#### The City of Lake Forest **Plan Commission Agenda Remote Meeting**

Regular Meeting	Wednesday, January 13, 2021 Remote Access Meeting	6:30 p.m.		
	Rosemary Kehr Chairman			
James Moorhead	Monica Ruggles	Michael Freeman		
Susan Athenson	John Dixon	Stephen Douglass		

John Dixon The Plan Commission meetings are broadcast live on Cable TV

This meeting will be conducted remotely in compliance with Governor's Executive Order 2020-07, issued on March 16, 2020 that suspended certain Open Meetings Act provisions relating to in-person attendance by members of a public body. The Governor's Order: (1) suspends the requirement in Section 2.01 that "members of a public body must be physically present;" and (2) suspends the limitations in Section 7 on when remote participation is allowed.

Members of the public can view the meeting by following the public audience link below.

https://us02web.zoom.us/s/84203247431 Webinar ID 842 0324 7431 Passcode: 1861

The meeting will also be broadcast on Channel 17. Members of the public who wish to testify during the public comment portions of the meeting can do so by calling 847-810-3643. Questions and comments can also be submitted using the Q&A function at the bottom of the screen. City staff will be on site at the City's Municipal Services Facility during the meeting however, the Plan Commissioners will participate remotely.

- 1. Introduction of Commission members and staff, overview of meeting procedures - Chairman Kehr
- 2. Consideration of the minutes of the September 9, 2020 Plan Commission meeting.
- 3. Public Hearing and Action: Consideration of a request for a Special Use Permit authorizing a drive thru lane, professional offices on the first floor and variances from setback and parking requirements for a commercial development proposed on the southeast corner of Everett and Waukegan Roads. A single story retail building near the corner, a three story medical office building on the southern part of the site, shared parking and landscape amenities are proposed. Property Owner/Applicant: 1015, LLC and 1045, LLC (Carmine Iosue, Luke and Nicole Mertens, Joshua Iosue, Megan Iosue and Joseph Iosue) Representative: Jack Frigo, Frigo and Associates and others

continued on the next page

# Stephen Douglass

#### MEETING PROCEDURES

Plan Commission meetings follow the procedures outlined below. In the spirit of fairness to all parties, any of these procedures may be modified for a particular item at the discretion of the Chairman.

- 1. Introduction of the Item by the Chairman
- 2. Declaration of Conflicts of Interest and Ex Parte Contacts
- 3. Swearing in of Parties Intending to Testify
- 4. Presentation by the Petitioner not to exceed 20 minutes.
- 5. Identification of Issues by Staff - not to exceed 5 minutes.
- Ouestions and requests for 6. clarification from Commission to Petitioner or Staff.
- 7. Public Testimony - not to exceed 5 minutes per speaker.
- Opportunity for cross 8. examination. Requires submittal of request to cross examine prior to meeting.
- 9. Final Questions from Commission to Petitioner or Staff, direction to Petitioner and Staff, requests for additional information.
- 10. Petitioner Rebuttal not to exceed 10 minutes.
- 11. Staff Response to Public Testimony - not to exceed 5 min.
- 12. Commission Discussion and Comment
- 13. Commission Action

Mandatory Adjournment Time 11:00 p.m.

4. Public Hearing and Action: Consideration of approvals related to the third and final phase of the McKinley Road Multi-Family Planned Development. The petition requests: a zone change from R-1 to GR-3 for the western portion of property addressed as 373 E. Westminster, a Special Use Permit, a tentative plat of consolidation and approval of the overall site plan. A two story condominium building is proposed with underground parking. The property proposed for development is located to the east of the condominium buildings addressed as 705, 723 and 727 McKinley Road, on the south side of Westminster. Property Owners: 373 EW LLC (Todd Altounian and Peter Witmer) 361 Westminster LLC (Peter Witmer and Todd Altounian) City of Lake Forest

Applicant: Peter Witmer and Todd Altounian

### **Other Items**

- 5. Opportunity for the public to address the Plan Commission on matters not on the agenda.
- 6. Additional information from staff.

Consideration of the 2021 Plan Commission Meeting Calendar.

# Plan Commission Meeting – January 13, 2021 Agenda Item 3

# **Property Location:** Southeast Corner of Everett and Waukegan Roads Mixed Use Development – Professional Office and Commercial Building

Staff Report and Recommendation Vicinity Map Air Photos

#### **Material Submitted by the Petitioner**

Application Neighborhood Context Map **Overall Site Plan** Illustrated Site Plan Updated Parking Plan - Additional Spaces Indicated Traffic and Parking Study and Auto Turn Studies **Engineering Plans** -Grading Plan Existing and Proposed Watershed Diagram \_ Landscape Plan – Conceptual Conceptual Corner Landscape Feature Streetscape Views Lighting Plan - Conceptual **Building Elevations** 



### STAFF REPORT AND RECOMMENDATION

TO: Chairman Kehr and members of the Plan Commission
DATE: January 13, 2020
FROM: Catherine J. Czerniak, Director of Community Development
SUBJECT: New Commercial/Office Development - SE Corner Waukegan and Everett Roads

#### Property Owner

1015 LLC and 1045 LLC Carmine Iosue 65% Luke and Nicole Mertens 14% Joshua Iosue 7% Megan Iosue 7% Joseph Iosue 7%

## **Property Location**

Southeast Corner – Waukegan/Everett Roads Zoning District

B-1 – Neighborhood Business District

Applicant: Iosue Investments, LLC (Developer) 1025 W. Everett Road Lake Forest, IL 60045

Representative: Jack Frigo, Real Estate Advisor Various consultants

#### Summary of the Request

This is a request for approval of a new development on the southeast corner of Everett and Waukegan Roads. The petition includes: review of the overall site plan and proposed uses for conformance with the B-1, Neighborhood Business District; consideration of variances from the setback along Waukegan Road for the southwest corner of the building and from parking requirements; and consideration of a Special Use Permit for a drive thru for a coffee shop or similar business and to permit professional offices on the first floor of a new office building. The Special Use Permit will incorporate the various approvals requested.

#### Plan Commission Review to Date

In September, 2020, the Plan Commission considered this petition and approved a motion to continue the petition and the public hearing with an indication of overall support for the project and with direction to the petitioner and staff. In response to the Commission's direction:

On January 6, 2021, the Building Review Board considered the design aspects of this petition at a public hearing and voted unanimously in support of the project including the requested height variance. The Building Review Board's approval is subject to some further detailing and refinement around various aspects of the project including: the signage and lighting plans, samples of exterior materials and colors, details on various architectural elements. These aspects will be reviewed by the Board as further design development is completed.

The parking, overall site details and landscaping are further detailed on the updated plans.

The Traffic and Parking Study was reviewed by the City's independent Traffic Engineer. His comments are summarized below.

- The elimination of some of the existing curb cuts is an "excellent example of access management".
- The developer will need to continue to coordinate with IDOT as the plans are finalized and construction proceeds.
- The internal circulation pattern helps to distribute site traffic efficiently to/from the proposed access drives.
- The drive thru vehicle stacking lane provides sufficient capacity for the anticipated coffee shop use.
- The extensive landscaping will need to be reviewed prior to planting to assure that adequate sight triangles are provided near the access points along the roadways.
- The Engineer concurs with anticipated traffic volumes used in the study.
- The Engineer concurs with the strategy of use of the off site commuter lots and other existing lots for off site employee parking.

The petitioner has modified the site plan to include additional parking spaces. Based on the updated plan submitted, it appears that 13 additional spaces were added to the site for a total of 115 on site parking spaces. The petitioner also provided a written statement that provides additional detail on the plans, adequacy and acceptability of off site parking for employees. From the City's perspective, much like in the Central Business District, public parking lots are available within walking distance for employees. Parking in the public lots can be paid for on a daily basis, through an app for convenience or, employers or the property owner can purchase monthly parking passes for employees. Importantly, this development site is also located within walking distance to the train station, it is anticipated that as the use of public transportation becomes comfortable again, some employees may commute to work by train from the north, west or south.

# Portions of this report are repeated from a previous staff report on this petition. **Background**

The property proposed for redevelopment is about one and a half acres in size and is configured in an L-shape with the narrower portion of the site at the southeast corner of Everett and Waukegan Roads. The southern portion of the site, the bottom of the "L", is wider and borders residential developments to the east and south. Since the Commission last considered a development proposal for this site, the land was purchased by the owner of the adjacent property, the 1025 Everett Road office building. With the parcels now in a single ownership as they were many years ago, the plan is to incorporate two new buildings and the existing office building into a single campus-type development with shared parking and access, green space and pedestrian connections.

Presently, the site is about 80% impervious surface with no significant landscaping along the streetscapes and little buffer from the adjacent residential properties. Redevelopment of this site has long been anticipated and will enhance the southern entrance to Lake Forest and the Waukegan Road/Settler's Square business and provide increased services to residents in the surrounding areas. The proposed development provides perimeter landscaping to soften the transition between the commercial property and the adjacent residential developments.

### History

For many years, this property was owned by the Wilson family and was formerly the site of an Amoco gas station and the Pasquesi garden supply store. Both businesses vacated the site in 2008 and the site has been unoccupied since that time. The gas station building and the underground fuel tanks were removed from the site a number of years ago.

In 2008, the City approved a plan for redevelopment of this site with retail and service businesses. A drug store with a drive thru for a pharmacy was proposed on the southern part of the site, a smaller, multi-tenant commercial building was proposed on the northern end of the site, at the corner. Due to the economic downturn, the redevelopment of the site as approved in 2008 did not proceed.

In 2011, the property was acquired by IP Properties, the local Stuart family, as a long term investment. In 2015 and 2016, the Plan Commission considered a petition for a gas station, car wash and convenience store on this property. That proposal did not receive approval due to the industrial nature of the use and the potential for off site impacts including noise, lights, traffic congestion and early morning and late night activity.

In 2019, Iosue Investments purchased the property and completed some cleanup of the site including removal of the former Pasquesi garden store building. Mr. Iosue and his partners were the perfect buyers for the site because they have the ability to combine this site with the office parcel to the east which is approximately 30,000 square feet creating an overall development parcel of approximately 2.3 acres. With the larger, combined site, there are opportunities for improved access to the overall site and for the various buildings to share services and amenities.

### Review of Proposed Site Plan

The petitioner proposes to construct two new buildings on the site as described in the letter included in the Commission's packet. A three story medical office building on the southern portion of the site and a small commercial building near the corner of Everett and Waukegan Roads. When completed, the overall development site will include two office buildings, one exists on the adjacent site today, and a commercial building intended for a coffee shop or similar business.

### Key Issues

### \* <u>Comprehensive Plan</u>

As the Plan Commission is aware, the Comprehensive Plan Chapter pertaining to the Waukegan Road/Settlers' Square Business District was recently updated. This site is identified as an "Opportunity Area" for mixed use development. The proposed development includes offices of varying sizes for predominately medical professionals but there are also opportunities for other types of office uses in the existing building. The plan also includes a small commercial building which is identified by the petitioner as being designed for a coffee shop tenant.

The proposed development is consistent with several of the Fundamental Concepts of the Comprehensive Plan for this area.

Comprehensive Plan: Encourage a balance of different types of commercial uses recognizing that retail and restaurant businesses require support from professional offices, located nearby to add to the customer base.

Comprehensive Plan: Provide flexibility; the ability to incorporate various types of uses along Waukegan Road to create synergy and a vital business district.

The plan as proposed will bring medical professionals, administrative staff and patients into this area. Those coming to the new development are likely to eat lunch, pick up dinner or take advantage of services available in the area before, after or during their work day.

Comprehensive Plan: Limit uses in the district to those that are low impact non-industrial in nature with respect to noise, lighting levels, late night activity, public safety, congestion, odors, exhaust and mechanical equipment.

The proposed plan is non-industrial in nature. The uses proposed are primarily daytime uses with some evening activity. The proposed uses do not generate excessive noise or exhaust, all mechanical equipment for the buildings will be fully screened from view.

The Building Review Board will review a detailed lighting plan to verify that all lighting is directed down and on to the site, that light fixtures fully obscure the light source, and that as determined to be appropriate, drop down shields are installed on parking lot lights near the residential property lines. An after hours reduced lighting plan for the overall site and the building will be required to document that lighting levels will be reduced as activity on the site diminishes in the evening and that through the night, only safety and security lighting is in use.

# Comprehensive Plan: Encourage partnerships, collaboration and cooperation among businesses, institutions and professional offices in the district.

Shared use of parking spaces is an example of cooperation between nearby property owners. Making use of parking that is utilized only on a limited basis to meet the demands from neighboring developments that may operate at other times, encourages pedestrian activity through the area and avoids overbuilding parking overall.

Comprehensive Plan: Reserve land for future right-of-way dedication as redevelopment occurs along Waukegan and Everett Roads as determined to be necessary by IDOT and the City Engineer to meet future road improvement needs.

The petitioner has been proactive in communicating with IDOT and the City about planned roadway improvements. The plan as presented reserves the land needed for future right-of-way.

The intersection improvement project is designed, a copy of the plan is attached to this staff report for the Commission's information. Based on the approved design, it appears that Federal funding for a portion of the project will likely be secured to allow the project to move forward. The project involves the addition of a right turn lane on southbound Waukegan Road and the addition of a right turn lane on eastbound Everett Road. The right turn lane on Everett Road will extend west, across the railroad tracks, to provide for significant stacking. The addition of the right turn lanes is intended to allow traffic to flow more smoothly through the intersection. This intersection project has been in the queue with Federal and State agencies and with Metra for quite some time however, the project still appears to be two to three years out.

Additional width will be added to the Everett Road right of way along the north edge of the proposed development. The developer, Mr. Iouse, has already agreed to transfer the required land area to the City to support the project and the property lines on the proposed site plan reflect the land transfer. This added width will facilitate turning movements eastbound on to Everett Road from Waukegan Road. In addition, the existing left turn stacking lane for vehicles traveling westbound on Everett Road will be extended to the east to provide additional space for queuing and to facilitate left turns into the development site.

Comprehensive Plan: Encourage outlots, close to the streetscape to increase visibility and awareness of the business district.

Both of the proposed buildings are close to the street and will have a streetscape presence. Although parking on the site will be visible from the roadway, the parking lot will not be first and foremost on the site. The buildings are designed to attract attention, the smaller commercial building is designed to relate to the more traditional buildings on the north side of Everett Road and the existing office building to the east. The new three story medical office building is designed in a more contemporary style, while still relating to the more traditional buildings through design elements and materials. The medical office building is intended to catch people's attention as they approach the business district from the south.

Comprehensive Plan: Encourage below grade/low structure parking as redevelopment occurs to meet parking needs. Minimize the expanse of surface parking lots to provide opportunities for increased density and intensity of use.

Parking under the office building was considered by the petitioner but was determined to not be feasible. However, surface parking on the site is not maximized. Employees will be required to walk some distance to off site parking spaces. In return, there are some expanded opportunities for green space and pedestrian walkways on the site in an effort to achieve the desired campus-like character.

# Comprehensive Plan: Provide transition/buffer areas for adjacent residential uses. Direct the placement of delivery and trash areas away from neighboring homes.

Landscape buffer areas are provided along the east and south perimeter of the development site, adjacent to the residential areas. More detailed information is needed from the petitioner to confirm the size of the landscaped areas however they appear appropriately sized to support vegetation. A six foot fence is proposed along the property lines shared with the neighboring residential developments.

Trash collection areas are limited and well screened. Although the trash area for the office buildings is located along the east property line, a vegetative buffer is provided between the trash area and the fence along the property line and importantly, the trash generated by office buildings is low volume and non-offensive. A loading zone is provided along the north side of the new office building, overall deliveries will be limited due to the type of uses in the development.

Comprehensive Plan: Direct all exterior lighting downward and require fixtures to shield the source of light to avoid off site impacts on adjacent residential properties. Reduce lighting levels after business hours.

Lighting will be reviewed by the Building Review Board.

The proposed development is consistent with the Comprehensive Plan designation for the property, with the fundamental concepts of the Plan, and with the directives for this particular site.

## \* Zoning

The purpose of the B-1 district as stated in the Zoning Code is as follows:

The B-1 Neighborhood Business District is designed to accommodate small retail and service businesses required to meet the frequently recurring needs of residents in adjacent or nearby residential areas.

The proposed mixed use development will add a medical office building to this long vacant corner along with a small commercial building. Both of these uses will add to the overall vitality of the area by attracting employees, patients and customers. The development is on a prominent corner, at the southern entrance to the business district. Development of the site with well designed buildings and a well landscaped streetscape, and with relatively low impact uses, responds to the input heard from the community over the past several years about this site.

The following requirements in the B-1 Zoning District are applicable to this development.

*Setbacks.* Front and corner side yard setbacks of 20 feet are required in the B-1 Zoning District. The 20 foot setback line is shown as a light red dashed line on the colored site plan in the Commission's packet. The development fully complies with the 20 foot setback along Everett Road. It is important to note that the 20 foot setback is measured from the *new* property line as shown on the plan, anticipating the dedication of right-of-way to the City to allow increased width of Everett Road.

The small, commercial building at the corner fully complies with the 20 foot setback.

A small portion of the west façade of the medical office building encroaches into the 20 foot setback along Waukegan Road; a small portion of the center element and a portion of a sun shade. *A variance is requested.* The southwest corner of the medical office building encroaches into the required 20 foot setback slightly, a distance that, at the point of furthest encroachment, does not exceed four feet.

Lot Coverage. The B-1 District allows buildings to cover up to 30% of the entire land area. The Code provides for a development bonus allowing coverage of up to 45% through the issuance of a Special Use Permit. The buildings as proposed in this development over 18% of the entire site.

*Open Space.* The B-1 District requires 15% of the site to be open space. The landscaping will cover 17% of the site. Currently, the site is almost devoid of any landscaping.

*Perimeter Buffering.* The Code does not establish a specific setback distance for parking lots from adjacent residential properties, but does require that the parking lots be adequately screened by landscaping, fencing or both. A landscape strip of approximately 8 to 10 feet is planned along the east and south property lines along with a six foot fence.

*Screening of Trash Enclosures.* The trash area is located generally along the farthest east property line. Information on the treatment of this enclosure and the pickup procedures and times should be explained in detail to allow an understanding of the potential impacts, or lack thereof, on the adjacent residential areas.

### Safe and efficient ingress and egress.

As noted above, a Traffic and Parking Study was prepared and reviewed by the City Engineer as noted above.

A total of three access points to the entire 2.3 acre site are proposed.

- A full access is proposed at the southwest corner of the site, on to Waukegan Road. This access will accommodate full turning movements.
- An access with limited turning movements, right in and right out, is proposed between the medical office building and the smaller building, on Waukegan Road. This access is set away from the intersection but for safety, left turn movements in to or out of the site are not permitted.

• A third access point is located at the northeast corner of the entire 2.3 acre site. This access point already exists at the entrance to the 1025 Everett Road office building. This access will continue to allow full turning movements. By consolidating the existing office building site with the larger site, the access on Everett Road is moved significantly away from the intersection, a great benefit to the site. The left turn stacking lane for westbound Everett Road will be elongated in this area, extended to the east to facilitate turning movements into the development site.

Bicycle racks are provided on the site at two locations to support and encourage alternative modes of transportation.

#### \* Parking

Based on the revised site plan submitted, 115 parking spaces are provided on the site, five of those are accessible spaces. Based on the Code requirements, 45 additional on site spaces are required.

The petitioner proposes to meet the parking demand through use of existing off site parking. The petitioner provided an additional statement addressing how the off site parking needs will be addressed as well as the acceptability of off site parking to existing and proposed tenants.

Variances from the required number of parking spaces have been granted to developments in the Waukegan Road/Settler's Square Business District in the past. Conditions of other Special Use Permits require employees of North Shore Medical and Forest Square to park in the public parking lot on the west side of the railroad tracks if sufficient parking is not available for customers and businesses on site. Monthly or annual permits are available for the public lots and parking fees can be paid on a daily basis, from a mobile phone, as well. Although remote parking will require employees to walk a block or so, the distance in likely no greater than the distance walked by employees at the hospital from their cars to the building.

In the case of this petition, as noted above in this staff report, early consideration was given to providing underground parking for the new medical office building however, the cost of doing so made the economics of the project problematic. The petitioner or the petitioner's representative may be able to provide more background on the discussions to date and decisions about parking.

### Drive Thru

As noted above, the petitioner is requesting approval of a drive thru for the small commercial building near the corner to support a coffee shop or similar business. The City Engineer reviewed the Traffic and Parking Study and confirmed that the stacking provided is appropriate for the anticipated coffee shop use. The geometrics of the drive thru were also reviewed and although some minor adjustments may be necessary as the details of the engineering plan are finalized, there is sufficient room to accommodate the drive thru as reflected on the site plan.

The Code requires that a drive thru be authorized through a Special Use Permit. Often, Special Use Permits are issued to specific businesses however, at the direction of the Plan Commission, staff recommends that the requested Special Use Permit in this case permit a coffee shop and other similar uses that generate reasonably similar traffic volumes and parking needs, excluding banks and fast food restaurants. Further public review and an amendment to the Special Use Permit would be required to allow the excluded uses.

The anticipated hours of operation of the drive thru are 5:30 a.m. to 8 p.m.

The following findings are offered in support of the requested drive thru.

- 1. Ingress and egress points are located in a manner that minimizes safety hazards for pedestrians and vehicles. The current plan eliminates several existing curb cuts closest to the intersection. Reducing the number of curb cuts limits the number of potential conflict points for pedestrians and vehicles.
- 2. The comprehensive site plan provides for pedestrian pathways through and along the development site. The pedestrian paths are separated to the extent possible from the drive-thru and are clearly identified.
- 3. The drive-through facility is sited, configured and screened in a manner that is consistent with the character of the area. Perimeter landscaping and enhancements are proposed as part of the development along the drive thru land and at the intersection. The drive thru lane is in part screened by the building. The site design in combination with the planned landscaping serve to minimize the visual impacts of the drive thru on the streetscape.
- 4. The drive thru as proposed does not interfere with on street traffic. The access points to the overall development are set apart from the drive thru lane.

#### \* Special Use Permit

As noted above, a Special Use Permit is required to authorize professional offices on the first floor, a drive thru and parking and a setback variances as detailed above.

The following **findings** are offered in support of the Special Use Permit.

- The proposed use will not be detrimental to or endanger public health, safety, morals, comfort or general welfare. The proposed uses, a small retail building and a medical office building will not generate excessive traffic, noise, odors, light or after hours activities. Ingress and egress points are located to minimize safety hazards for pedestrians and vehicles. The current plan eliminates several existing curb cuts closest to the intersection. Reducing the number of curb cuts limits the number of potential conflict points for pedestrians and vehicles.
- 2. The proposed use will not be injurious to the use and enjoyment of property in the immediate vicinity or substantially diminish property values. The site has been an eyesore for an extended period of time. The proposed use is an appropriate transitional use adjacent to the residential neighborhoods to the east and south. The neighboring residential development will be enhanced from the current conditions with the planned installation of a solid fence and landscaping including canopy trees.
- 3. The use will not impede the normal and orderly development and improvement of the surrounding properties. The majority of properties in the area are developed. The proposed use and site development will enhance the entrance to the Waukegan Road and Settlers' Square Business District and the overall streetscape creating interest and signaling that passersby are entering an active area.

- 4. The exterior architectural appearance of the buildings and overall site has been review and endorsed by the City's Building Review Board.
- 5. Adequate utilizes and roadways exist to support the proposed development Stormwater management will be improved across the site. Areas of the that currently run off uncontrolled with be directed and managed.

#### Public Comment

Public notice of this petition was provided by the petitioner in accordance with applicable requirements. A notice was sent by certified mail to surrounding property owners by the petitioner. Representatives of the petitioner also directly contacted some residents, business/property owners and representatives of St. Patrick's and St. Mary's. The petitioner had planned to have a neighborhood meeting however, in the interest of public health, the meeting was not held.

Notice of the public hearing was also mailed by the Community Development Department to surrounding properties and the a notice was published in the local newspaper. The agenda for this meeting was posted at various public locations and on the City's website.

Written correspondence received was included in the Commission's packet and any correspondence received after the packet was distributed will be forwarded to the Commission by email prior to the meeting.

#### **Staff Recommendation**

Recommend approval of a Special Use Permit based on the findings presented in this staff report authorizing redevelopment of the southeast corner of the Waukegan and Everett Roads intersection with a small retail building and a three story medical office building and specifically authorizing:

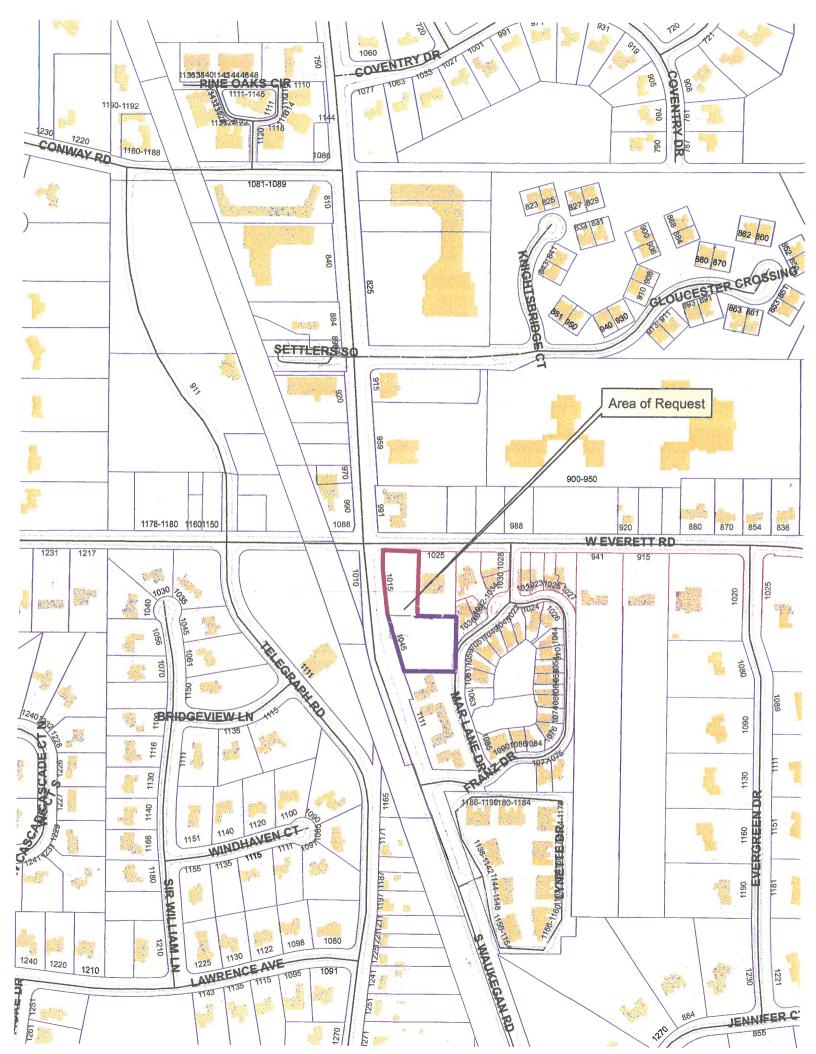
- 1. Professional offices on the first floor of an office building in the B-1 District.
- 2. A drive thru facility for a coffee shop or similar retail use that generates similar traffic volumes and parking needs excluding a bank or fast food type restaurant both of which would require further review and amendment to this special use permit.
- 3. A variance to allow a small portion of the southwest corner of the medical office building to encroach no more than four feet into the required 20 foot setback.
- 4. A variance from the required parking standard of four spaces per 1,000 square feet of building area to allow a parking ratio of 2.87 spaces per 1,000 square feet in combination with off site parking agreements and the availability of a public permit parking lot for employees within walking distance to the site.
- 5. Approval of the overall site plan.

The recommendation is condition on the following:

- 1. The property owner either directly or through the tenants, shall be responsible for assuring that a plan for off site parking is developed. Parking for employees, customers an patients is prohibited on residential streets.
- 2. Sightline studies shall be prepared for the ingress and egress points to and from the development and shall be subject to review and approval by the City Engineer. On an

ongoing basis, vegetation in the areas of the ingress and egress points shall be managed to maintain adequate sightlines.

3. A lighting reduction plan shall be provided and will be subject to review and approval by staff to avoid light impacts during after business hours on the neighboring residential properties.







# Application for Plan Commission Review Special Use Permit - Central Business District – New Use

DDODE	DTV					
PROPE ADDRE		S. Waukegan	Rd.	ZONING DISTRICT	<u>B1</u>	
EXISTIN	NG USE Vaca	nt Land			,	
PROPO	SED USE 1015 1045	- Retail Store - Medical Offi	with Drive	-Through (2,200 SF – C (25,485 SF three-story	offee Shop) building)	
<b>EXPAN</b>	SION OF EXISTIN	IG USE	YES	NO-XX		
VARIAN	ICE REQUIRED		Medical C Height Va Parking Va		es:	
APPLIC	ANT		PRO	PERTY OWNER (if differer	it from applicant)	
Name:	losue Investments	, LLC	Name	: 1015 owned by: 1015 LL 1045 owned by: 1045 LI		
Address: 1025 W. Everett Rd. Lake Forest, IL 60045		Address: Same as Applicant				
Phone: 847-295-8922						
Relationship to Property: Developer for Owner (Owner/Tenant/Attorney)						
BENEFICIAL	INTERESTS	Corporation Partnership Trust, land	0	(see exhibit XX (see exhibit (see exhibit	B)	
understand that i	I have read the complete application packet and understand the Special Use Permit process and criteria. I understand that this matter will be scheduled for a public hearing when a determination has been made that my application is complete.					
SIGNATURES	2	Owner: Ca	form	August 27, 2	2020	

Applicant: Carmine Iosue

[Type here]

. 2.

August 27, 2020



DATE:	January 6, 20	21
FROM:	Jack Frigo	
RE:	losue Investments, LLC – Lake Forest Development Team	
Developer/O	wner:	losue Investments, LLC (Carmine Iosue and Luke Mertens) 1025 W. Everett Rd., Lake Forest, IL 60045 847-295-8922 <u>carmine@iosueassociates.com</u> <u>lukem@iosueassociates.com</u>
Real Estate A	Advisor:	Frigo & Company (Jack Frigo) 707 Skokie Boulevard, Northbrook, IL 60062 847-940-2200 jack@frigocompany.com
Architect:		Melichar Architects (Diana Melichar and Gavin Sheridan) 207 E. Westminster Ave., Lake Forest, IL 60045 847-295-2440 <u>diana@melichararchitects.com</u> gavin@melichararchitects.com
Civil Enginee	ər:	Pearson Brown & Associates (Ron Adams) 1850 W. Winchester Rd., Libertyville, IL 60048 847-367-6707 <u>radams@pearsonbrown.com</u>
Land Planne	r:	Teska Associates, Inc. (Nick Patera) 67 Grove St., Evanston, IL 60201 847-869-2015 <u>NPatera@teskaassociates.com</u>
Landscape E	)esign:	Mariani Landscape (Frank Mariani and Carrie Woleben-Meade) 300 Rockland Rd., Lake Bluff, IL 60044 847-234-2172 <u>Cwoleben@marianilandscape.com</u>
Traffic Engir	ieer:	KLOA, Inc. (Luay Aboona and Brendan May) 9575 W. Higgins Rd., Rosemont, IL 60018 847-518-9990 <u>laboona@kloainc.com</u> <u>bmay@kloainc.com</u>
Lighting Cor	nsultant:	CharterSills (Chris Lewis and Warren Charter) 11 East Hubbard St., Chicago, IL 60611

City of Lake Forest January 6, 2021 Page 2

	312-759-5909 <u>chris.lewis@chartersills.com</u> <u>warren.charter@chartersills.com</u>
Legal (Land Use):	O'Donnell Callaghan, LLC (Jerry Callaghan and Bob O'Donnell) 28045 N. Ashley Circle, Libertyville, IL 60048 847-367-2750 JCallaghan@och-law.com
Legal (Contracts & Leases):	Becker Gurian (Marty Becker) 513 Central Ave., Highland Park, IL 60035 847-433-2442 <u>marty@beckergurian.com</u>
Surveyor:	Manhard Consulting, Ltd. One Overlook Point, Lincolnshire, IL 60069 847-634-5550
losue Insurance Agent:	Lamb, Little & Company (Tom Cummings) 1101 Perimeter Dr., Schaumburg, IL 60173 847-398-7060
Environmental Consultant:	V3 Consultants (Keith Oswald and Nick Szymanski) 444 N. Wells St., Chicago, IL 60654 630-724-9200 <u>koswald@v3co.com</u>
General Contractor:	TBD

# FRIGO & COMPANY

707 SKOKIE BLVD., SUITE 600 NORTHBROOK, ILLINOIS 60062 TELEPHONE: (847) 940-2200 FACSIMILE: (847) 940-3735 EMAIL: jack@frigocompany.com

#### MEMORANDUM

**DATE:** January 11, 2021

TO: Chairwoman Rosemary Kehr and The City of Lake Forest Plan Commission Cathy Czerniak

FROM: Jack Frigo

#### RE: Parking On-Site and Off-Site Iosue Project at 1015-1045 S. Waukegan Road, Lake Forest, IL

During our appearance before the City of Lake Forest Plan Commission on September 9, 2020, relative to the losue medical office building and retail development, several commissioners expressed a concern that there may not be a sufficient number of on-site parking spaces. The Plan Commission asked us to elaborate on how we intend to provide for off-site parking to meet the project's parking requirements.

We submit the following:

#### Modified Site Plan:

We've modified our August 19, 2020 Site Plan, which contains 100 on-site parking spaces, to now include 115 on-site parking spaces. The areas in which we added spaces are shown in blue on the attached August 19, 2020 Site Plan. A copy of the modified December 29, 2020 Site Plan with 115 parking spaces is attached. The updated Site Plan preserves the previous parking space and drive aisle dimensions as well maintaining appropriate circulation for pedestrians and various size passenger and delivery vehicles.

#### Off-Site Parking – St Patrick Church Property:

Mr. Iosue has a parking agreement in place with St. Patrick Church and the Chicago Archdiocese for fifteen (15) parking spaces on the St. Mary School parking lot. We are in discussions with St. Patrick Church and the Archdiocese to expand the number of parking spaces provided in the agreement. The agreement has been in place for the past seven (7) year and we look forward to continuing our long term relationship with St. Pat's.

#### Off-Site Parking – Metra Lot on Telegraph Road:

The City of Lake Forest Metra Lot C contains approximately 179 spaces, 76 of which are in the south half of the lot. Metra Lot Map attached.

#### Metra Train:

The proximity of the new buildings to the nearby Metra rail line make public transportation an option for the medical office building and retail building staff.

Chairwoman Rosemary Kehr The City of Lake Forest Plan Commission Cathy Czerniak January 11, 2021 Page 2

#### Staff Parking to be Off-Site:

The medical office and retail building leases will provide that office and retail staff park off-site at either of the options described above.

Existing leases in Mr. Iosue's building at 1025 W. Everett Road have such an off-site parking provision as a lease condition. The off-site parking arrangement has been in place for the past seven (7) years and tenants are able to comply without hardship. Please see the attached letters from Dr. Mark Mass (Lake Forest Acute Care) and Mr. William McEssy (McEssy Investments), both tenants at the 1025 W. Everett Road property.

#### KLOA Parking Evaluation:

The KLOA Parking Evaluation, dated December 18, 2020, indicates that the City of Lake Forest Ordinance call for 162 parking spaces for the existing building at 1025 W. Everett Road and two new buildings. The ITE Parking Generation Manual indicates that the parking load will be approximately 137 spaces for the development. In either case, the on-site parking is 47 spaces or 22 spaces short.

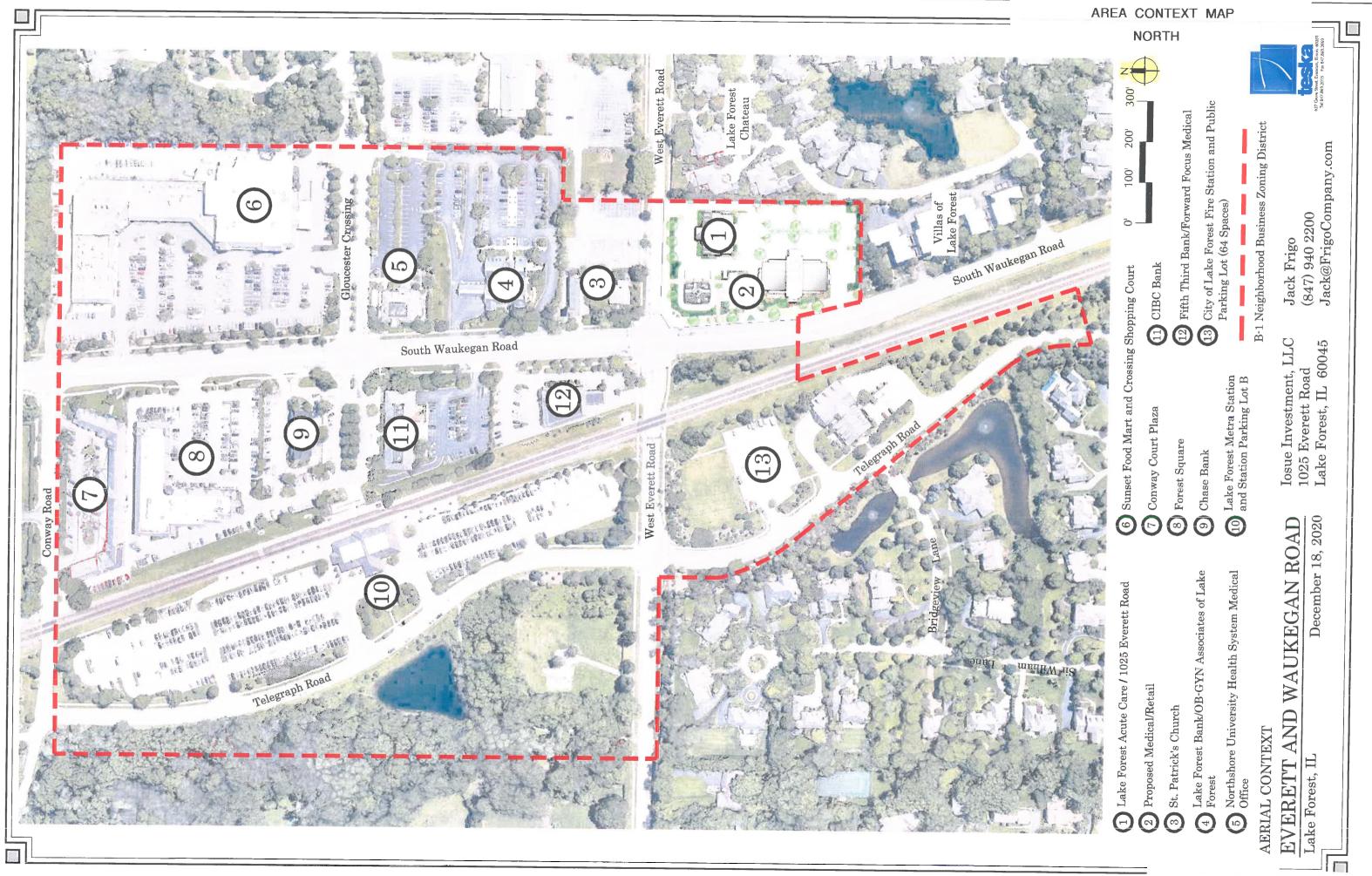
#### Summary:

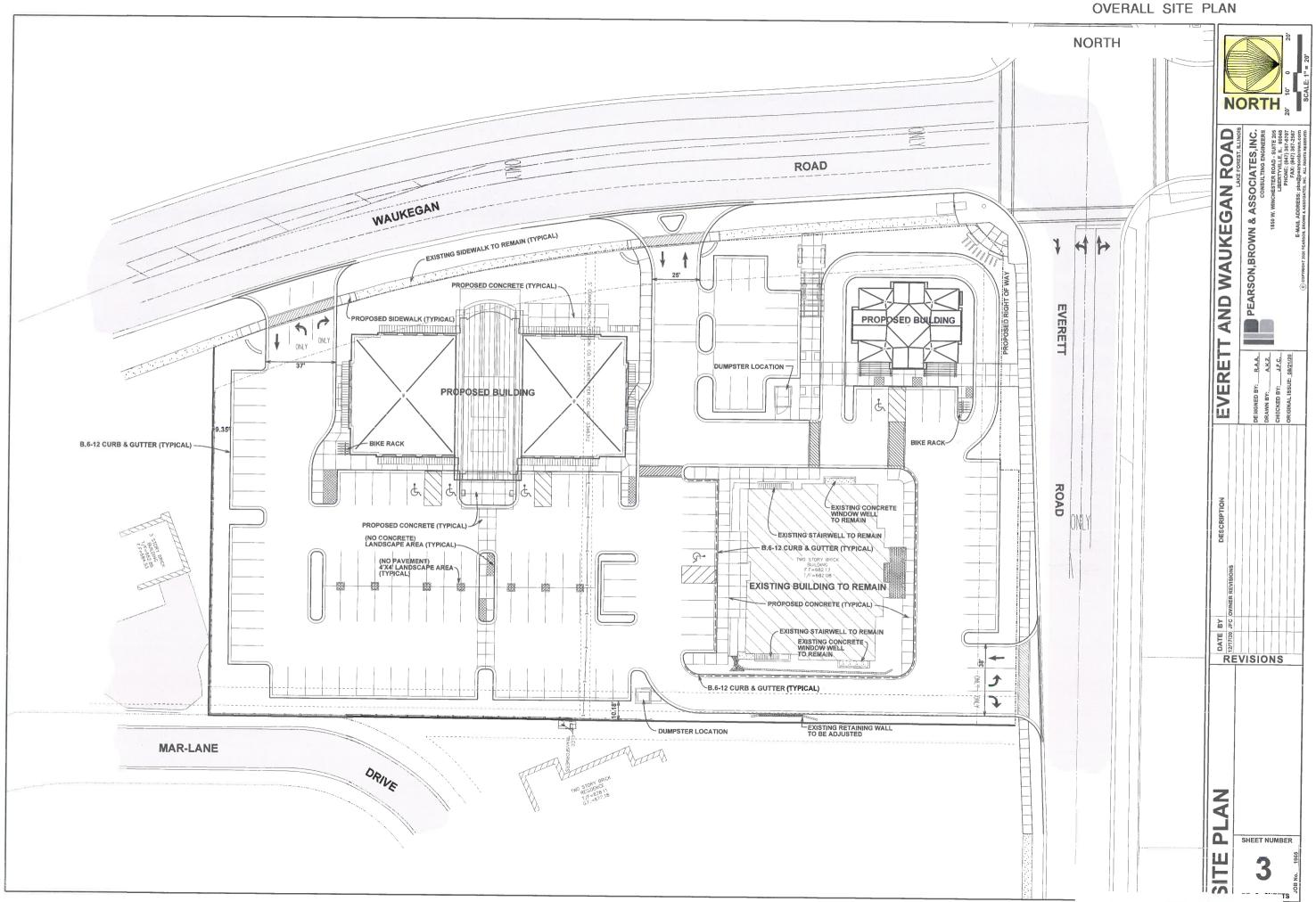
In conversations with two prospective tenants familiar with our proposed parking arrangements, we have had no objection. In fact, one of the prospects indicated that the medical staff in their practice currently parks further away from their office than Metra Lot C would require.

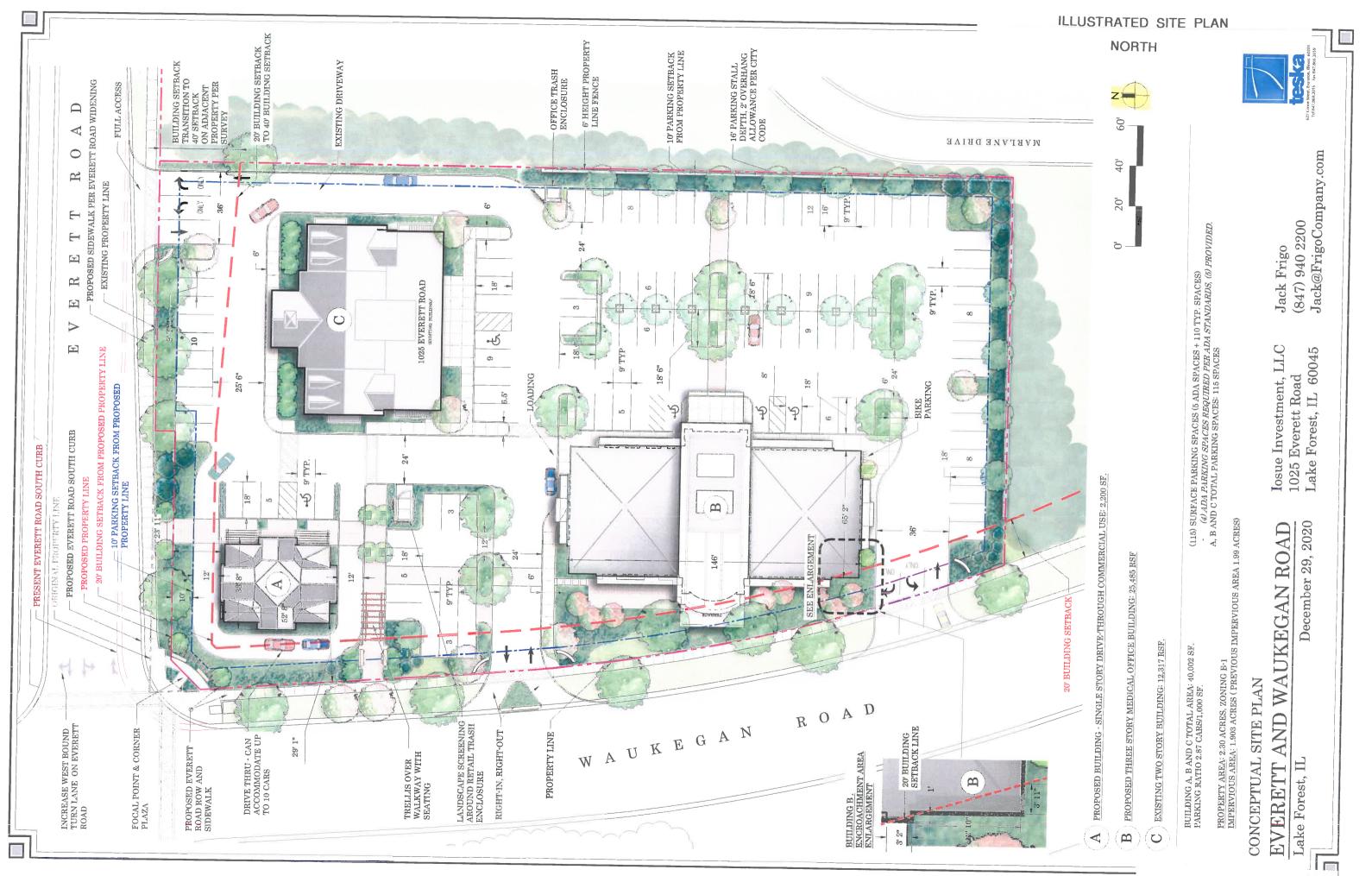
Our analysis indicates that our on-site 115 parking spaces are sufficient to accommodate the patients, physicians and retail customers visiting the campus.

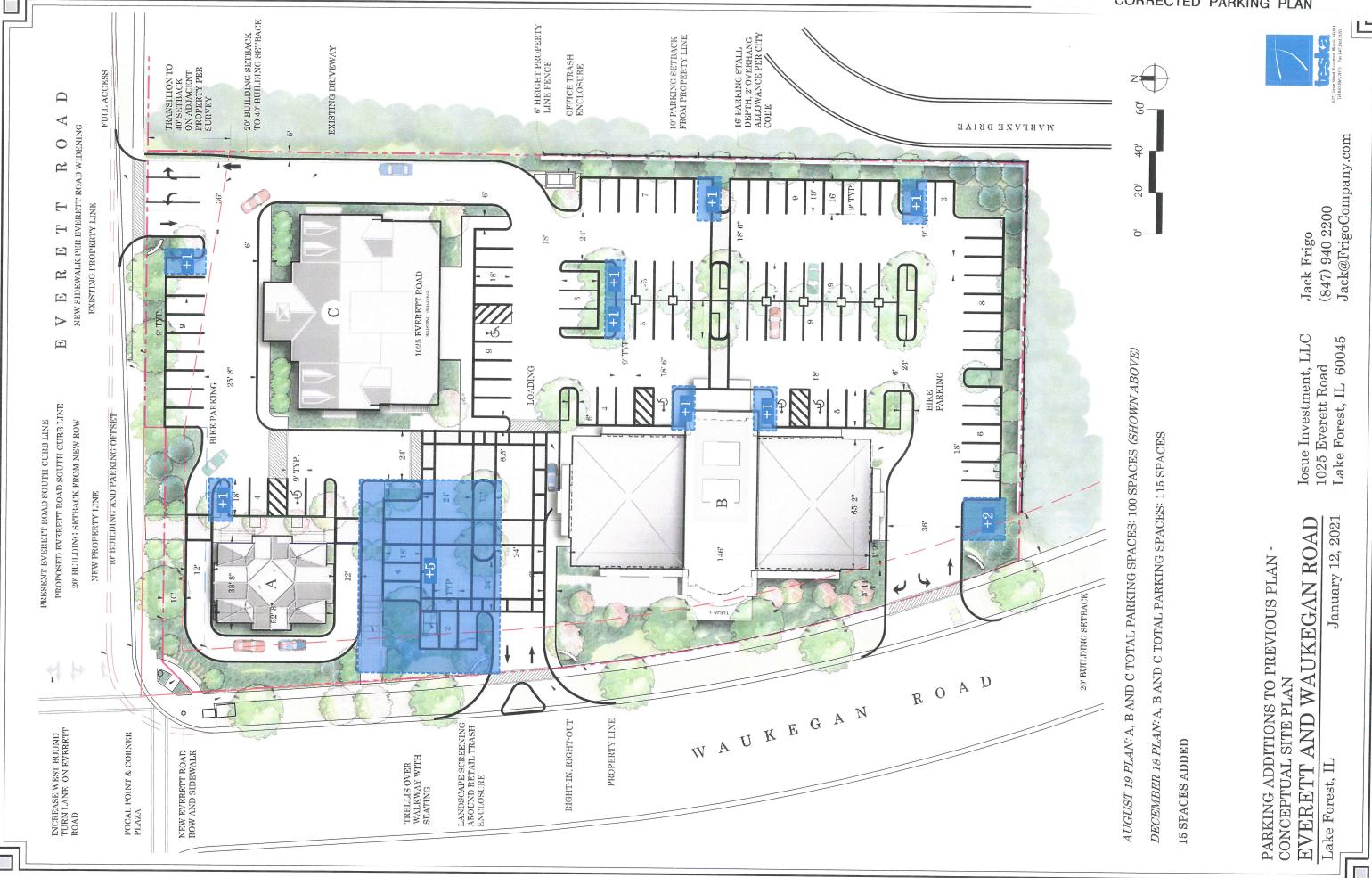
Given the 115 on-site parking spaces and the availability of 15 spaces on St. Pat's property and 179 spaces at the Metra Lot C, we feel confident that we can meet the parking requirements of our prospective tenants.

We request that the Plan Commission grant the parking relief requested so we may have the opportunity to develop the proposed project.

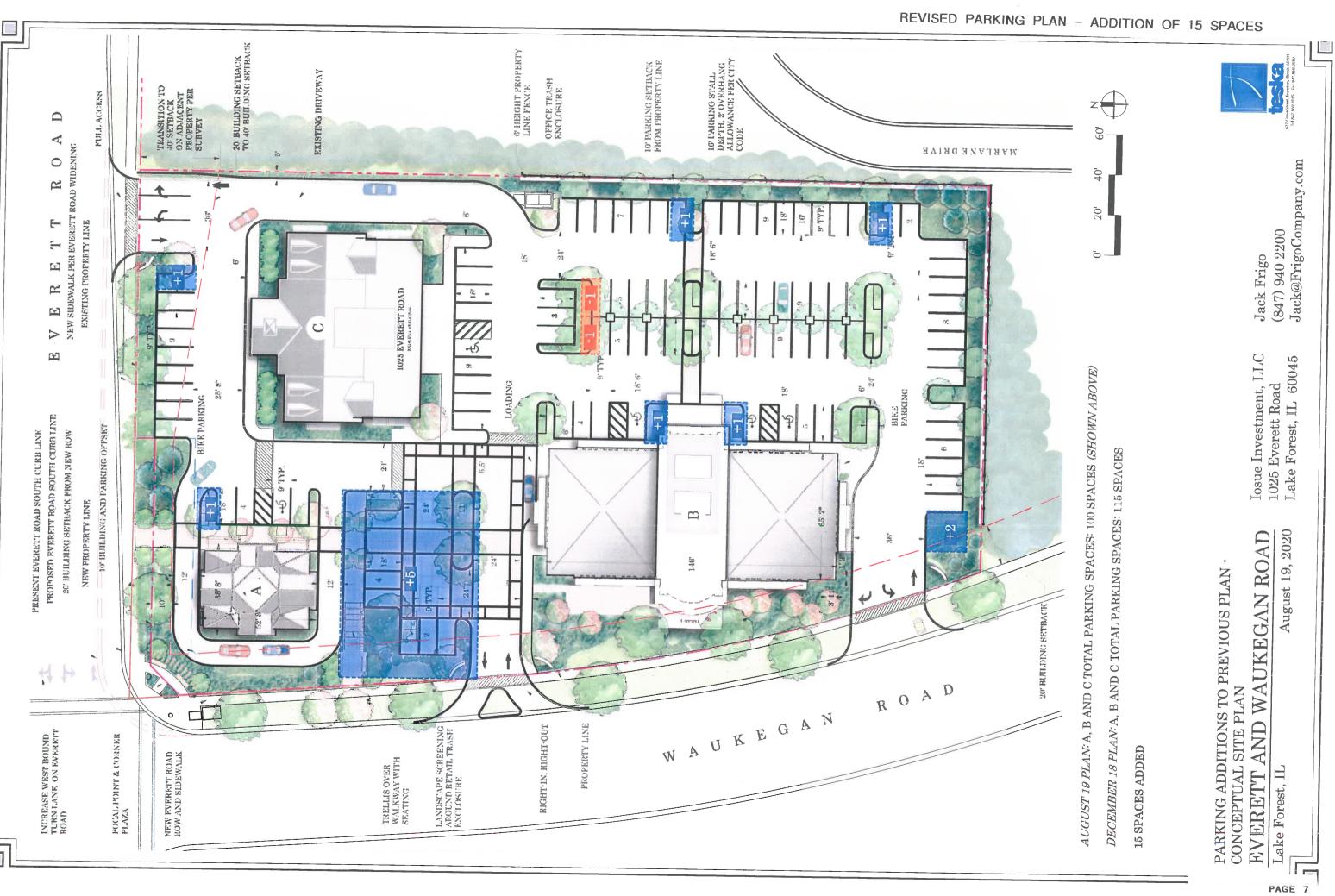














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575 West Higgins Road, State 400 [Resement. Illinois 60018, p. 847-518-9990 [1] 847-518-9987

MEMORANDUM IU:	Jack Frigo Frigo & Company
FROM:	Brendan May, PE Senior Consultant
	Luay R. Aboona, PE, PTOE Principal
DATE:	December 16, 2020
SUBJECT:	Summary Trip Generation and Parking Evaluation Southeast Quadrant – Waukegan Road with Everett Road Lake Forest, Illinois

This memorandum summarizes the results and findings of a preliminary trip generation and parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed development to be located in the southeast quadrant of the intersection of Waukegan Road with Everett Road in Lake Forest, Illinois. The purpose of this evaluation is to determine the estimated trip generation of the proposed development and to determine the adequate of the proposed parking supply.

### Site Location

The site, which is located in the southeast quadrant of the intersection of Waukegan Road with Everett Road and contains the existing office building at 1025 West Everett Road. The site is bounded by Waukegan Road on the west, Everett Road on the north, Lake Forest Chateau residential duplex community on the east and the Villas of Lake Forest Condominiums on the south. **Figure 1** shows an aerial view of the site location with the surrounding roadway network.

## Proposed Development Plan

The plans call for maintaining the existing office building at 1025 Everett Road, and developing the vacant portion of the site with a development the vacation portion of the site with an approximately 25,485 square-foot (three-story) medical office building and an approximately 2,200 square-foot drive-through commercial user which was assumed to be a coffee shop. Additionally, the parking field serving the existing office building will be modified and combined with the parking field proposed to serve the two additional buildings to provide a shared parking field that will contain a total of approximately 115 parking spaces. Access to the development will be provided via a full movement access drive off Everett Road, a full movement drive off Waukegan Road, and via a right-in/right-out access drive off Waukegan Road. It should be noted the proposed access system will result in the elimination of two full movement curb cuts on Waukegan Road and two full movement curb cuts on Everett Road. A site plan depicting the proposed development is included in the Appendix.



Aerial View of Site Location



# **Development Traffic Generation**

The volume of traffic generated be the proposed medical office building and coffee shop with drive-through was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. The volume of traffic generated by the existing office building at 1025 Everett Road was based on trip generation surveys conducted at the existing access drive serving the office building. It is important to note that surveys conducted by ITE have shown that over 70 percent of trips made to coffee/donut shops with drive-through windows are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips (pass-by traffic). As such, the new site traffic to be generated by the proposed Starbucks was reduced by 70 percent to account for pass-by traffic. **Table 1** tabulates the vehicle trips estimated for this development. All tables will be included in the Appendix.

### **Parking** Evaluation

As proposed, the site will provide a total of 115 parking spaces of which five spaces will be accessible spaces. All of the parking spaces will be perpendicular and access to the parking spaces will be provided via two-way drive aisles. The majority of the parking spaces are to the east of the proposed 25,485 square-foot medical office building and to the south of the existing 1025 Everett Road office building, however, all of the parking spaces are available for use by patients, guests and patrons of the existing and proposed land-uses.

The parking estimated to be generated by the proposed land-uses was based on the City of Lake Forest Code of Ordinances and the ITE *Parking Generation Manual* 5<sup>th</sup> Edition. The estimated parking demand for each methodology is as follows:

#### City of Lake Forest Code of Ordinances:

- Coffee-Shop with Drive-Through: 11 spaces at five parking spaces per 1,000 square-feet.
- Medical Office Building: 102 spaces at four spaces per 1,000 square-feet.
- 1025 Everett Road Office Building: 49 spaces or four spaces per 1,000 square-feet.
- Development Total: 162 Parking Spaces

#### ITE Parking Generation Manual, 5th Edition

- Coffee Shop with Drive-Through: Land-Use Code 937
  - Weekday: 11 spaces or 5.22 spaces per 1,000 s.f.
  - Saturday: 19 spaces or 8.70 spaces per 1,000 s.f.
- Medical Office Building: Land-Use Code 720
  - Weekday: 85 spaces or 3.32 spaces per 1,000 s.f.
  - Saturday: 14 spaces or 0.56 spaces per 1,000 s.f.
- 1025 Everett Road Office Building: Land-Use Code 720
  - Weekday: 41 spaces or 3.32 spaces per 1,000 s.f.
  - Saturday: 7 spaces or 0.56 spaces per 1,000 s.f.

- Development Total
  - Weekday: 137 spaces
  - Saturday: 40 spaces

Additionally, parking occupancy surveys were conducted at the existing 1025 Everett Road office building since it is an existing land-use that will remain on site. The parking occupancy surveys were conducted in half-hour intervals in January 2020 on a weekday between 9:00 A.M. and 6:00 P.M. and on a Saturday between 9:00 A.M. and 2:00 P.M. The results of the parking occupancy surveys indicated the following:

- The peak parking demand on the weekday was 18 spaces or 1.46 spaces per 1,000 s.f.
- The peak parking demand on Saturday was 11 spaces or 0.89 spaces per 1,000 s.f.

**Table 2** summarize the half-hour peak parking demand for the 1025 Everett Road office building. When the results of the parking occupancy surveys are combined with the parking estimated to be generated by the two proposed buildings, the following was determined:

- The estimated peak parking demand based on the City of Lake Forest Code of Ordinances and parking occupancy surveys is 131 parking spaces
- The estimated peak parking demand based on the ITE *Parking Generation Manual* and the parking occupancy surveys is 114 parking spaces on a weekday and 44 parking spaces on a Saturday.

As can be seen from the above, the proposed development will have a deficit of approximately 16 to 47 parking spaces when compared to City Code with and without including the parking occupancy surveys. Additionally, the proposed development will have a deficit of 22 spaces compared to the ITE *Parking Generation Manual* only and will not have a deficit when compared to the ITE *Parking Generation Manual* including the parking occupancy surveys.

In order to accommodate any overflow parking that may occur, the proposed development plans on providing off-site parking agreements with the City of Lake Forest for the Telegraph Road Train Station Commuter Parking locations on the east side of Telegraph Road. The number of parking spaces within each of the parking lots is as follows:

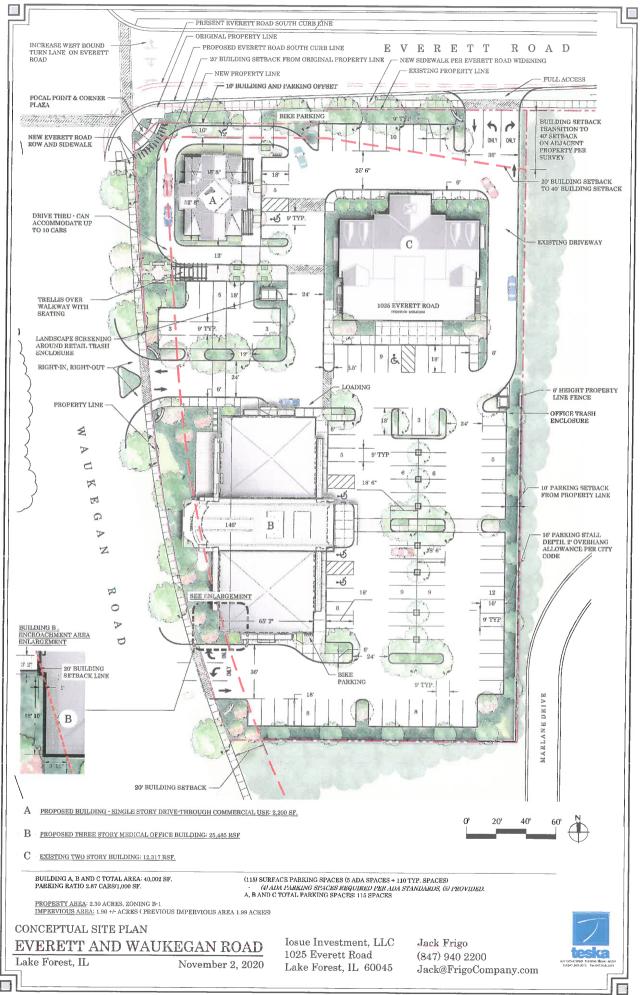
- Lot A provides approximately 131 parking spaces
- Lot B provides approximately 168 parking spaces
- Lot C provides approximately 179 parking spaces (76 in south half of lot)
- Lot D provides approximately 68 parking spaces

Furthermore, there are approximately 28 on-street parking spaces located along Telegraph Road. Overall, there are approximately 574 parking spaces provided on the east side of Telegraph Road between Conway Road and Bridgeview Lane or on-street along Telegraph Road. The Telegraph Road Train Station Commuter Parking Map, illustrating the above parking lots and number of available parking spaces is included in the Appendix. Initially, the development proposes utilizing the permit parking spaces provided within Lot D. To determine the availability of parking within Lot D, parking occupancy surveys were also conducted on a weekday and Saturday in January 2020 in half-hour intervals between 9:00 A.M. and 6:00 P.M. and 9:00 A.M. and 2:00 P.M., respectively. The results of the parking occupancy surveys are summarized in **Table 3**. As can be seen from Table 3, none of the 68 parking spaces within Lot D are currently utilized by permit parking vehicles and as such, up to 68 parking spaces are available for use of off-site parking by employees/staff of the proposed development.

Should Lot D ever be sold off by the City to a private user, the development would plan to utilize the southern half of Lot C which provides approximately 76 parking spaces or can look to provide additional off-site parking within the southwestern most parking lot serving St. Patrick's Catholic Church that is located on the north side of Everett Road at Mar Lane Drive. It should be noted that Parking arrangement are currently provided within this lot for the existing 1025 Everett Road office building.

As such, the proposed parking supply of 115 spaces, with the utilization of available off-site parking locations by employees and staff of the proposed development, will be adequate in accommodating the estimated peak parking demand.





# Table 1

ESTIMATED PEAK HOUR DEVELOPMENT-GENERATED TRAFFIC VOLUMES

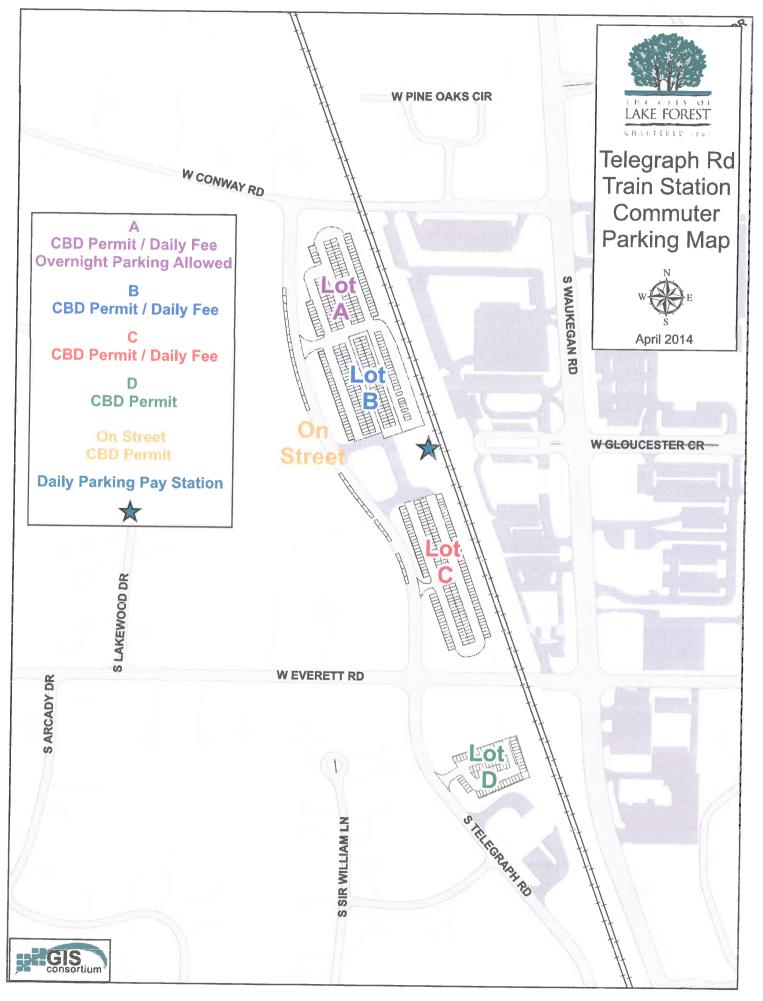
	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Land Use Type	In	Out	Total	In	Out	Total	In	Out	Total
1025 Everett Road Office Building (Trip Generation Surveys)	11	1	12	4	12	16	7	6	13
Medical Office Building (Land-Use Code 720) 25,485 square-feet	51	15	66	25	63	88	43	32	75
Coffee Shop with Drive-Thru (Land-Use Code 937) 2,200 square-feet	100	96	196	48	47	95	96	97	193
70% Pass-By Reduction <sup>1</sup>	-69	-69	-138	-33	-33	-66	-68	-68	-136
Total Existing Trips	11	1	12	4	12	16	7	6	13
Total New Trips	82	42	124	40	77	117	71	61	132
Total Pass-By Trips	69	69	138	33	33	66	68	68	136
<b>Total Trips</b>	162	112	274	77	122	199	146	135	281

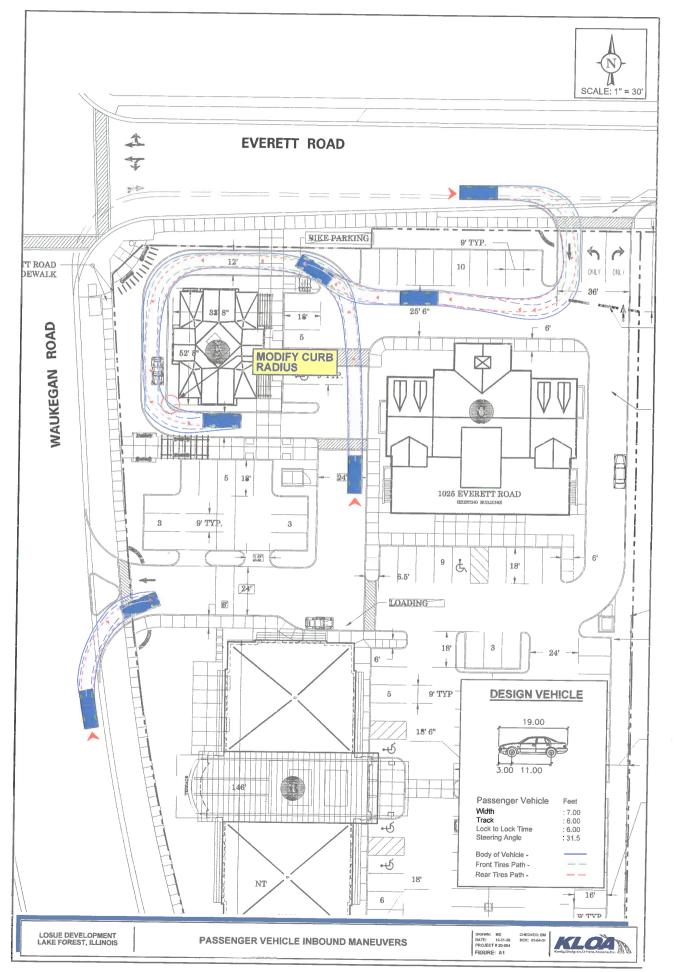
Time	Wednesday, January 22, 2020	Saturday, January 25 ,2020
9:00 A.M.	12	9
9:30 A.M.	16	10
10:00 A.M.	17	8
10:30 A.M.	18	11
11:00 A.M	18	10
11:30 A.M.	17	7
12:00 P.M.	14	8
12:30 P.M.	17	10
1:00 P.M.	14	11
1:30 P.M.	11	10
2:00 P.M.	12	9
2:30 P.M.	11	
3:00 P.M.	8	
3:30 P.M.	7	
4:00 P.M.	6	
4:30 P.M.	4	
5:00 P.M.	7	
5:30 P.M.	6	
6:00 P.M.	2	
Inventory	38	38

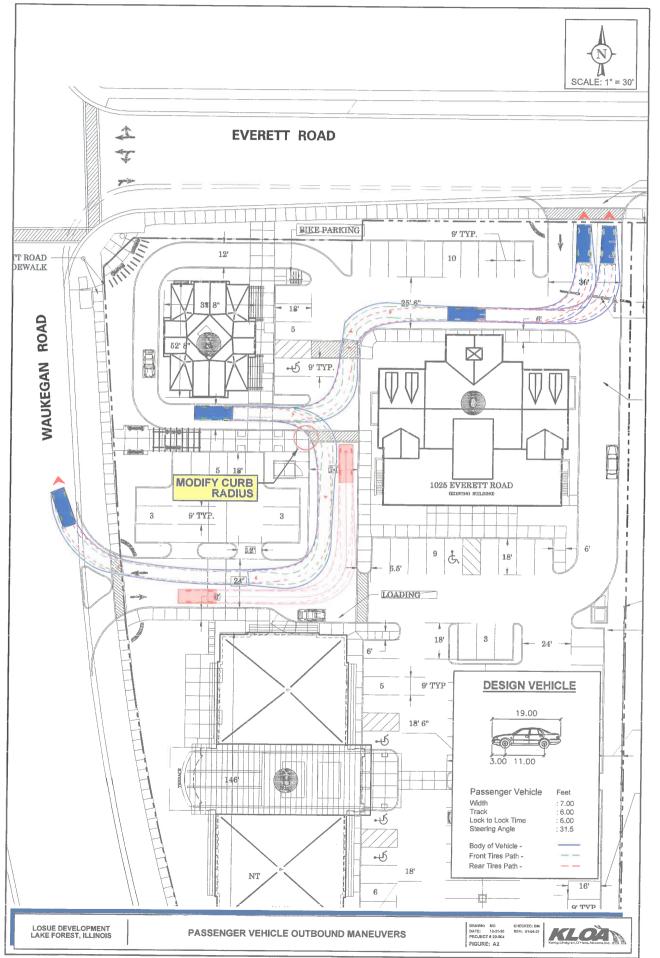
Table 2PARKING OCCUPANCY SURVEYS – 1025 EVERETT ROAD

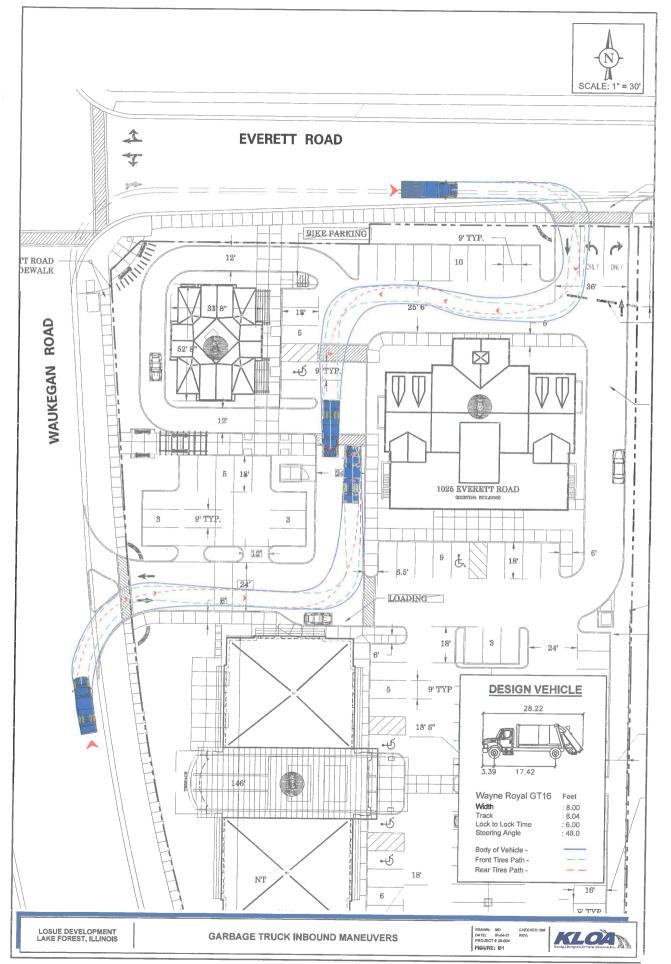
Time	Wednesday, January 22, 2020	Saturday, January 25 ,2020
9:00 A.M.	0	0
9:30 A.M.	0	0
10:00 A.M.	0	0
10:30 A.M.	0	0
11:00 A.M	0	0
11:30 A.M.	0	0
12:00 P.M.	0	0
12:30 P.M.	0	0
1:00 P.M.	0	0
1:30 P.M.	0	0
2:00 P.M.	0	0
2:30 P.M.	0	
3:00 P.M.	0	
3:30 P.M.	0	
4:00 P.M.	0	
4:30 P.M.	0	
5:00 P.M.	0	
5:30 P.M.	0	
6:00 P.M.	0	
Inventory	68	68

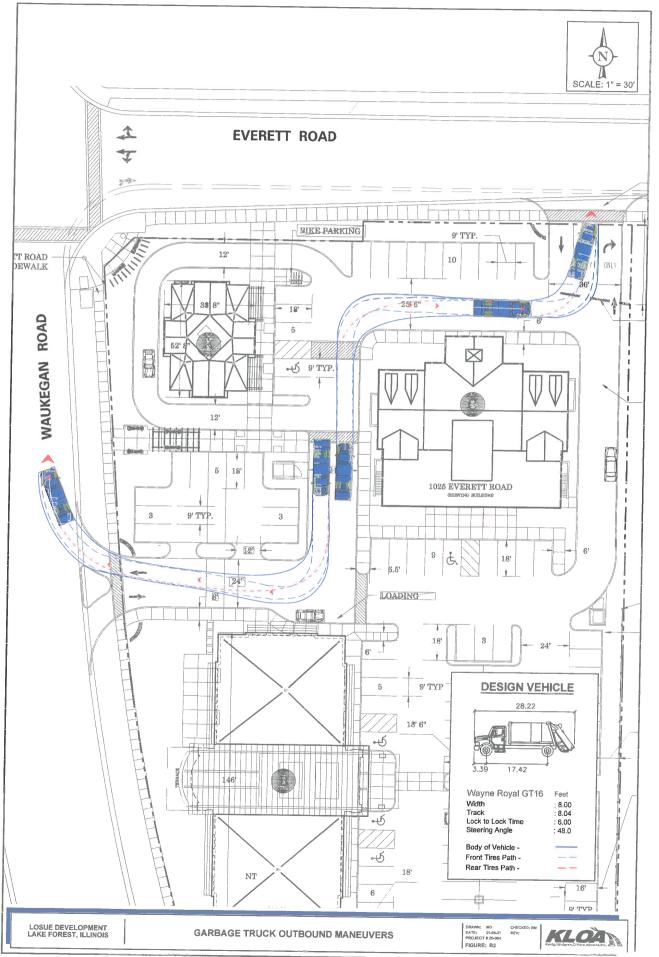
 PARKING OCCUPANCY SURVEYS – TELEGRAPH ROAD PERMIT PARKING LOT D

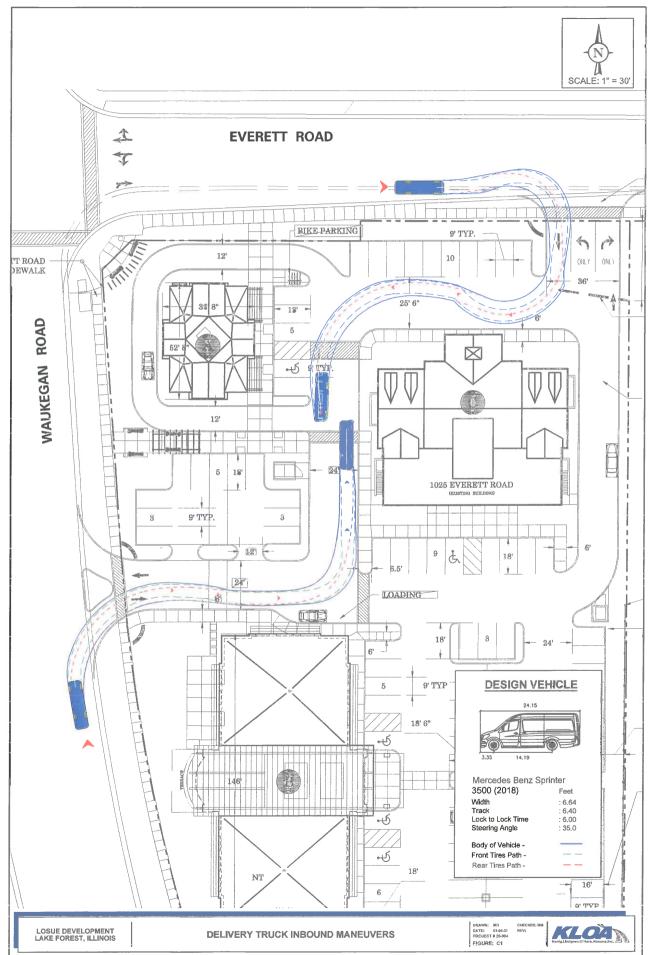


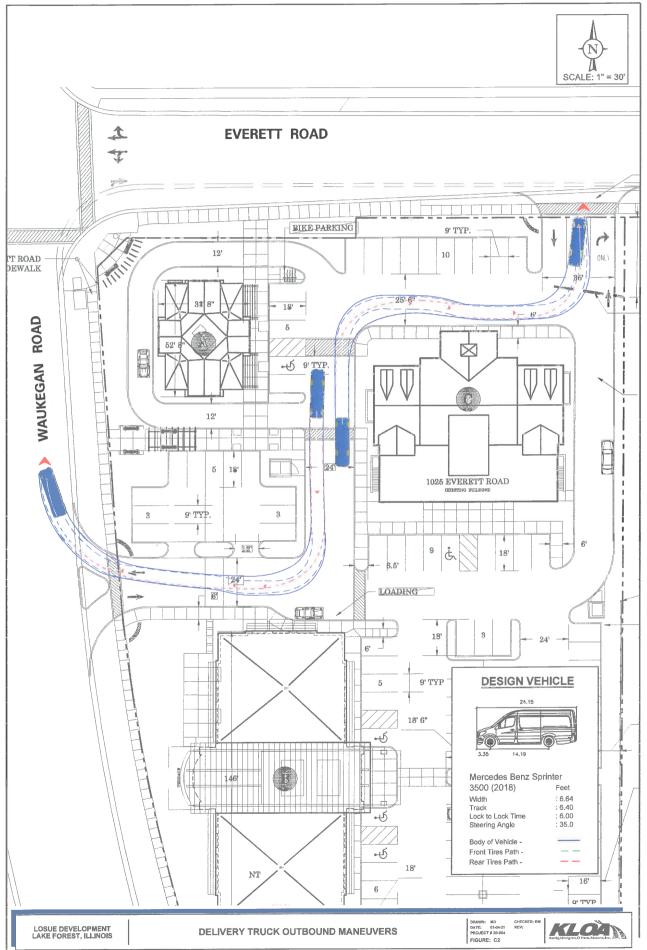


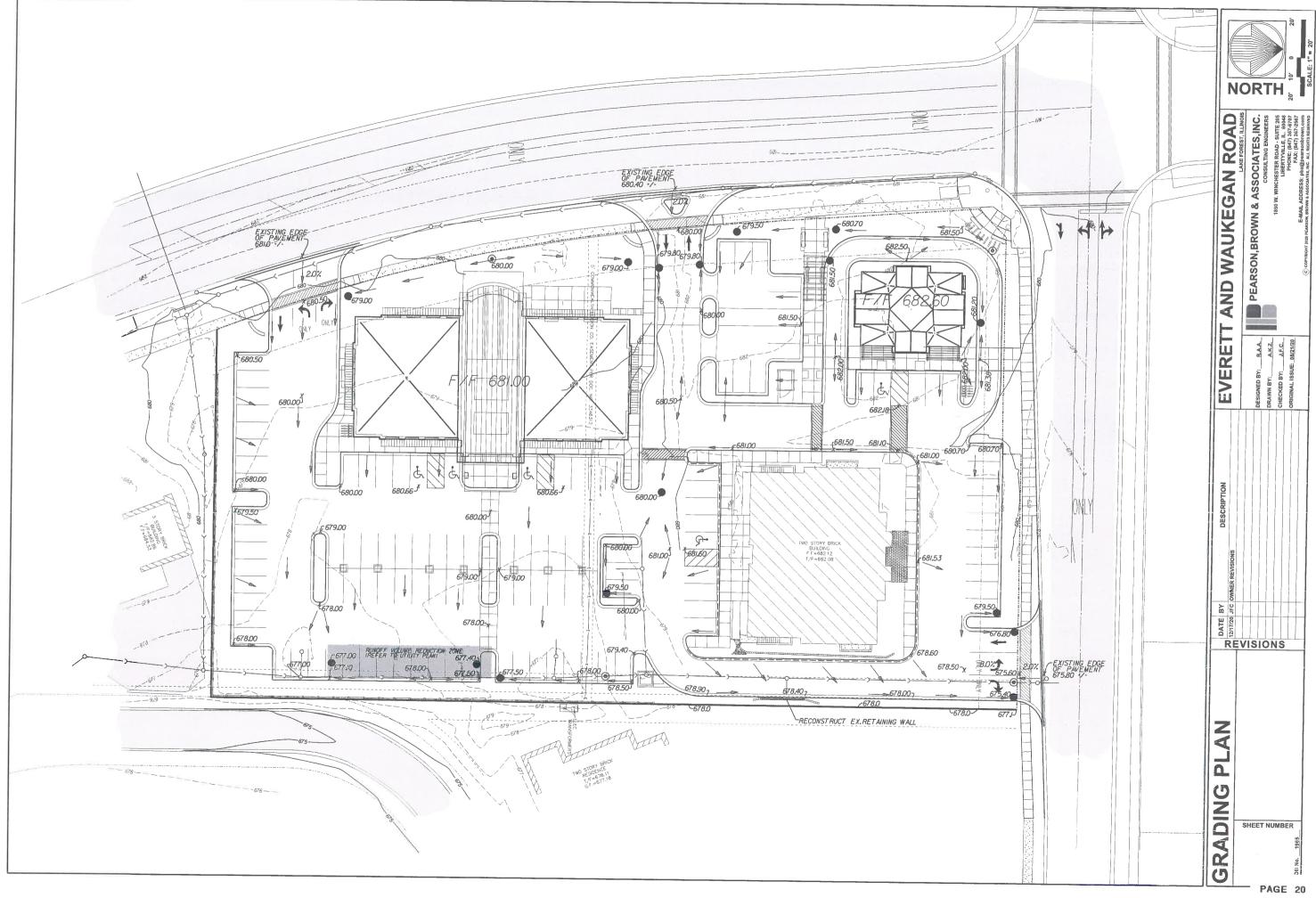




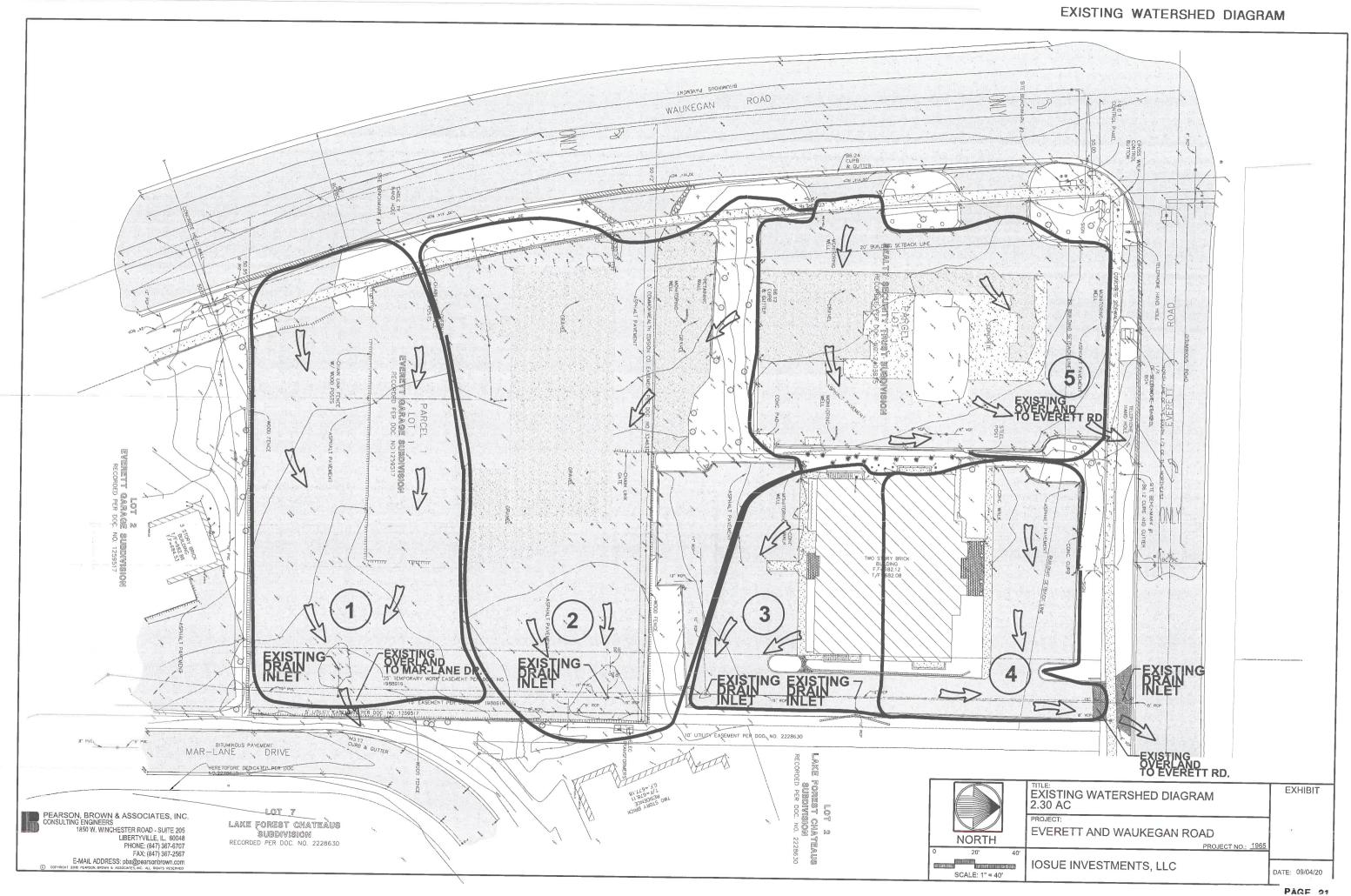


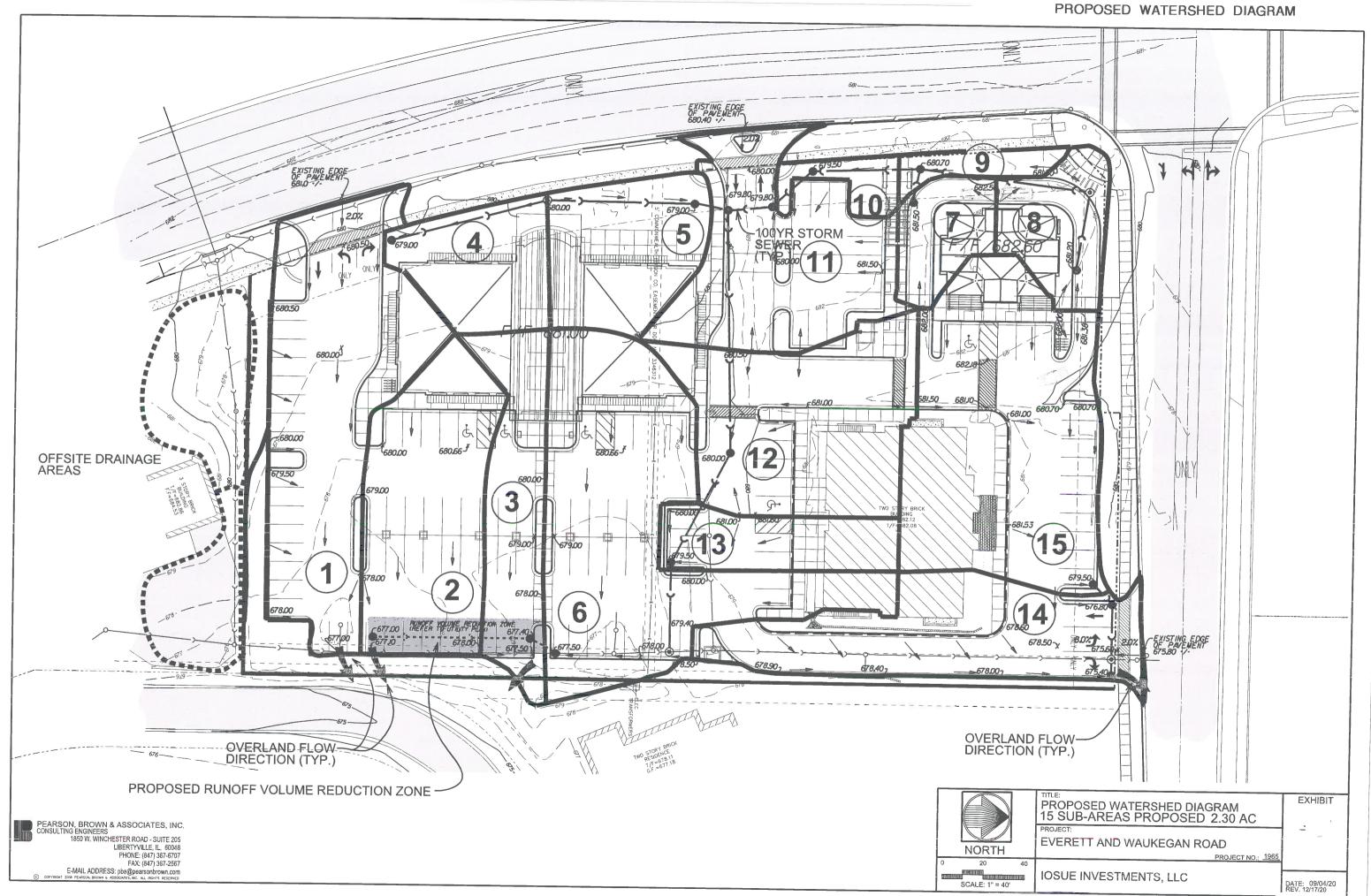


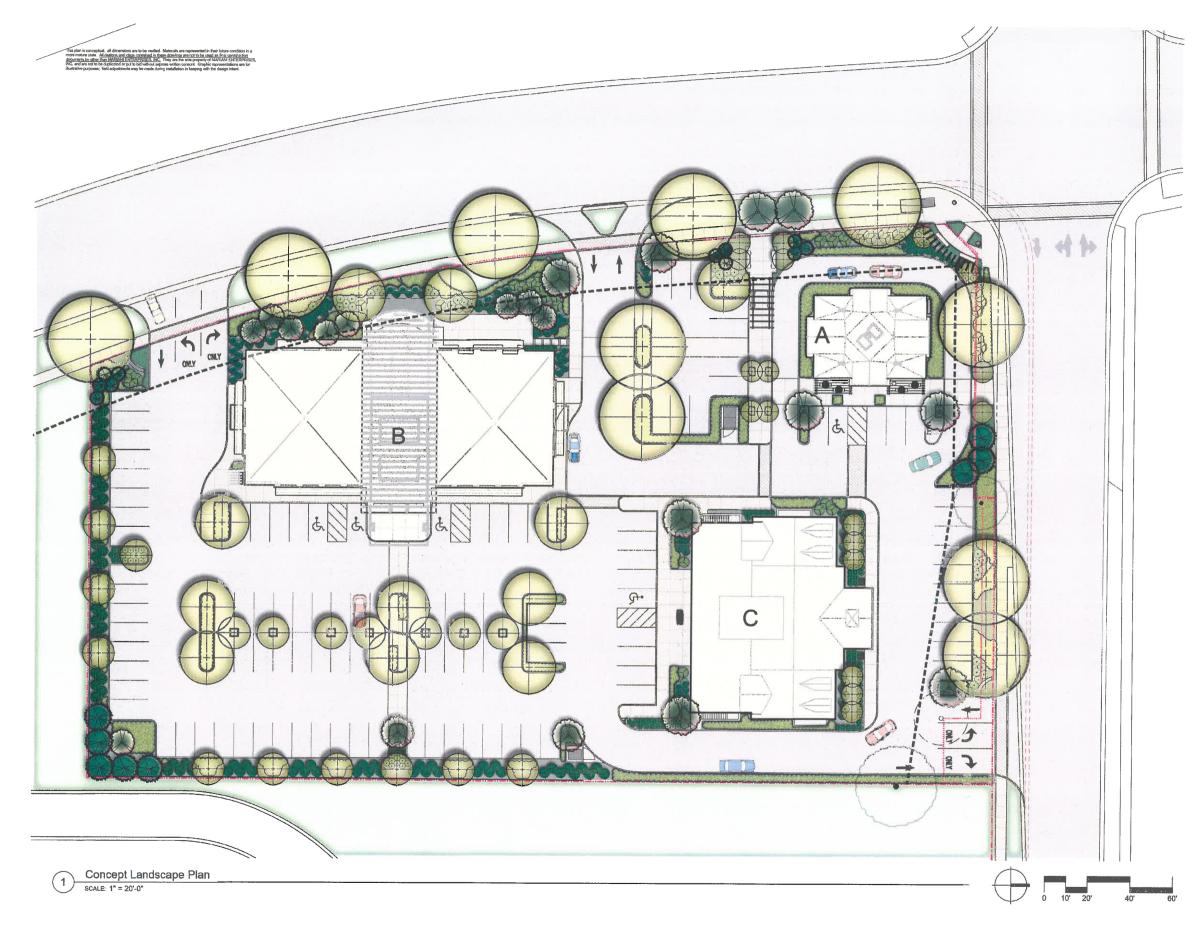




GRADING PLAN







## **Everett and Waukegan Road**

1045 Waukegan Road, Lake Forest, IL 60045 Project No: 20028 12/15/2020

### CONCEPTUAL LANDSCAPE PLAN NORTH

	Planting L	egend:		
	Quantity	Scientific Name	Common Name	
$\bigcirc$	57	3" Shade Trees		
		Tilia americana 'Redmond'	Redmond Linden	
	+	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Maple	
		Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo	
		Gieditsia tricanthos	Honey Locust	
	20	6' Ornamental Trees:		
$\bigcirc$	20	Syringa reticulata	Japanese Tree Lilac	
		Cretaegus phaenopyrum	Washington Hawthorn	
		Malus 'Prairifire'	Prairifire Crabapple	
÷	107	24" Large Shrubs	-	
		Aronia arbutifolia 'Brilliant Red'	Brilliant Red Chokeberry	
		Hydrangea paniculata 'Quick Fire'	Quick Fire Panicule Hydrangea	
		Physocarpus opulifolius 'Coppertina'	Coppertina Ninebark	
		Viburnum dentatum	Arrowwood Viburnum	
	133	24" Medium Shrubs		
٠	133	Syringa meyeri 'Palibin'	B 64 14	
		Spireaea cinerea 'Grefsheim'	Dwarf Korean Lilac Grefsheim Spirea	
		Hydrnagea paniculata 'Little Lime'		
		Forsythia Intermedia 'Show Off'	Little Lime Hydrangea Show Off Border Forsythia	
		Aronia 'Iroquois Beauty Black'	Iroquois Beauty Black Chokeberr	
٠	187	18" Small Shrubs		
		Diervilla Ionicera	Dwarf Bush Honeysuckle	
		Deutzia 'Yuki Snowflake'	Yuki Snowflake Deutzia	
		Contonester apiculatus	Cranberry Contoneaster	
		Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	
		Hypericum kalmianum	St. John's Wort	
		C' Evergroop Trees		
$\bigcirc$	19	8' Evergreen Trees Pinus strobus 'Fastigiata'	Columna 148 / Di	
		Juniperus chinensis Iowa	Columnar White Pine Iowa Chinese Juniper	
		Jumperus crimenais iowa	iowa cimiese Juniper	
	1795	1 Gallon Perennials 24"o.c.		
		Sporobolus heterolepis	Prairie Dropseed	
		Calamagrostis 'Karl Forester'	Karl Forester Feather Reed Grass	
		Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	
		Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	
		Achillea millefolium 'Moonshine'	Moonshine Yarrow	
		Echineacea purpurea	Purple Coneflower	
		Allium tanguticum 'Summer Beauty'	Summer Beauty Allium	
		Rudbeckia hirta	Black Eyed Susan	
		Amsonia hubrichtii	Akansas Blue Star	
			Akansas Blue Star Blue Ice Blue Star	
		Amsonia hubrichtii		
		Amsonia hubrichtii Amsonia 'Blue Ice' Alchemilla mollis Calamintha nepeta 'Montrose	Blue Ice Blue Star Lady's Mantle	
		Amsonia hubrichtii Amsonia 'Blue Ice' Alchemilla mollis Calamintha nepeta 'Montrose White'	Blue Ice Blue Star Lady's Mantle Montrose White Dwarf Calamint	
		Amsonia hubrichtii Amsonia 'Blue Ice' Alchemilla mollis Calamintha nepeta 'Montrose White' Iris sibirica 'Caesar's Brother'	Blue Ice Blue Star Lady's Mantle Montrose White Dwarf Calamint Caesar's Brother Siberian Iris	
		Amsonia hubrichtii Amsonia 'Blue Ice' Alchemilla mollis Calamintha nepeta 'Montrose White' Iris sibirica 'Caesar's Brother' Heuchera 'Palace Purple'	Blue Ice Blue Star Lady's Mantle Montrose White Dwarf Calamint Caesar's Brother Siberian Iris Palace Purple Coral Bells	
		Amsonia hubrichtii Amsonia 'Blue Ice' Alchemilla mollis Calamintha nepeta 'Montrose White' Iris sibirica 'Caesar's Brother' Heuchera 'Palace Purple' Eupatorium euphoria 'Ruby'	Blue Ice Blue Star Lady's Mantle Montrose White Dwarf Calamint Caesar's Brother Siberian Iris Palace Purple Coral Bells Ruby Joe-Pye Weed	
		Amsonia hubrichtii Amsonia 'Blue Ice' Alchemilla mollis Calamintha nepeta 'Montrose White' Iris sibirica 'Caesar's Brother' Heuchera 'Palace Purple' Eupatorium euphoria 'Ruby' Salvia nemorosa 'Caradonna'	Blue Ice Blue Star Lady's Mantle Montrose White Dwarf Calamint Caesar's Brother Siberian Iris Palace Purple Coral Bells	





Focal Point at Corner Plaza - Alternate SCALE: NTS

# Everett & Waukegan Road

1045 Waukegan Road, Lake Forest

Project No: 20028 09/02/2020

2

300 Rockland Road | Lake Bluff, Illinois 60045 Phone: 847.234.2172 | Fax: 847.234.2754 www.marianilandscape.com

## CONCEPT - FEATURE AT INTERSECTION

8 5 11



## SECTION VIEW LOOKING NORTH (TOWARDS EVERETT ROAD)



## EVERETT AND WAUKEGAN ROAD

Lake Forest, IL

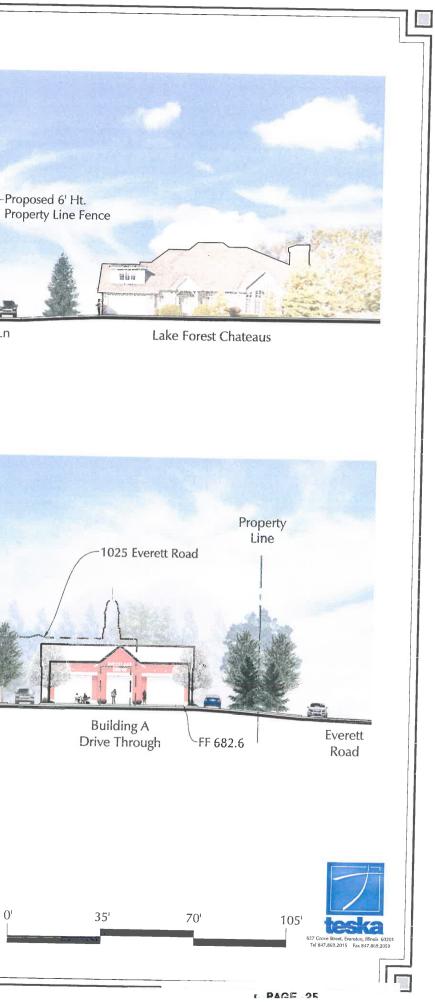
December 18, 2020

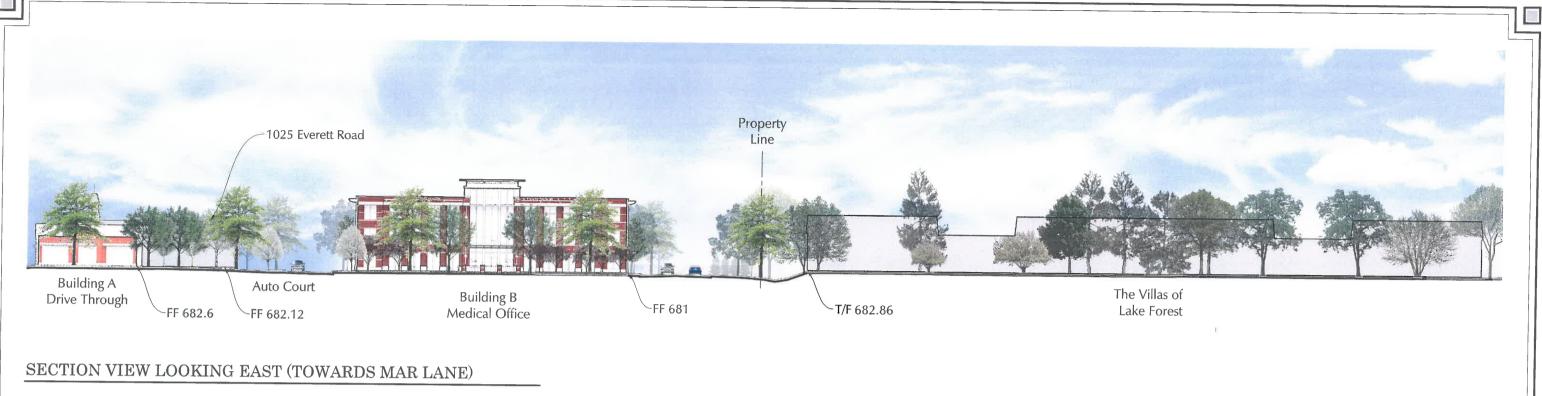
Iosue Investment, LLC 1025 Everett Road Lake Forest, IL 60045

Jack Frigo (847) 940 2200 Jack@FrigoCompany.com

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## STREETSCAPE VIEWS





SECTION GRAPHICS EVERETT AND WAUKEGAN ROAD

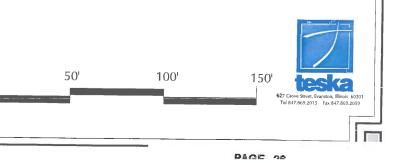
Lake Forest, IL

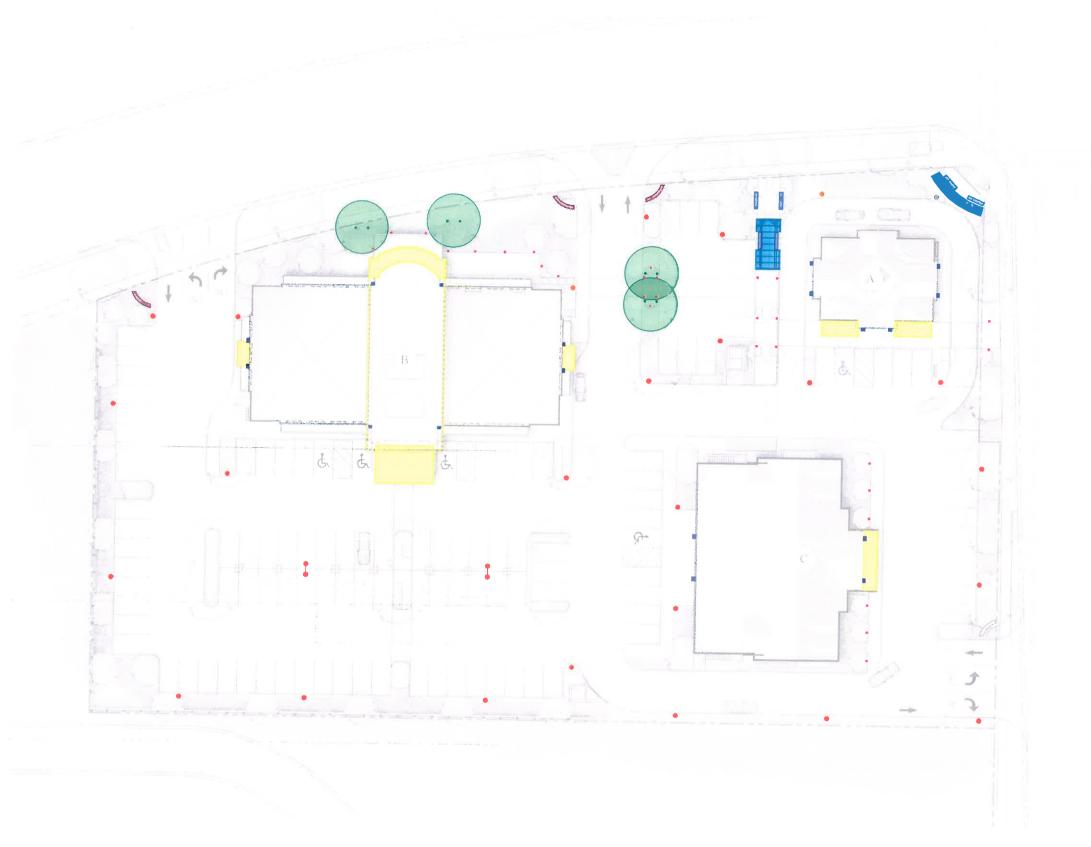
December 18, 2020

Iosue Investment, LLC 1025 Everett Road Lake Forest, IL 60045

Jack Frigo (847) 940 2200 Jack@FrigoCompany.com

#### STREETSCAPE VIEW





Concept Site Lighting Plan (1) SCALE: 1" = 20'-0"

## Everett and Waukegan Road

1045 Waukegan Road, Lake Forest Project No: 20028 12/17/2020

#### NORTH

#### LIGHTING DESCRIPTION:

#### GENERAL NOTES:

All lighting provided will be energy efficient LED for long life and energy consumption. LED sources will be warm white 3000K color temperature to blend in with adjacent residential property.

Light poles have control options as outlined below. All light fixtures will be controlled via astronomical time-clock for scheduled on/off programming and will accomodate for change in season and timezone. Building mounted fixtures will be controlled by building control dimming system with time-clock. Site and landscape lighting fixtures will be controlled by time-clock centrally located on with location to be determined. site, location to be determined.

Building and canopy mounted lighting on Building C is existing.

Light fixture locations and quantities are shown for concept only. Additional quantities may be required to meet light levels for coverage, safety, and security

LIGHT POLES: Roadway (12' to 14') and Pedestrian (10' to 12')

Features: House-side shields and optical control to reduce brightness and light spill onto neighboring property. All fixtures aimed down with no decorative glowing element.

Control Options:

- A: Astronomical timeclock and photocell
- B: Fixture integrated dimming and sensors reduce output when no motion is detected

#### BOLLARDS: 3' height

Features: Concealed light source. No decorative glowing element.

#### TREE UPLIGHTING:

#### Mounting Options:

A: Inground - landscape and hardscape B: Above ground adjustable accent

Features: Hexcell louvers and snoot accessories to reduce visual brightness

#### SIGN LIGHTING:

Options: A: Integrated lighting by signage contractor B: Ground mounted front lighting from inground lights or above ground accent lights.

Features: Front lighting provided with hexcell louvers and snoots to reduce visual brightness

#### UNDER BENCH LIGHTING:

Features: Concealed continuous linear accent mounted under seat

#### TRELLIS STRUCTURE:

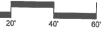
Features: TBD pending development of trellis design

#### CANOPY LIGHTING:

Features: Surface or Integrated downlights recessed into canopy at building entries and dining. Linear fixture at cornice to uplight rooftop canopy feature at Building B

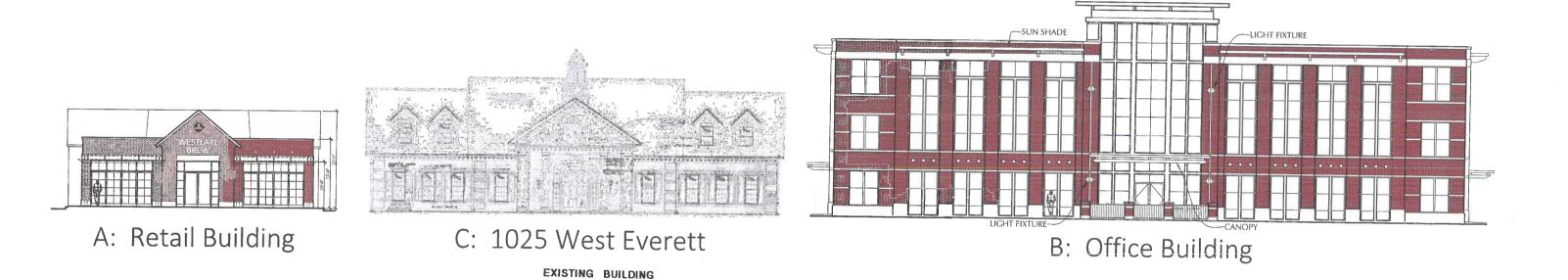
#### BUILDING MOUNTED LIGHTING:

Features: Decorative and functional wall sconces provide light at entries and roadway/sidewalk circulation









Campus Building Elevations





 207 EAST WESTMINSTER
 LAKE FOREST, ILLINOIS 60045

 P 847-295-2440
 F 847-295-2451
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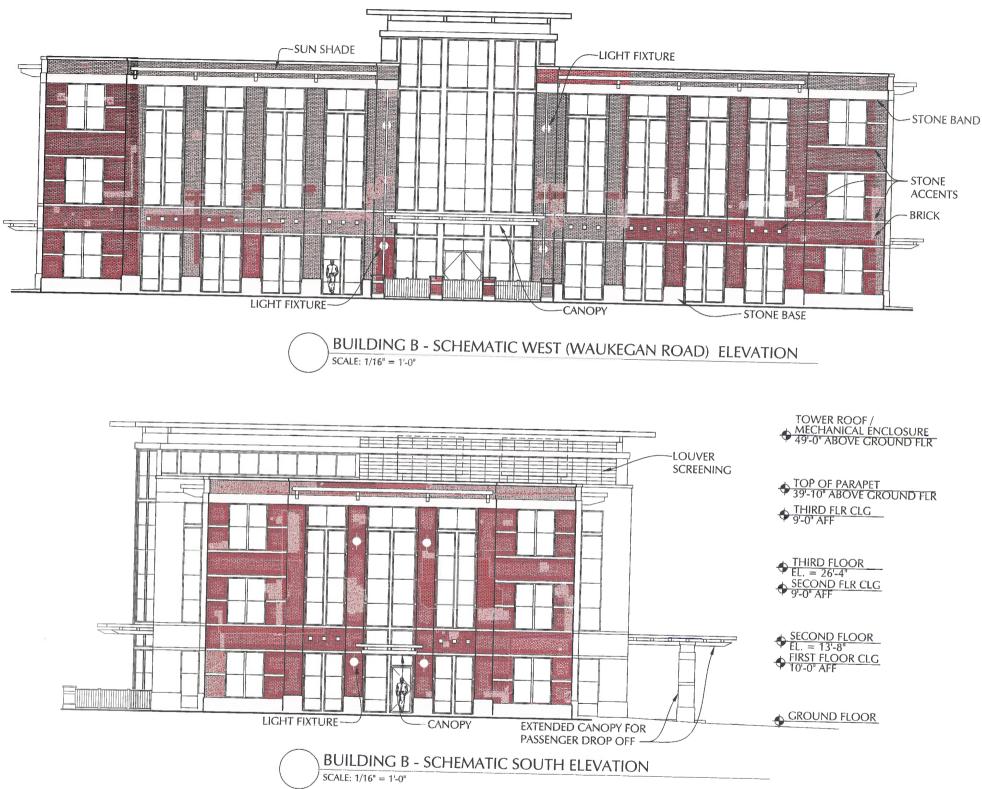
PROPERTY DEVELOPMENT FOR IOSUE INVESTMENT, LLC AT EVERETT AND WAUKEGAN ROAD LAKE FOREST, IL

## ISSUE DATE: DEC. 18, 2020

PAOP

## JOB NO.: 1918

## OVERALL DEVELOPMENT - BUILDINGS IN CONTEXT



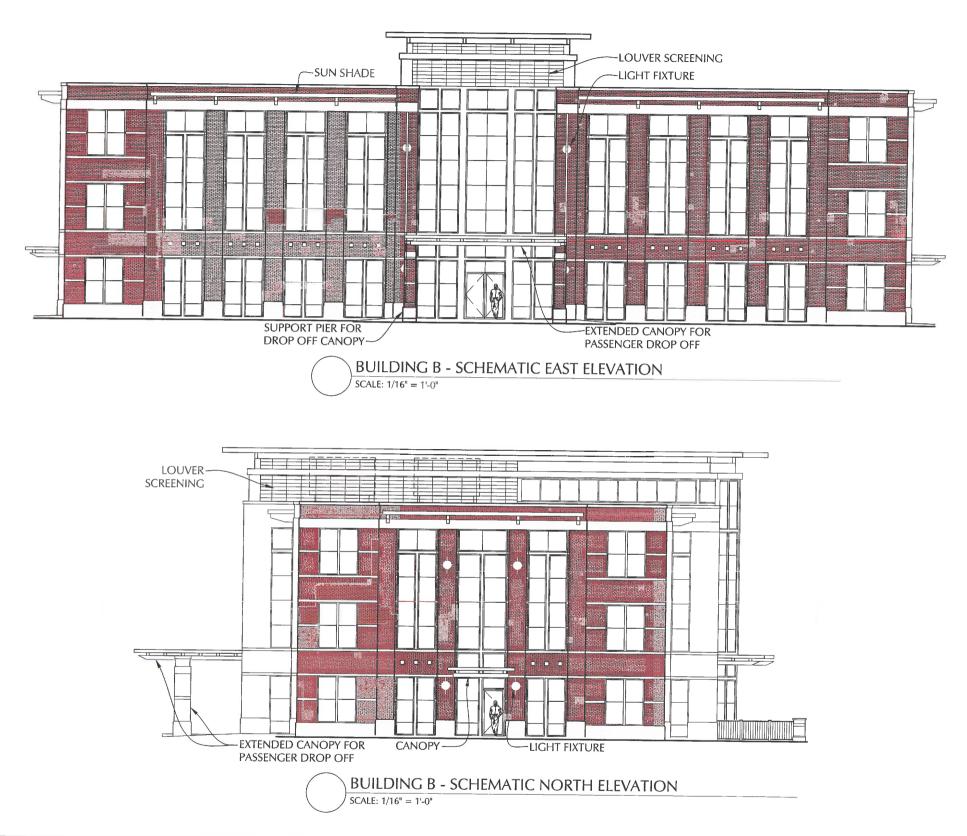


#### OFFICE BUILDING - ELEVATIONS

JOB NO.: 1918

ISSUE DATE: DEC. 28, 2020

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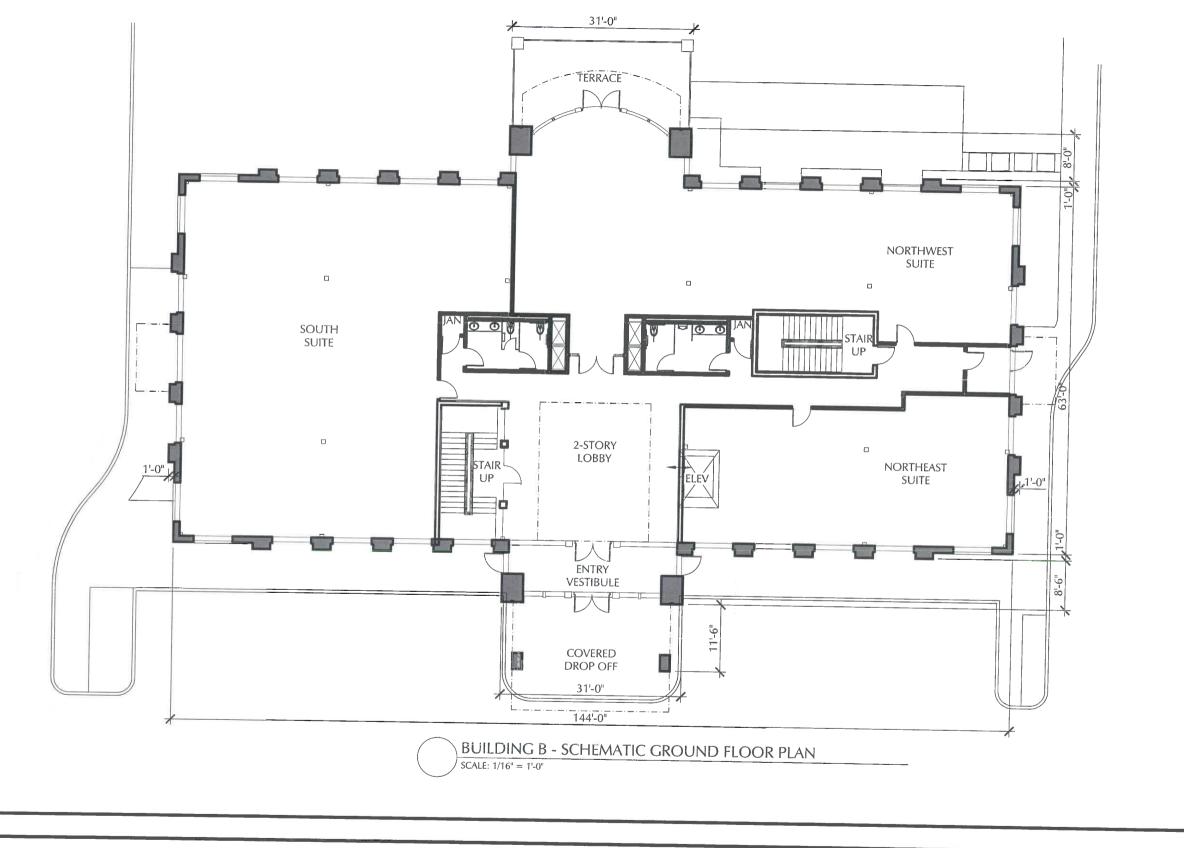


#### OFFICE BUILDING - ELEVATIONS

JOB NO.: 1918

ISSUE DATE: DEC. 18, 2020

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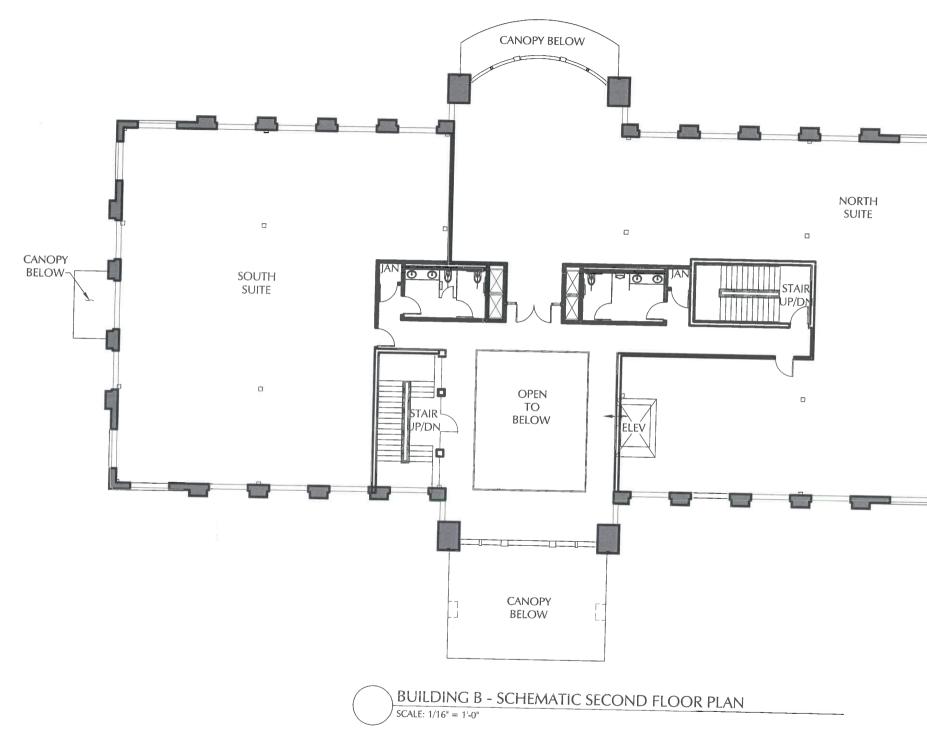




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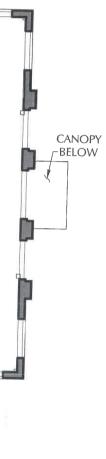
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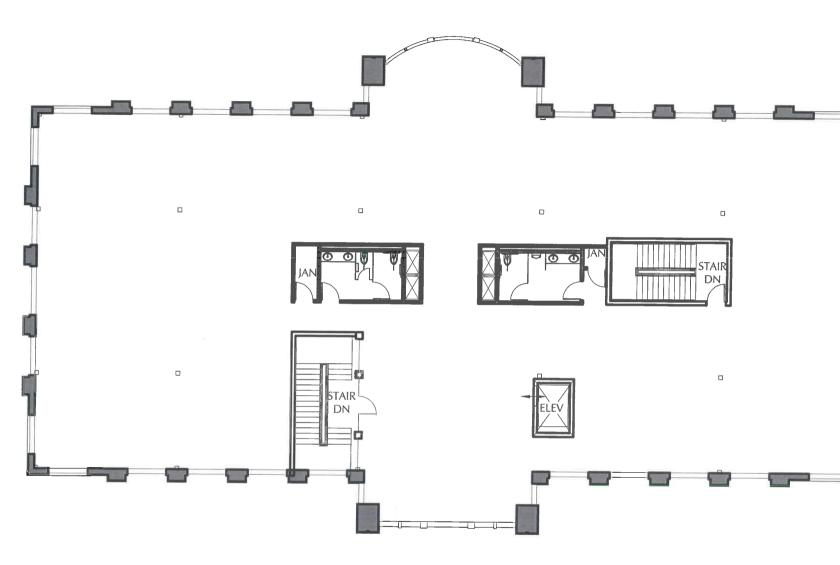
#### OFFICE BUILDING - FLOOR PLAN





## JOB NO.: 1918

## ISSUE DATE: DEC. 18, 2020



BUILDING B - SCHEMATIC THIRD FLOOR PLAN SCALE: 1/16" = 1'-0"



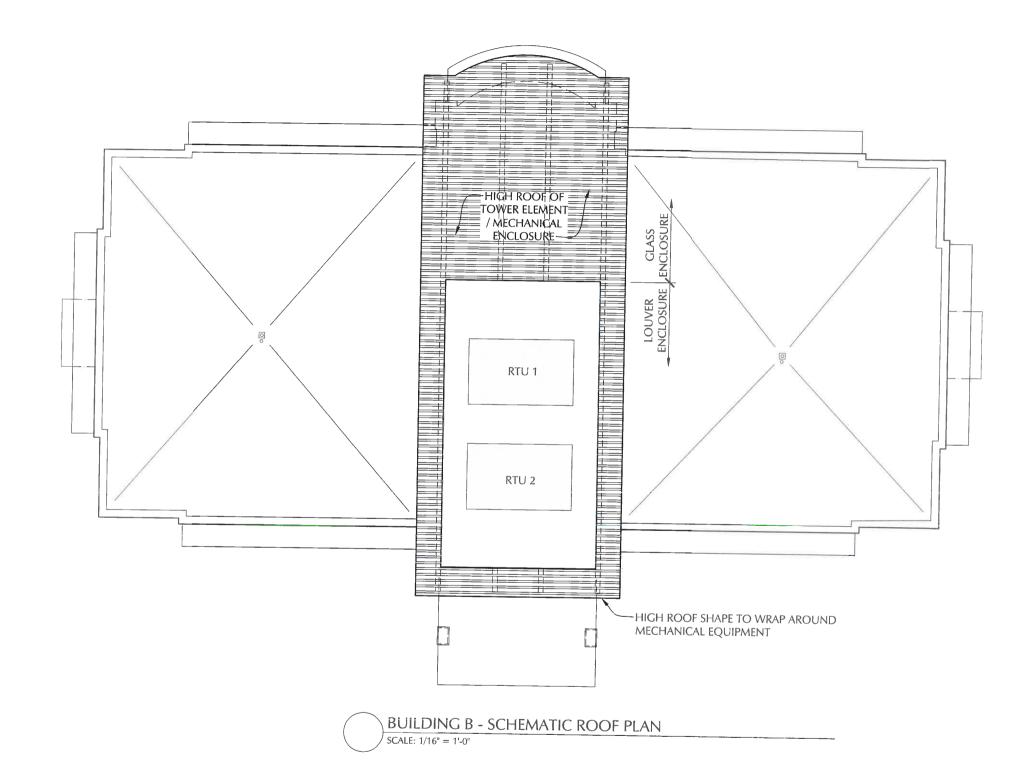
PROPERTY DEVELOPMENT FOR IOSUE INVESTMENT, LLC AT EVERETT AND WAUKEGAN ROAD LAKE FOREST, IL OFFICE BUILDING - FLOOR PLAN





JOB NO.: 1918

ISSUE DATE: DEC. 18, 2020





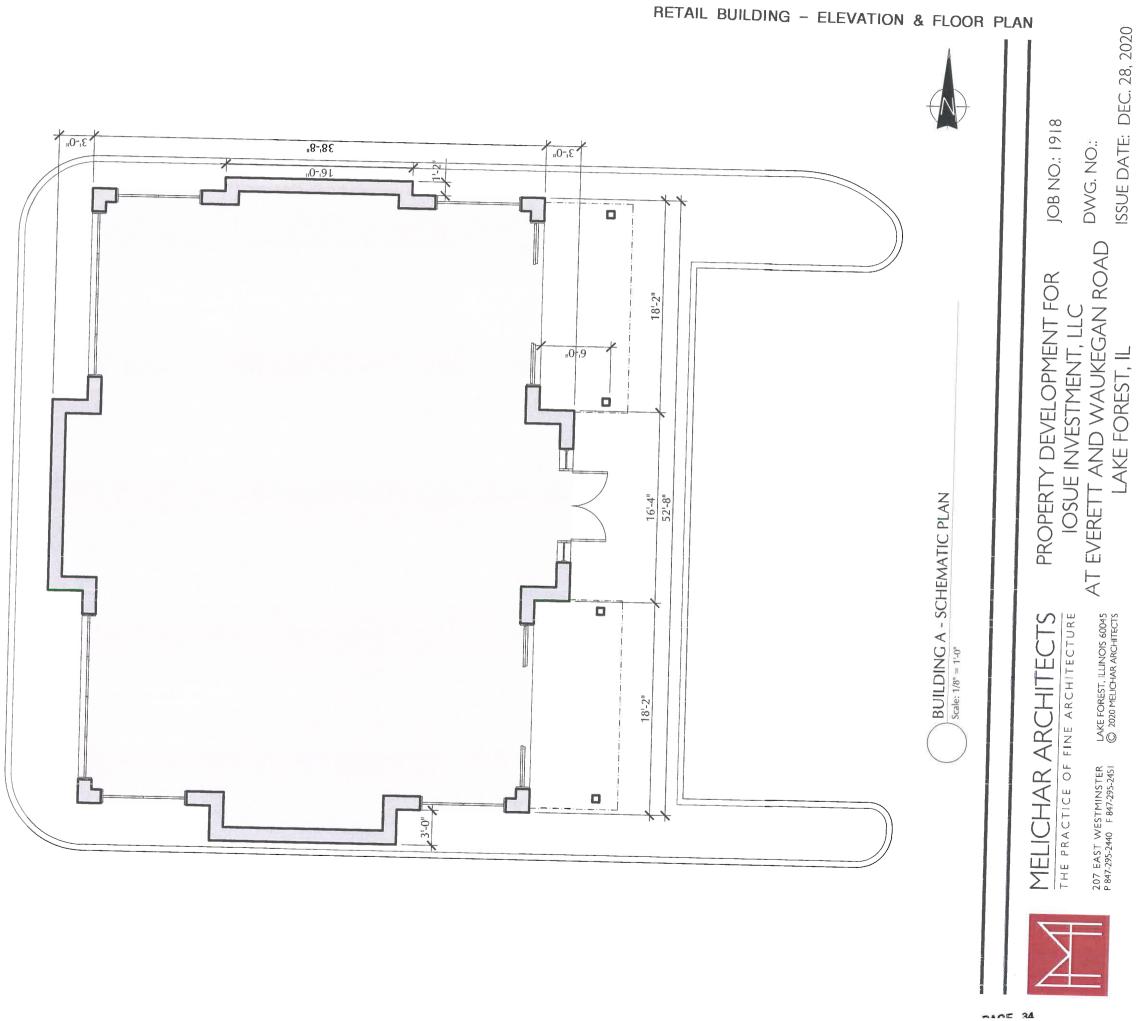
## OFFICE BUILDING - ROOF PLAN

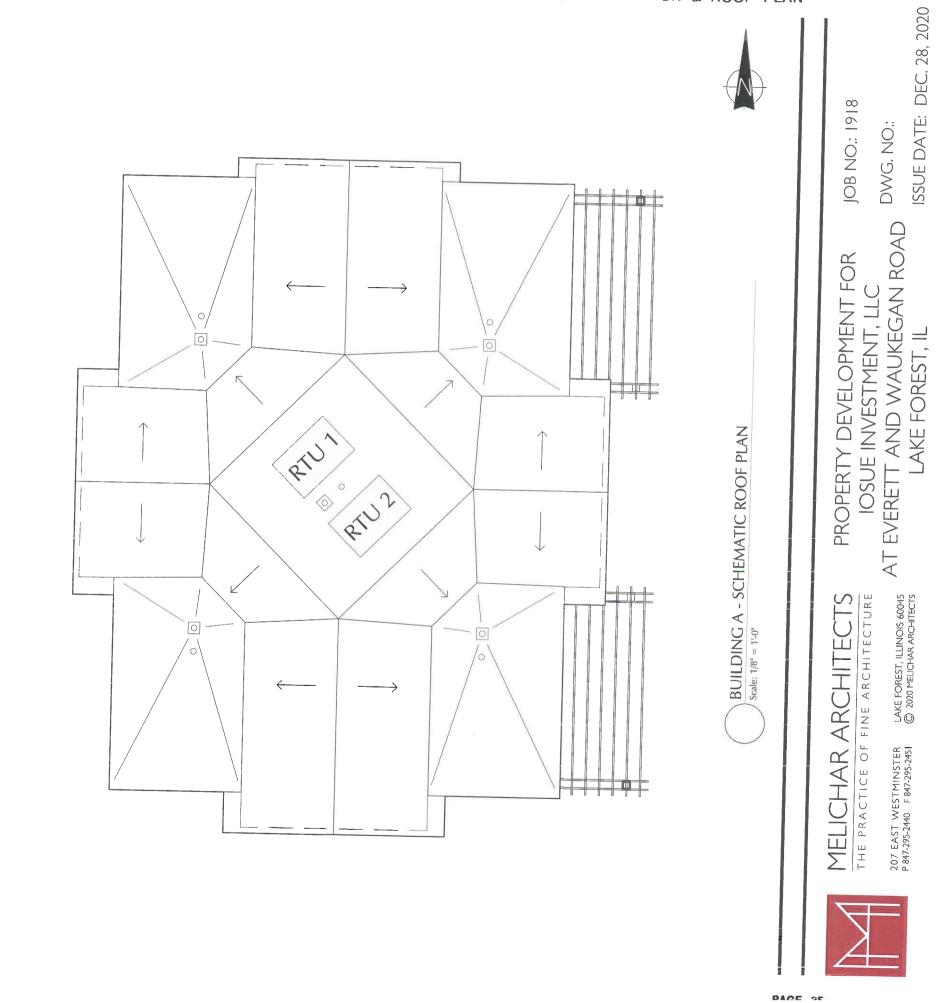


## JOB NO.: 1918

ISSUE DATE: DEC. 18, 2020









BUILDING A - SCHEMATIC NORTH ELEVATION Scale: 1/8" = 1'-0"



BUILDING A - SCHEMATIC EAST PERSPECTIVE Scale: 1/8" = 1'-0"



 207 EAST WESTMINISTER
 LAKE FOREST, ILLINOIS 60045

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PROPERTY DEVELOPMENT FOR IOSUE INVESTMENT, LLC AT EVERETT AND WAUKEGAN ROAD LAKE FOREST, IL

## RETAIL BUILDING - CONCEPTUAL RENDERING

JOB NO.: 1918

ISSUE DATE: DEC. 18, 2020

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#### Plan Commission Meeting – January 13, 2021 Agenda Item 4

#### McKinley Road Redevelopment Phase 3 of a Multi-Building Planned Development

Staff Report and Recommendation Vicinity Map Air Photos Minutes from Previous Meetings Plan Commission 12/11/2019 Historic Preservation Commission 2/26/2020

#### Material Submitted by the Petitioner

Application Statement of Intent Planned Development – Overall Plan/All Phases Plat of Consolidation – Delineation of Strip of Land Proposed for Rezoning Boundary of Phase 3 Phase 3 – Dimensioned Plans Illustration of Building Setback Distances Along Westminster Revised Phase 3 Building Elevations – 2 Story Building Conceptual Images with Phase 3 Building Conceptual Landscape Plan Floor Plans

#### **Background Information**

Master Plan for the Planned Development 2016/2017 Redevelopment Recommendations Prior Site Plan and Elevations Recommended for Approval by the Plan Commission on 12/11/2019

**Correspondence** 

Materials shown in italics are provided in the Plan Commission packets only. A complete packet is available for review in the Community Development Department.



#### STAFF REPORT AND RECOMMENDATION McKinley Road Redevelopment – Phase 3 (Final Phase)

TO: Chairman Kehr and Members of the Plan Commission
DATE: January 13, 2021
FROM: Catherine Czerniak, Director of Community Development
SUBJECT: McKinley Road Redevelopment – Phase 3

#### **OWNERS**

373 EW LLC (Todd Altounian 50%, Peter Witmer 50%)

#### **PROPERTY LOCATION**

361 and 373 Westminter, Located East of McKinley Road, South of Westminster

#### ZONING

GR-3 General Residence and R-1 Single Family Residence Districts

City of Lake Forest

#### <u>APPLICANT</u>

361 Westminster LLC Todd Altounian 50% Peter Witmer 50% 13310 W. Highway 176 Lake Bluff, IL 60044

#### **REPRESENTATIVE**

Peter Witmer, architect/owner

#### **INTRODUCTION**

This is a request for approvals associated with the third phase of the McKinley Road Redevelopment, a Planned Multi-Family Development. The concept of redeveloping the area on the east side of McKinley Road, between Deerpath and Westminster and within walking distance to the train station and Central Business District for multi-family residential use resulted from the work of the Cultural Corridor Task Force, an adhoc group formed in 2011 to study the area. The study concluded that as redevelopment opportunities became available, uses along the east side of McKinley Road, near the train station, should transition from office to multi-family residential to provide new housing opportunities adjacent to the Central Business District and near cultural uses such as the Library, Gorton Community Center and the History Center. Consolidation of office, retail, restaurant and service businesses on the west side of the railroad tracks was encouraged to provide for synergy among the uses in the business district.

Over the course of several meetings in 2016, the Plan Commission considered concepts for redevelopment of various properties located east of McKinley Road, in the immediate vicinity of the train station. After much deliberation, the Plan Commission developed a set of "Redevelopment Recommendations", to guide future discussions. A copy of the recommendations as approved by

the Plan Commission in August, 2016 is included in Commission's packet as background information.

The Master Plan for the McKinley Road Redevelopment was forwarded to the City Council by the Plan Commission in December, 2016 with a recommendation for approval and, based on that recommendation, the City Council approved the Master Plan in early 2017.

The City's Comprehensive Plan supports multi-family development along the east side of McKinley Road and the Office and General Residence Zoning Districts permit multi-family residential use as planned development, in this area. The area east of McKinley Road, east of the train station, is a transitional area, across from Market Square and flanked by institutional uses; the Library and the Church of the Covenants, and adjacent to the 333 Westminster condominium building on the southeast corner of McKinley Road and Westminster. The area is adjacent to single family homes to the east and across from single family homes located on the north side of Westminster. The recommendation of the Cultural Corridor Task Force, to eliminate office uses on the east side of McKinley Road, substantially reduces the potential for increased traffic and the need for additional parking in this area which would have resulted from redevelopment of the area with office uses consistent with the past uses in this area.

#### **REVIEW**

**Summary of Discussions, Direction and Actions to Date on the McKinley Road Redevelopment** Before detailing the specific changes reflected in the Phase 3 plan as now presented, a review of past discussions, direction and actions relating to the McKinley Road Redevelopment and specifically to the third phase of the development, is provided below. Given the extensive discussions that have occurred to date, a review is appropriate to allow consideration of the current petition in the context of the discussions to date. The past discussions do not bind the Commission to a particular decision or direction however, they do provide an important framework for the continuing review by the Plan Commission and acknowledge the time, thought and effort put into planning for the redevelopment of this area by many parties.

#### Master Plan and Phases 1 and 2

The Master Redevelopment Plan envisions the area transitioning from office uses to a single, unified multi-family residential development, occurring in phases over time, as properties become available for redevelopment. The Plan was not intended to dictate the specific footprint of buildings or details of the site and was not a guarantee of any specific approvals. The Master Plan does however identify some high level concepts to be implemented: three development sites providing for redevelopment over time in response to community needs and the market, a private road to provide access into and through the development (over which a public access easement has in part already been recorded), a publicly accessible green space, a limited amount of additional land for the Library, underground parking, a transition from the higher density development in the Central Business District to the single family residential neighborhoods to the east, and pedestrian walkways through the development with connections to public streets and the Library.

The first building in the development, Phase 1 of the Plan, is complete. There was great interest in the condominium units, they are sold and occupied. Construction of the Phase 2 building is nearing completion. The second building very closely replicates the first building in architectural style, detailing and exterior materials. The second building is smaller than the first building, however, the width of the building along the McKinley Road streetscape is consistent with the width of the first

Staff Report and Recommendation January 13, 2021 – Page 3

building. The massing of the second building narrows as it moves to the east providing interest when viewed from the south. The second building is shorter in depth than the first building, providing the opportunity for green space to the north of the Library. The first building has 13 units, including two affordable units. The second building has six units and interior buildout and finishing of the individual units is underway.

As noted above, the Master Plan was *not* an approved site plan but instead set forth a concept for redevelopment of the area. As always expected, as detailed plans were developed and as discussions and public input has continued, the development has evolved significantly from the early and undefined concepts presented in the Master Plan. A summary of some of the changes that have occurred through the process is provided below.

- After acquiring the first, northernmost office building property, the City discouraged the developer from proceeding with redevelopment of that parcel alone, with a new office building. Instead, consistent with the recommendation of the Cultural Corridor Adhoc Task Force, the City encouraged the developer to develop a comprehensive plan for redevelopment of the area with multi-family residential uses. The City encouraged the developer to pursue acquisition of additional properties in the area and coordinate with other property owners toward comprehensive redevelopment of the area.
- At the City's urging, and to the credit of both parties, the Church of the Covenants and the developer negotiated and ultimately came to an agreement to allow the development to be expanded somewhat on to the Church property to the south to provide a more consistent streetscape appearance.
- The public green space as originally envisioned was extended to the east. The green space that is envisioned pending approval of the third phase of the development is approximately the same size as the Greensward in Market Square.
- To accommodate the shift in the green space to the east, the conceptual building footprint for the condominium building in the third phase of the development was shifted to the north.
- The northern City parcel, the parcel with frontage on Westminster, originally reflected on the Master Plan as the site of a potential duplex that could be constructed independent of the larger redevelopment, was incorporated into the redevelopment site, at the City's urging.
- The concept of two or more buildings on the phase three parcel was rejected because of the increased building mass and inconsistency with the early phases of the redevelopment.

#### Phase 3 – Discussions to Date

To date the Plan Commission has considered and invited public testimony on the third phase of the McKinley Road Redevelopment over the course of five meetings as summarized below.

#### March, 2019

At the March 13, 2019 meeting, the Commission held a public hearing to consider the plat of subdivision for Phase 2 of the McKinley Road Redevelopment. During that discussion, the Commission directed that prior to submittal of a plan for the third phase of the development for Plan Commission consideration, the petitioner develop concept studies and return to the Commission for preliminary discussion and input. The Commission encouraged the petitioner to return to the Commission sooner, rather than later.

#### June, 2019

On June 20, 2019, the Plan Commission opened a public hearing and heard a presentation on conceptual plans for the third and final phase of the McKinley Road Redevelopment. The developer reviewed several concepts that were studied in response to input and requests from neighbors. Some of the concepts explored expanded the boundaries of the development beyond those reflected in the approved Master Plan. After studying various concepts, the developer presented a conceptual plan for Phase 3 including two buildings, a three story condominium building with underground parking and a duplex, a two unit building. The Commission commented that the plan appeared generally consistent with the Master Plan but that the building mass appeared to be too much for the site. The Commission directed the developer to further develop the plans and return to the Commission for further review and discussion.

#### September, 2019

On September 11, 2019, more detailed plans were presented to the Commission. At the request of the Commission, general information was provided on the terms of the Purchase, Sale Agreement that was entered into by the City and the developer for the sale of the north City parcel. In summary, the Purchase, Sale Agreement provides for the following:

- Transfer of a portion of the Phase 2 development area to provide limited additional land for the Library. (The recorded plat for the Phase 2 area delineates this transfer area.)
- Requires the developer to bear all costs and the responsibility for removing the building on the site, the former location of the Historical Society. (This work is complete.)
- Allows use of the City property by the developer as a staging area during construction of Phases 1 and 2.
- Acknowledges that the final plans may vary somewhat from the Master Plan for the overall development as originally approved.
- Limits the overall development, all phases, to no more than four, multi-family buildings.
- Anticipates the overall development occurring in at least three phases.
- Permits the Phase 3 area to be developed with up to 14 units, in no more than two buildings, with the northerly building, the building fronting on Westminster, limited to no more than six units.
- Requires easements to be put in place to allow public access on the east/west private road, the north/south alley and on the green space.
- Requires maintenance, repair and replacement of the alley, on an ongoing basis by the developer, and later, the Homeowners' Association(s), at no cost to the City.
- Requires the developer, and later the Homeowners' Association(s) to maintain the green space.

At the end of the September meeting, the Commission voted to continue the petition and endorsed the site plan as generally conforming to the previously approved Master Plan with some exceptions. The Commission continued to question whether the overall massing and height of the two buildings as then proposed creates an appropriate transition between the larger buildings to the west and the single family homes to the east. The Commission in particular raised concerns about the mass of the duplex building proposed at the north end of the site on the Westminster streetscape, the location of the driveway entrance to the underground garage off of Westminster and the front facing garage. The Plan Commission, with hesitation on the part of some members, requested review of the design aspects of the development by the Historic Preservation Commission and asked that the Commission particularly focus on: 1) the building massing, 2) roof forms, 3) height, 4) architectural elements and details on the south end of the west elevation of the third condominium building, 5) minimizing views of the driveway to the underground garage from the streetscape and 6) the landscape plan particularly with respect to screening and softening views of the phase three development from the Westminster streetscape and the neighboring homes to the east. However, based on input received from residents at an informal drop-in session that was held after the September meeting, the petitioner decided to make changes to the plan in response to public comment and the comments of the Plan Commission before moving forward to the Historic Preservation Commission. The revisions to the plan were significant enough that the revised plan was returned to the Plan Commission for further review in November, 2019.

#### November, 2019

#### Modifications to the Plan Since the November Meeting

On November 14, 2019, the petitioner presented revised plans to the Commission. In response to earlier comments, the plans reflected various modifications. Key modifications are summarized below.

- 1. The second building, the duplex, was eliminated from the plan and the condominium building was elongated.
- 2. The overall height of the building was lowered to 37' at the southwest corner of the building and 39'3" at the northeast corner of the building.
- 3. The third floor component of the building was stepped back further from the Westminster streetscape.
- 4. The footprint of the building was modified to provide a greater separation distance between the condominium building and the garage on the neighboring 373 Westminster property.
- 5. The architecture at the north end of the building was modified to create a lighter, more residentially scaled appearance.
- 6. The landscape concept for the "front yard" along Westminster, was clarified with the goal of creating an appearance consistent with the landscaped front yards of the nearby homes.

At the November meeting, the Commission commented that the elimination of the duplex building on Westminster was responsive to some of the earlier concerns. The Commission raised some continuing concerns about the building mass, height and compatibility with the neighboring homes to the east and the Westminster streetscape. The Commission provided direction particularly with respect to modifying the design of the north elevation and the building elements in that area to more closely resemble the homes along the street in scale and detailing. The Commission continued the petition requesting further study and refinement of the plan.

#### December 2019

On December 11, 2019 the Commission considered further refinements to the plan for the third phase of the development. The minutes of the December meeting are included in the Commission's packet, please refer to the minutes for details of the discussion.

At the end of the December 11<sup>th</sup> meeting, the Commission voted 6 to 0 in support of the following motion:

Conclude the Commission's early review and input on the proposed site plan for the third phase of the McKinley Road redevelopment with the indication that the Plan Commission finds the conceptual plans presented on December 11, 2019 to be general in conformance with the Master Plan. The Commission in approving the motion clarified that the motion does not grant any entitlements or guarantees of approval of the site plan. The motion included direction to staff to forward the design aspects of the project to the Historic Preservation Commission for review. The Commission also directed the petitioner to prepare the documents necessary for approval. The motion directed staff to return the petition to the Plan Commission for a formal recommendation to the City Council.

As a follow up to the December, 2019 Plan Commission meeting, the Historic Preservation Commission considered the design aspects of the Phase 3 building in January and February 2020. At the end of the February meeting, the Historic Preservation Commission voted to deny approval of the design aspects of the project as presented based on various concerns including concerns about the overall height and massing of the building and the architectural style and detailing. The detailed minutes of the Historic Preservation Commission's February meeting are included in the Commission's packet for further information on the discussion that occurred.

After the Historic Preservation Commission's vote, the developer requested that the matter *not* be forwarded to the City Council for action indicating the intent to consider the comments heard to date and explore the potential for alternative approaches to the third phase of the development.

#### STAFF EVALUATION Phase 3 Plan as Currently Proposed

This petition is back before the Plan Commission for consideration, public hearing and recommendations in a modified form since the Commission last saw this project in December, 2019. As detailed above, this plan has continued to evolve over the course of many meetings and many months in response to input from the Commission and members of the public. The plan now presented directly responds to the concerns raised about building massing and height and providing a transition between the more intensive uses to the west and the single family homes to the east and north. The third and final phase of the McKinley Road Redevelopment is now presented as a two story, rather than a three story condominium building.

Since the December, 2019 meeting, the petitioners acquired the adjacent property to the east, 373 Westminster. The property is developed with a single family residence constructed as a spec home in 1963. The prior owners, the Donovans, requested and received approval from the City's Historic Preservation Commission to demolish the home in 2016 citing its lack of historic importance, lack of association with a significant architect, and the home's marginal integrity due to water seepage and settling cracks. The prior owners did not proceed with the demolition of the house or with the construction of the replacement residence that was approved by the Commission at that time.

The developer proposes to demolish the existing house and consolidate a portion of the property, a 38 foot wide strip of land, into the Phase 3 development site. As a result of expanding the foot print of the development site by 38 feet, a redesigned two story, rather than three story, condominium building can be accommodated on the site while still retaining the underground parking and the same number of units, six to eight, as previously proposed. The two story building eliminates the need to attempt to visually scale down the building using various architectural elements to minimize

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the third floor and as a result, the Phase 3 building is designed in a manner consistent with the two other buildings in the development.

#### Approvals Requested

#### Zoning

1. A zone change is requested for the western 7,225 square feet of the property currently addressed as 373 Westminster. (No change is proposed to the historic district boundary.) The area proposed for rezoning is 38.13 feet wide along Westminster and 37.17 feet wide along the south property line. The 373 Westminster property is currently zoned R-1, Single Family Residence. The petitioners are requesting rezoning of the western portion, less than a third of the property, to GR-3, General Residence, to align the zoning with the rest of the Phase 3 site. No change is proposed to the zoning on the remainder of the 373 Westminster property. The property will remain zoned R-1, the land area of the remaining property, 18,610, exceeds the minimum lot size of 9,375 and the minimum lot width of 75 feet as required in the R-1 zoning district and, the property will require review and approval by the City's Historic Preservation Commission.

The GR-3 District permits one and two family dwellings and planned multi-family developments.

The Plan Commission must consider zone changes based on criteria in the Code indicated below in *italics*. Findings in support of the zone change are provided below.

The zone change must be considered in the context of zoning classifications of other properties within the general area.

The 38 foot wide strip of land proposed for rezoning is located adjacent to property zoned GR-3 immediately to the west and is proposed to be consolidated with the adjacent property for development purposes. Property to the northwest, across Westminster, is also zoned GR-3 and the GR-3 zoning further to the north extends east, bordering several properties zoned R-1. An illustration of the zoning in the surrounding area is attached to this staff report. The remainder of the 373 Westminster property will retain its current R-1 zoning classification. A zone change for the strip of land as proposed is not inconsistent with the general pattern of zoning in this area and is consistent with its location adjacent to a transition area between the Central Business District and the residential neighborhoods to the east.

#### The zone change must be considered in the context of existing uses in the general area.

The zone change is requested to allow a 7,225 square foot parcel of land to be added to a partially completed planned development. The uses proposed for the parcel to be rezoned are not inconsistent with the existing uses in the area. The parcel to be rezoned will be incorporated into the final phase of a multi-building development and will facilitate a reduction in the height of the third building providing a transition in building mass to the single family homes to the east. Other surrounding uses, in addition to single family homes, include condominium buildings, an apartment building, a Church, the Library, the train station and railroad tracks and the Central Business District to the west.

## The zone change must be considered in the context of the suitability of the property for uses as permitted under the existing and proposed zoning.

The land proposed for rezoning is suitable for incorporation into the planned development on the adjacent property. The property is in a transition area and presently, there is a void on the streetscape between the higher density uses and building masses to the west, and the single family neighborhood to the east. The development as now proposed steps down from the larger buildings to the smaller scale buildings. The proposed two story condominium building is similar in height to the single family homes in the neighborhoods to the east and

The demolition of the existing house on the 373 Westminster property has been contemplated for several years. The 373 property is not properly graded or equipped with stormsewers and as a result, the property and house regularly are impacted by stormwater flowing east on Westminster and from the south. This property, in its present condition sits at a low spot. Redevelopment of the property with proper grading and storm sewers is necessary. The proposed incorporation of the west 38 feet of the property and the redevelopment of the remainder of the property with a new single family residence will facilitate improvements to the site by providing the opportunity for regrading beyond the limits of the original phase three parcel and the installation of storm sewers.

#### The trend of development and recent changes in the area.

This area has recently experienced redevelopment. As part of a long term plan, as the parcels along McKinley Road became available for redevelopment, multi-family residential development replaced office buildings. A Master Plan was approved by the City Council in 2017 identifying the area immediately west and adjacent to the small parcel proposed for rezoning for multi-family residential development and more specifically, as a transition from the higher density and larger buildings to the west to the single family homes to the east. The proposed rezoning allows redevelopment in a manner consistent with the direction heard through the review process to date to provide an appropriate transition from the more intense uses to the single family neighborhood. The proposed incorporation of the 38 foot wide strip of land allow for a two story building by slightly increasing the width on a portion of the building.

## The zone change must be considered in the context of changing conditions in the general area and whether the proposed change is reasonably necessary to promote public health, safety or general welfare.

The requested zone change is reasonably necessary to allow the third phase of the planned development as contemplated in the previously approved Master Plan to be completed in a manner that provides an appropriate transition to the adjacent single family homes. Completion of the development will achieve the goal of offering additional opportunities for residential units near the Central Business District which was determined in past discussions to be in the best interest of the overall community by adding to the vitality and customer base for local businesses. In the current condition, the sites in this request do not enhance the character of the historic district.

#### Master Plan and Redevelopment Recommendations

2. A determination of general consistency with the site plan and proposed development with the Master Plan and Redevelopment Recommendations is requested. The Phase 3 plan as presented is consistent with the framework established by the approved Master Plan. The earlier approvals anticipated up to two buildings as part of the third and final phase of the development, but did not mandate two buildings, and permitted up to 14 units. Six to eight units are proposed in the current plan, in a single building. As directed by the Redevelopment Recommendations as approved by the Plan Commission in August 2016:

- Publicly accessible pedestrian walkways are incorporated into the plan.
- Underground parking is provided for all units.
- Shared guest parking is provided on the site.
- Meaningful open spaces are provided both on the south and north ends of the phase three building. The green space on the south, which is the approximate size of the Greensward in Market Square, will be accessible to the public through a recorded easement. A landscaped "front yard" is provided along the Westminster streetscape frontage providing an appropriate transition to the residential neighborhood to the east.
- The City property, the parcels on which the former Historical Society was located, is incorporated into a larger development and not left with uncertainty to develop in an isolated manner.

#### Plat of Consolidation

**3.** A recommendation in support of the tentative plat of consolidation is requested. Plan Commission action is required on various types of plats. This plat of consolidation, combines the various parcels and the alley into a single development parcel. The plat will only be recorded upon City Council final approval of the overall development.

#### Special Use Permit

4. A recommendation in support of a Special Use Permit approving the third phase of a Multi-Family Planned Development.

The establishment, maintenance or operation of the use shall not be detrimental to or endanger public health, safety, morals, comfort or general welfare.

The proposed use in conjunction with the earlier phases of the development are part of a plan to transition uses in this area from office buildings to multi-family residential. This change reduces traffic congestion and parking needs that would result from redevelopment of the larger area for office uses. The proposed multi-family building will add six to eight units to this area near other multi-family buildings and within walking distance to the Central Business District to support stores, restaurants and service businesses. The building will be constructed to current building and life safety codes and, landscaping is planned to soften the currently bare streetscape in this area creating a landscaped streetscape entrance into the historic district consistent with a pattern found throughout the historic district.

## The use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted and will not substantially diminish or impair property values within the neighborhood.

The proposed development will provide certainty in a transition area that long has been somewhat of an eyesore along the streetscape. All required zoning setbacks are exceeded and the height of the building is in compliance with the height permitted by the code and not inconsistent with surrounding homes to the north and east. No documentation has been submitted to demonstrate Staff Report and Recommendation January 13, 2021 – Page 10

that the proposed development will substantially diminish or impair property values in fact, providing certainty around how the property will be developed and replacing a 1960's residence with a new residence which will be subject to review and approval by the Historic District will help to support property values in the surrounding area.

## The use will not impede the orderly and normal development and improvement of surrounding properties. The use will not negatively affect or detract from the primary retail nature of the nearby business district.

Properties in the vicinity are for the most part developed. Redevelopment is occurring on property several lots to the east, on the four lots recently created through the Swift Subdivision. Those parcels are more centrally located in the historic district, surrounded on all sides by historic properties in the historic district, unlike this property which is located at the very edge of the historic district. The rezoning of a 38 foot wide strip of land totaling 7,225 square feet, located at the perimeter of the historic district will not establish a precedent for zone changes elsewhere in the East Lake Forest Historic District which totals over 1,000 acres in size. Each zoning and development request is required by Code to be reviewed based on the facts specific to the individual petition. For instance, in the late 1970's, a condominium development was approved on Mayflower Road. The condominiums remain today and that development has not triggered, in four decades, other requests for multi-family construction or conversion in the East Lake Forest Historic District.

As a requirement of the Plan Commission, publicly accessible green space is provided as part of the development enhancing what was formerly a back alley type area adjacent to the Library. The current plan offers public pedestrian walkways through the development connecting the adjacent residential neighborhood more directly with the train station and the Library. The Library renovation plans do not contemplate the need for expansion of the Library in a linear fashion to the north but instead, the concept being pursued anticipates renovation of the existing building and alterations on the existing Library site.

Architectural appearance and functional plan of the use shall not be incompatible with the surrounding area. The building as proposed replicates the two previously approved buildings in a two story mass rather than three story mass. The design aspects of the building, the exterior materials and landscaping will all be subject to review and approval by the Historic Preservation Commission.

Adequate utilities, access roads and drainage facilities are available or will be provided as part of the development. Adequate utilities and public roads exist to serve the proposed development. The phase three property was previously developed with an outbuilding from an early estate and the properties on which phases one and two of the development were constructed were previously developed with three office buildings. A stormwater management plan, reflecting drainage and grading improvements, has been developed. The proposed improvements include regrading and the installation of storm sewers on the development site as well as on neighboring properties to the east subject to approval by the City and the property owner. The 373 Westminster property is low lying and currently is impacted by stormwater flowing from the west and south. Improvements to this condition are planned as part of the development.

Adequate measures have been or will be taken to provide ingress and egress to minimize traffic congestion on public streets.

Two access points to the overall development exist. No changes to the location of those access points is proposed or needed to accommodate the third building.

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#### Additional Information

Zoning Setbacks

The **required** zoning setbacks that are applicable to the Phase 3 property are:

Front yard setback – 40 feet Side yard setback - 6 feet Rear yard setback – 35 feet

The building as now proposed exceeds all of the required setbacks. No variances are requested. As currently proposed, the building setbacks are as follows:

Front yard setback – 69 feet to the one-story porch element Front yard setback – 84 feet to the two story mass of the building Side yard setback – 15 feet Rear yard setback – 51 feet

#### Parking and Traffic

Underground parking exceeding the required number of spaces is provided for all of the tenants, in all three phases. Shared guest parking spaces are provided on the street. The property is close to public parking lots along the west side of McKinley which can provide additional parking for special occasions.

Importantly, the intent of locating residential units near the train station, the Library, Gorton Community Center, the Central Business District and even the beach is that people have the opportunity to walk, rather than drive, every time they go out. People who have purchased the units in the first phase were attracted to the development in part due to its walkability. The development provides a unique housing opportunity, a bit more urban in character than found in other locations in Lake Forest. And, the development to date has been successful in attracting people who want to live near the City center and successful in generating property taxes for the City, school districts and other taxing bodies.

Early in the process, a traffic study was completed by the petitioner's consultant based on build out of the entire site with 30 units. The study concluded that the traffic generated by a residential development of 30 units would be significantly less than the traffic potential from the three office buildings that existed at the time the study was completed or from any redevelopment of the site with office uses. The study determined that streets in the area can accommodate traffic from a multi-family residential development located in this area.

#### Building Massing and Height

The design aspects of the building will require review and approval by the Historic Preservation Commission since the property is located within the boundaries of the Original Lake Forest Historic District. Again, no change is requested to the boundaries of the Historic District. The buildings in the two earlier phases were reviewed and approved by the Building Review Board, those buildings are not located in the historic district. The Historic District boundaries were based on the National Register District established in the late 1970's. The boundaries were drawn originally to include the Quinlan Coach House, the former home of the Historic District in this area remain as originally drawn. As a result the proposed phase three building and new residence will both require review by the City's Historic Preservation Commission. Staff Report and Recommendation January 13, 2021 – Page 12

The proposed building is now two stories, *not* three as previously proposed. A two story building provides a more appropriate transition from the taller buildings to the west to the single family homes to the east. A height variance is no longer requested for the building. The building as now presented complies with the allowable height. To the top of the parapet the majority of the building measures 28'-7". At one point, the point of the lowest adjacent grade, the top of the parapet measures 30'-6". The top of the penthouse is at 35', the maximum allowable height permitted by right for the property.

The height of the building was a significant point of discussion in the past. Finding a way to complete the development with a two story building directly responds to the concerns previously raised.

### **Public Notice**

Public notice of this hearing was published in a newspaper of local circulation multiple times and was mailed by the City to residents and property owners in the surrounding area and other interested parties prior to each meeting. For this meeting, a notice and a copy of the site plan were mailed directly to a total of 106 addresses, on December 30, 2020. The agenda for this meeting was posted at various public locations and on the City's website.

### Staff Recommendation

Forward a recommendation to the City Council in support of the third phase of the McKinley Road Redevelopment, a Multi-Family Planned Development. The following recommendations are based on the findings presented in this staff report. These recommendations will allow the City Council to consider tentative approval of the third phase of the Planned Development and if approved, will require the petitioner to finalize various plans and documents for final consideration.

1. Recommend approval of a zone change from R-1, Single Family Residence to GR-3, General Residence, for an approximately 38 foot wide parcel of land totaling 7,225 square feet with an effective date only upon consolidation of the strip of land with the larger Phase 3 property and subject to final approval of Phase 3 of the development.

If the Commission recommends approval of the zone change:

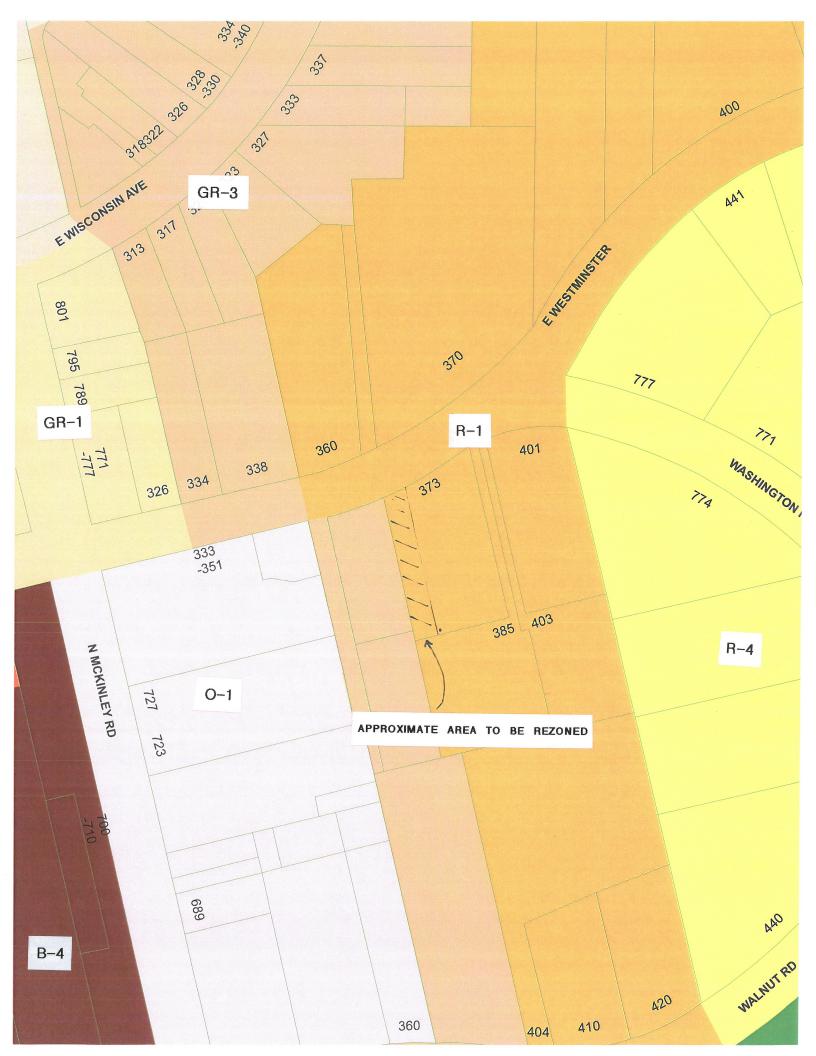
- 2. Recommend approval of the site plan as now presented for Phase 3 of the McKinley Road Redevelopment based on the findings that the site plan and the overall Planned Development is in substantial conformance with the Master Plan and Redevelopment Recommendations as previously recommended by the Plan Commission and accepted by the City Council.
- 3. Recommend approval of the Plat of Consolidation.
- 4. Recommend approval of a Special Use Permit approving Phase 3 of the McKinley Road Planned Multi-Family Development subject to review of the design aspects of the development by the Historic Preservation Commission.

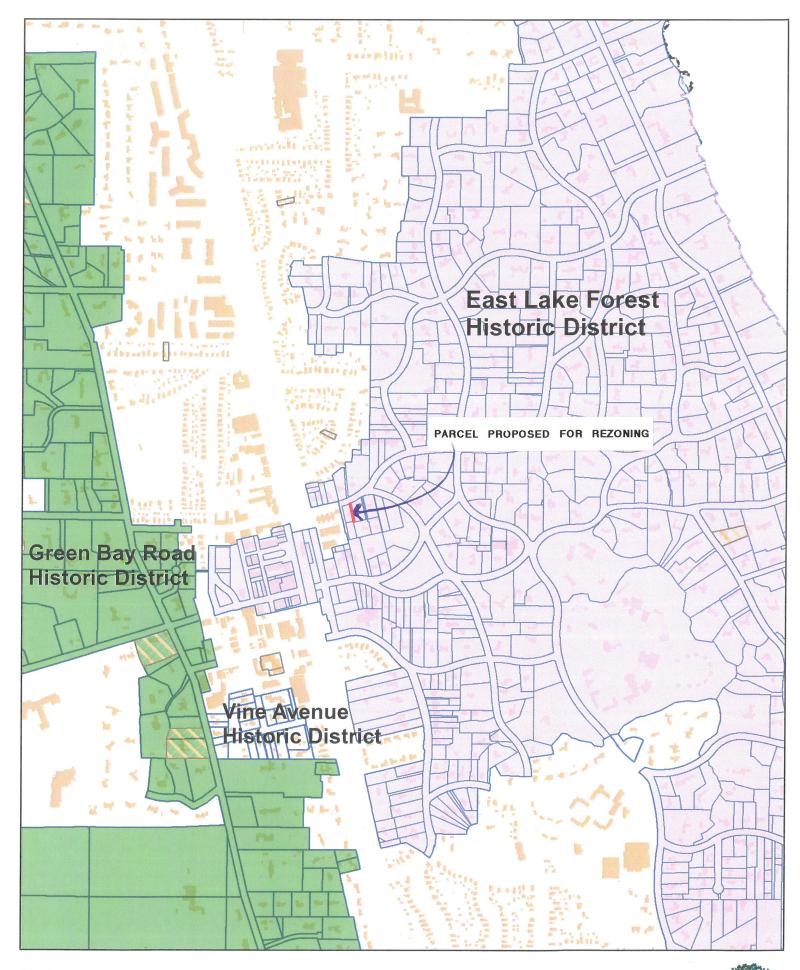
### General Recommendations

5. Continue cooperative efforts to underground the remaining overhead utility wires located off of, but near, the development site.

Staff Report and Recommendation January 13, 2021 – Page 13

6. Direct that prior to the issuance of any permits for work on the Phase 3 site, staff from Community Development, Public Works and Police meet with the developer to discuss construction staging and parking. The following shall be required in addition to other requirements staff determines to be appropriate: off site parking for construction workers, chain link fencing with screening around the perimeter of the entire site and interim drainage and grading plans to address runoff during construction and prior to the full implementation of the final stormwater management plan.



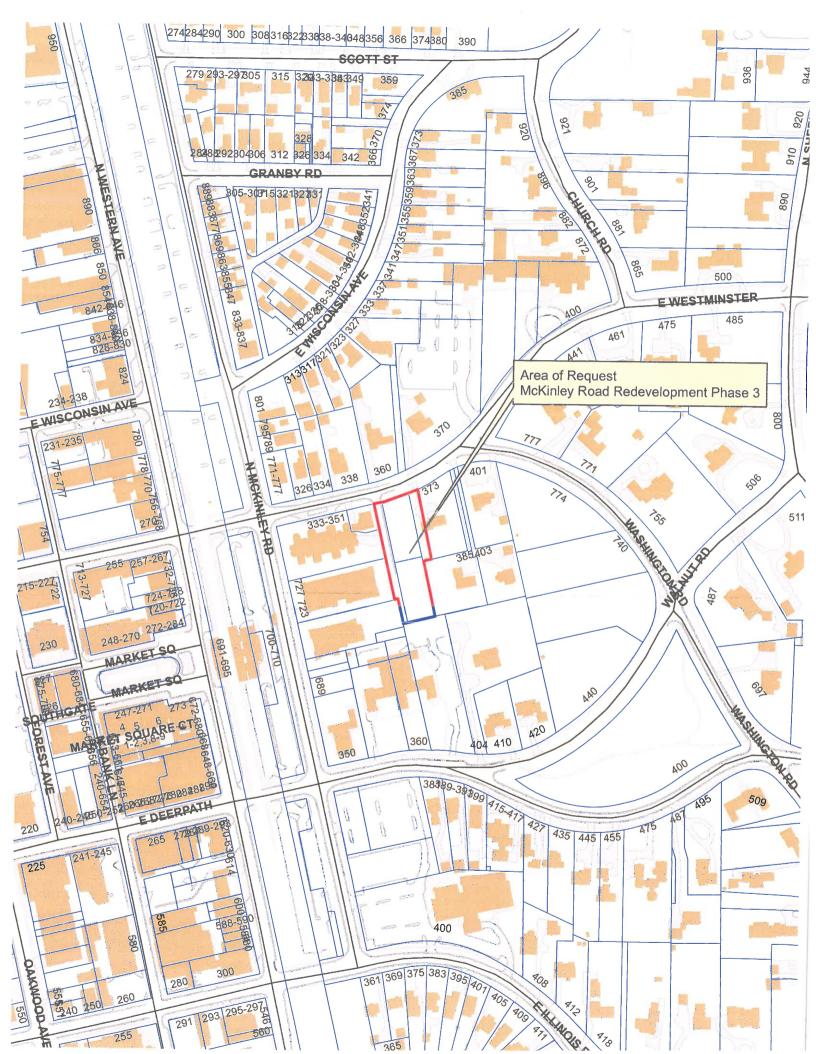


This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the provided to de

# Historic Districts









Area of Request McKinley Road Redevelopment Phase 3 ----66 CIT Im 1 T.M III

Information Submitted by the Petitioner



### THE CITY OF LAKE FOREST APPLICATION FOR SUBDIVISION OF PROPERTY AND SPECIAL USE PERMIT FOR A PLANNED DEVELOPMENT

LOCATION OF PROPERTY 361 Westminster	<u>/373 Westmi</u>	nsterZ	ONING DISTRICTS GR3	
ACREAGE OF PROPERTY	. 0.9 a	ICTOS		
VACANT X DEVELOPE	DIFD	DEVELOPE	) # OF STRUCTURES	
# OF BUILDABLE LOTS PRO	POSED_1	Annya de Mala a casar		
# OF OUT LOTS PROPOSED	a line a			
APPLICANT/OWNER, Name <u>361 Westminster_LLC</u> Address <u>c/o Peter Witmer, 13310</u> <u>176, Lake Bluff_IL 60044</u> Phone <u>847-234-5240</u> E-mail_ <u>witmerandassoc@amerite</u> Relationship to Property <u>Contract F</u> (Owner/Attorney/Representative/Contract Purch	ch.net	Name <u>City o</u> Address <u>80</u> Lake Fores Phone	YOWNER (if different from applicant) of Lake Forest & 373EW LLC 0 Field Drive st. IL 60045	
BENEFICIAL INTERESTS	Corporation Partnèrship Trust, land		(see exhibit A) (see exhibit B) _X_ (see exhibit C)	
I have read the complete application packet and understand the Subdivision process and criteria. I understand that this matter will be scheduled for a public hearing when a determination has been made that this application packet is complete and accurate.				
SIGNATURES	Owner	$p \sim$	12/10/20 Date	

Owner

SINER

2 10 Date 1/6/2 Date 20

Application



### THE CITY OF LAKE FOREST ZONE CHANGE APPLICATION

APPLICANT				
Name <u>373 EW LLC</u>			OWNER (If different from applicant)	
Address <u>c/o Peter Witmer, 13110 W. Highway</u> <u>176, Lake Bluff, IL 60044</u>		Name Address		
E-mail <u>witmerandassoc@ameritech.net</u> Relationship to Property <u>Owner</u> (Owner/Attorney/Representative/Contract Purchaser)		E-mail		
BENEFICIAL INTERESTS	Corporatio Partnershi Trust, land		(see exhibit A) (see exhibit B) _X_ (see exhibit C)	
Address of Property 373 E. Wes	tminster	(west portion)		
Existing Zoning <u>R1</u>	Requested	d Zoning <u>GR3</u>		
Developed X* *to be demolished	or Vac	ant Land	_	
Brief description of proposed dev	elopment:	The subject pro	perty will be consolidated with	
adjoining property to the west an	d developed	<u>d as a two-story</u>	condominium building. The	
consolidated parcel will be Phase	<u>3 of the Mc</u>	Kinley Developn	ie <u>nt.</u>	
I have read the complete application pa I understand that this matter will be sch that this application packet is complete <u>SIGNATURES</u>	eduled for a pl	erstand the Subdivisublic hearing when	sion process and criteria. a determination has been made $\frac{12/15/20}{Date}$ Date	
	Applicant	à	Date	

### **APPLICANT'S REPRESENTATIVES**

A			
ENGINEE	R Michael G. Bleck	WETLAND	CONSULTANT N/A
FIRM	Bleck Engineering Co., Inc.	FIRM	
ADDRESS	1375 N. Western Ave.,	ADDRESS	
Laek Fore	st. IL 60045	¢	
PHONE	847-295-5200	PHONE	
LAND PLA	NNER Peter Witmer	TRAFFIC C	ONSULTANT
FIRM	Witmer & Associates	FIRM	KLOA, Inc.
ADDRESS	13110 W. Highway W. 176	ADDRESS	9575 W. Higgins Rd., #400
Lake Bluff,	IL 60044	Rosemont.	IL 60018
PHONE	847-234-5240	PHONE	847-518-9990
ATTORNEY	Robert T. O'Donnell & Gerald P. Callaghan	LANDSCAP	E ARCH
FIRM	O'Donnell Callaghan LLC	FIRM	Mariani Landscape
ADDRESS	28045 N. Ashley Circle, Suite 101	ADDRESS	300 Rockland Road
Libertyville,	IL 60048	Lake Bluff, II	60044
PHONE		PHONE	847-234-2172
ARBORIST	N/A	PRESERVAT	ION CONSULTANT N/A
FIRM		FIRM	
ADDRESS		ADDRESS	permanagan, galawa na nalatan salatan Galagiya na managa yana na katana katana katan
PHONE		PHONE	

### LLC OWNERSHIP

Please list the name and address of the LLC, as well as the names and addresses of all owners of the LLC together with their respective interests therein.

TRUST NUMBER N/A		TRUSTEE INFORMATION	
		NAMEN/A	
		FIRM	
		ADDRESS	
			telezőzinem yesztőse őlynejmátó volta ta
		PHONE	-
OWNERS			
NAME	Peter Witmer	NAME	
ADDRESS	13110 W. Highway 176	ADDRESS	diaemuun yhdysäänä pääänä pavator
Lake Bluff, I	L 60044		
TRUST INTE	REST50 %	TRUST INTEREST	%
NAME	Todd Altounian (Manager)	NAME	
ADDRESS	<u>13110 W. Highway 176</u>	ADDRESS	
Lake Bluff, I	60044		
TRUST INTE	REST50 %	TRUST INTEREST	%
NAME	California and a successive state and a successive and a successive success	NAME	
ADDRESS		ADDRESS	
	REST <u>%</u>		%

Application

### NARRATIVE STATEMENT Phase 3 - McKinley Development

### Introduction

The proposed project is the third and final phase of the McKinley Development. The third phase includes 0.9 acre located east of the first two phases, which front on McKinley Road. The maximum number of units for all phases of the development will be 27. The third phase will include a two-story condominium building.

### **Requested Approvals for the Phase 3 Property**

The applicants are requesting the following approvals from the City of Lake Forest:

- Rezoning of approximately the west 37' of 373 E. Westminster from R-1 to GR-3. The rezoned property will be consolidated with property to the west, which is currently zoned GR-3, and will become Phase 3 of the McKinley Development. The east 88' of 373 Westminster will remain in the R-1 District; a single-family home is planned for that property.
- Approval of a plat of consolidation. The consolidated lot will be 0.9 acre (including the area of the existing alley proposed to be vacated) and will be developed with the Phase 3 condominium building. The property will be zoned GR-3.
- Approval of a special use for Phase 3 of the McKinley planned multi-family development.

### **Zoning of Surrounding Property**

The Phase 1 and Phase 2 properties to the west are zoned O-1. Property to the south is zoned GR-3. And the property across Westminster to the north and the property to the east, including the property controlled by the applicant, is zoned R-1.

### Description of the Condominium Building on Lot 1

The proposed two-story Phase 3 condominium building will have an underground garage that will be accessed from Westminster Avenue to the north. The garage entrance will be hidden from street view by a hedge row and other landscaping.

All the units will be custom designed for each buyer.

The Phase 3 building will step down from the Phase 1 and 2 buildings to the west. The first-floor elevation will be approximately 3.5' lower, and the Phase 3 building will be two stories, rather than three. The Phase 3 building will have detailing similar to the Phase 1 and 2 buildings and will have exterior terraces on the second floor and roof terraces above the second floor in a manner similar to the third floor of the Phase 1 and 2 buildings.

### **Setbacks for Phase 3 Building**

The south set back of the Phase 3 building was established when the Phase 2 building was approved, thus providing additional open space abutting the library. This will establish visual corridors from the entrance drive off of McKinley to the Phase 3 building and from the entrance drive off of Westminster to the library. The side yard set-backs for Phases 1 and 2 were 5' and 6' from adjacent properties to the east. The side yard setback for the Phase 3 building was expanded to 15' (with the bays at 13'). The greater setback allows for larger trees to be planted in this area. Enhanced front yard setbacks of 48' to the porch and 61' to the building are also proposed for the Phase 3 building. This will result in the Phase 3 building being setback further from Westminster Avenue than the adjoining single-family residences. Finally, the proposed driveway access for the Phase 3 building is 20' in width, which is 2' wider than the current access.

### Height, Size and Number of Units for the Phase 3 Building

The project will have a total of 6 to 8 units, which is well below the 15 units allowed by the purchase and sale contract. The units will vary in size from approximately 2,800 sq. ft. to 4,500 sq. ft. The building will have a foot print of 13,179 sq. ft., and total overall floor area of 26,358 sq. ft. The building height is within the GR-3 standard.

### Parking

The project will provide 20 underground parking spaces. Each unit will have at least two spaces with most having three spaces. In addition, guest parking will be available on the north-south drive.

### 373 E. Westminster Avenue

The east 88' of 373 E. Westminster Avenue will remain in the R-1 Zoning District and will be developed with a single-family residence. The existing single-family residence will be razed and replaced with a new single-family residence. This will provide a transition from the Phase 3 building to the single-family homes to the east.

### **Economic Benefit**

Most of the property does not produce any real estate tax for the city. The project will provide approximately \$10 million in assessed value for real estate tax purposes. The project will also generate impact fees, building permit fees and affordable housing fees.

### **Special Use Standards**

### (a) The establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare;

<u>Response</u>: The proposed development will not be detrimental to or endanger the public health, safety, morals, comfort and general welfare. The development will provide a condominium product that will enable residents of the city to downsize and locate within walking distance of restaurants, shops and Metra access to downtown Chicago. Construction of a new single-family residence on the property to the east of the Phase 3 building will provide a buffer and transition to the single-family residences to the east.

### (b) The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish and impair property values within the neighborhood;

<u>Response</u>: The development will not be injurious to the use and enjoyment of other property in the immediate vicinity. The proposed development of Phase 3 will replace the prior use of the property as a Masonic Temple that was in disrepair. The site is currently vacant and available for redevelopment. In addition, the enhanced setback of the Phase 3 building from Westminster Avenue and the reduced building height in relation to the Phase 1 and 2 buildings, as well as the new single-family residence to the east, will provide a transition to the single-family homes to the north and east.

The proposed development will not substantially diminish and impair property values in the neighborhood. In fact, the development should enhance surrounding property values because the upscale condominiums should have a positive impact when compared to the previous use of the property as well as its present vacant condition.

(c) The establishment of the special use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district, including in business districts, the special use will not negatively affect the overall character of the area or detract from the primary retail nature of the district;

<u>Response</u>: The proposed development will be Phase 3 of the McKinley development previously approved by the city. In other words, this will be a continuation of an established development pattern. The project will not impede development of business and retail areas to the west. On the contrary, the development will support those businesses by providing customers within a short walking distance.

(d) The exterior architectural appearance and functional plan of any proposed structure will not be incompatible with either the exterior architectural appearance functional plan of structures already constructed or in the course of construction in the immediate neighborhood or the character of the applicable district so as to cause a substantial depreciation in the property values within the neighborhood;

<u>Response</u>: The architecture and building materials of Phase 3 are consistent and compatible with those previously approved by the city for Phases 1 and 2. Phase 3 has been designed to function as part of the three-phase development. In particular the common access drive will serve all phases of the condominium development.

# (e) Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided;

<u>Response</u>: The utilities serving Phases 1 and 2 will serve Phase 3. As mentioned, there will be a common access drive for the three buildings in the development. Engineering plans from Bleck Engineering have been submitted with the application.

# (f) Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and

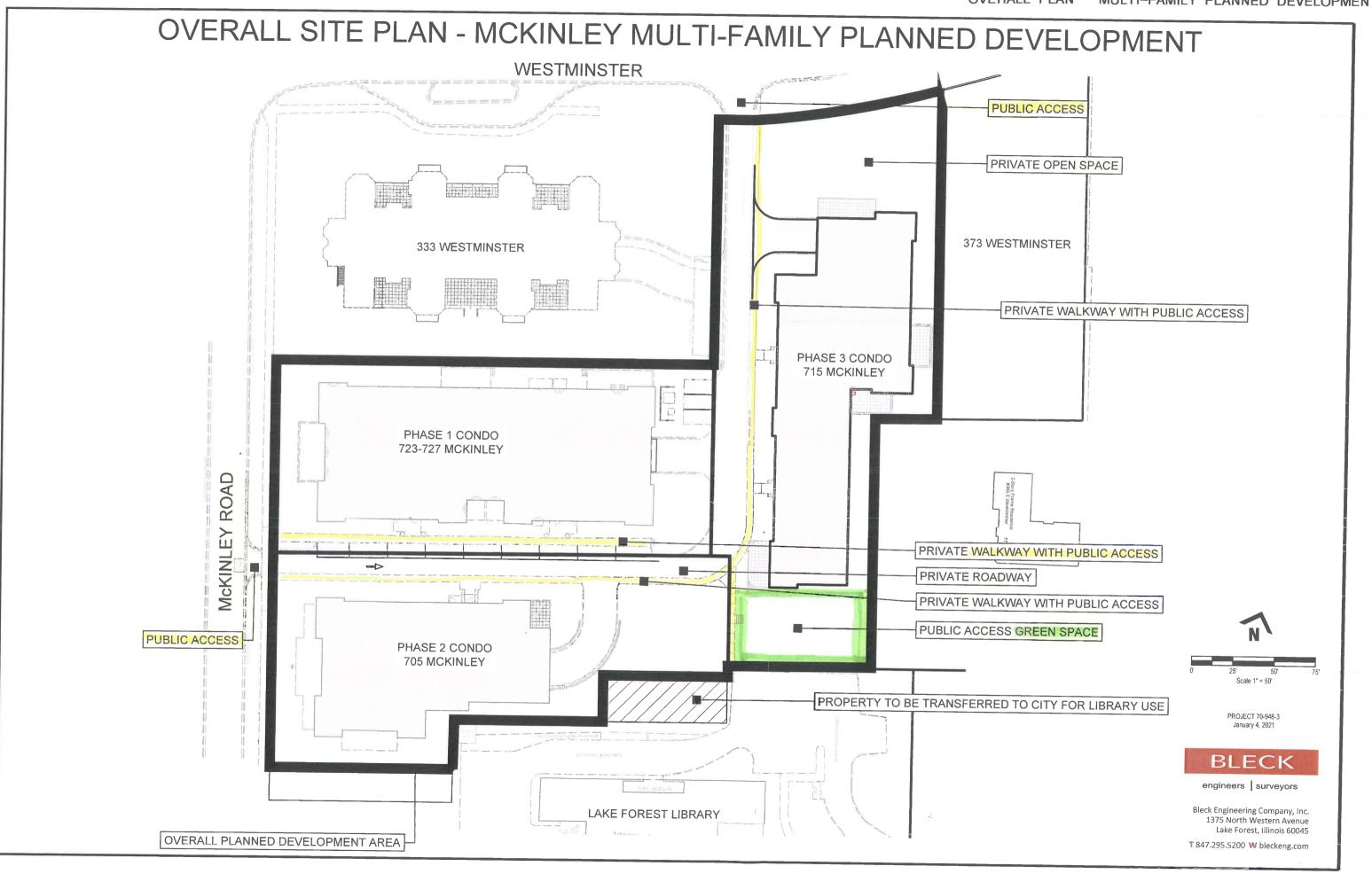
<u>Response</u>: As mentioned, there will be a common access drive, providing access to two public streets and serving all phases of the development. The common access drive will limit the number of curb cuts onto public roads.

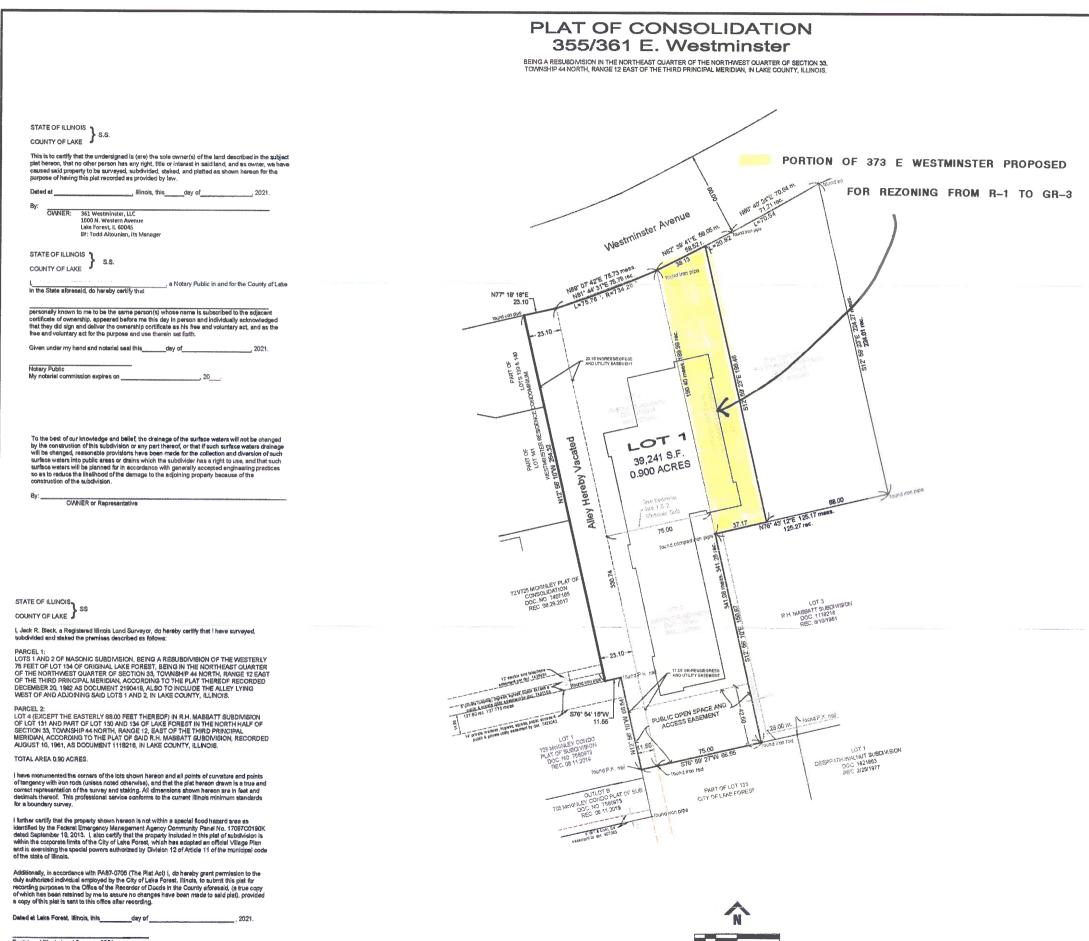
# (g) The special use shall conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the City Council.

Response: Except as discussed in paragraphs (i) and (ii) below, the proposed special use for a planned multi-family development conforms to the applicable regulations of the Zoning Ordinance.

(i) As described above, the Phase 3 building will have six to eight units, depending on floor plans selected by purchasers. Section 159.087(D) of the Zoning Ordinance requires 6,250 sq. ft. of lot area for each dwelling. Section 159.047(C)(3) (a) states that "the maximum number of dwelling units permitted shall be determined by dividing the net development area by the minimum lot area per dwelling unit required by the district or districts in which the development is located." The condominium building will be located on a parcel that is 39,241 sq. ft. in area, which would allow 6.28 dwelling units at a minimum of 6,250 sq. ft. of lot area per The applicant requests a departure from the requirements of Section dwelling. 159.087(D) and Section 159.047(C)(3)(a) to permit up to eight condominium units in the Phase 3 building. The city is authorized to approve departures from otherwise applicable provisions of the Zoning Ordinance under Section 159.047(E), entitled "Overriding authority." That section states: "Notwithstanding any deviation from the provisions otherwise set forth in this section ... or other applicable provisions of this Chapter 159 or Chapter 156 of the city code, the City Council may approve any planned development, regardless of type that will, in the Council's legislative judgment, promote the public health, safety, or welfare of the city and its residents."

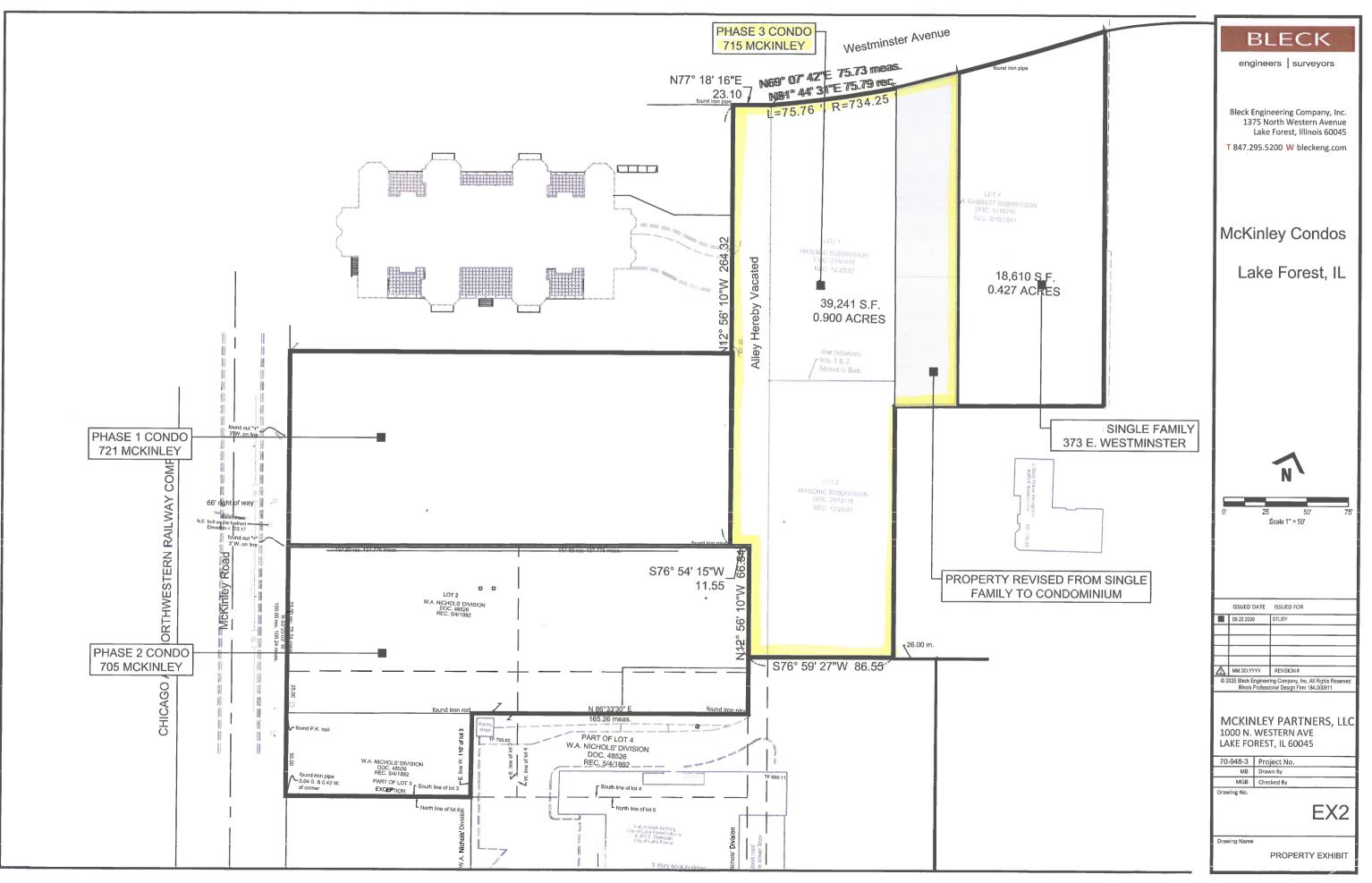
(ii) Section 159.047(C)(3)(b) of the Zoning Ordinance states that "The land area covered by the main building or buildings shall not exceed 30% of the net development area." The Phase 3 property is 39,241 sq. ft. in area, and the proposed building will have a footprint of 13,179 sq. ft., which is 33.6% of the lot area. The applicant requests a departure from the requirements of Section 159.047(C)(3)(b) to permit the condominium building to cover 33.6% of the lot pursuant to the City Council's overriding authority under Section 159.047(E).



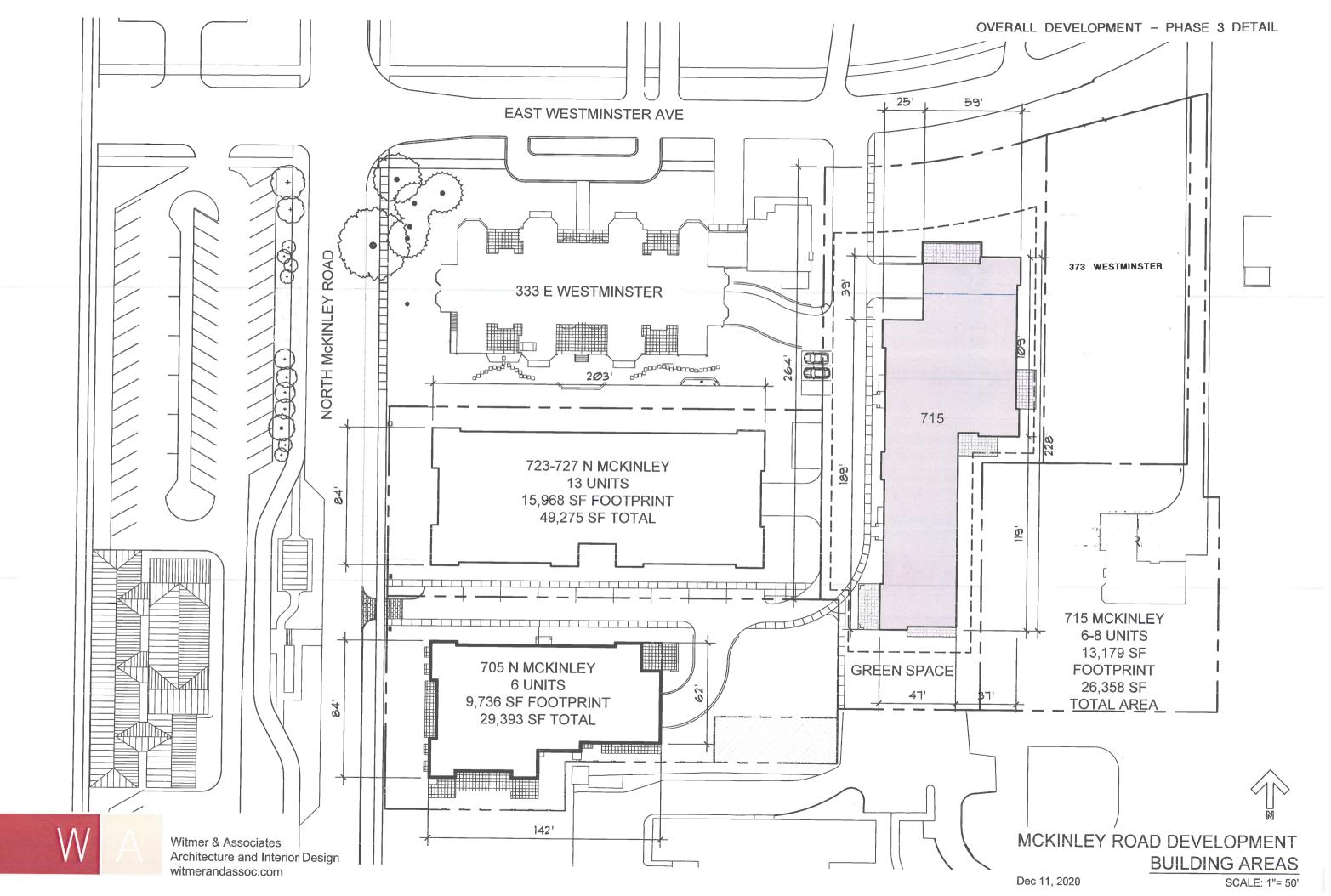


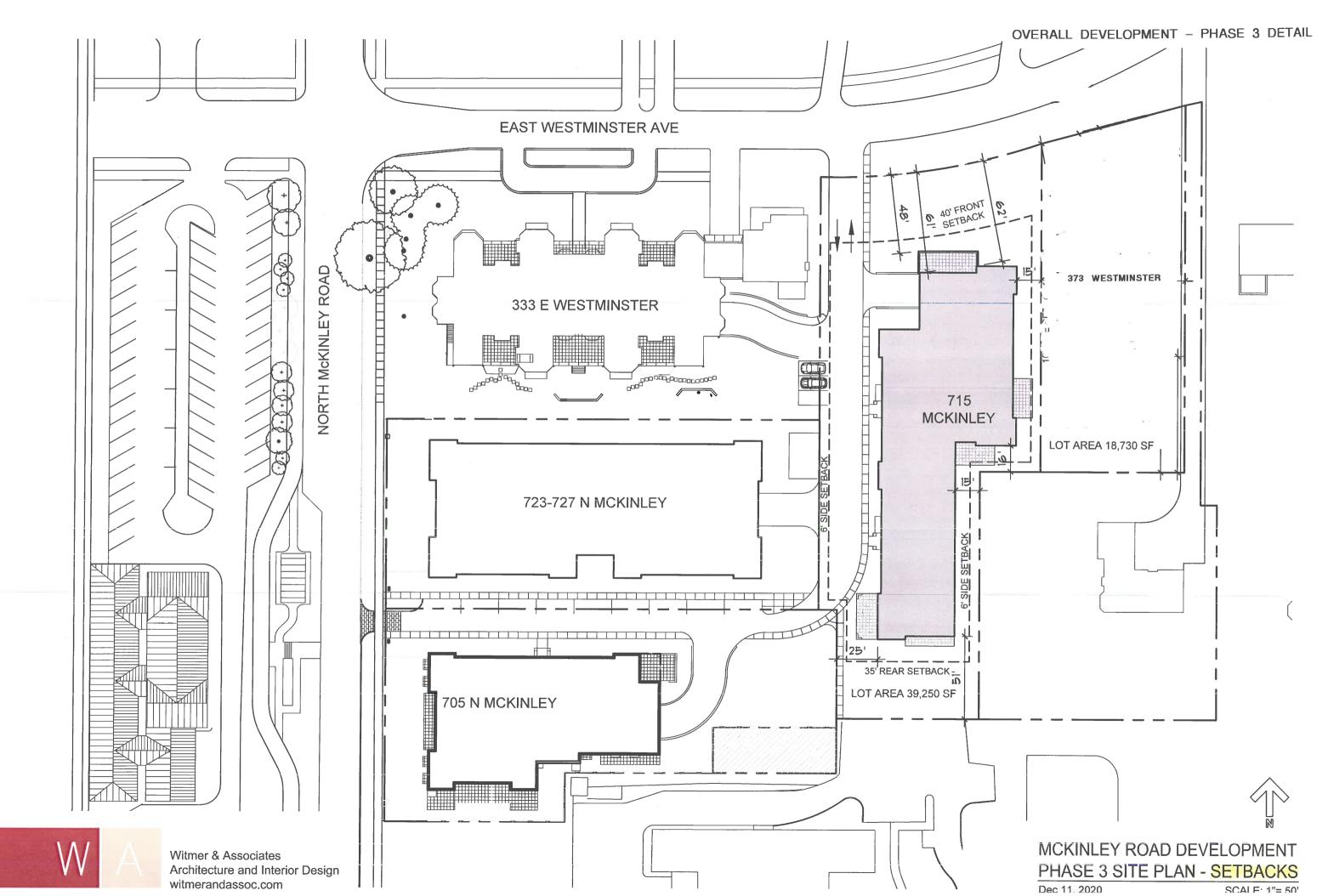
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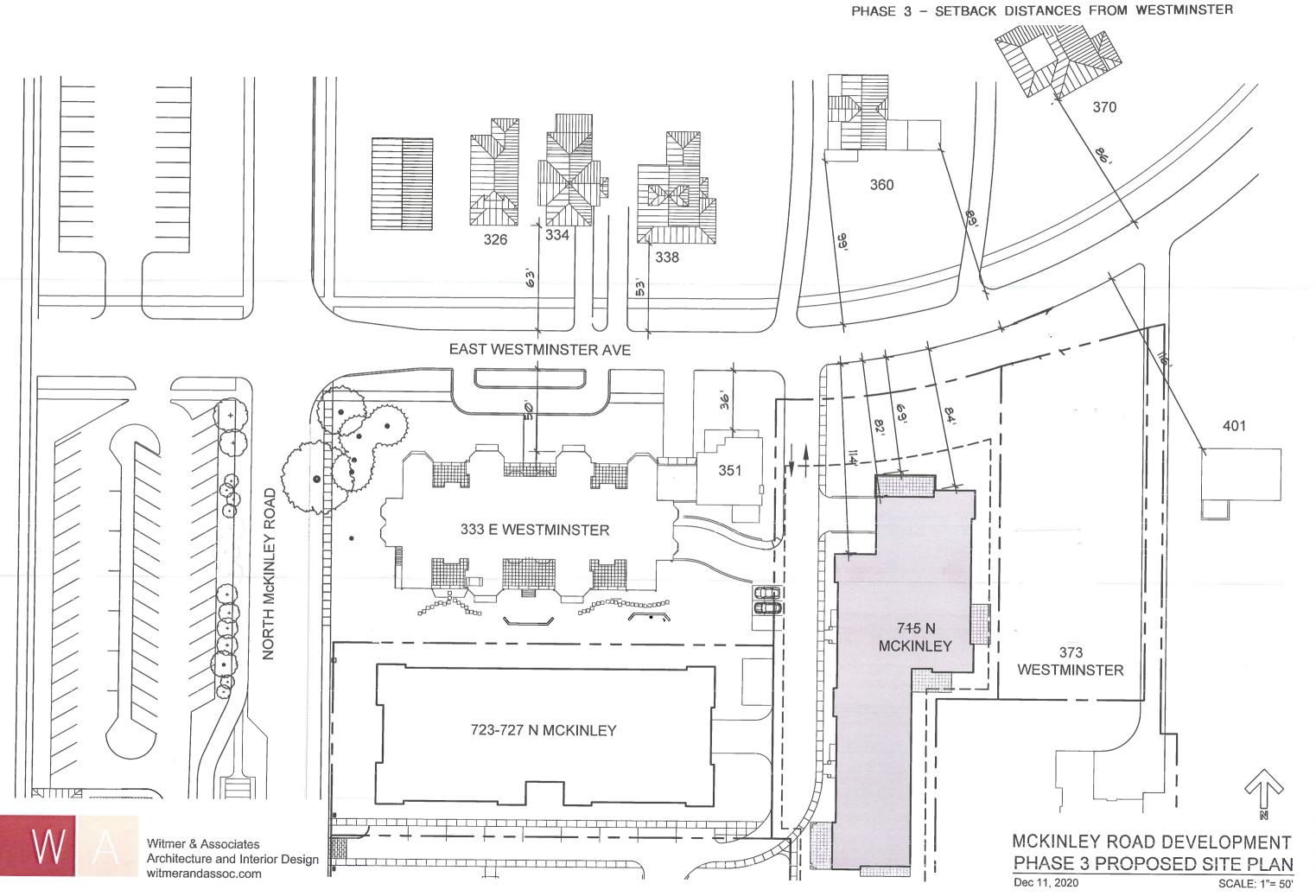
STATE OF ILLINOIS S.S.	
Approved by the City Surveyor and Engineer of the City of Lake Forest, Lake County, iL	
this day of, A.D. 2021.	
City Surveyor and Engineer	
STATE OF ILLINOIS	
COUNTY OF LAKE S.S.	
Approved by the Plan Commission of the City of Lake Forest, Lake County, Illinois this day of, A.D. 2021.	
Signed	
Chairman of said Plan Commission	
STATE OF ILLINOIS 1	
COUNTY OF LAKE S.S.	
I. Marshal and Collector of the City of Lake Forest, Stimols, do hereby certify that I have examined the special assessment records of said city and shat I ind shat all deferred installments, now due, of outstanding unpaid special essessments relating to the property included in this plat of subdivision have been paid.	
Dated at Lake Forest, Illinois, this day of A.D. 2021.	
Signed	
STATE OF RLINOIS S.S.	
Approved and accepted by the City Council of the City of Lake Forest, Lake County, Winols, thisday of, A.D. 2021.	
Signed Mayor Attost	
City Clerk	
STATE OF ILLINOIS } S.S.	
county Clerk of Lake County, Illinois, do hereby cectly that there are no delinquent general taxes, unpaid current general taxes, delinquent special assessments or unpaid current special assessments against	
any of the land included in the described plat. I further certify that i have received all statutory fees in connection with the plat.	
Given under my hand and seal of the County Clerk at Waukegan, Illinois. This day of, AD 2021.	
Signed	
County Clerk Lake County, Illinois	
PROJECT NO. 70-949-3 DECEMBER 10, 2020	
Upon recordation mail to: City of Lake Forest engineeral surveyors	
900 North Field Drive Lake Forest, Illinois 60045	
Ownor information: Block Engineering Company, Inc. 361 Westminster, LLC 1375 North Western Avenue 1900 Al Manarca Avenue Lake Forest, Illinois 60043	
1000 N. Western Avenue Cane Fulley, Innova 10049 Lake Forest, IL 60045 T 847,295,5200 BV: Todd Altounian, is Manager www.blockang.com	



### PHASE 3 BOUNDARY

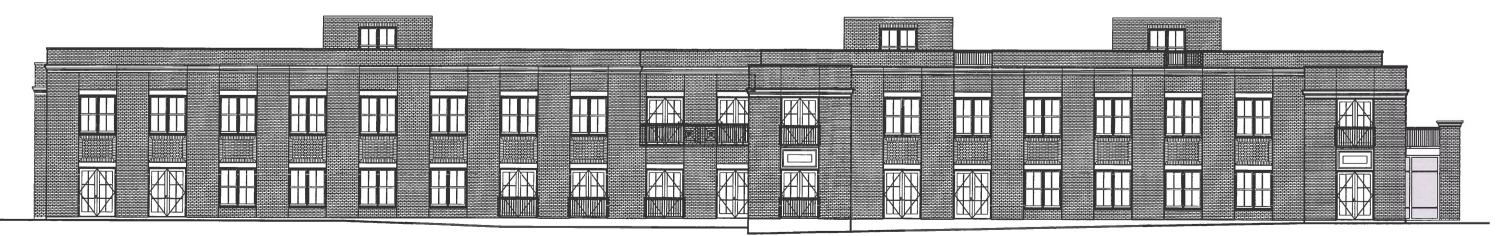














Witmer & Associates Architecture and Interior Design witmerandassoc.com

## EAST ELEVATION

### PHASE 3 - BUILDING ELEVATIONS

### 715 MCKINLEY ROAD **ELEVATIONS** COALE: 1/16" - 1' 0"

December 11 2020









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# **EAST ELEVATION**

### PHASE 3 - BUILDING ELEVATIONS

715 MCKINLEY ROAD **ELEVATIONS** SCALE: 1/16" = 1'-0"

December 11, 2020



# NORTHWEST CORNER

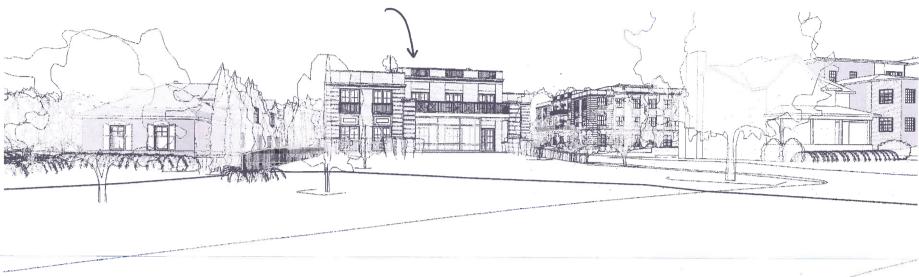


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### CONCEPTUAL VIEW FROM THE NORTHWEST

715 MCKINLEY ROAD BIRD'S EYE VIEW December 11, 2020 SCALE N.T.S. PROPOSED PHASE 3 BUILDING

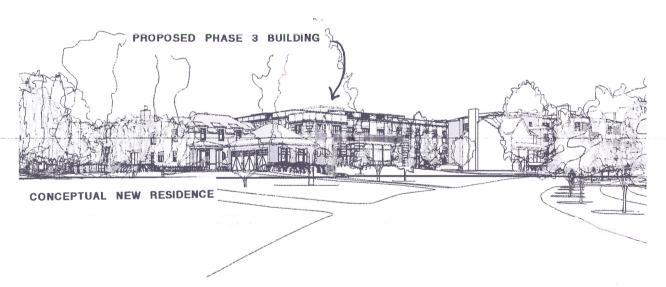




PROPOSED PHASE 3 BUILDING

# ENTRANCE DRIVE

### WESTMINSTER STREETSCAPE



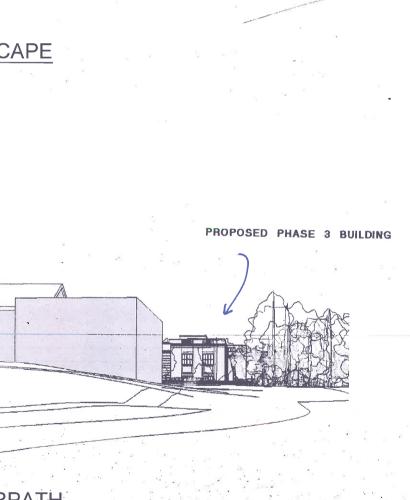
# WESTMINSTER RD



Witmer & Associates Architecture and Interior Design witmerandassoc.com

DEERPATH

STREETSCAPE VIEWS



715 MCKINLEY ROAD RENDERINGS December 11, 2020 SCALE N.T.S.



ENTRANCE DRIVE



# WESTMINSTER STREETSCAPE





# WESTMINSTER RD

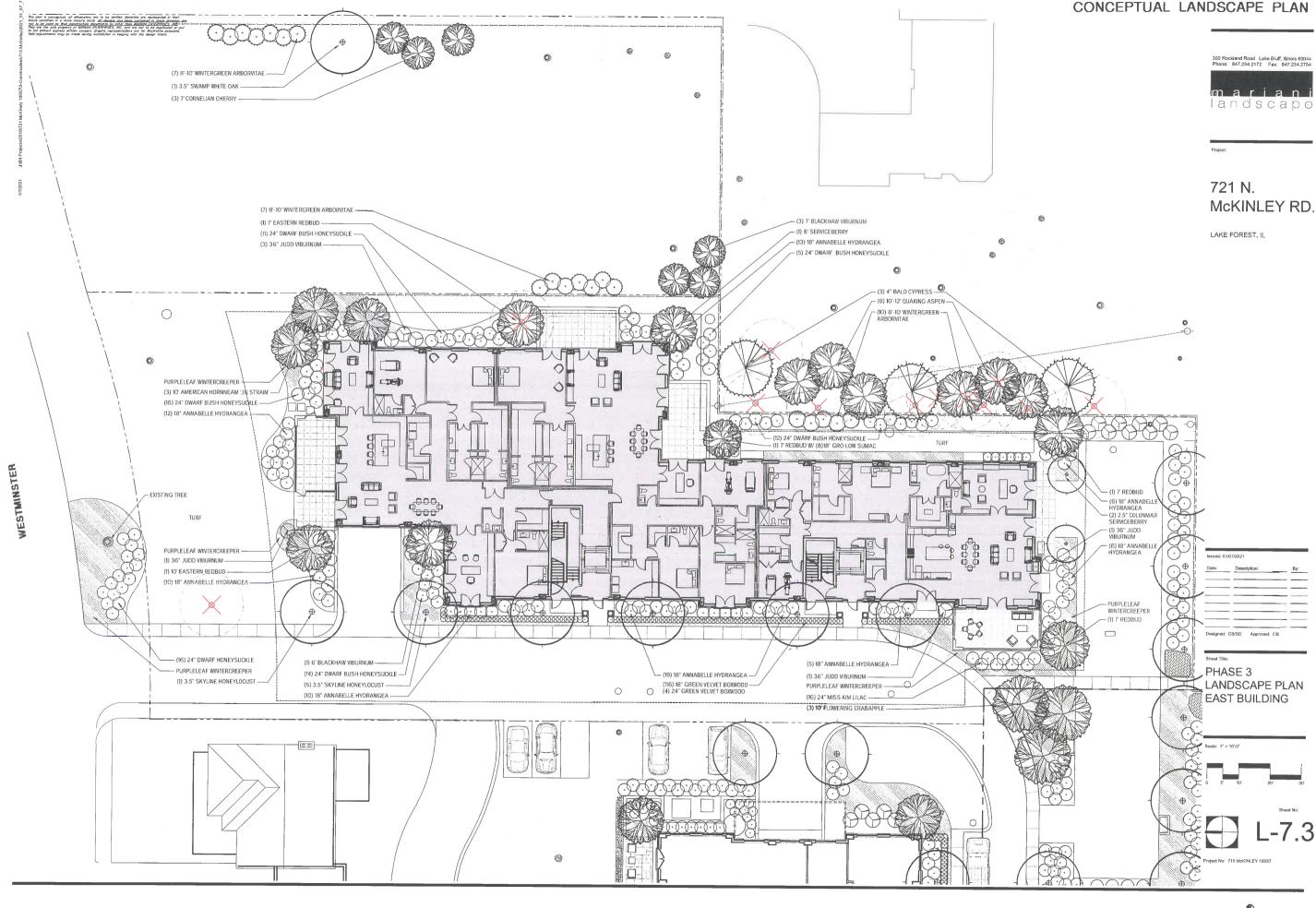


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### STREETSCAPE VIEWS

DEERPATH

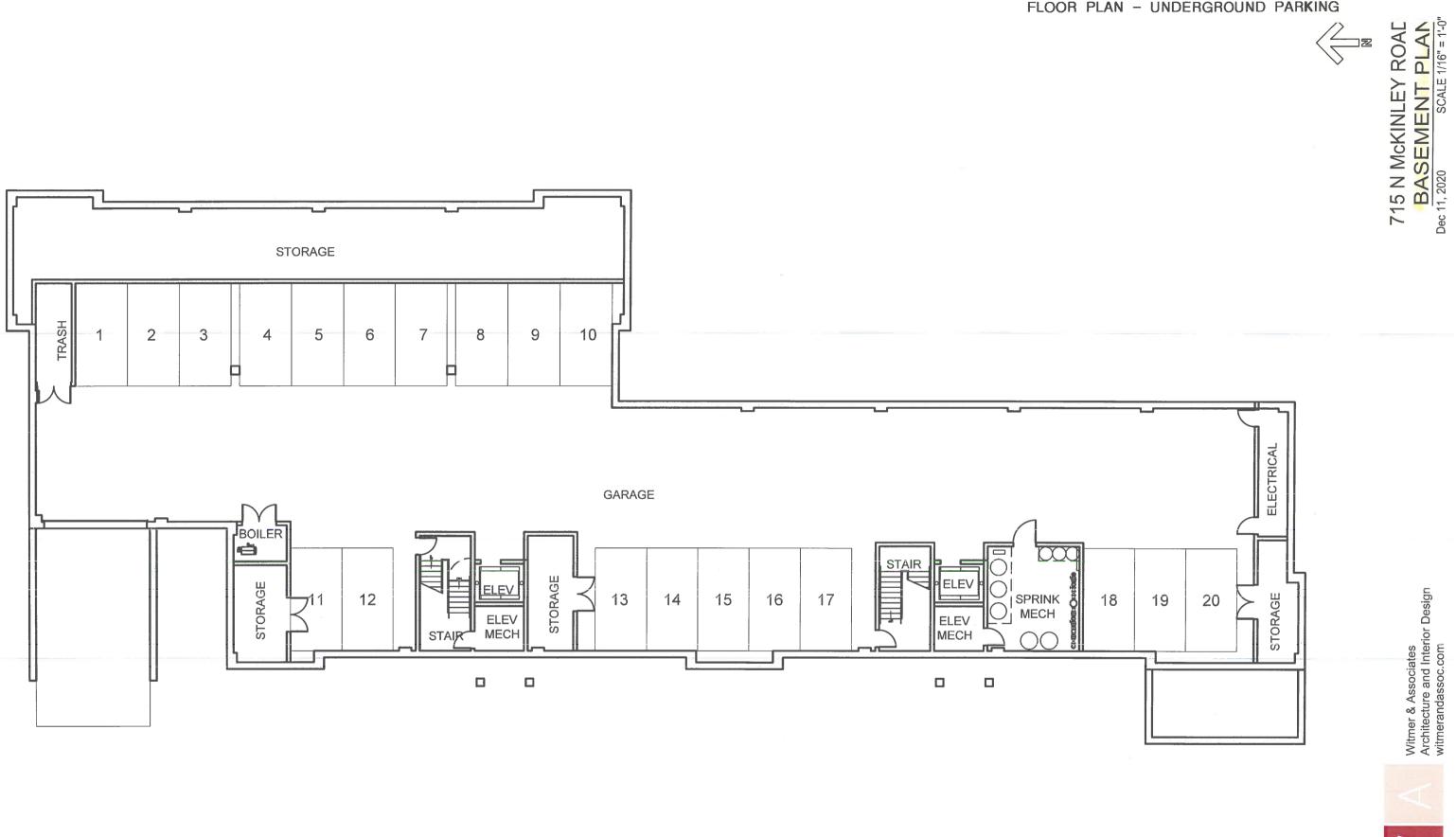
715 MCKINLEY ROAD RENDERINGS December 15. 2020 SCALE N.T.S.



4

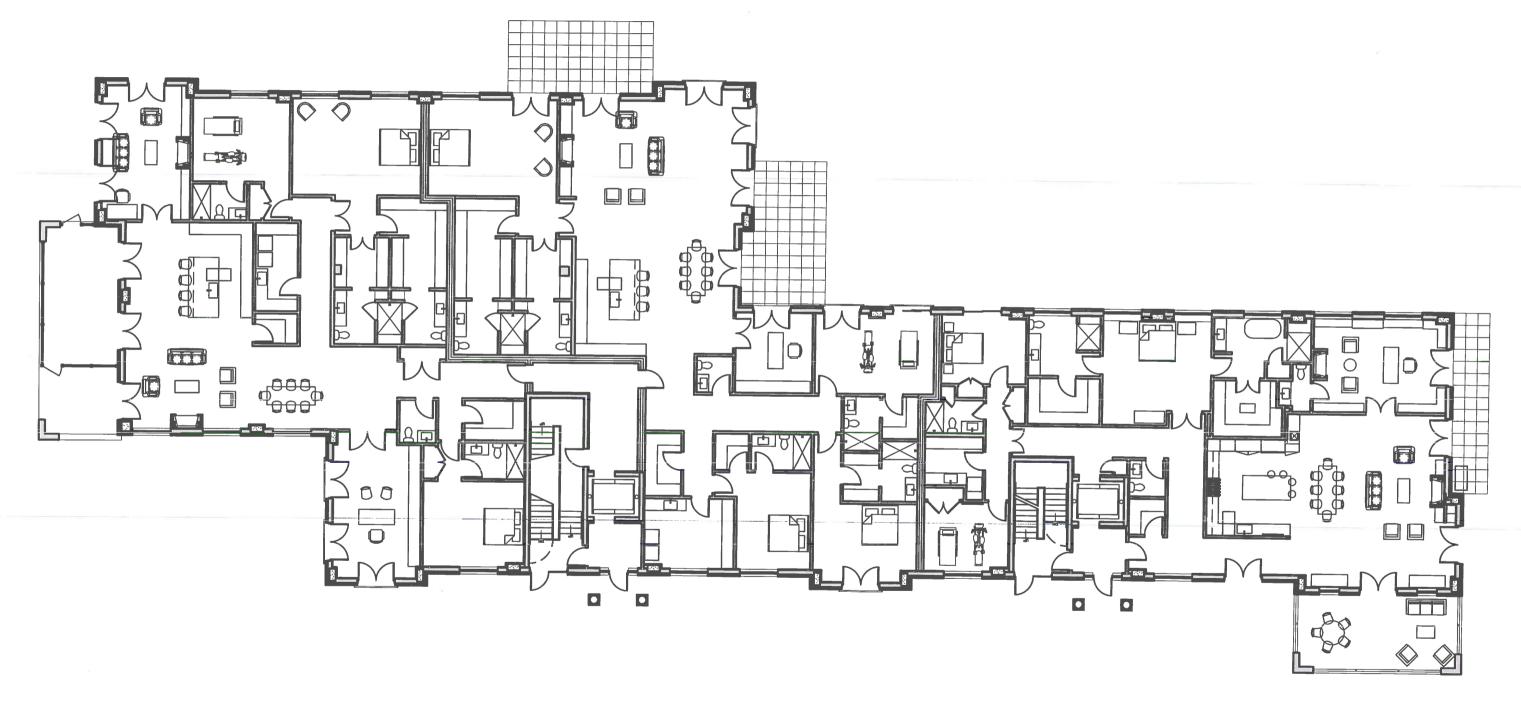
### CONCEPTUAL LANDSCAPE PLAN





### FLOOR PLAN - UNDERGROUND PARKING



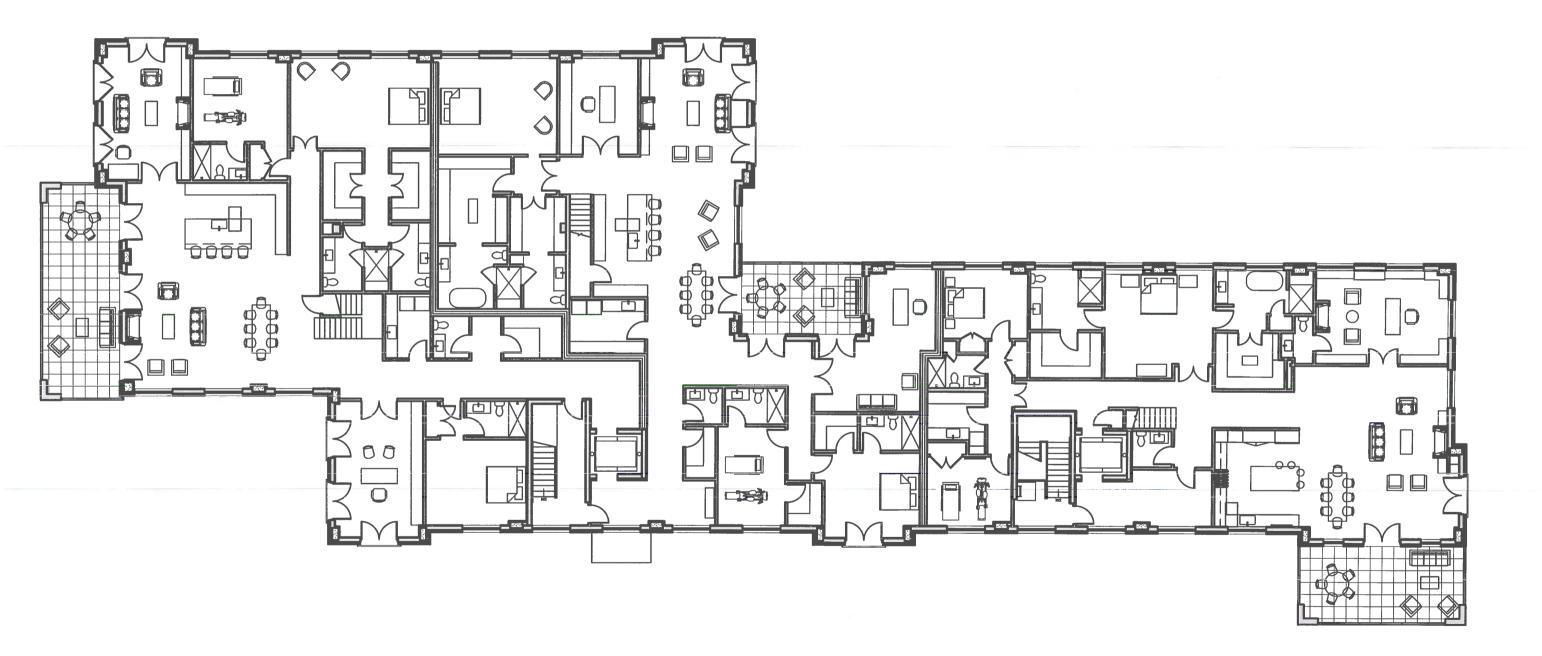


### FLOOR PLAN - FIRST FLOOR



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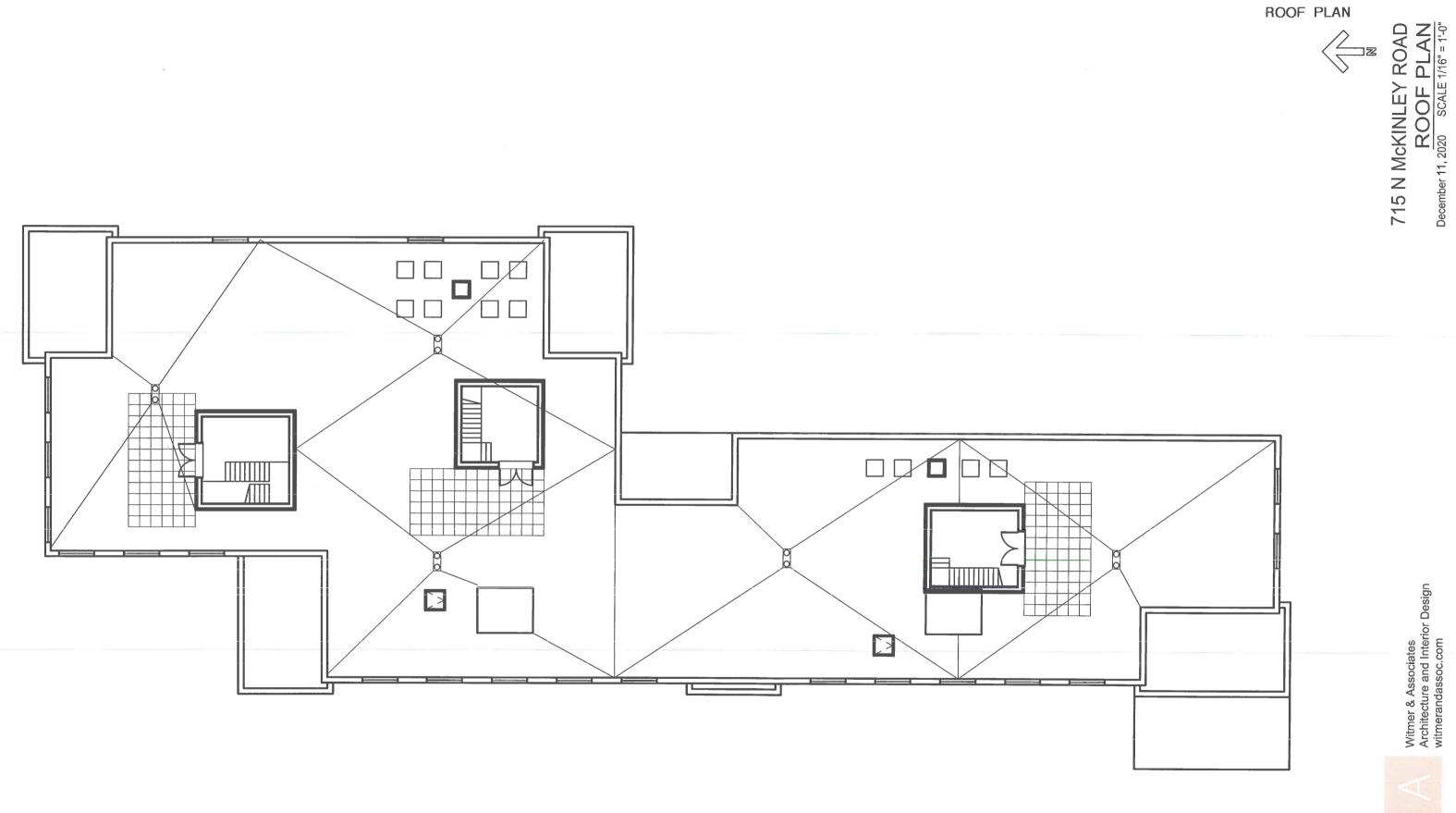


### FLOOR PLAN - SECOND FLOOR

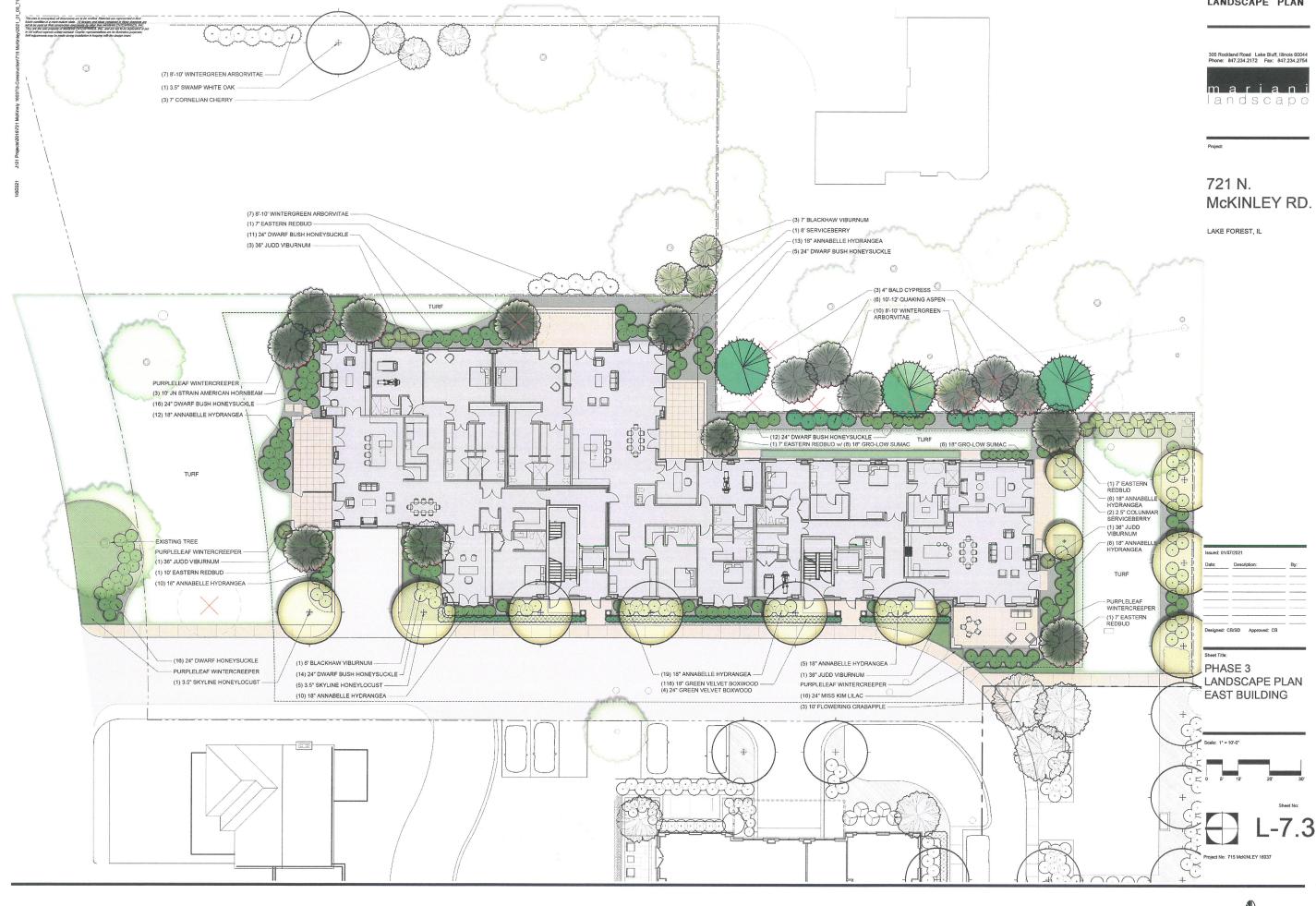


Witmer & Associates Architecture and Interior Design witmerandassoc.com









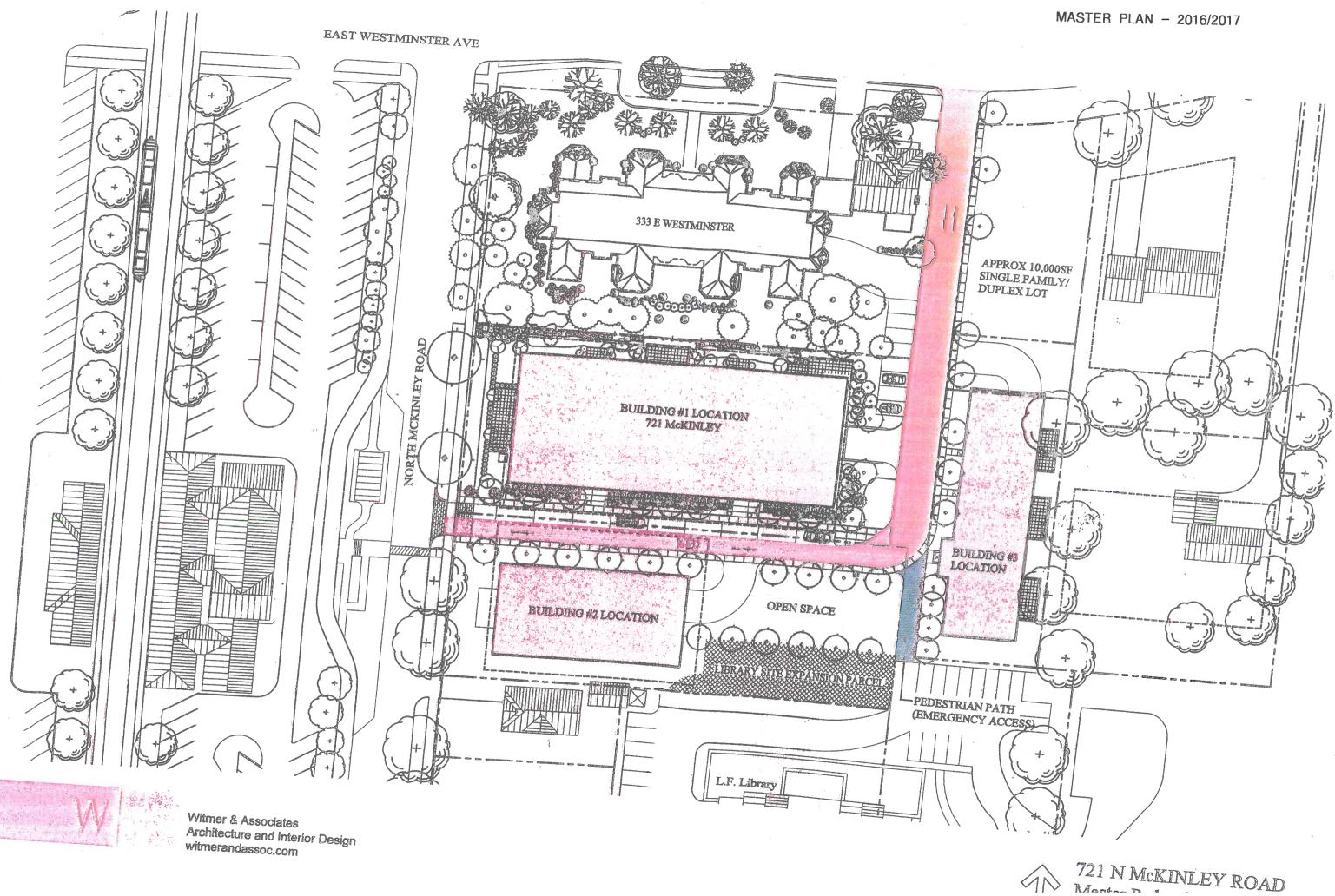
### LANDSCAPE PLAN



MARIANI

**Background Information** 

 Master Plan
 Redevelopment Recommendations
 Phase 3 Site Plan and Elevations Recommended for Approval by the Commission on 12/11/2019



### ORIGINAL REDEVELOPMENT RECOMMENDATIONS

# McKinley Road - Redevelopment Recommendations

As Modified by the Plan Commission on August 17, 2016

### **Overall Redevelopment Site**

Access/Connectivity (walking, biking, vehicular)

- Promote walkability.
- Provide safe and welcoming pedestrian linkages to the site make walking and biking safe and inviting for residents of the new development.
- Provide for safe access through the site to the Library.
- Minimize potential conflict points for vehicles and pedestrians/bicycles.
- Limit curb cuts on to McKinley Road.
- Consider a road system that benefits the larger area and serves the new development and existing development in a coordinated manner.
- Consider hardscape materials that slow traffic, add aesthetic value, and create a distinctive neighborhood.
   Consider variances from the state of the
- Consider variances from street standards (width, materials, curbs) if necessary to create a unique development.

**Open Space/Public Realm** 

- Incorporate meaningful open spaces that relate to and serve as an amenity to the new buildings and to surrounding existing development.
- Enhance the streetscapes limit curb cuts, provide inviting sidewalks, lighting consistent with the Central Business District and landscaping consistent with the landscape dominate streetscapes throughout the community.
- Streetscape character should be of high quality and consistent with the overall character of the Central Business District and surrounding neighborhoods.
- Require underground parking.
- Avoid use of the area for large surface parking lots.
- Incorporate opportunities for some shared parking throughout the redevelopment area.

Aesthetics/Visibility

- Encourage building massing that is respectful and secondary to historic Market Square, the Church on the corner of Deerpath and McKinley Road and the Library.
- Buildings should not exceed three stories. Consider a mix of two-story, two and a half story and three story buildings.
- Recognize that due to the topography change on the property from west to east, some leeway in building height may be necessary.
- Organize buildings along the streetscape to achieve a coordinated, intentional manner, avoid a fragmented streetscape appearance.
- Recognize the prominence of the McKinley Road streetscape as a counterpart to Market Square and as the buffer between the Central Business District and the single family neighborhoods to the east.
- Take advantage of view corridors: to the towers at Market Square, to the train depot, to the Library dome, to the Howard Van Doren Shaw Church.
- Require high quality architectural designs in a manner consistent with the significant historic buildings in this area.

Require high quality exterior building materials, consistent with the City's adopted Design Guidelines.

### Land Use

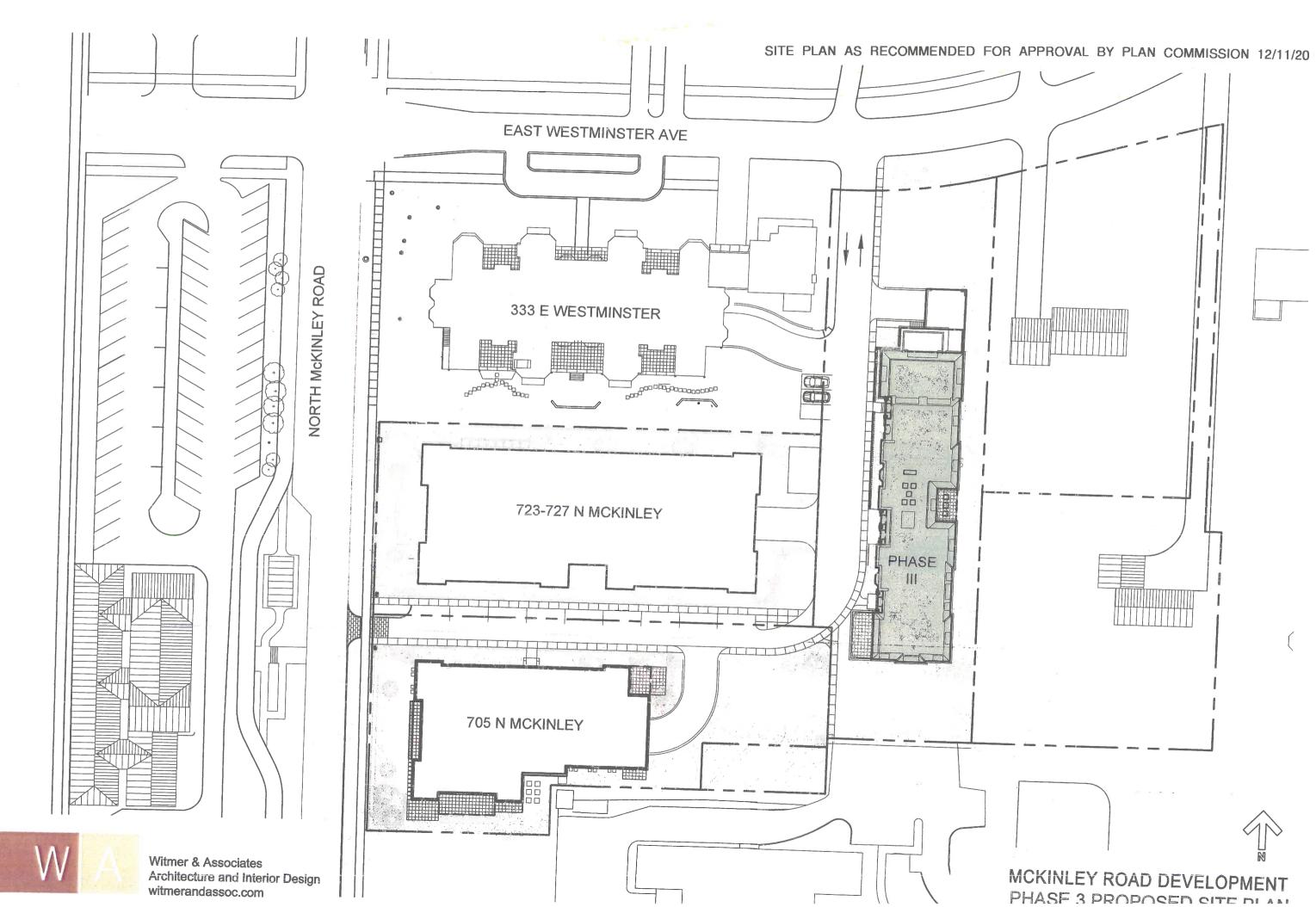
- Support residential uses and community uses in the area.
- Discourage commercial and office uses east of the railroad tracks.
- Encourage some variety in housing types and housing types that have the potential to attract residents of various ages.

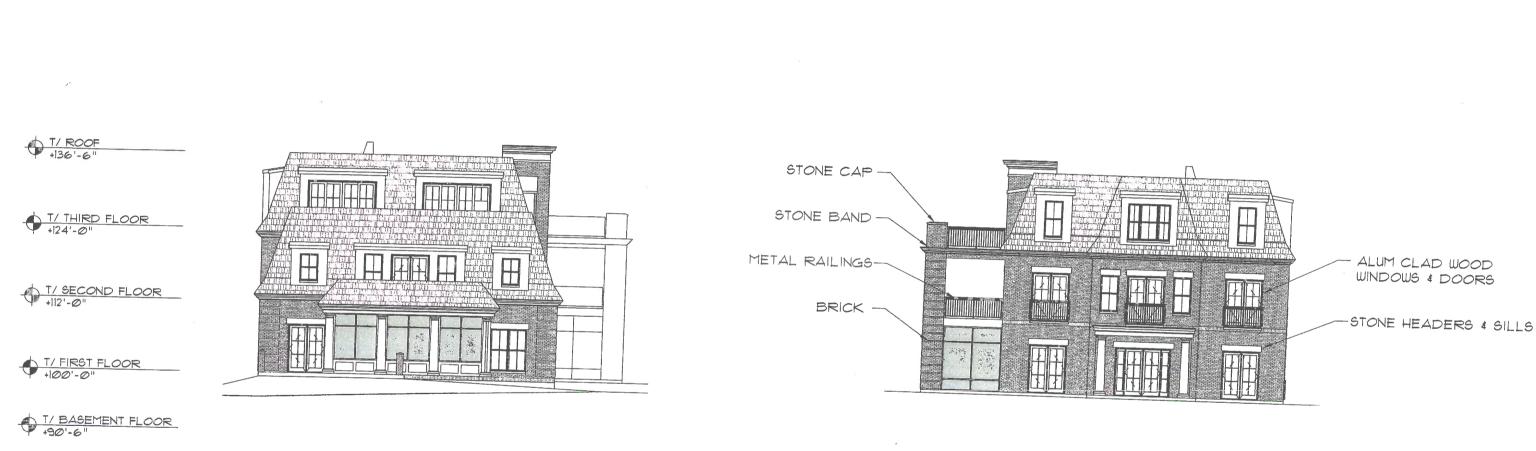
### **Transition/Buffers**

- Assure that the design provides appropriate buffers between the new buildings and existing uses.
- Consider operational and logistical needs of the Library, the Church and the existing condominium building in the design of the overall site plan.

### **City Property**

- Encourage incorporation of the City site in the larger redevelopment area.
- Avoid isolating the City owned parcel for future, incremental development.
- Recognize that the City parcel and/or the adjacent City right-of-way, the alley, are critical to provide for well-designed circulation through the redevelopment area.
- Consider the use of the City property, or some portion of it, to improve circulation on the Library site, to provide for overflow parking and to provide green space to soften and buffer the north side of the Library.





# NORTH ELEVATION

# SOUTH ELEVATION



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ELEVATION AS RECOMMENDED FOR APPROVAL BY PLAN COMMISSION 12/11/2019

715 MCKINLEY ROAD EI EVIATIONIO



# EAST ELEVATION



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### ELEVATION AS RECOMMENDED FOR APPROVAL BY PLAN COMMISSION 12/11/2019

-STONE HEADERS & SILLS





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WEST ELEVATION



STONE ENTRANCE CANOPY & COLUMNS

