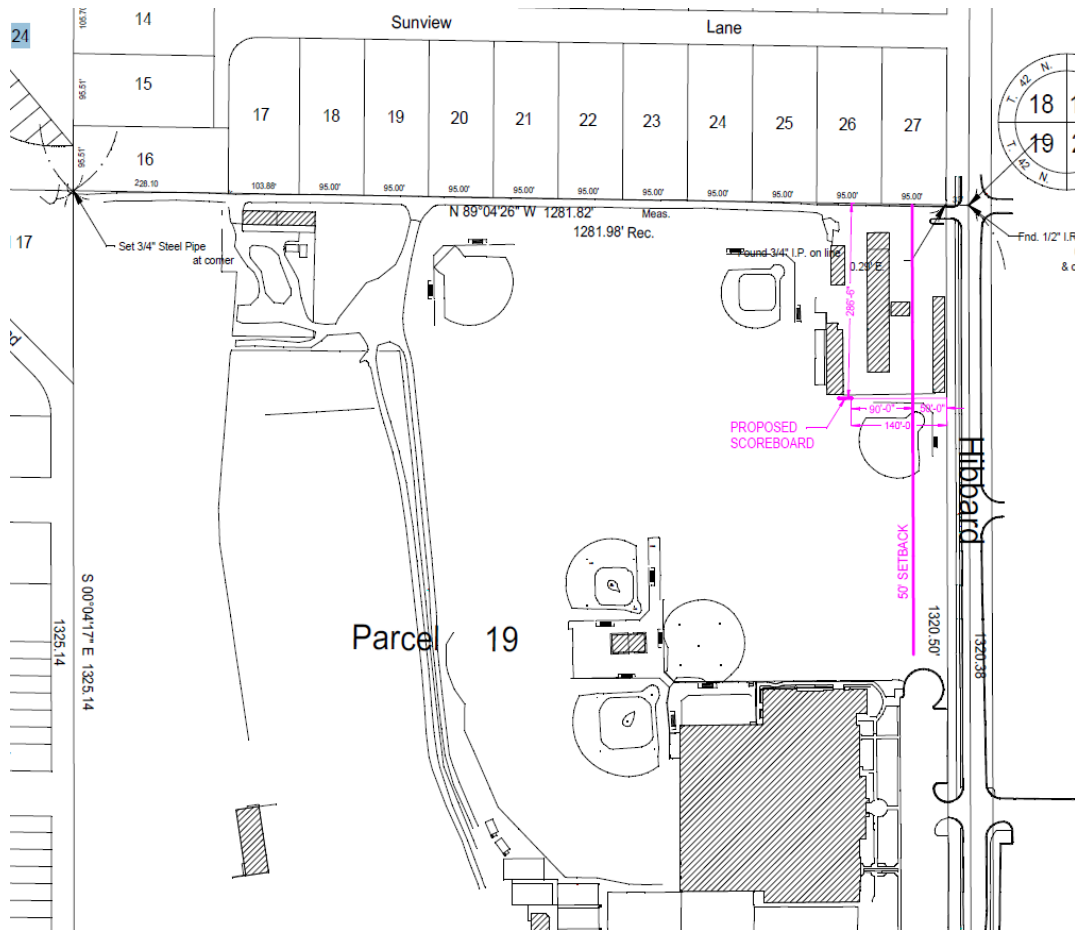




Proposed Electronic Ballfield Scoreboard Elevation



Rendering of Proposed Electronic Scoreboard



Location and required setback of 50 feet for the Proposed Electronic Scoreboard

A copy of the Applicant's application materials is included in **Attachment A**.

SIGN CODE ANALYSIS

The Village's Sign Code does not provide requirements for electronic scoreboards.

CERTIFICATE OF APPROPRIATENESS CONSIDERATIONS

As established by the Village Code, the Design Review Board is to consider the following four (4) factors in determining whether to grant a Certificate of Appropriateness:

"(1) whether the proposed external architectural features and site improvements are appropriate to and compatible with the character of the immediate neighborhood;"

"(2) whether the proposed external architectural features and site improvements are appropriate to and compatible with adopted Village plans for and improvements in the immediate neighborhood, and including both urban design and site arrangement considerations;"

"(3) whether the proposed external architectural features and site improvements are consistent with applicable Village design guidelines and such standards and criteria as may be adopted by the Board; and"

"(4) the probable effect of the proposed external architectural features on the integrity of the immediate vicinity."

The Board will need to determine if the electronic scoreboard complies with the above standards.

DESIGN GUIDELINES ANALYSIS

The Village's Design Guidelines do not provide guidance on aesthetics and placement of electronic scoreboards.

SUMMARY

The Applicant requests that the DRB find the proposed electronic ballfield scoreboard appropriate and compatible with the Certificate of Appropriateness factors and approve it as proposed. Should the DRB approve the Certificate of Appropriateness, the Applicant would first need to obtain an approved Building Permit from the Community Development Department prior to installing the subject ballfield electronic scoreboard.

ATTACHMENTS

Attachment A: Application Materials

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

CERTIFICATE OF APPROPRIATENESS APPLICATION

Project Address: 540 Hibbard Road, Winnetka Illinois 60093 (Skokie Playfield, Field #1)Name of Business(es): Winnetka Park District

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

☐
☐
☒

Sign

Awning

Other (general description)

Sign Permit Application attached? ☐Awning Permit Application attached? ☐Scoreboard Youth Sports Skokie PlayfieldPlease provide a detailed description of the proposed work (attach additional information such as material specifications, photographs, etc.): Installation of a Electronic Scoreboard, on field 1 (east field), with Custom Text arch and dedication panel.I/We hereby certify that as Owner (Lessee/Owner) of the property located at 540 Hibbard Road (address), I am/we are authorized to submit plans for alterations of the subject property. I/We agree to perform the subject work in accordance with the conditions of approval by the Winnetka Design Review Board as well as all other applicable codes, rules, and regulations of the Village of Winnetka.**FOR LESSEE/OWNER USE ONLY**

SIGNED

PRINTED NAME(S) Costa KutulasADDRESS 540 Hibbard RoadPHONE NO. (847) 501-2052EMAIL ckutulas@winpark.org**FOR OFFICE USE ONLY**

COA applied for (date): _____

COA Case Number: _____

COA Issued (date): _____

COA Fee

☐ \$135☐ \$575PRIMARY DESIGN FIRM N/A

CONTACT NAME _____

ADDRESS _____

PHONE NO. _____

EMAIL _____



Costa Kutulas
Director of Parks and Maintenance
Winnetka Park District
1380 Willow Road
Winnetka, IL 60093

June 5, 2025

Davorka Kirincic
Building and Code Enforcement Manager
Village of Winnetka
Winnetka, IL 60093

Re: Certificate of Appropriateness Application – Scoreboard Installation at Skokie Playfield, 540 Hibbard Road, Winnetka, IL 60093

Dear Davorka,

I am submitting this letter in support of the Certificate of Appropriateness application for the installation of a new scoreboard at Skokie Playfield, located at 540 Hibbard Road in Winnetka. Based on our recent conversations, I've updated the application to address comments recently received from the Village.

As discussed, this revised submittal includes the additional site plan, elevation view, and other information requested. As previously reviewed with members of the Community Development team, the Winnetka Park District is seeking approval from the Design Review Board for the installation of a Daktronics scoreboard at the north end of Field 1 (the eastern synthetic turf field), adjacent to the existing fencing. This location was identified as the optimal site for a scoreboard during the 2012 Skokie Playfield Master Planning process, due to its proximity to the fields and minimal visual impact on the few residential properties located along the east side of Hibbard Road. Please note, this selected location falls well beyond the 50' front yard setback requirement.

This initiative was proposed by local resident Lauren Laidley and her family, in memory of her late husband, Luke Laidley. The Laidley family has been active in the Winnetka community and are long-time users of Skokie Playfield. Lauren envisioned the scoreboard as a meaningful tribute to Luke's legacy and his deep commitment to youth sports in Winnetka.

540 Hibbard Road, Winnetka, IL 60093
www.winpark.org

(847) 501-2040
Fax: (847) 501-5779



Following approval from the Park Board to engage with Lauren on this project, the Park District worked closely with the Laidley family to select a scoreboard that met both site and family expectations. After thorough review, we selected a Daktronics model that fits these needs. The approved scoreboard measures 8 feet by 18 feet and includes a 2-foot rounded arch header reading “Skokie Playfield,” along with the Winnetka Park District logo, as shown in the enclosed site rendering. Beneath the scoreboard is a 2-foot dedication panel honoring Luke Laidley and his contributions to youth athletics in our community. The total height of the structure is 20 feet.

The scoreboard will be forest green with white accents and will feature LED technology to display team names, game time, scores, and other standard game data. The design is consistent with other scoreboards in the area, such as those installed at Duke Childs Fields for New Trier High School’s varsity baseball and softball programs. The only differences are in the header, color, and sport-specific elements. Please note that we are not installing any additional lighting to illuminate the scoreboard or surrounding area.

The design has been reviewed and approved by the Winnetka Park Board, and we are now seeking final approval from the Village in order to move forward. If approved, installation is planned for this summer.

Attached are all required documents for the Certificate of Appropriateness application. Based on a review of the relevant criteria, I am confident that the proposed scoreboard aligns with the character of the Village of Winnetka and enhances the functionality of Skokie Playfield. It will provide meaningful and long-needed support for the youth sports programs that rely on this facility.

I respectfully request to be included on the agenda for the June 19th meeting of the Design Review Board. Should you have any questions or need additional information, please don’t hesitate to contact me directly.

Sincerely,

Costa Kutulas
Director of Parks and Maintenance
Winnetka Park District

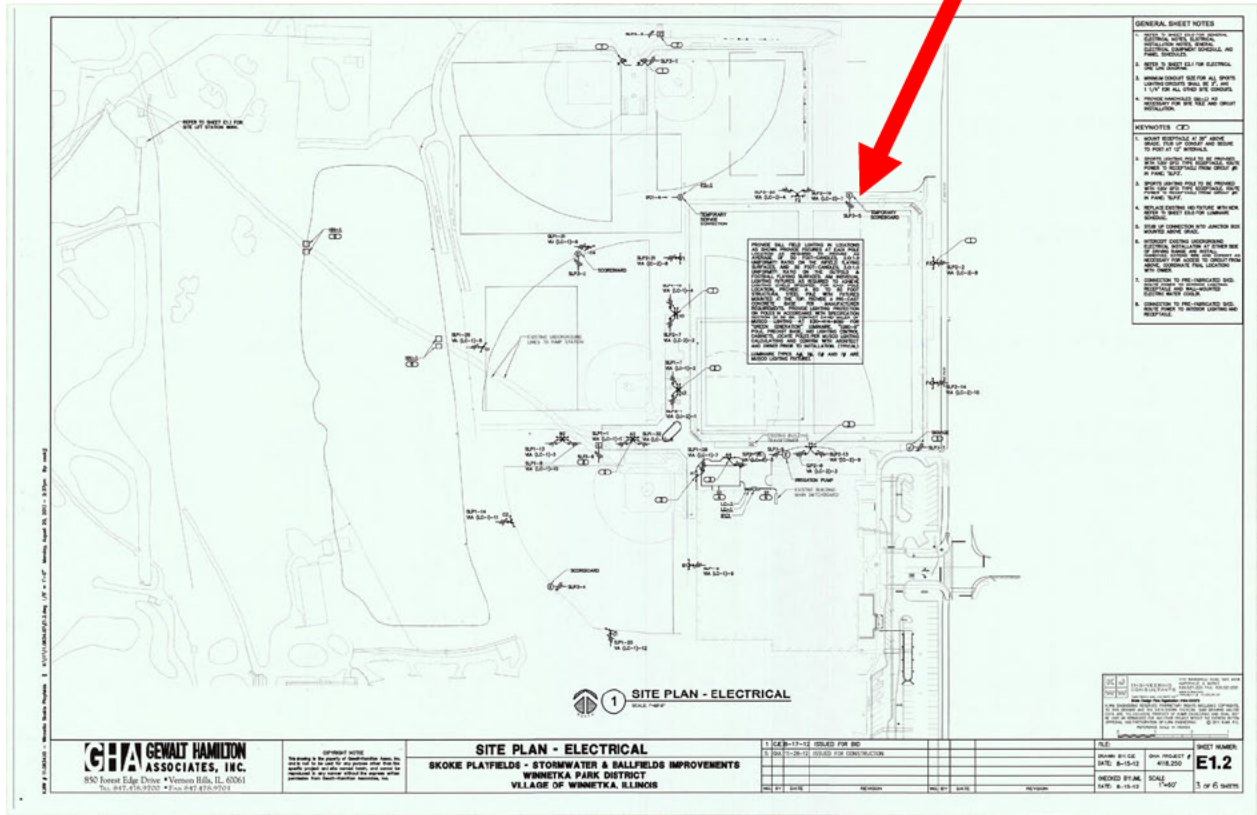
Winnetka Park District
Certificate of Appropriateness Application
Application Materials
Skokie Playfield Scoreboard Request
540 Hibbard Road, Winnetka IL

Below is a rendering of the proposed Scoreboard located on the northern end of Field 1
(East Field)

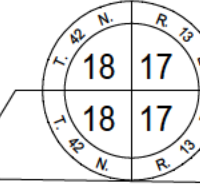
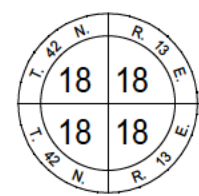


Skokie Playfield Site Location Plan (electric for the scoreboard was installed during the construction in 2012)

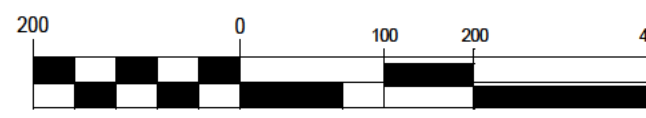
Scoreboard Location



ALTA/ACSM Land Title Survey



GRAPHIC SCALE



(IN FEET)
1 inch = 400'

Basis of Bearings being the South line of the Northeast Quarter of Section 19-42-13 of South 89°29'27" East

P.L.N.: 05-18-401-016 (Parcel 10)
05-18-401-017 (Parcel 11)
05-18-401-018 (Parcel 12)
05-18-401-019 (Parcel 13)
05-18-401-020 (Parcel 14)
05-18-401-021 (Parcel 15)
05-18-401-022 (Parcel 16)
05-18-401-023 (Parcel 17)
05-18-401-024 (Parcel 18)
05-18-401-025 (Parcel 19)
05-18-401-026 (Parcel 20)
05-18-401-027 (Parcel 21)
05-18-401-028 (Parcel 22)
05-18-401-029 (Parcel 23)

Parcel 1:
Intentionally Deleted

Parcel 2:
Intentionally Deleted

Parcel 3:
Intentionally Deleted

Parcel 4:
Intentionally Deleted

Parcel 5:
Intentionally Deleted

Parcel 6:
Intentionally Deleted

Parcel 7:
Intentionally Deleted

Parcel 8:
Intentionally Deleted

Parcel 9:
Intentionally Deleted

Parcel 10:
The East 11 feet of lot 17, and that part of the East 11 feet of lot 18 in the subdivision abutting along North of a line running Southwesterly from the Northeast corner of said lot at an angle of 36 degrees from the North line thereof, and also that part of lot 18 lying South of a line beginning at the Northeast corner of said lot and running thence Southwesterly at an angle of 36 degrees from the North line of said lot 18 (excepting that part of said lot 18 lying Southwesterly of a line described as follows: Beginning at the Southeast corner of said lot 18, running thence Northwesterly along a curved line having a radius of 110 feet conveyed Northwesterly tangent to the East line of said lot 18 at a point of beginning, a distance of 80 feet, thence Northwesterly along a curved line conveyed Northwesterly having a radius of 352 feet a distance of 305 feet more or less to a point in the West line of said lot 18 due East of the most Northerly point of lot 1) in the subdivision of the West 1/2 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded July 13, 1917 in Book 152 of Plats, page 9, as Document 6151962, in Cook County, Illinois.

Parcel 11:
That part of Lot 18 that part of said lot 18 lying Southwesterly of a line described as follows: Beginning at the Southeast corner of said lot 18, running thence Northwesterly along a curved line having a radius of 110 feet conveyed Northwesterly tangent to the East line of said lot 18 at a point of beginning, a distance of 80 feet, thence Northwesterly along a curved line conveyed Northwesterly having a radius of 352 feet a distance of 305 feet more or less to a point in the West line of said lot 18 due East of the most Northerly point of lot 1) in the subdivision of the West 1/2 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded July 13, 1917 in Book 152 of Plats, page 9, as Document 6151962, in Cook County, Illinois.

Parcel 12:
The South 50 feet of lot 6 in the subdivision of the West 1/2 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded July 13, 1917 in Book 152 of Plats, page 9, as Document 6151962, in Cook County, Illinois.

Parcel 13:
Lots 1, 2, 3, 4, 5 and Skokie Road and Pine Street vacated by document recorded May 16, 1924 as Document Number 842545, in the subdivision of the West 1/2 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded April 25, 1925 as Document Number 7253487, and according to the plat thereof recorded October 2, 1923 as Document Number 8125548, in Cook County, Illinois.

Parcel 14:
Lots 19, 20, 21, 22, 23 and 24 in the subdivision of the West 1/2 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded July 13, 1917 in Book 152 of Plats, page 9, as Document 6151962, in Cook County, Illinois.

Parcel 15:
The West 20 feet of lot 6 in Block 1, in the subdivision of the West 1/2 of the Southeast 1/4 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded April 10, 1918 as Document Number 6301381, in Cook County, Illinois.

Parcel 16:
Lots 1 to 5, both inclusive, in Block 1, lots 1 to 14, both inclusive, in Block 2, lots 1 to 14, both inclusive, in Block 3, lots 1 to 14, both inclusive, in Block 4, lots 1 to 30, both inclusive, in Block 5, lots 1 to 30, both inclusive, in Block 6, lots 1 to 30, both inclusive, in Block 7, and lots 1 to 30, both inclusive, in Block 8, in the subdivision of the West 1/2 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded October 23, 1991 as Document Number 1555977, in Cook County, Illinois.

Parcel 17:
A triangular parcel of land in the Northeast corner of the Northeast 1/4 of the Northeast 1/4 of Section 19, Township 42 North, Range 13, East of the Third Principal Meridian, bounded and described as follows: Beginning at a point in the North line of said Section 19, 200 feet West of the Northeast corner of the Northwest 1/4 of the Northeast 1/4 of said section and running thence East along said North line 200 feet to said Northeast corner, thence South along the East line of said Northeast 1/4 of the Northeast 1/4 of said section 200 feet, thence Northwesterly 400 feet more or less to the point of beginning, situated in the County of Cook in the State of Illinois.

Parcel 18:
Lots 1 to 14, both inclusive, in Block 1, lots 1 to 14, both inclusive, in Block 2, lots 1 to 14, both inclusive, in Block 3, lots 1 to 14, both inclusive, in Block 4, lots 1 to 30, both inclusive, in Block 5, lots 1 to 30, both inclusive, in Block 6, lots 1 to 30, both inclusive, in Block 7, and lots 1 to 30, both inclusive, in Block 8, in the subdivision of the West 1/2 of the Southeast 1/4 of Section 18, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded October 23, 1991 as Document Number 1555977, in Cook County, Illinois.

Parcel 19:
The Northeast quarter of the Northeast quarter of Section 19, Township 42 North, Range 13, East of the Third Principal Meridian, in the Village of Winnetka, Cook County, Illinois.

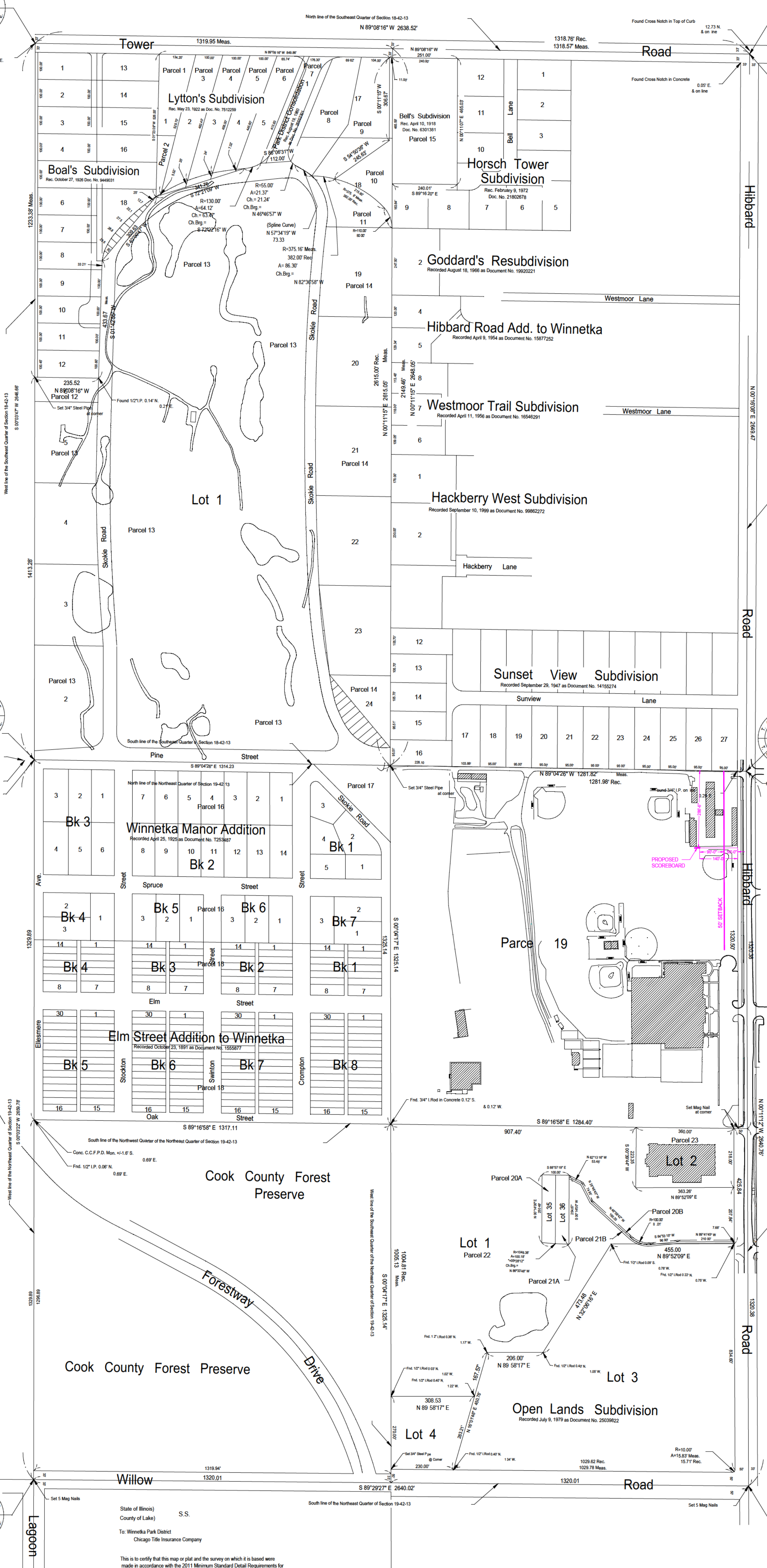
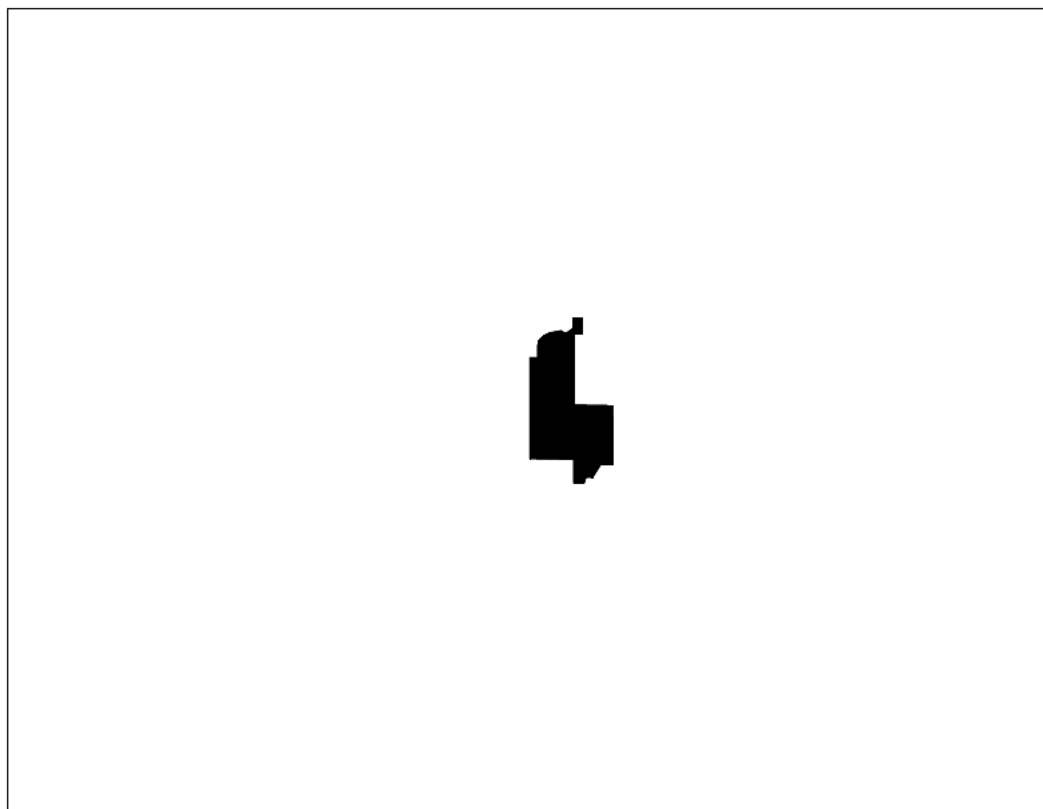
Parcel 20:
Parcel 20A: Lot 35 in Block 1 in the subdivision of Blocks 8 to 12 in Winnetka Manor Addition, being a subdivision of the Southeast 1/4 of the Northeast 1/4 of Section 19, Township 42 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 21:
Parcel 21A: Lot 16 in Block 1 in the subdivision of Blocks 8 to 12 in Winnetka Manor Addition, being a subdivision of the Southeast 1/4 of the Northeast 1/4 of Section 19, Township 42 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 22:
Lot 1 in open lands subdivision, being a subdivision of the Southeast 1/4 of the Northeast 1/4 (excepting therefrom the Southern 50 feet thereof and the Eastern 50 feet thereof also excepting therefrom Lots 35 and 36 in Block 1 in the subdivision of Blocks 8 to 12 inclusive, in Winnetka Manor Addition in Section 19, Township 42 North, Range 13, East of the Third Principal Meridian, in the Village of Winnetka, according to the plat thereof recorded July 9, 1979 as Document 25039822 and filed June 27, 1979, as LK190700, in Cook County, Illinois.

Parcel 23:
Lot 2 in Open Lands Subdivision, being a subdivision of the Southeast 1/4 of the Northeast 1/4, excepting therefrom the Southern 50 feet thereof and the Eastern 50 feet thereof also excepting therefrom Lots 35 and 36 in Block 1 in the subdivision of Blocks 8 to 12 inclusive, in Winnetka Manor Addition in Section 19, Township 42 North, Range 13, East of the Third Principal Meridian, in the Village of Winnetka, according to the plat thereof recorded July 9, 1979, as Document 25039822 and filed June 27, 1979, as LK190700, in Cook County, Illinois.

Location Map



State of Illinois
County of Lake
To Winnetka Park District
Chicago Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 3, 4, 7a, 8, 11a, 14, 16, and 18 of Table A thereof. The lidework was completed on September 9, 2011.

Dated this 9th day of September, 2012, January

GEWALT HAMILTON ASSOCIATES INC.
Professional Design Firm License No. 184-000922



PROPOSED SCOREBOARD LOCATION
JUNE 9, 2025

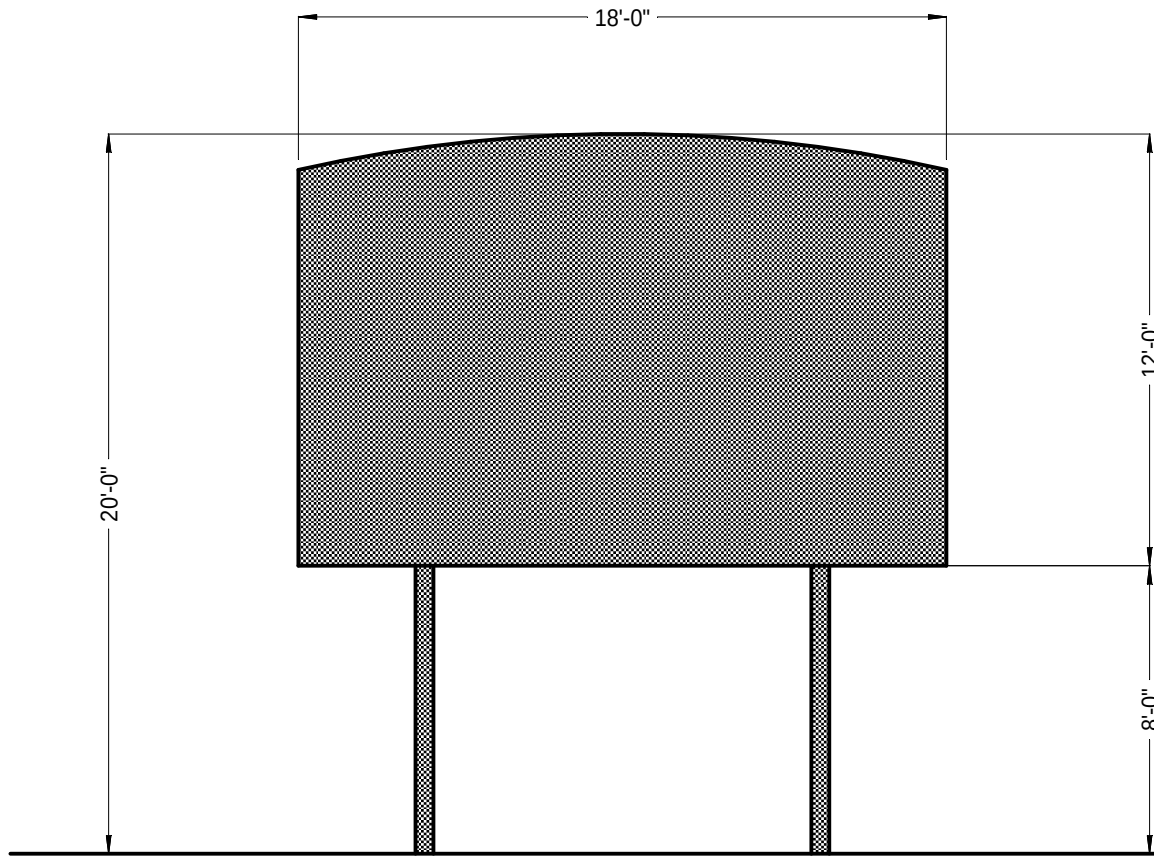
See Sheet 2 of 4 for Surveyor's Notes and Schedule B exceptions
See Sheet 4 of 4 for Building details and dimensions

Winnetka Golf Course
540 Hibbard Road
Winnetka, Illinois

GHA GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive
Toll 847.478.9700
Vernon Hills, IL 60061
Fax 847.478.9701

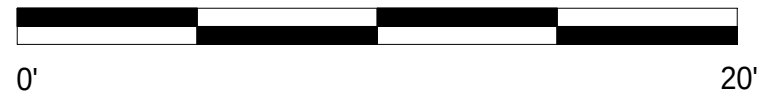
F.I.E. Signature, "signature"		SHEET NUMBER:
DRAWN BY:	G.S. 9/20/11	
CHECKED BY:	DATE:	OF 4 SHEETS
DATE:	SCALE: 1" = 200'	

COPYRIGHT NOTICE
This drawing is the property of Gewalt-Hamilton Assoc., Inc. and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from Gewalt-Hamilton Associates, Inc.



SKOKIE PLAYFIELD
BALLFIELD SCOREBOARD ELEVATION

GRAPHIC SCALE



Skokie Playfield Field 1 View South to North



Skokie Playfield Field 1 View East Property Line (well screened with trees, shrubs, fencing, bleachers)



Skokie Playfield Field 1 View West



Skokie Playfield Field 1 Scoreboard location

Existing Electric



Skokie Playfield North Property (600 Hibbard Road, Golf Service Center, WPD owned)



Skokie Playfield South Property (540 Hibbard Road, WPD Administration Office and A.C. Nielsen Tennis Center, WPD owned)



Skokie Playfield East Property (Neighbors Side Yards East Side of Hibbard Road)



Skokie Playfield West Property (Winnetka Ball Fields, Driving Range and Golf course, WPD owned) Red Box indicated scoreboard location for reference (not to scale)



Images of Scoreboards located on NTHS Duke Child Fields at Willow and Hibbard (Varsity Baseball and Softball Scoreboards)



DAKTRONICS FB-2018 PRODUCT SPECIFICATIONS



This outdoor LED football scoreboard displays period time to 99:59, HOME and GUEST scores to 99 and DOWN/TO GO/BALL ON/QTR (quarter information). T.O.L. (time outs left) to nine are optional. Arrows indicate possession. When period time is less than one minute, the scoreboard displays time to 1/10 of a second.

DIMENSIONS	# OF SECTIONS
8'-0" H x 18'-0" W x 8" D (2.44 m x 5.49 m x 203 mm)	Two Total
4'-0" H x 18'-0" W x 8" D (1.22 m x 5.49 m x 203 mm)	One Top & One Bottom

		VINYL CAPTIONS (STANDARD)	TNMCs & VINYL CAPTIONS	TNMCs & ELECTRONIC CAPTIONS	BACKLIT CAPTIONS
POWER (120 VAC)*	Red/Amber Digits	270 Watts, 2.3 Amps	340 Watts, 2.9 Amps	480 Watts, 4 Amps	420 Watts, 3.5 Amps
	White Digits	560 Watts, 4.7 Amps	720 Watts, 6.0 Amps	1040 Watts, 8.7 Amps	710 Watts, 6.0 Amps
UNCRATED WEIGHT	Top Section	288 lb (131 kg)	368 lb (167 kg)	368 lb (167 kg)	328 lb (149 kg)
	Bottom Section	288 lb (131 kg)	288 lb (131 kg)	448 lb (203 kg)	368 lb (167 kg)
	Total	576 lb (261 kg)	656 lb (298 kg)	816 lb (370 kg)	696 lb (316 kg)

*Scoreboard requires a dedicated circuit. Models with 240 VAC power at half the indicated amperage are also offered (International Use Only).

DIGITS & INDICATORS

- All digits are 24" (610 mm) high. Optional T.O.L. digits are 15" (381 mm) high.
- Select red, amber, or white LED digits and indicators.
- Scoreboard features weather-sealed PanaView® digits (see [DD2495646](#)).
- Digits may be dimmed for night viewing.

DISPLAY COLOR

Choose a color from the Daktronics standard paint book (see [SL-02730](#)).

CONSTRUCTION

Alcoa aluminum alloy 5052 for excellent corrosion resistance

PRODUCT SAFETY APPROVAL

ETL-listed to UL 48, tested to CSA standards, and CE-labeled

CAPTIONS & STRIPING

- All captions are 12" (305 mm) high. Optional T.O.L. captions are 8" (203 mm) high.
- Standard captions are vinyl, applied to the display face.
- Optional backlit captions are 12" (305 mm) high and consist of white letters on a black background.
- Optional electronic captions change according to the sport mode, eliminating the need for caption panels. Electronic captions and TNMCs are 10.6" (269 mm) high.
- Standard captions and border striping are white vinyl. Choose another vinyl color at no additional cost (see [DD2101644](#)).

OPERATING TEMPERATURES

- Display: -22° to 122° Fahrenheit (-30° to 50° Celsius)
- Console: 32° to 130° Fahrenheit (0° to 54° Celsius)

WWW.DAKTRONICS.COM E-MAIL: SALES@DAKTRONICS.COM

201 Daktronics Drive, PO Box 5128, Brookings, SD 57006
Phone: 1-800-325-8766 or 605-692-0200 Fax: 605-697-4746
DD2167274 030625 Page 1 of 10

DAKTRONICS FB-2018 PRODUCT SPECIFICATIONS

CONTROL CONSOLE	CONTROL OPTIONS
All Sport® 5000 (see SL03991)	Wireless: 2.4 GHz spread spectrum radios feature 64 non-interfering channels and 8 broadcast groups (see SL04370). This is a popular upgrade.
	Wired: Two-pair shielded cable of 22 AWG minimum is required. A cover plate with mounted connector and standard 2" x 4" x 2" (51 mm x 102 mm x 51 mm) outlet box is provided. Connector mates with signal cable from control console.
DAK Score & MX-1 (see DD3888368)	CUSTOMER-SUPPLIED mobile device or tablet with DAK Score app installed communicates via Bluetooth® wireless technology to an MX-1 Interface Box that controls the scoreboard through 2.4 GHz radio or wired connection.

SEGMENT TIMER MODE

The segment timer mode is ideal for keeping practices on schedule. The horn at the end of a segment allows coaches and athletes to focus on the practice and to listen for the horn when it is time to change drills (see [SL04004](#)).

TIME OF DAY MODE

This scoreboard features a Time of Day (TOD) mode that allows it to act as a clock when the control console is unplugged or off. Refer to the scoreboard installation manual for instructions on how to enable the Time of Day mode.

MOUNTING

Scoreboard is typically mounted on two vertical beams or poles. Hardware to mount scoreboard on two beams is included; hardware for more beams is at additional cost. Standard mounting uses I-beam clamps. Optional mounting method using angle brackets is also offered; maximum beam width is 12" (305 mm) and maximum beam depth is 22" (559 mm). Refer to attached drawings for more information on mounting methods.

SERVICE ACCESS

Digit panels and electronics are serviced from the front of the scoreboard.

GENERAL INFORMATION

Scoreboard provides scoring capabilities for two teams. 100% solid state electronics are housed in an all aluminum cabinet. Scoreboard is shipped in two sections. Scoreboard power is to be provided on a dedicated circuit to prevent loss of game information due to failure of another component on the circuit. Specifications and pricing are subject to change without notice.

ADVERTISING/IDENTIFICATION PANELS

Backlit & Non-Backlit:

1'-6" H x 18'-0" W (457 mm x 5.49 m)
 2'-0" H x 18'-0" W (610 mm x 5.49 m)
 2'-6" H x 18'-0" W (762 mm x 5.49 m)
 3'-0" H x 18'-0" W (914 mm x 5.49 m)
 4'-0" H x 18'-0" W (1.22 m x 5.49 m)

For additional non-backlit panel sizes, see [SL03761](#).

FAN FAVORITE OPTIONS

These are the most commonly requested enhancements:

- Custom vinyl team name caption in place of HOME *or* Two Digital Team Name Message Centers (TNMCs) in place of HOME and GUEST captions (see [DD1696958](#)) *or* Backlit team name captions
- T.O.L. digits with captions *or* Two 1'-11.62" tall x 1'-11.62" wide (600 mm x 600 mm) logo/sponsor panels. Copy is applied to removable panels.
- Horn

OTHER ACCESSORIES & UPGRADES

The options below are available for additional customization:

- Backlit captions *or* electronic captions
- Baseball, lacrosse/field hockey and soccer captions on changeable panels
- LED colon
- Individual digit protective screens (see [SL04939](#))
- Protective netting (see [DD2690927](#))
- Angle bracket mounting method

COMPLETE YOUR SYSTEM

Contact Daktronics about adding any of this equipment to create a unique scoring and display system:

- Advertising/identification panels
- Decorative accents
- Play clocks (Delay of game timers)
- Sportsound® Audio
- Video displays
- Live web streaming of scores and stats

FOR ADDITIONAL INFORMATION

- Installation Specifications: DWG-1157189 (attached)
- Standard I-beam Mounting: DWG-1052565 (attached)
- LVX I-Beam Mounting: DWG-3918361 (attached)
- Optional Pole Mounting: DWG-1048184 (attached)
- Component Locations (Red/Amber Digits): DWG-1068840 (attached)
- Component Locations (White Digits): DWG-3025544 (attached)
- Architectural Specifications: See [SL10093](#)

The Bluetooth® word mark and logos are registered trademarks owned by the Bluetooth SIG, Inc. and any use of such marks by Daktronics, Inc. is under license.

WWW.DAKTRONICS.COM E-MAIL: SALES@DAKTRONICS.COM

201 Daktronics Drive, PO Box 5128, Brookings, SD 57006
 Phone: 1-800-325-8766 or 605-692-0200 Fax: 605-697-4746
 DD2167274 030625 Page 2 of 10



DAKTRONICS FB-2018 PRODUCT SPECIFICATIONS

ALTERNATE CAPTIONS & SCORING MODES



Segment Timer Mode



Standalone Time of Day Mode



Football Mode –
Optional TNMCs shown



Football Mode with T.O.L. Option –
vinyl, backlit & electronic captions shown
(vinyl T.O.L. captions only)



Soccer Mode –
vinyl, backlit & electronic captions shown
(SHOTS displayed with electronic captions)



Lacrosse/Field Hockey Mode –
vinyl, backlit & electronic captions shown
(SHOTS & PER displayed with electronic captions)

WWW.DAKTRONICS.COM E-MAIL: SALES@DAKTRONICS.COM

201 Daktronics Drive, PO Box 5128, Brookings, SD 57006
Phone: 1-800-325-8766 or 605-692-0200 Fax: 605-697-4746
DD2167274 030625 Page 3 of 10

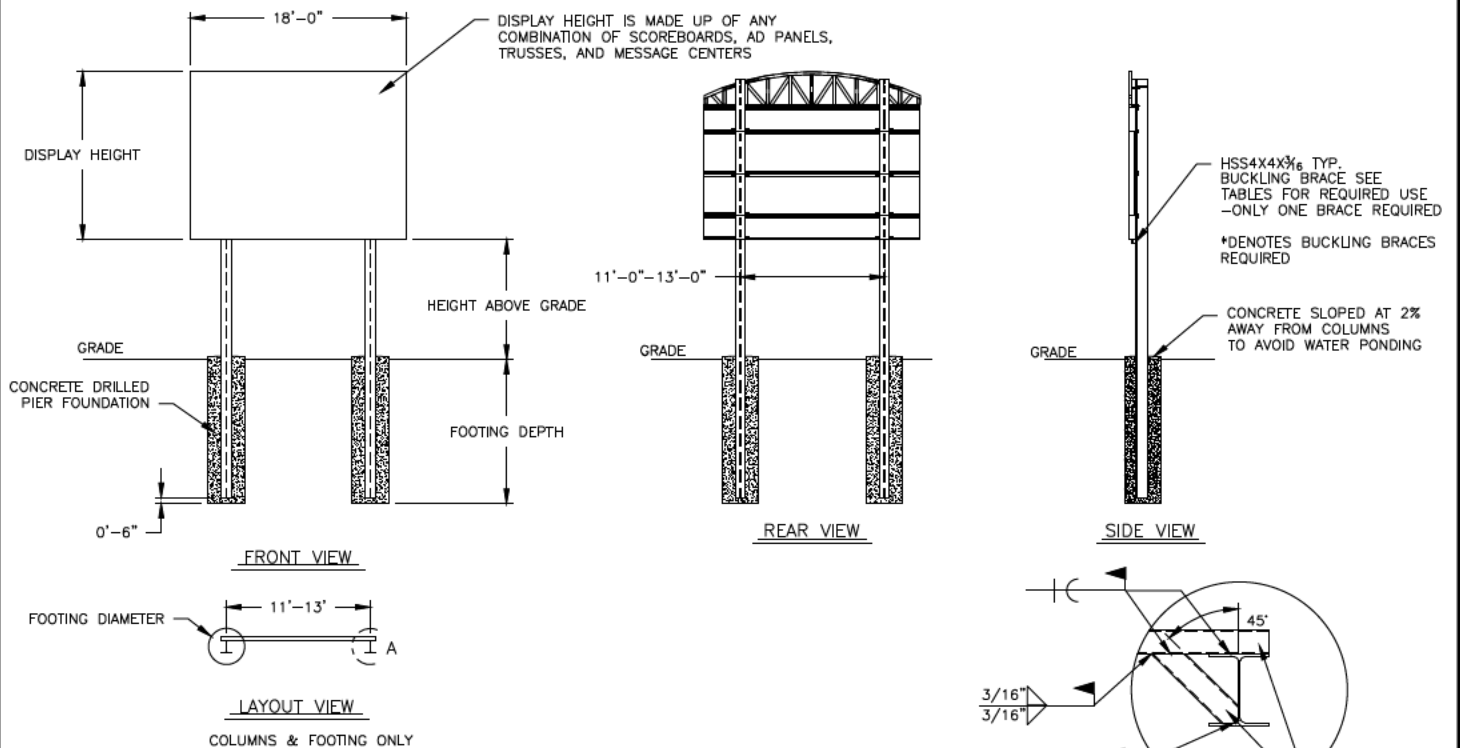


TABLE A - MOUNTING

EXPOSURE B

HEIGHT ABOVE GRADE = 10'						HEIGHT ABOVE GRADE = 15'					
DISPLAY HEIGHT (FT)		DESIGN WIND VELOCITY				DISPLAY HEIGHT (FT)		DESIGN WIND VELOCITY			
		115 MPH	130 MPH	150 MPH	170 MPH			115 MPH	130 MPH	150 MPH	170 MPH
8	COLUMN FOOTING	W8X24 2.0'X8.0'	W12X26 2.0'X9.0'	W10X30 2.0'X10.0'	W10X33 3.0'X9.5'	8	COLUMN FOOTING	W8X31 2.0'X9.0'	W10X33 3.0'X8.5'	W10X39 3.0'X9.5'	W16X36 3.0'X10.5'
10	COLUMN FOOTING	W8X28 2.0'X9.0'	W8X31 2.0'X10.0'	W12X26* 3.0'X9.5'	W14X30* 3.0'X11.0'	10	COLUMN FOOTING	W12X26* 3.0'X8.5'	W14X30* 3.0'X9.5'	W12X40 3.0'X11.0'	W14X48 3.0'X12.0'
12	COLUMN FOOTING	W8X31 2.0'X10.0'	W10X39 3.0'X9.5'	W12X30* 3.0'X11.0'	W14X34* 3.0'X12.0'	12	COLUMN FOOTING	W14X30* 3.0'X9.5'	W16X36* 3.0'X11.0'	W14X43* 3.0'X12.0'	W21X48* 3.0'X13.0'
14	COLUMN FOOTING	W10X39 3.0'X9.5'	W12X30* 3.0'X10.0'	W14X34* 3.0'X11.0'	W16X40* 3.0'X13.0'	14	COLUMN FOOTING	W16X36* 3.0'X10.0'	W16X40* 3.0'X11.0'	W14X48* 3.0'X13.0'	W18X55* 3.0'X15.0'
16	COLUMN FOOTING	W12X30* 3.0'X10.0'	W14X34* 3.0'X11.0'	W16X40* 3.0'X12.0'	W21X44* 3.0'X14.0'	16	COLUMN FOOTING	W12X40* 3.0'X11.0'	W14X48* 3.0'X12.0'	W18X55* 3.0'X14.0'	W21X62* 3.0'X16.0'
18	COLUMN FOOTING	W14X30* 3.0'X10.5'	W16X36* 3.0'X12.0'	W21X44* 3.0'X14.0'	W21X48* 3.0'X16.0'	18	COLUMN FOOTING	W14X43* 3.0'X12.0'	W21X48* 3.0'X13.0'	W18X60* 3.0'X15.0'	W21X68* 3.0'X18.0'

FOOTING DIMENSIONS = DIAMETER X DEPTH
* DENOTES BUCKLING BRACE REQUIRED

EXPOSURE C

HEIGHT ABOVE GRADE = 10'				HEIGHT ABOVE GRADE = 15'			
DISPLAY HEIGHT (FT)		DESIGN WIND VELOCITY		DISPLAY HEIGHT (FT)		DESIGN WIND VELOCITY	
		115 MPH	140 MPH			115 MPH	140 MPH
8	COLUMN FOOTING	W12X26 3.0'X8.0'	W10X33 3.0'X9.5'	8	COLUMN FOOTING	W8X35 2.0'X11.0'	W16X36* 3.0'X11.0'
10	COLUMN FOOTING	W10X33 3.0'X9.0'	W12X30* 3.0'X10.5'	10	COLUMN FOOTING	W14X34* 3.0'X10.0'	W14X43* 3.0'X12.0'
12	COLUMN FOOTING	W12X26* 3.0'X10.0'	W14X34* 3.0'X12.0'	12	COLUMN FOOTING	W14X38* 3.0'X11.0'	W14X48* 3.0'X13.0'
14	COLUMN FOOTING	W14X30* 3.0'X10.5'	W16X40* 3.0'X12.0'	14	COLUMN FOOTING	W14X43* 3.0'X12.0'	W18X55* 3.0'X14.0'
16	COLUMN FOOTING	W14X34* 3.0'X11.5'	W21X44* 3.0'X14.0'	16	COLUMN FOOTING	W14X48* 3.0'X13.0'	W21X62* 3.0'X16.0'
18	COLUMN FOOTING	W16X40* 3.0'X12.0'	W21X48* 3.0'X15.0'	18	COLUMN FOOTING	W18X55* 3.0'X14.0'	W16X67* 3.0'X17.0'

FOOTING DIMENSIONS = DIAMETER X DEPTH
* DENOTES BUCKLING BRACE REQUIRED

NOTE:
-REFER TO NOTE 7 FOR EXPOSURE CATEGORY DEFINITIONS.

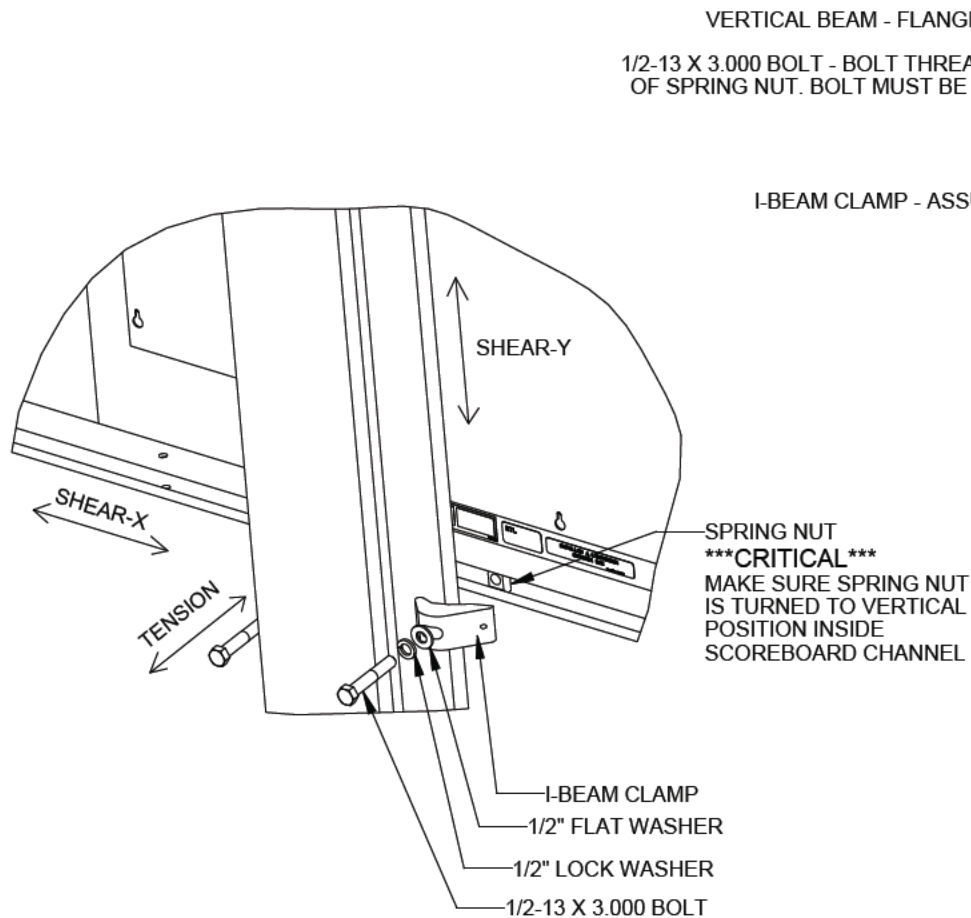
NOTES:

1. FOOTING AND COLUMN SIZES ARE SUGGESTIONS ONLY, PROVIDED TO ASSIST WITH ESTIMATING INSTALLATION COSTS AND ARE NOT INTENDED FOR CONSTRUCTION PURPOSES. THE DESIGN MUST BE CERTIFIED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF THE INSTALLATION BEFORE THEY CAN BE USED FOR FABRICATION OR ERECTION.
2. INTERNATIONAL BUILDING CODE 2012 USED IN DESIGN OF COLUMNS AND FOOTINGS WITH IMPORTANCE FACTOR=1, Kzt=1.0, Kd=0.85, G=0.85. SEISMIC DESIGN WAS NOT CONSIDERED.
3. FOOTING DIMENSIONS ARE BASED ON ASSUMED SOIL CLASS 4 (ALLOWABLE LATERAL BEARING PRESSURE OF 150 psf).
4. STRUCTURAL STEEL IS GRADE A992 (50 ksi) STEEL. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 2500 psi.
5. THE AVERAGE DISPLAY WEIGHT FOR A LAYOUT CAN NOT EXCEED 8 PSF.
6. DAKTRONICS INC. IS NOT RESPONSIBLE FOR STRUCTURES DESIGNED AND INSTALLED BY OTHERS.
7. LOCAL BUILDING OFFICIALS SHOULD BE CONTACTED TO DETERMINE THE WIND SPEED AND EXPOSURE CATEGORY FOR THE PROPOSED SIGN LOCATION. THE EXPOSURE CATEGORY C IS DEFINED AS:

EXPOSURE B - URBAN AND SUBURBAN AREAS, OR OTHER TERRAIN WITH NUMEROUS SPACED OBSTRUCTIONS HAVING THE SIZE OF SINGLE-FAMILY DWELLINGS OR LARGER. THESE CONDITIONS MUST PREVAIL FOR A DISTANCE FROM THE SIGN OF AT LEAST 2,600 ft OR 20 TIMES THE SIGN HEIGHT, WHICHEVER IS GREATER

EXPOSURE C - OPEN TERRAIN WITH SCATTERED OBSTRUCTIONS HAVING HEIGHTS GENERALLY LESS THAN 30 FT. THIS CATEGORY INCLUDES FLAT OPEN COUNTRY, GRASSLANDS, AND ALL WATER SURFACES IN HURRICANE PRONE REGIONS.
8. FOR SPECIFIC PRODUCT DETAILS ON WEIGHT, MOUNTING, ETC. REFER TO THE INDIVIDUAL PRODUCT SPECIFICATION SHEETS.

DAKTRONICS, INC. BROOKINGS, SD 57006		THE CONCEPTS EXPRESSED AND DETAILS SHOWN ON THIS DRAWING ARE CONFIDENTIAL AND PROPRIETARY. DO NOT REPRODUCE BY ANY MEANS WITHOUT THE EXPRESSED WRITTEN CONSENT OF DAKTRONICS, INC. COPYRIGHT 2011 DAKTRONICS, INC.	
		DO NOT SCALE DRAWING	
PROJ: OUTDOOR SCOREBOARD INSTALLATION			
TITLE: 18' WIDTH SCOREBOARD INSTALLATION SPECS			
DESIGN: RSCHWAR		DRAWN: RSCHWAR	
SCALE: 1/16" = 1'		DATE: 27 NOV 13	
SHEET	REV	JOB NO:	FUNC-TYPE-SIZE
02	P1647	E-10-A	1157189



EXPLODED REAR ISOMETRIC VIEW

STANDARD MOUNTING METHOD

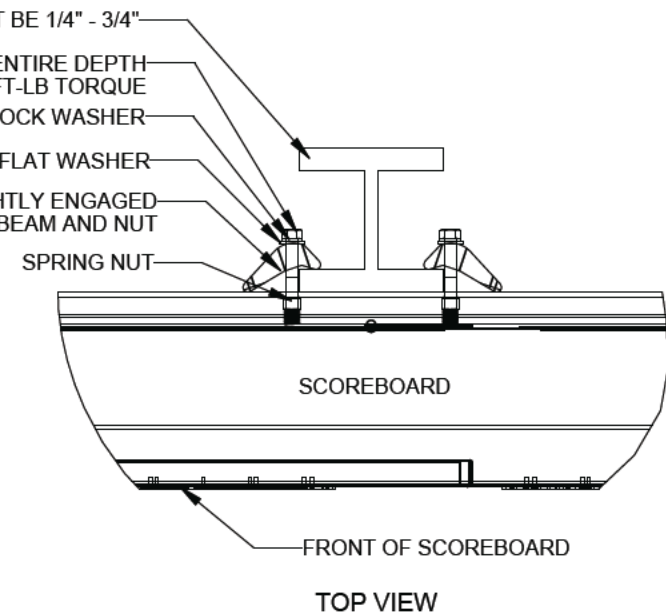
MOUNTING INSTRUCTIONS:

1. PLACE SPRING NUTS INTO SCOREBOARD CHANNEL IN APPROXIMATE LOCATION OF VERTICAL BEAMS
2. LIFT SCOREBOARD INTO POSITION
3. MAKE SURE THE 1/2-13 BOLTS ARE AS CLOSE TO THE I-BEAM FLANGES AS POSSIBLE
4. WHEN SCOREBOARD IS ADJUSTED TO FINAL DESIRED POSITION, TIGHTEN BOLTS FIRMLY
5. IF FLANGE THICKNESS IS MORE THAN 3/4" THICK LONGER BOLTS WILL BE REQUIRED AT THE CUSTOMER'S EXPENSE.

STRUCTURAL NOTES

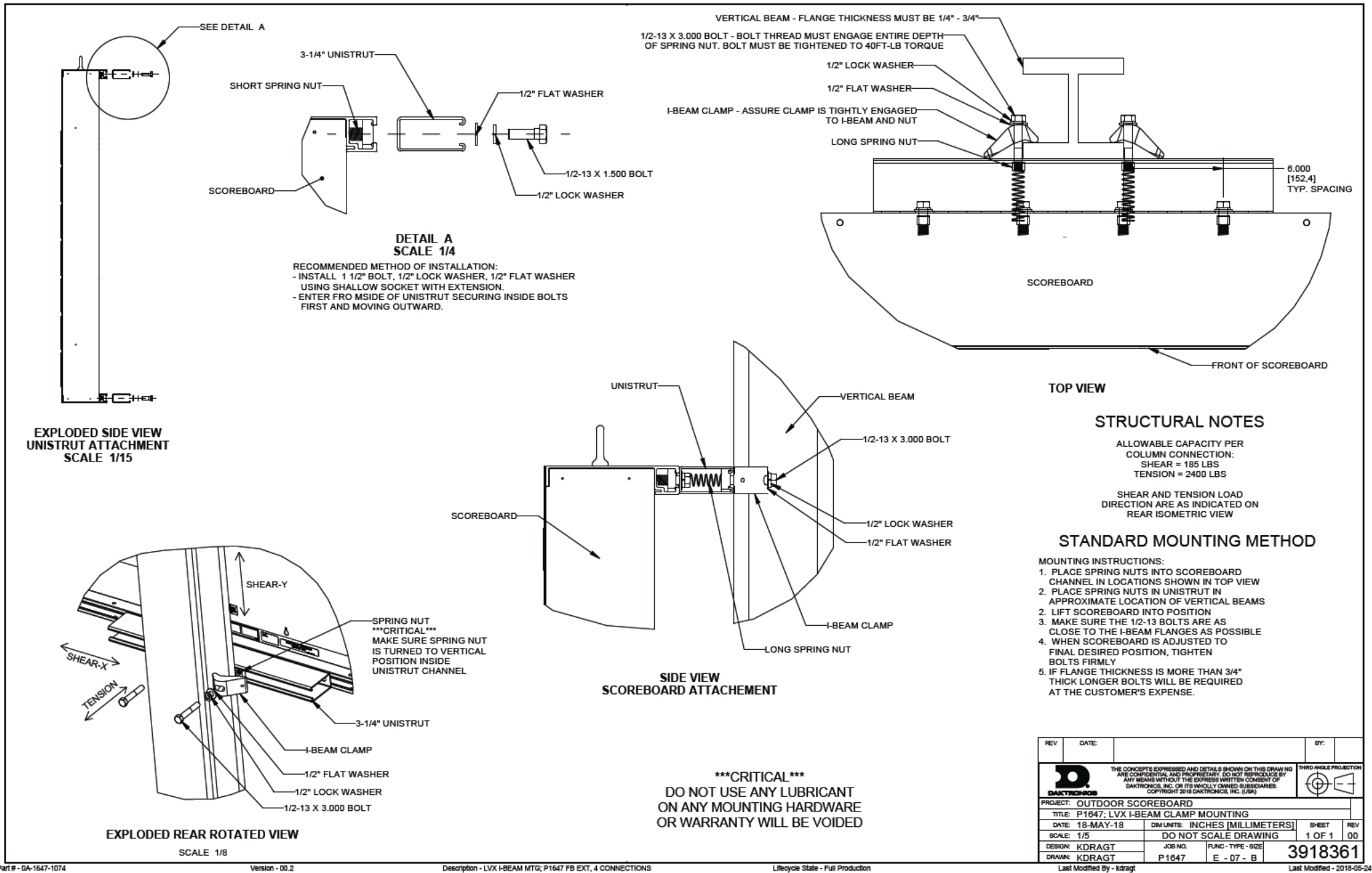
ALLOWABLE CAPACITY PER EACH CLAMP:
SHEAR = 160 LBS
TENSION = 2300 LBS

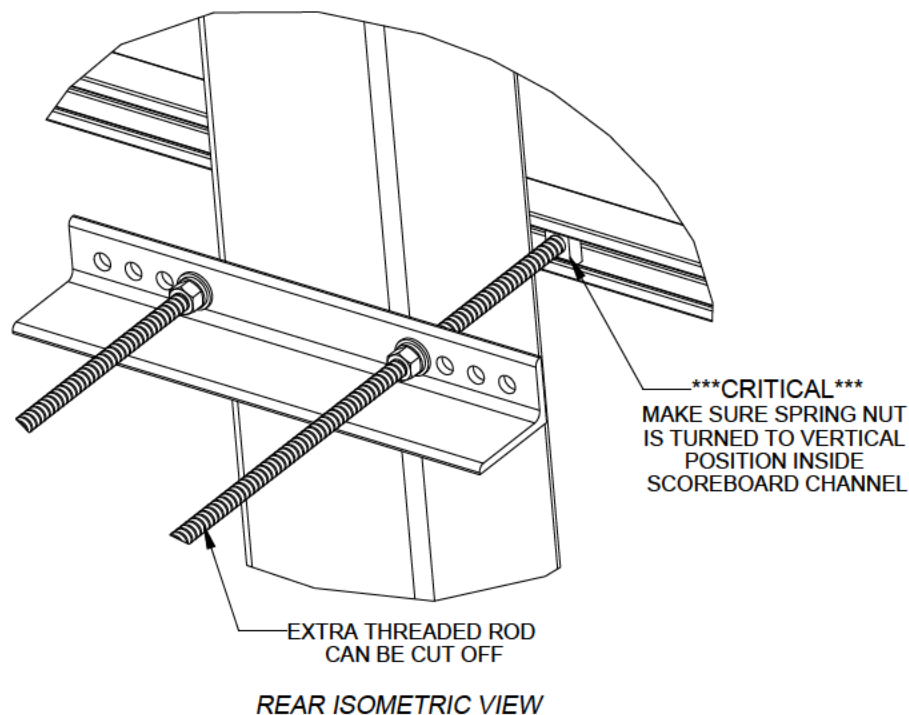
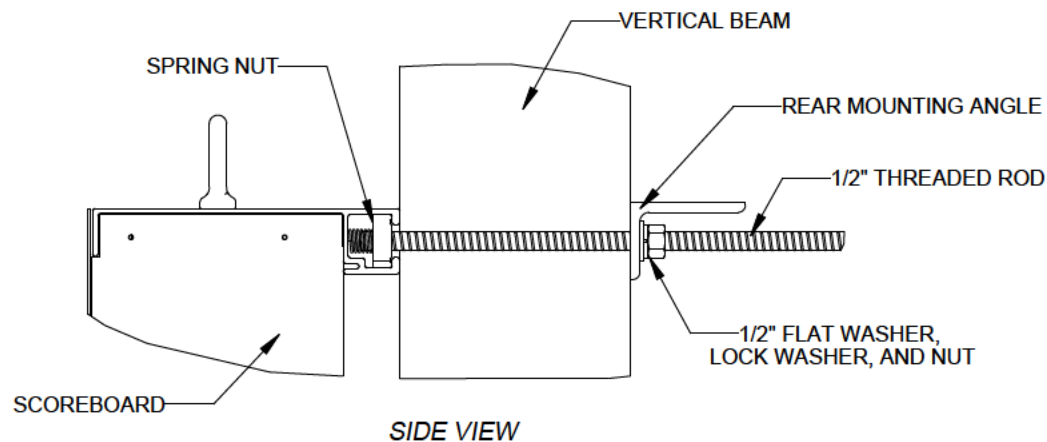
SHEAR AND TENSION LOAD
DIRECTION ARE AS INDICATED ON
REAR ISOMETRIC VIEW



05	22 DEC 15	PER EC-22871; ADDED LUBRICANT NOTE	PJS 18704
04	08 JAN 14	ADDED ALLOWABLE TENSION AND SHEAR CAPACITY DETAILS	JAVA
03	23 OCT 13	PER EC-12382; CHANGED BOLT TORQUE FROM 30 FT-LB TO 40 FT-LB	NJM
02	07 MAR 12	ADDED STANDARD MOUNTING METHODS NOTES	KDD
01	21 FEB 12	CHANGED ROCKER TO I-BEAM	KDD
REV	DATE:		BY:

		THE CONCEPTS EXPRESSED AND DETAILS SHOWN ON THIS DRAWING ARE CONFIDENTIAL AND PROPRIETARY. DO NOT REPRODUCE BY ANY MEANS WITHOUT THE EXPRESS WRITTEN CONSENT OF DAKTRONICS, INC. OR ITS WHOLLY OWNED SUBSIDIARIES. COPYRIGHT 2016 DAKTRONICS, INC. (USA)			
PROJECT: OUTDOOR SCOREBOARD					
TITLE: P1647; I-BEAM CLAMP MOUNTING					
DATE: 22-DEC-15		DIM UNITS: INCHES [MILLIMETERS]		SHEET	REV
SCALE: 1/8		DO NOT SCALE DRAWING		1 OF 1	05
DESIGN: MCARSRU		JOB NO.	FUNC - TYPE - SIZE	1052565	
DRAWN: MCARSRU		P1647	E - 07 - A		

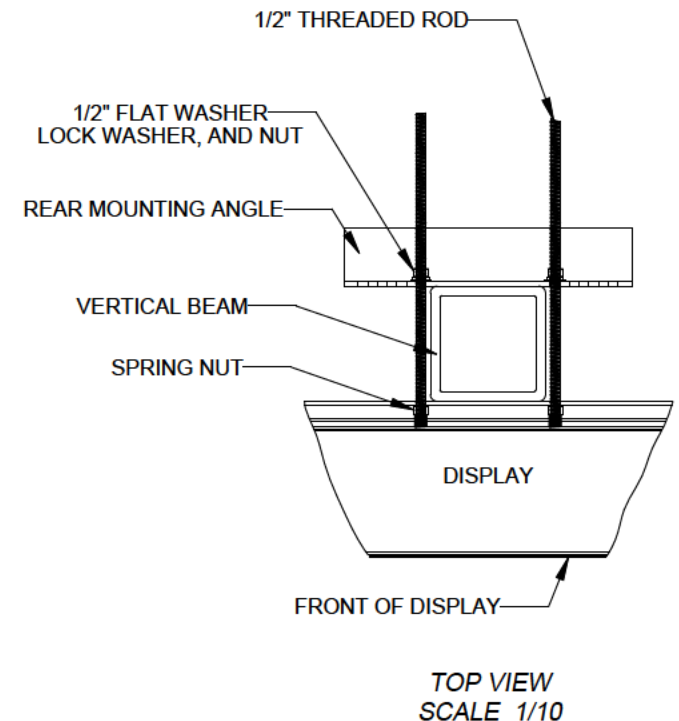




STRUCTURAL NOTES:
- BOLT TORQUE: 30 FT-LB

NOTES:

- THREADED RODS RUN ALONG BOTH SIDES OF BEAM
- RODS DO NOT PASS THROUGH THE FLANGES OF THE BEAM
- NO DRILLING NECESSARY
- MAKE SURE SPRING NUT IS PERPENDICULAR TO CHANNEL OPENING ON SCOREBOARD

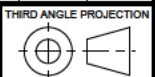


*****CRITICAL*****
DO NOT USE ANY LUBRICANT
ON ANY MOUNTING HARDWARE
OR WARRANTY WILL BE VOIDED

04	22 DEC 15	PER EC-22871; ADDED LUBRICANT WARNING	PJS 18704	
03	03 JULY 13	ADDED STRUCTURAL NOTE	TTF	
02	20 SEP 12	PER EC-7114; REMOVED CHAMFER FROM 0M-133259	LMG	
01	08 OCT 11	REPLACED VERTICAL I-BEAM WITH 8" X 8" SQUARE TUBE	JAVA	
REV	DATE:		BY:	



THE CONCEPTS EXPRESSED AND DETAILS SHOWN ON THIS DRAWING ARE CONFIDENTIAL AND PROPRIETARY. DO NOT REPRODUCE BY ANY MEANS WITHOUT THE EXPRESS WRITTEN CONSENT OF DAKTRONICS, INC. OR ITS WHOLLY OWNED SUBSIDIARIES. COPYRIGHT 2016 DAKTRONICS, INC. (USA)



PROJECT: OUTDOOR SCOREBOARDS				
TITLE: P1647; POLE MOUNTING OPTIONS				
DATE: 22-DEC-15	DIM UNITS: INCHES [MILLIMETERS]		SHEET	REV
SCALE: 1/5	DO NOT SCALE DRAWING		1 OF 1	04
DESIGN: DOPPELT	JOB NO.	FUNC - TYPE - SIZE	1048184	
DRAWN: DOPPELT	P1647	E - 10 - A		

VINYL/PAINT MATCHES

	VINYL COLOR	VINYL NUMBER	PAINT NUMBER
	SATIN ALUMINUM	7725-120	71405
	SATIN GOLD	7725-131	71406
	MATTE WHITE	7725-20	71391
	EGGSHELL	7725-130	50603
	ANTIQUE WHITE	7725-90	42076
	PEARL GRAY	7725-11	57750
	MEDIUM GRAY	7725-31	71394
	DARK GRAY	7725-41	57754
	BLACK	7725-12	8800
	MATTE BLACK	7725-22	71392
	MAHOGANY BROWN	7725-19	50557
	RUSSET BROWN	7725-29	DK1075
	SADDLE BROWN	7725-139	DK1088
	TAN	7725-39	DK1087
	FAWN	7725-99	50469
	BEIGE	7725-49	57557
	MAGENTA	7725-103	57914
	PERFECT MATCH RED	7725-263	71408
	TOMATO RED	7725-13	71387
	GERANIUM	7725-63	71402
	DEEP RED	7725-23	11573
	CARDINAL RED	7725-53	50810
	BURGUNDY	7725-58	71401
	TERRA COTTA	7725-24	57907
	BRIGHT ORANGE	7725-14	38805
	APRICOT	7725-64	DK1086
	LIGHT ORANGE	7725-54	71399
	HARVEST GOLD	7725-105	71404
	SUNFLOWER	7725-25	71393
	BRIGHT YELLOW	7725-15	51051
	VISTA YELLOW	7725-85	DK1085
	APPLE GREEN	7725-196	39688
	KELLY GREEN	7725-46	DK1084
	BRIGHT GREEN	7725-186	79488
	DARK GREEN	7725-56	DK1082
	BOTTLE GREEN	7725-276	50678
	FOREST GREEN	7725-66	42129
	TEAL	7725-96	50188
	DARK AQUA	7725-307	45277
	AQUA	7725-176	57904
	PEACOCK BLUE	7725-77	48796
	INTENSE BLUE	7725-47	71390
	VIVID BLUE	7725-17	71390
	SAPPHIRE BLUE	7725-37	57406
	LIGHT NAVY	7725-197	42294
	INDIGO	7725-27	38804
	ROYAL PURPLE	7725-38	78796
	PURPLE	7725-48	57755

NOTE: This document is for a number reference only. Computer screen and print out colors may vary.
Do not use for physically matching color samples.



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: DESIGN REVIEW BOARD
FROM: DAVORKA KIRINCIC, AICP
BUILDING AND CODE ENFORCEMENT MANAGER
DATE: JUNE 12, 2025
SUBJECT: 594 GREEN BAY ROAD - BAIRD & WARNER - AWNING AND WALL
SIGN REPLACEMENT PERMIT
(CASE NO. 25-11-DR)

INTRODUCTION

On June 19, 2025, the Design Review Board (DRB) is scheduled to consider a sign permit application submitted by *Baird & Warner* (the "Applicant") as the current lessee of the commercial space located at 594 Green Bay Road (the "Subject Property"), to allow replacement of the wall sign, fabric on existing awning frames, and awning signs, which would reflect their new brand identity.

PROPERTY DESCRIPTION

The Subject Property is located on the west side of Green Bay Road between Spruce and Pine Streets in the Elm Street Business District. It is zoned C-2 General Retail. The Subject Property contains a two-story building with basic traditional brick and shingle elements, a pitched rooftop, and decorative awnings along the windows. The first-floor commercial space contains the Applicant's real estate office along with *Charles Schwab* and *Golden Needle Cleaners & Tailors*. **Figures 1** below and **Figure 2** on the following page identify existing wall and awning signs at the Subject Property.



Existing awning fabric and proposed awning signs on South/East Elevation-View from Spruce Street



Existing awning fabric and existing awning signs on East Elevation- View from Green Bay Road



Existing awning fabric and existing awning signs on East/North Elevation- View from the parking lot



Figure 2 – Subject Property – Store frontage along the parking lot adjacent to Green Bay Road

PREVIOUS APPROVALS

In November, 2023, the DRB approved the existing Baird & Warner wall and awning signs.

CURRENT REQUEST

The Applicant is seeking approval to replace the wall sign, recover the existing awning frames with new fabric, and change the awning signage that would provide identification for their new branding. The new wall and awning signs will feature a logo and name for their business, as shown in the illustrations below.

Proposed awning recovering and new awning signs:

- Recovering of existing awning frame with a new Sunbrella fabric in black color;
 - Existing awning is 8.0 feet above existing natural grade;
- Each awning sign is a 6-inches high and 41.4-inch long white vinyl at transferred graphics/*Baird & Warner* text, and
- Sign area is 5.6 square feet on each awning.



New awning fabric and proposed awning signs on South/East Elevation-View from Spruce Street



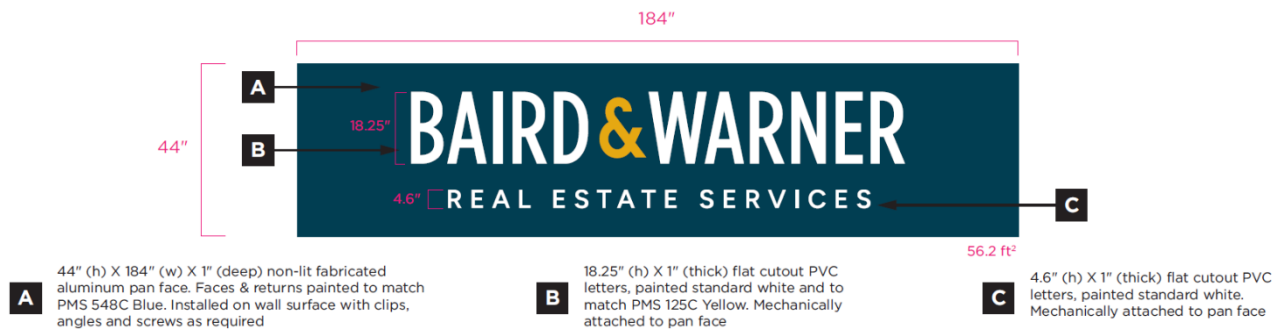
New awning fabric and proposed awning signs on East Elevation-View from Green Bay Road



New awning fabric and proposed awning signs on East/North Elevation- View from the parking lot

Proposed wall sign is:

- 44 inches by 184 inches fabricated aluminum non-lit pan face backer panel;
- The fabricated non-lit aluminum pan face is 44 inches (h) x 184 inches (w) x 1 inch (deep). The faces and returns are painted to match PMS 548C Blue.
- 18-inch (h) X 1-inch (thick) flat cutout PVC letters, painted standard white to match PMS 125C Yellow, are mechanically attached to the pan face.
- 4.6" (h) X 1" (thick) flat cutout PVC letters painted standard white. Mechanically attached to the face.
- 56.72 square feet of sign area.



Braid & Warner – Proposed wall sign

A copy of the Applicant's application materials is included in **Attachment A**.

SIGN CODE ANALYSIS

Section 15.60.120 of the Village Sign Code establishes standards for awning and wall signs in commercial districts.

Awning sign standards

- Shall not contain information other than the name of the business, the street address numbers, and the occupant's logo or trademark;
- The total area of all signs on an awning not to exceed fifteen percent of the awning area;
- Letters, logos, or trademarks not to exceed six inches in height; and
- Shall be placed on the descending vertical front skirt only.

Wall sign standards

- Sign may only contain the business name, a three-word generic description of the types of products or services offered, and the occupant's logo or trademark;
- Sign may not exceed 70 square feet in area;
- Shall be placed substantially parallel to the surface of the wall;
- Shall not be located above the second-floor windowsill level and shall not be higher than fourteen (14) feet above grade if there is no second-floor windowsill;
- For a building that contains more than one type of sign (e.g., wall, window, awning, etc.), a sign shall not exceed 15% of the street exposure.

The proposed wall and awning signs meet all the above standards for wall and awning signs, including not exceeding 15% of the street exposure at each Green Bay Road and Spruce Street elevation.

DESIGN GUIDELINES ANALYSIS

When reviewing the design of any signs, the Board is to consider the following standards and criteria of Section 15.60.150(F) of the Sign Code.

- F. Standards and Criteria for Issuance. The following factors and characteristics relating to the safety and appearance of signage shall govern the Board's evaluation of design submittals:*
- 1. The sign area shall be in proportion and scale to the building or to other buildings or signs in the surrounding area;*
 - 2. A signage package for a business establishment that includes a number of signs and graphics shall have an overall plan that demonstrates the compatibility of the design and colors of all the signs that are part of that package;*
 - 3. The amount of text and graphics contained in or on any sign or group of signs shall be limited so that it results in a clear and readable design;*
 - 4. Signs and graphics shall have a harmonious relationship with nearby signs, buildings, and the neighborhood and shall be designed not adversely to affect adjacent structures. In this respect, the sign shall relate to its building, structure, and neighborhood in terms of size, shape, material, color, texture, lettering, location, arrangement, lighting, and the like;*
 - 5. Colors shall be used with restraint; excessive brightness shall be avoided; and*
 - 6. The additional provisions of this chapter, as specified in this chapter, shall be part of the criteria of the design review process.*

The Board should also consider the Village Design Guidelines for the proposed signage. **See Attachment B.**

SUMMARY

The Applicant requests that the DRB find the proposed wall sign, awning fabric replacement, and awning valance signs appropriate and compatible with the Design Guidelines and approve the application as proposed. Should the DRB find the proposed improvements appropriate, the Applicant would first need to receive the approved sign permit from the Community Development Department prior to installing the signs.

ATTACHMENTS

Attachment A: Application Materials

Attachment B: Design Guidelines Excerpt

ATTACHMENT A

Village of Winnetka
AWNING PERMIT APPLICATIONVILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

AWNING PERMIT APPLICATION

Tenant/Lessee

Name of Business Baird & Warner		Primary contact name Peter Papakyriacou		Phone No. 312.388.2525
Street Address 594 Green Bay Road				
City Winnetka	State IL	Zip Code 60093	Email peter.papakyriacou@bairdwarner.com	

Awning Company

Name of Awning Company H.M. Witt & Co. Signs		Primary contact name Brian Shipkin		Phone No. 773-250-5000
Street Address 3313 W. Newport Avenue				
City Chicago	State IL	Zip Code 60618	Email brian@hmwitt.com	

Property Owner

Name of Company Moth-Meyer, Inc.		Primary contact name [REDACTED]		Phone No. [REDACTED]
Street Address: [REDACTED]				
City Winnetka	State IL	Zip Code 60093	Email [REDACTED]	

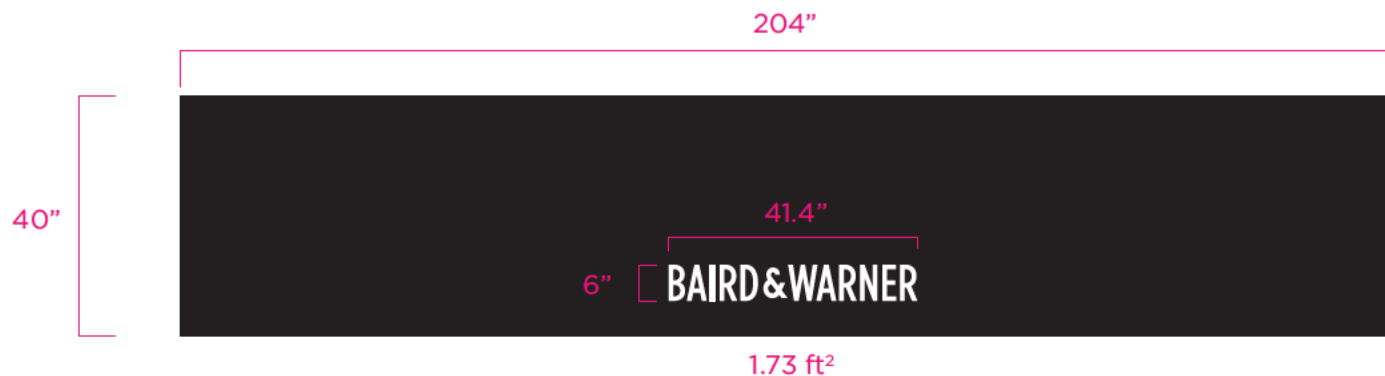
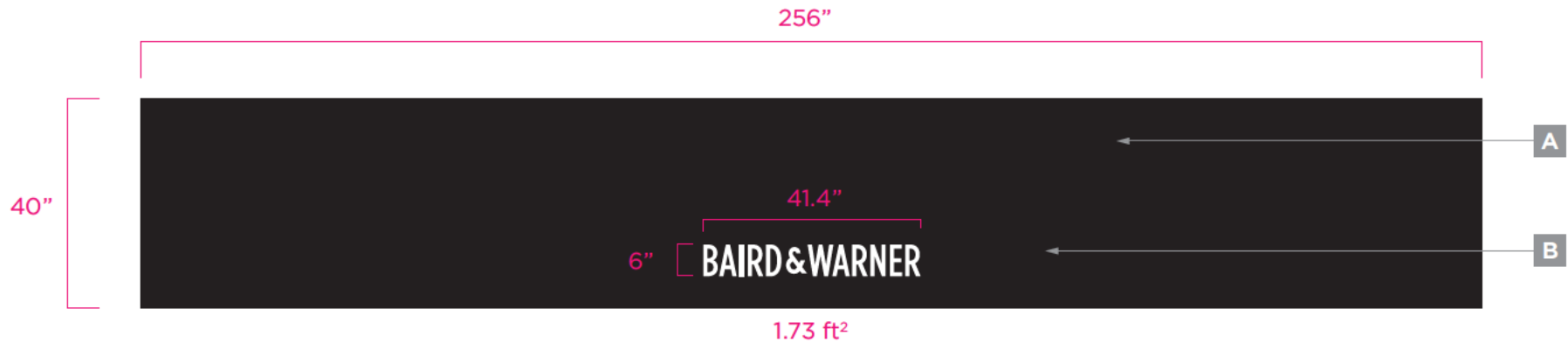
AWNING: ☐ retractable or ☒ rigid
☐ new awning or ☒ recovering of existing frame

Fabric type and color (attach samples) Sunbrella - Standard BlackDimensions: Length varic, Height 40", Projection from Building Face 24", Clearance from sidewalk n/aAWNING VALANCE SIGN COPY/LOGO: Height 6" inches, Length 41" inches

Description of sign material, method of application, and color: _____

OFFICE USE ONLY:

AWNING PERMIT FEE: \$90 EACH	NUMBER OF AWNINGS _____	\$ _____
STAFF REVIEW FEE: \$70	☐ WAIVE REVIEW FEE	\$ _____
TOTAL PERMIT FEE:		\$ _____
CONDITIONS OF APPROVAL: _____		



- A** Existing awning frames recovered with Sunbrella black fabric
- B** Heat-transferred standard white vinyl graphics as shown

594 Green Bay Road: South / East Elevations - RECOVERED AWNING FRAMES

 H.M. WITT & CO. <i>Signs</i> FINE SIGNAGE SINCE 1894 3313 West Newport Ave. Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hmwitt.com	APPROVED AS IS ☐	REVISIONS		CLIENT Baird & Warner
	APPROVED W/CHANGES ☐			DATE 04-10-25
	REVISE AND RESUBMIT ☐			JOB # BAD25005_B1A
	APPROVAL			DRAWN BY bs
	DATE			SCALE 3/8" = 1'-0"
THIS IS AN ORIGINAL DRAWING OF ONE OF OUR DESIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.				

Existing awning frames will be removed and brought to our shop. Frames will be recovered with identical black Sunbrella fabric to match existing. New heat-transferred vinyl logos will be applied as shown.

Existing Conditions:



South / East



594 Green Bay Road: South / East Elevations - RECOVERED AWNING FRAMES

H.M. WITT & CO. Signs FINE SIGNAGE SINCE 1894 3313 West Newport Ave, Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hmwitt.com	APPROVED AS IS ☐	REVISIONS	CLIENT Baird & Warner
	APPROVED W/CHANGES ☐		DATE 04-10-25
	REVISE AND RESUBMIT ☐		JOB # BAD25005_B1
	APPROVAL		DRAWN BY bs
	DATE		SCALE No Scale

Page 206 of 216

THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.

Existing awning frames will be removed and brought to our shop. Frames will be recovered with identical black Sunbrella fabric to match existing. New heat-transferred vinyl logos will be applied as shown.

Proposed Conditions:

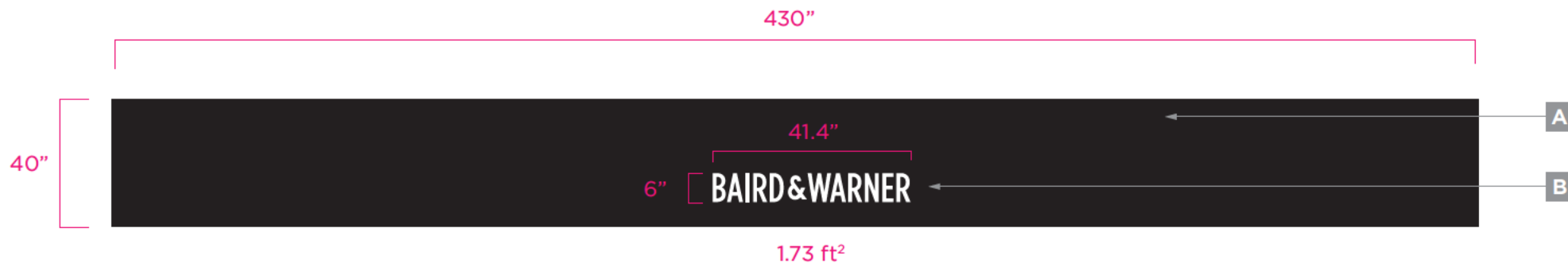


South / East



594 Green Bay Road: South / East Elevations - RECOVERED AWNING FRAMES

H.M. WITT & CO. Signs FINE SIGNAGE SINCE 1894 3313 West Newport Ave, Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hmwitt.com	APPROVED AS IS ☐		REVISIONS	CLIENT	Baird & Warner				
	APPROVED W/CHANGES ☐			DATE	04-10-25				
	REVISE AND RESUBMIT ☐			JOB #	BAD25005_BIC				
	APPROVAL			DRAWN BY	bs				
	DATE			SCALE	No Scale				
Page 207 of 216									
THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.									



- A** Existing awning frames recovered with Sunbrella black fabric
- B** Heat-transferred standard white vinyl graphics as shown

594 Green Bay Road: East Elevation - RECOVERED AWNING FRAMES

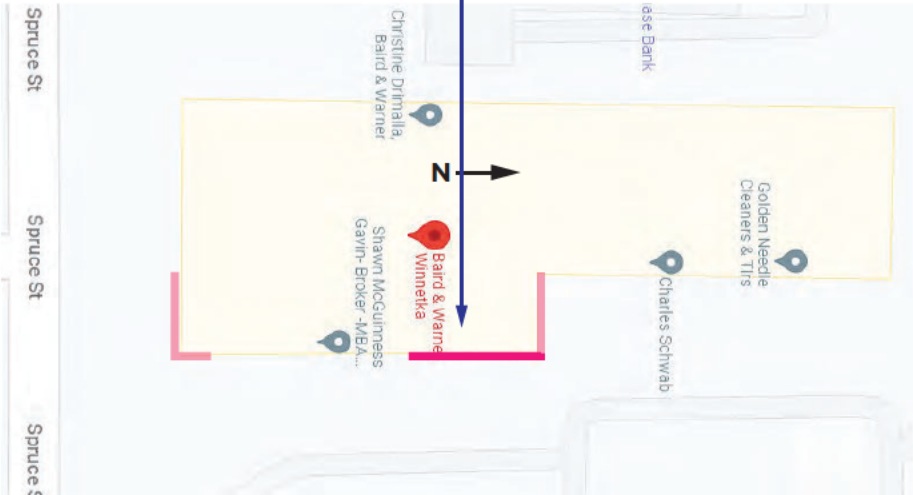
 H.M. WITT & CO. <i>Signs</i> FINE SIGNAGE SINCE 1894 3313 West Newport Ave. Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hmwitt.com	APPROVED AS IS ☐ APPROVED W/CHANGES ☐ REVISE AND RESUBMIT ☐		REVISIONS		CLIENT Baird & Warner
	APPROVAL		DATE 04-10-25		JOB # BAD25005_B2A
	DATE		DRAWN BY bs		SCALE 3/8" = 1'-0"
	THIS IS AN ORIGINAL DRAWING OF THE PROJECT AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.		Page 208 of 216		

Existing awning frames will be removed and brought to our shop. Frames will be recovered with identical black Sunbrella fabric to match existing. New heat-transferred vinyl logos will be applied as shown.

Existing Conditions:



East



594 Green Bay Road: East Elevation - RECOVERED AWNING FRAMES

H.M. WITT & CO. Signs FINE SIGNAGE SINCE 1894 3313 West Newport Ave, Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hmwitt.com	APPROVED AS IS ☐	REVISIONS	CLIENT Baird & Warner
	APPROVED W/CHANGES ☐		DATE 04-10-25
	REVISE AND RESUBMIT ☐		JOB # BAD25005_B2B
	APPROVAL		DRAWN BY bs
	DATE		SCALE No Scale

Page 209 of 216

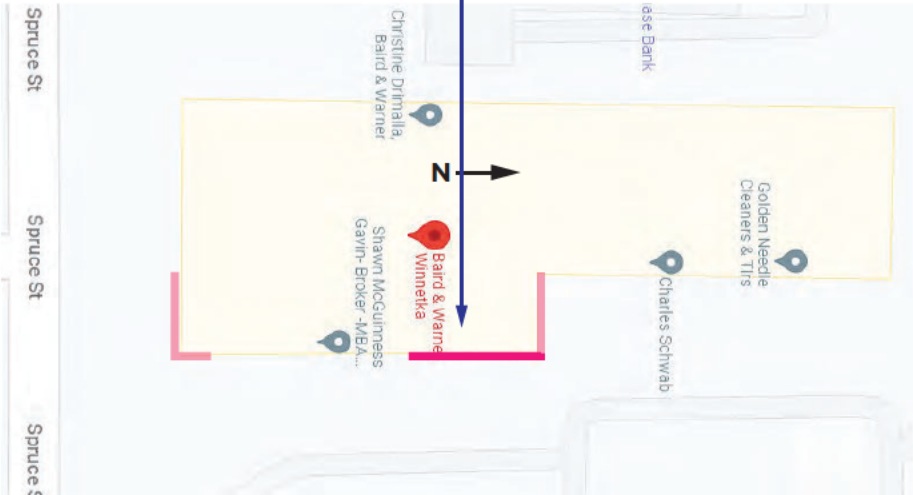
THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.

Existing awning frames will be removed and brought to our shop. Frames will be recovered with identical black Sunbrella fabric to match existing. New heat-transferred vinyl logos will be applied as shown.

Existing Conditions:



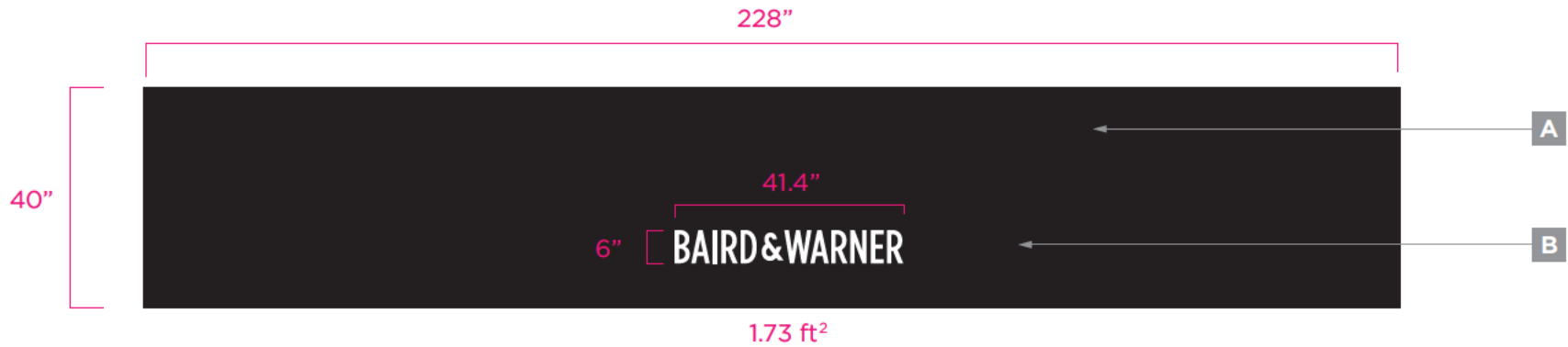
East



594 Green Bay Road: East Elevation - RECOVERED AWNING FRAMES

 FINE SIGNAGE SINCE 1894 3313 West Newport Ave, Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hmwitt.com	APPROVED AS IS ☐	REVISIONS	CLIENT Baird & Warner
	APPROVED W/CHANGES ☐		DATE 04-10-25
	REVISE AND RESUBMIT ☐		JOB # BAD25005_B2C
	APPROVAL		DRAWN BY bs
	DATE		SCALE No Scale

THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.



- A** Existing awning frames recovered with Sunbrella black fabric
- B** Heat-transfered standard white vinyl graphics as shown

594 Green Bay Road: East Elevation - RECOVERED AWNING FRAMES

H.M. WITT & CO.
Signs
 FINE SIGNAGE SINCE 1894

3313 West Newport Ave. Chicago, IL 60618
 office | 773 250 5000 fax | 773 250 5100
 toll free | 1 888 427 0703 web | www.hmwoff.com

APPROVED AS IS ☐
 APPROVED W/CHANGES ☐
 REVISE AND RESUBMIT ☐

APPROVAL
 DATE

REVISIONS

CLIENT Baird & Warner

DATE 04-10-25

JOB # BAD25005_C3A

DRAWN BY bs

SCALE 3/8" = 1'-0"

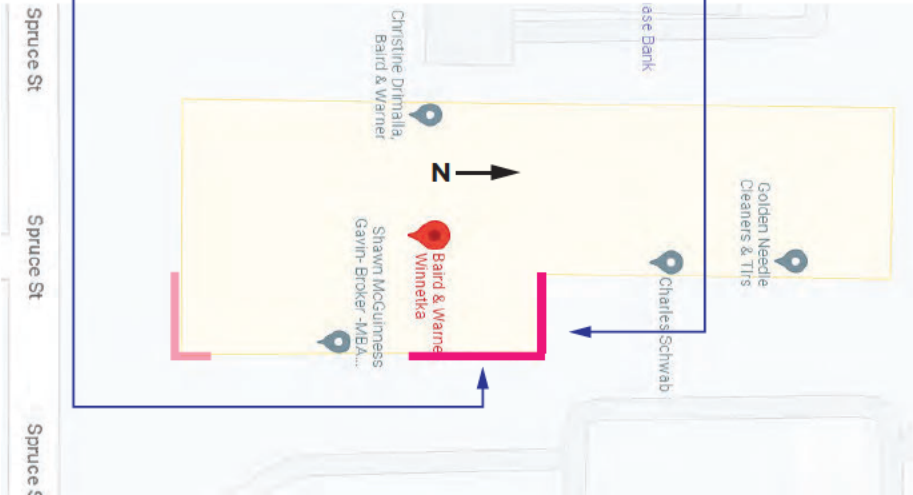
THIS IS AN ORIGINAL DRAWING OF ONE OF OUR SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.

Existing awning frames will be removed and brought to our shop. Frames will be recovered with identical black Sunbrella fabric to match existing. New heat-transferred vinyl logos will be applied as shown.

Existing Conditions:



East / North



594 Green Bay Road: East Elevation - RECOVERED AWNING FRAMES

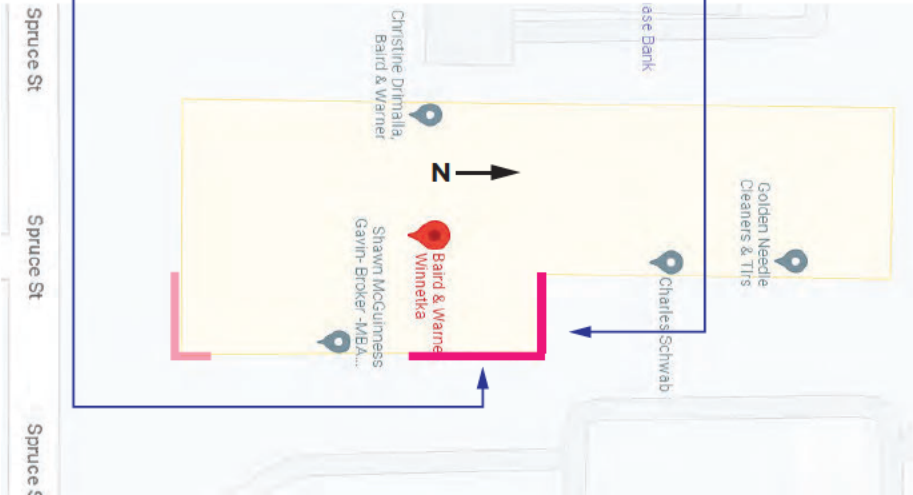
H.M. WITT & CO. Signs FINE SIGNAGE SINCE 1894 3313 West Newport Ave, Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hm-witt.com	APPROVED AS IS ☐		REVISIONS		CLIENT	Baird & Warner
	APPROVED W/CHANGES ☐				DATE	04-10-23
	REVISE AND RESUBMIT ☐				JOB #	BAD23005_B3B
	APPROVAL				DRAWN BY	bs
	DATE				SCALE	No Scale
THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.						

Existing awning frames will be removed and brought to our shop. Frames will be recovered with identical black Sunbrella fabric to match existing. New heat-transferred vinyl logos will be applied as shown.

Existing Conditions:



East / North



594 Green Bay Road: East Elevation - RECOVERED AWNING FRAMES

H.M. WITT & CO. Signs FINE SIGNAGE SINCE 1894 3313 West Newport Ave, Chicago, IL 60618 office 773 250 5000 fax 773 250 5100 toll free 1 888 427 0703 web www.hmwitt.com	APPROVED AS IS ☐	REVISIONS	CLIENT Baird & Warner
	APPROVED W/CHANGES ☐		DATE 04-10-23
	REVISE AND RESUBMIT ☐		JOB # BAD23005_B3C
	APPROVAL		DRAWN BY bs
	DATE		SCALE No Scale

Page 213 of 216

THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.

d. Building Signage

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

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

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



Figure 38

e. Awnings and Banners

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



Figure 42

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

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

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

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

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

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

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

f. ADA Compliance:

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

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

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

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

g. Mechanical Equipment

1. Location

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