



Memorandum

To: Megan Pierce, Assistant to the Village Manager, Village of Winnetka
Michael D'Onofrio, Director of Community Development, Village of Winnetka
From: Michael Blue, FAICP – Principal, Teska Associates
Erin Cigliano – Senior Associate, Teska Associates
Date: March 24, 2016
RE: Development Scenarios II: Illustrative Concept Sketches

Based on discussion at the February Steering Committee meeting, the development scenarios have been refined and detailed to indicate more design character and development considerations such as height, unit count, pedestrian access, street amenities and parking. The four illustrative concept plans provided herein, do not mean to imply that all four could be developed concurrently. The Steering Committee will be asked to review the concept plans and further discuss how well each reflects the Visions Statements they approved for the business districts. Once finalized, the scenarios will allow the Downtown Master Plan to translate plan objectives into standards for development.

In reviewing these refined concepts, it is again important to understand how they can be used. In general, the scenarios project the Village's expectations for development that may occur on the sites. Development scenarios are just that – one alternative for how a site can be developed. The ultimate development proposals (even on the Post Office site) will differ from those sketched based on specific market conditions at the time of development, aesthetic style of the applicant, and detailed site analysis. What is important about future development is how it meets the site and urban design objectives: where are pedestrian connections preserved, what vistas are created, how does the building fit the surround area, etc. In this way, the project review and approval process is not about searching for what those objectives are, but working with an applicant to balance those objectives with the factors inherent in development.

The Post Office site is different from the others in that it is owned by the Village, which controls its future. Therefore, the development objectives and sketch plan may well find themselves as part of a Request for Qualifications and developer interest.

Lessons Learned: In translating the concepts last seen by the Steering Committee to these more detailed sketches, a number of factors came forward. These lessons are fundamental to the future of each site and useful to understanding in evaluating them. While at one level perhaps straightforward, they are basic to future development in Winnetka – whether publicly or privately directed.

- Redevelopment of existing parking lots creates the doubled edged sword of eliminating existing parking and creating the need for additional parking.
- No site can be developed in a vacuum. In addition to potential off-site impacts, adjacent and nearby sites should be considered as opportunities to create a larger development site or meet the need for parking, outdoor seating, passive recreation, etc.
- Development is best done in a coordination with adjacent owners or government bodies to prevent adverse impacts and identify potential win-win opportunities.

The four illustrative concept plans and additional summary details are included on the pages that follow.

Post Office: Development Scenario



PARKING ALTERNATIVE 1:



PARKING ALTERNATIVE 2:



Post Office

- A 4-Story Mixed Use**
1st: 16,000 Square Feet Commercial
Parking required per code: 32 spaces*

2nd - 4th: 52,000 Square Feet Residential
22-28 Units
Underground parking provided at 1.5 per unit
- B 3-Story Office/Commercial**
1st: 5,000 Square Feet Commercial
Parking required per code: 10 spaces*

2nd - 3rd: 10,000 Square Feet Office
Parking required per code: 20 spaces*
Shown per plan: 20 underground spaces
- C 2.5-Story Townhomes/Flats**
18,000 Square Feet
6 Townhomes or 15-20 Condos
Underground parking provided at 1.5 per unit
- F On-Street Parking**

Chestnut St.
Existing parking: 25 spaces
Shown per plan: 34 diagonal spaces

Elm St.
Existing parking: 6 spaces
Shown per plan: 11 diagonal spaces

Off-Street Parking.
Surface-level: 20 spaces
Option: 70 underground spaces

- Parking Alternative 1**
Surface Parking: 40 spaces
- Parking Alternative 2**
Parking Deck
1.5-Stories (2 levels): 145 spaces

* Proposed Parking Requirements
- Retail/Office: 2 spaces / 1,000 sf
- Restaurant: 10 spaces / 1,000 sf

Post Office: Development Scenario Summary

- Building A: A mixed use, four story building is located at the corner of Elm and Chestnut Streets.
 - Ground floor commercial and/or restaurant.
 - Three stories of condominium units above.
- Building B: A three story commercial building is located mid-block on Chestnut Street.
 - First floor commercial.
 - Upper floor office.
- Building C: Residential uses (2 ½ stories) located along Oak Street – either townhomes or condominium units.

Site and Urban Design

- Building heights step down moving south on site to reflect and complement existing Oak Street residential. Heights of buildings are reflective of area character, nearby structures, and street width (preserving pedestrian character).
- Pedestrian plaza at corner of Elm and Chestnut Streets.
- Pedestrian plaza / connection across from Moffat Mall creates a gathering place, builds on design character of downtown, reflects unique Moffat Mall design, and forms an access point through to Dwyer Park. Alternative designs without connection to the park facilitate increased parking.
- Building architecture should reflect and complement upscale historic character of the district.

Parking

- Existing onsite parking designations include 109 'Zone A Employee' spaces, 13 'Zone C Commuter' spaces, and 33 customer spaces (9 thirty-minute spaces and 24 ninety-minute spaces).
- Future onsite parking lot with pass through from Chestnut Court to Dwyer Park contains 20 parking spaces. Alternative parking schemes can reach 40 spaces (no direct pedestrian connection) or 145 spaces (two level parking deck).
- Parking on Chestnut Street is redesigned as angled parking, increasing the number of on street spaces from 25 to 34.
- Parking on the south side of Elm Street if redesigned as angled parking, increases the number of on street spaces from 6 to 11.
- Parking for all residential and office uses on site is provided underground.
- A wider sidewalk to facilitate pedestrian character is anticipated along south side of Elm Street. In combination with the angled parking, a portion of the property will need to become right of way to accommodate the enhancements.
- Twenty-six parking spaces are located onsite at west end of site along Dwyer Park.
- Potential for underground parking below surface parking lot (70 spaces).
- The final number of existing parking spaces on site to be replaced is dependent on other (to be determined) Downtown parking improvements.

Downtown Elm - North: Development Scenario



WINNETKA
DOWNTOWN MASTER PLAN

Downtown Elm - North

A 3-Story Residential
57,000 Square Feet
25-30 Condos
Underground parking provided at 1.5 per unit

B 2-Story Commercial
13,000 Square Feet
(Office or Retail)
Parking required per code: 26 spaces*

F On-Street Parking
Existing parking: 6 spaces
Shown per plan: 23 spaces

Off-Street Parking
Existing parking: 144 spaces
Shown per plan: 86 spaces

* Proposal Parking Requirements
- Retail/Office: 2 spaces / 1,000 sf
- Restaurant: 10 spaces / 1,000 sf

Downtown Elm - North: Development Scenario Summary

- Building A: A three story residential building is located along Spruce Street at Birch Street.
 - Parking provided underground @ 1.5 spaces per unit.
- Building B: A two story commercial building is located mid-block along Spruce Street.
 - Can be used as office, retail or combination.

Site and Urban Design

- Gateway element located at NW corner of Spruce Street and Green Bay Road.
- Gateway art option along north face of Grand Foods and / or as part of the Spruce and Green Bay gateway element.
- Visibility to Chestnut Street and downtown from Green Bay Road emphasized.
- Building set back slightly off of Birch Street, reflective of adjacent residential.
- Building architecture should reflect surrounding character.
- Number of curb cuts reduced on Spruce Street.
- Commercial building located to be directly across from Laundry building.
- Internal pedestrian paths/walkways provided through parking lot, running north/south, to enhance safety and connectivity.

Parking

- Existing Spruce Street on-street parallel parking replaced with angled spaces – increases count from 6 to 23 spaces.
- Municipal parking lot on Pine Street remains as currently configured 45 spaces that are ‘Zone C Commuter’ and ‘Zone A Employee’.
- Larger parking field created in front of Grand Foods.

Hubbard Woods - South: Development Scenario



Hubbard Woods - South



A 1-Story Brew Pub
5,700 Square Feet
Parking requirement: 57 spaces*

B 2-Story Office
9,600 Square Feet
Parking requirement: 20 spaces*

C 3-Story Adaptive Re-use
1st-3rd: 10,800 Square Feet
Parking requirement: 22 spaces*

D 1-Story Adaptive Re-use: 14,000 Square Feet
McDonald's: 3,000 Square Feet
Commercial: 11,000 Square Feet
Parking requirement: 52 spaces

E District Gateways
Entry feature located opposite corners of Tower Rd

F Parking
Existing: 135 spaces total
- Private Lot: 80 spaces
- Village Lot: 55 spaces

Shown per plan: 104 spaces
(151 spaces required per code)*

A1 Alternative Concept
1-Story Brew Pub / Restaurant

Parking
Shown per plan: 108 spaces
(124 spaces required per code)*

* Proposed Parking Requirements
- Retail/Office: 2 spaces / 1,000 sf
- Restaurant: 10 spaces / 1,000 sf

Hubbard Woods - South: Development Scenario Summary

- Building A: One story, high ceiling brew pub / restaurant located along Tower Road. Considered regional and local destination use. Adjacent outdoor dining / seating area included on west side of building.
- Building B: Two story, commercial (retail or office) building located along Tower Road. Building establishes street wall along Tower Road. Alternative concept shown as parking area reflects further consideration of parking demand on site.
- Building C: Existing three story office building along Green Bay Road remains and continues use as commercial space. Building character / design and location fronting Green Bay Road are positives. Replacing space on site adds to parking impacts.
- Building D: Commercial building at Green Bay and Chatfield Roads remains. Existing commercial space and orientation on site are positives. Redeveloping this portion of the site adds to parking impacts.

Site and Urban Design

- Gateway features located at south leg of Green Bay and Tower Roads is on the north and south sides of Tower. Features would have consistent design to establish district gateway. Feature on north side of Tower to be prominent for northbound traffic. Feature on south side of Tower may incorporate gathering spot in protected area.
- Restaurant building sited to be prominent vista point for southbound traffic.
- Safer, more comfortable pedestrian crossings emphasized.
- Streetscape incorporated along south side of Tower Road to enhance area character and appeal of uses south of road.
- Site access at Locust Street to be northbound only to prevent excess traffic on that street.

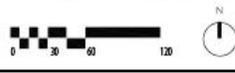
Parking

- Parking demand constrains site redevelopment.
- Current parking configuration includes 55 spaces that are 'Zone A Employee' and 'Zone C Commuter' spaces in Village lot, 80 spaces in private lot and 14 spaces along Tower and Green Bay Roads in front of commercial buildings.
- Ten new parking spaces added on Locust Street to address parking demand. Suggested to be time limited and 'Zone A Employee' only parking.
- Parking availability for restaurant key to establishing it as destination activity.

Hubbard Woods - North: Development Scenario



Hubbard Woods - North



A 3-Story Mixed Use

1st: 12,000 Square Feet, Commercial
Parking required: 24 spaces *

2nd-3rd: 22,000 Square Feet, Residential
13-18 rental units
Parking required @ 1.5 unit

B 3.5-Story Residential

1st: 1.5 Existing Deck
2nd-3rd: 24,000 Square Feet
15-20 rental units
Parking required @ 1.5 unit

C 3.5-Story Residential

1st: 1.5 Existing Deck
2nd-3rd: 24,000 Square Feet
15-20 rental units
Parking required @ 1.5 unit

D Rooftop Terrace on 2nd Floor

Existing deck (219 spaces) to remain

E 2-Way Traffic

Convert Merrill Street to a 2-way with diagonal parking: 12 spaces
Requires a full cul-de-sac arrangement at east end

F Parking

Existing garage: 219 spaces
Commercial requirement: 24 spaces
Residential requirement: 65-87 spaces

*** Proposed Parking Requirements**
- Retail/Office: 2 spaces / 1,000 sf
- Restaurant: 10 spaces / 1,000 sf

Hubbard Woods - North: Development Scenario Summary

- Building A: A mixed use, three story building is located at the SE corner of Green Bay Road and Merrill Street.
 - Ground floor commercial.
 - Two upper stories of multiple family rental dwelling.
- Building B: Two, three and ½ story high multiple family rental residential buildings constructed above the parking deck. Each includes two stories of rental units.
 - Roof placed over top level of parking deck creates a terrace area.

Site and Urban Design

- A residential building on, or over the deck, is conceptual and based on the ability to engineer such a structure.
- The design shown for the structure above the parking deck is intended to limit building bulk and visual impact on surrounding areas. Also facilitates similar development potential on remaining quadrant of the block.
- The corner of Merrill Street and Green Bay Road is set as a small pedestrian plaza to provide visual relief and to highlight proximity to Hubbard Woods Park and the parking deck.
- Two-way access on Merrill Street between Green Bay Road and parking deck entrance. This would facilitate, but not require, consideration of future two-way traffic around the park.
- Landscaping indicated along Green Bay Road to enhance pedestrian experience.
- Building architecture should reflect and complement upscale historic character of the district.

Parking

- Off street parking for all uses to be provided in existing parking deck.
- Wayfinding signage needed to highlight location of and path to / from parking deck for drivers and pedestrians at Merrill and Scott Streets.
- Angled parking maintained along Hubbard Woods Park, but direction reversed to reflect two-way traffic.
- Current parking deck has 219 parking spaces designated as 'Zone C Commuter' (106) and 'Zone A Employee' (113).