

Plan Commission Meeting – February 15, 2024
Agenda Item 3

Southeast Corner Everett and Waukegan Roads
Special Use Permit – Starbuck's

Staff Report
Vicinity Map

Materials Submitted by the Petitioner
Owner Information and Development Team
Statement of Intent
Site Plan
Illustrated Site Plan
Site Plan – Lot Coverage

Traffic Impact Memo

Background Information
Conceptual Renderings of Starbucks

- Subject to Building Review Board review

Previously Presented Plan for Overall Site

- Not Approved



STAFF REPORT AND RECOMMENDATION

TO: Chairman Dixon and members of the Plan Commission
DATE: February 15, 2024
FROM: Catherine J. Czerniak, Director of Community Development
SUBJECT: *Special Use Permit for Starbucks on the SE Corner Waukegan and Everett Roads*

<u>Property Owner</u>	<u>Property Location</u>	<u>Zoning District</u>
1015 LLC and 1045 LLC Neighborhood Business Carmine Iosue 65% Luke and Nicole Mertens 14% Joshua Iosue 7% Megan Iosue 7% Joseph Iosue 7%	Southeast Corner – Waukegan/Everett Roads	B-1 – District

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

Representatives: Carmine Iosue, Owner
Jack Frigo, Real Estate Advisor
Various consultants

Summary of the Request

This is a request for approval of a Special Use Permit for a Starbucks on the southeast corner of Everett and Waukegan Roads. A drive through is proposed with double stacking lanes. The Code requires drive throughs of any type to be considered through the Special Use Permit process and evaluated based on the applicable standards and criteria which are detailed later in this report.

Starbucks was previously presented as part of a larger redevelopment plan for the site. In response to concerns expressed about the scale and details of the overall site plan, and to allow development of the corner with a Starbucks to move forward in the near term, the approvals requested at this time apply *only* to the Starbucks. The remainder of the property remains buildable. Future plans for development on the south portion of the site will require City review and approval. Approval of the present request does not provide any certainty of approval of any specific future plan. No subdivision or lot reconfiguration is requested at this time.

Background

The parcel proposed for redevelopment with a 2, 200 square foot Starbucks coffee shop building and drive through is just under half an acre. The parcel is part of a larger zoning lot and development site which totals 2.3 acres. The entire property is in a single ownership. The Starbucks will be located on the southeast corner of the intersection of Waukegan and Everett Roads. A highly visible corner that has been vacant for about 15 years since the gas station that was previously located on the site closed.

Today, the parcel proposed for development with a Starbucks is almost entirely impervious surface with little to no landscaping along the streetscapes. The parcel proposed for development is not adjacent to any residential development. The Starbucks parcel is adjacent to the 1025 Everett Road office building to the east. To the south is the remainder of the development site which will remain vacant for the near term but will be improved in part to provide access and parking for the Starbucks and the existing office building. Redevelopment of this corner has long been anticipated and will enhance the southern entrance to Lake Forest and the Waukegan Road/Settler's Square business district by infilling the prominent corner. Moving forward with the Starbucks in the short term could attract interest, new ideas, and will help to inform what type of development may be workable for the remaining portion of the development site.

In the interim, it will be important to maintain the vacant parcel on an ongoing basis. The site has been undeveloped for an extensive period of time. Treating the streetscape along Waukegan Road with a decorative fence and landscaping to minimize views into the vacant site is encouraged as part of the development of the Starbucks site.

History

For many years, the overall site 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, 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 own the office building at 1025 Everett Road and have the ability to combine the parcels into a single 2.3 acre development site. With the larger, combined site, there are opportunities for improved access away from the intersection, and for various buildings to share services and amenities.

In 2021, approval was granted to Iosue Investment for an overall development plan for the site which included a medical office building and a coffee shop. The plan incorporated shared parking and circulation and relied on off site parking for employees of the medical office building and the existing 1025 Everett Road office building. The development never proceeded due to difficulty in securing tenants for the medical office building. However, conversations with Starbucks progressed.

In 2023, Iosue Investments, in coordination with a residential developer, presented a revised plan for the overall site to the Plan Commission. The revised plan replaced the previously approved medical office building with a four story apartment building. The Starbucks remained as part of the plan with the original single drive through lane enhanced with a second stacking lane. During the public hearing, concerns were raised about the tightness of the site, adequacy of parking, on site circulation, the number of variances requested, and the overall scale of the development. The Plan Commission recommended denial of the petition as presented. The developer withdrew the petition prior to City Council consideration and is now before the Commission with the present request which approaches development of the site incrementally to take advantage of the continued interest from Starbucks in locating at the corner. This approach also allows the property owner to begin to realize some return on investment in the property, although economics does not factor into the Plan Commission's decision, and potentially spark other interest and ideas for appropriate development on the remainder of the site.

Staff Review

As noted above, the owner is requesting a Special Use Permit to allow construction of a 2,200 square foot building for a Starbucks coffee shop, a drive through with a double stacking lane at the entrance, parking, a trash enclosure, sidewalks, and the installation of landscaping.

❖ *Drive Thru – Special Use Permit Criteria*

As noted above, the petitioner is requesting approval of a drive through for Starbucks. The City Engineer completed a preliminary review of the plan

currently presented and found that the proposed improvements, parking, circulation, ingress and egress, meet applicable standards.

As noted above, the Code requires that a drive through be authorized, if determined to be appropriate, through a Special Use Permit. Special Use Permits are issued to approve specific uses and businesses. The approval, if granted, will limit the use of the drive through to a Starbucks coffee shop. If another business is proposed in the space and desires to use the drive through, an amendment to the Special Use Permit will be required.

The Code criteria for drive through facilities are listed below in italic type. Staff findings are provided below.

Ingress and egress points are located in a manner that does not create safety hazards for pedestrians or other vehicles.

The drive through as proposed does not interfere with on street traffic since the access points to the overall development are set apart from the drive thru lanes. The drive through lanes do not cross public sidewalks or directly enter from or exit on to public streets.

A pedestrian crossing extends from the coffee shop across the exit from the drive through lane in a north/south direction. A second pedestrian crossing extends across the travel lane in the Starbucks' parking lot, in an east/west direction, just beyond the exit from the drive through lane. It would be desirable to avoid all conflict points between pedestrians and vehicles exiting the drive through lane, however the mixed use nature of the site and the location of the Starbucks on a corner at a busy intersection makes that difficult. The priority in the site design presented is to avoid conflicts with public streets or sidewalks and the drive through lane. This plan successfully does that.

Staff Recommendation: Provide a detailed plan that utilizes pavement markings and appropriate signage to alert drivers in the drive through and pedestrians to the conflict points on the site. Direct that the Building Review Board consider this plan along with the building design, landscape, hardscape, and other aspects of the plan.

Pedestrian pathways are provided in areas that are separated from the drive through facility and separated from the ingress and egress points to the drive through facility.

Connections to and from public sidewalks along Waukegan and Everett Roads are provided into the site. The connections direct pedestrians on to the site at appropriate locations, away from the double stacking lane and the length of the drive through lane. As noted above, there are two points of potential pedestrian and vehicle conflict on the site which will need to be clearly called

out near the point at which vehicles exit the drive through lane. In these areas, vehicles will likely be moving slowly.

A sidewalk connection is provided from the rear employee entrance of the 1025 Everett Road office building to Starbucks to facilitate pedestrian movement within the site. Consideration should be given to additional pedestrian connections at the time a plan is considered for the south portion of the site.

Staff Recommendation: At the time a plan is presented for the south portion of the overall site, consider appropriate locations for pedestrian connections throughout the site.

The proposed use, Starbucks and the drive through at the proposed location and in the proposed configuration will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

The pedestrian crossings near the drive through exits should be clearly marked to alert drivers and pedestrians to potential conflicts.

The Starbucks and drive through will not be injurious to the use and enjoyment of other property in the immediate vicinity for substantially diminish property values in the surrounding area.

Starbucks is proposed near a busy intersection, away from residential development. Developing the long vacant corner location will add to the vitality of the business district and enhance the appearance of the south entrance to the business district.

The Starbucks as proposed will not impede orderly development of the rest of the site or redevelopment of surrounding properties. Adequate ingress, egress, and utilities are or will be provided.

Development of this corner has long been anticipated and envisioned as a single story building that provides services and products to meet the needs of residents in the area. Due to the configuration of the site, the remainder of the site, the south portion can be developed with a compatible use. The points of ingress and egress to the overall site have already been determined and will serve the entire development site. IDOT approval will be required, and the current plans have been designed in response to prior IDOT input. Plans are in place to improve the intersection which will facilitate traffic movement in the area.

Adequate utilities are in place to serve the site. The entire site was previously developed.

❖ **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 location of Starbucks on this site is consistent with the stated purpose of the B-1 District. A coffee shop with walk in and drive through options provides retail sales and a service frequently used by residents living in the area and those passing through the area.

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 Starbucks building as proposed fully complies with the setback requirement. It is important to note that the 20 foot setback is measured from the future property line as shown on the plan, anticipating the dedication of right-of-way to the City to allow increased width of Everett Road.

Lot Coverage. The B-1 District allows buildings to cover up to 30 percent of the entire land area. The Code provides for a development bonus allowing coverage of up to 45 percent through the issuance of a Special Use Permit. The Starbucks building alone on the individual parcel, and in combination with the existing 1025 Evertt Road building, complies with the 30 percent building coverage limitation. Use of the bonus coverage is not required or requested.

Open Space. The B-1 District requires 15% of the site to be open space. The Code for purposes of this requirement, defines open space to include landscape perimeters, pedestrian paths and gathering areas and is intended to enhance the development site as well as the streetscape. The proposed development exceeds this requirement.

Perimeter Buffering. The Code requires that parking lots be adequately screened by landscaping, fencing or both. A conceptual landscape plan is included in the Commission's packet and will be subject to review by the Building Review Board and ultimately, approval by the City Council.

Screening of Trash Enclosures. The trash area is located off the southeast corner of the Starbucks, adjacent to the parking spaces. The trash collection area will need to be enclosed with fencing which will also be subject to review by the Building Review Board and approval by the City Council.

❖ **Safe and efficient ingress and egress.**

Access to the overall development site is limited. One of the most difficult aspects of this site, regardless of how the site is developed, is the ingress and egress. A total of three access points to the entire 2.3 acre site are proposed and will be available to serve Starbucks and the 1025 Everett Road building even while the southern portion of the site remains vacant.

- 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 just south of Starbucks 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 and will be enhanced with the addition of a third lane to minimize congestion on Everett Road at peak times. The driveway will be widened to the extent possible by expanding it toward the existing office building. There will be no further encroachment toward the shared property line with the neighboring residential property except at the driveway apron, near Everett Road.

A bicycle rack is provided to the south of the coffee shop building.

❖ **Parking.**

Fifteen parking spaces are shown on the site plan, eight customer spaces, one accessible space, and six parking spaces designated for Starbucks employees. The double stacking lane for the drive through is specifically designed to minimize the potential for queuing cars to overflow into the travel lane in front of the parking spaces. At fifteen spaces, the number of parking spaces exceeds the four spaces per 1,000 square feet of building floor area required by the Code. The plan as presented provides just over seven parking spaces per 1,000 square foot of building floor area.

❖ **Comprehensive Plan**

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 overall site is already developed with an office building. The proposed coffee shop is a compatible use.

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 Starbucks will bring activity to this prominent corner and could set the stage for redevelopment of the south portion of the site with appropriate uses of an appropriate scale. A coffee shop integrates well with the existing 1025 office building and with other uses in the area.

Starbucks is currently located in the Settlers' Square Business District; however, the current location does not have a drive through or the space to create one. The availability of the site in this request assures that Starbucks can remain in the area while at the same time providing convenience for customers and aligning with company goals to provide drive through service at stores in high traffic areas.

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.

Starbucks is not an industrial use. Starbucks with and without drive throughs are commonly found in business districts and meet the needs of residents, visitors, and passersby. The drive through is located away from residential development, at a busy intersection, near a railroad crossing. Although the coffee shop will have early morning hours, the noise and light levels will not be inconsistent with current activity levels at the intersection. All mechanical equipment for the building will be 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 and that light fixtures obscure the light source. 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.

As proposed, Starbucks is part of a larger development site part of which is already developed with an office building. The consolidation of the 2.3 acre parcel provides for shared access to the overall site away from the intersection. As further plans are developed for the site, careful review will be important to assure that on site circulation is efficient and safe, that shared open space is

provided, and that overall, there continues to be sufficient parking on the site to meet the needs of employees, patients, customers, and if appropriate, residents.

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 future planned intersection improvement 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. A right turn lane is planned on westbound Everett Road, on to Waukegan Road. 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. louse, 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.

Starbucks is sited close to the street and will have a streetscape presence, anchoring the corner. Views of the drive through from Waukegan and Everett Roads will be softened with landscaping.

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 for Starbucks exceeds the Code requirements but is not excessive. The expectation is that many Starbucks customer will use the drive through, the

ability to order using the app has reduced wait times. Parking will need to be addressed as part of any plan for development of the remainder of the site.

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

The trash enclosure for Starbucks is located near the building, a significant distance away from neighboring residential 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.

As noted above, lighting will be reviewed by the Building Review Board.

Based on staff's review, the proposed development conforms satisfactorily to applicable regulations and standards. The criteria for a Special Use Permit appear to be satisfied. No variances are requested.

Public Comment

Public notice of this petition was provided in accordance with applicable requirements. Notice of the public hearing was mailed by the Community Development Department to surrounding properties and 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.

As of the date of this writing, no correspondence was received in response to the recent mailed notice.

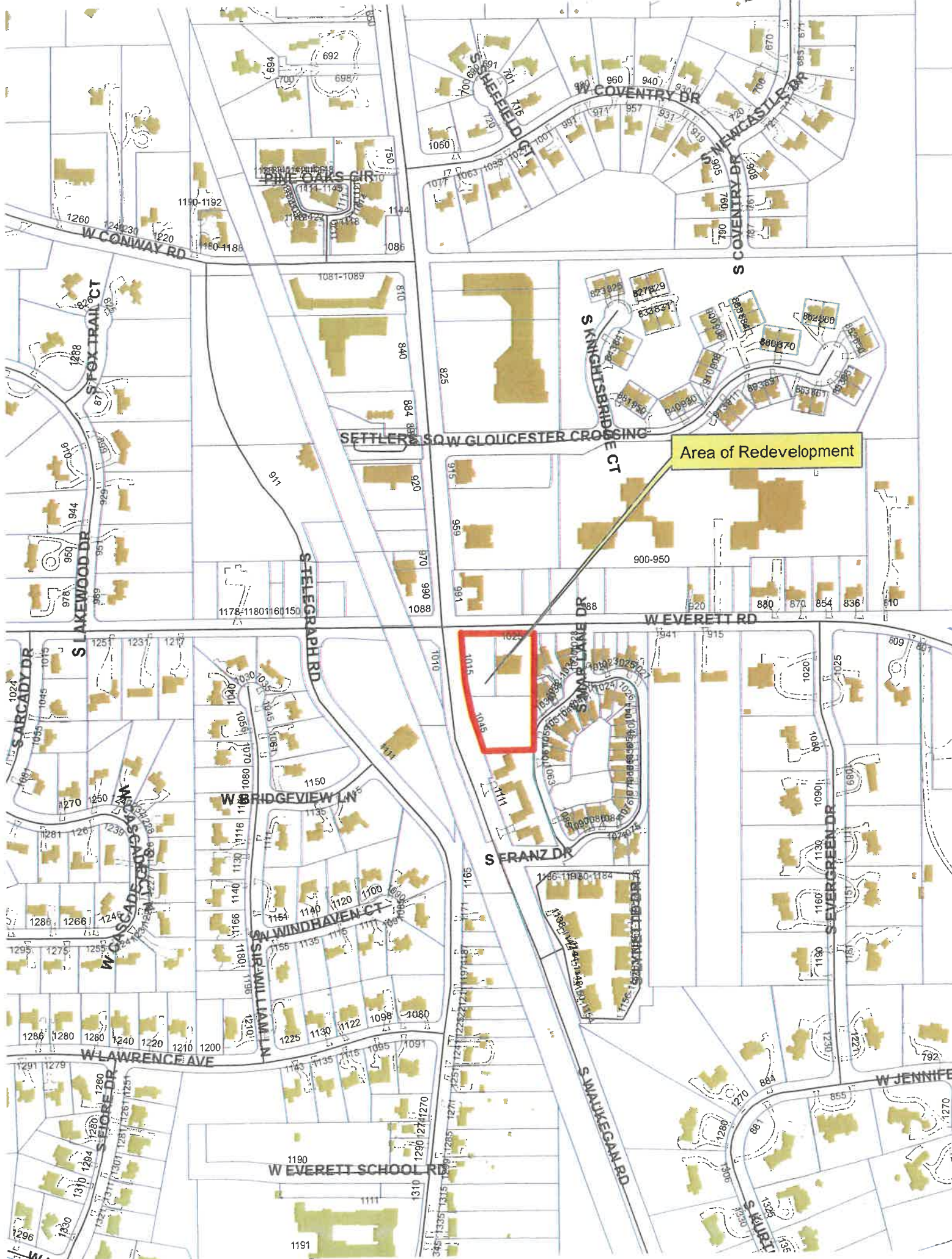
Staff Recommendation

Approve a motion recommending that a Special Use Permit be granted for Starbucks with a drive through on the southwest corner of Everett and Waukegan Roads generally consistent with the site plan presented.

Acknowledge that the site plan designates the south portion of the overall site for future development which will be subject to City review and approval. The following conditions of approval are recommended.

1. The building, landscaping, hardscape, signage, and exterior lighting shall be subject to Building Review Board review and approval.

- The Building Review Board is asked to review pavement markings and on site signage at the two conflict points near the vehicle exit from the drive through.
 - The Building Review Board is asked to review fencing, landscaping, or a combination of both for the Waukegan Road street frontage of the vacant portion of the property.
2. When a plan is considered for development of the remainder of the site, particular attention should be paid to opportunities for expanded pedestrian connections throughout the site.



Area of Redevelopment



DATE: February 8, 2024
TO: Cathy Czerniak – City of Lake Forest
FROM: Jack Frigo
RE: Iosue Investments, LLC – Lake Forest Development Team

Developer/Owner: Iosue Investments, LLC (Carmine Iosue and Luke Mertens)
1025 W. Everett Rd., Lake Forest, IL 60045
847-295-8922
carmine@iosueassociates.com
lukem@iosueassociates.com

Real Estate Advisor: Frigo & Company (Jack Frigo)
707 Skokie Boulevard, Northbrook, IL 60062
847-940-2200
jack@frigocompany.com

Architects: 1015 S. Waukegan Road (Coffee Shop/Starbucks)
JTS Architects
450 East Higgins Road, Suite 202
Elk Grove Village, IL 60007
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scottshust@jtsarch.com

Civil Engineer: Pearson Brown & Associates (Ron Adams)
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847-367-6707
radams@pearsonbrown.com

Land Planner: Teska Associates, Inc. (Nick Patera)
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NPatera@teskaassociates.com

Landscape Design: Mariani Landscape (Frank Mariani and Carrie Woleben-Meade)
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Traffic Engineer: KLOA, Inc. (Luay Aboona and Brendan May)
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bmay@kloainc.com

Lighting Consultant: CharterSills (Chris Lewis and Warren Charter)
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warren.charter@chartersills.com

Attorney: Raines Feldman Littrel LLC (Richard Sugar)
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312-704-9400
rsugar@raineslaw.com

Surveyor: Manhard Consulting, Ltd.
One Overlook Point, Suite 290
Lincolnshire, IL 60069
847-634-5550

Environmental Consultant: V3 Consultants (Keith Oswald and Nick Szymanski)
444 N. Wells St., Chicago, IL 60654
630-724-9200
koswald@v3co.com

General Contractor: TBD

DATE: February 8, 2024
TO: Cathy Czerniak
FROM: Jack Frigo
RE: **Updated Issue Statement of Intent
1015 S. Waukegan Road, Lake Forest, IL**

Overview: Carmine Iosue and his family, through Iosue Investments LLC, purchased the two parcels at 1015-1045 S. Waukegan Road in 2019. The Iosue family also owns the contiguous parcel at 1025 W. Everett Road, the former Kendler Building, now home to Dr. Mark Mass and Lake Forest Acute Care.

Mr. Iosue's goal is to create a well-designed and landscaped mixed-use project that allows the three parcels to function safely as a campus and provide the Lake Forest Community with important services and retail options.

The 20,642 SF subject parcel is located at the SEC of Waukegan Road & Everett Road, which was previously a BP Gas Station.

As an update to the originally submitted Statement of Intent, please see below:

Proposed Use: 2,200 SF Starbucks Coffee Shop with drive-through facilities.

Parking: Fifteen (15) Parking Spaces:

- 1 ADA Space
- 8 Customer Spaces
- 6 Starbucks Partner Spaces
- Parking Ratio: 7.27 spaces per 1,000 SF
- Note: Starbucks Partners and customers may also park on Parcel B, which will be documented with a cross easement agreement.

Circulation: The Starbucks site is arranged with parking on the east side of the parcel and counter-clockwise drive-through circulation. There are fifteen (15) stacking spaces for drive-through customers.

Ingress/Egress: The site is serviced by three (3) curb cuts in the SEQ of the intersection. Two curb cuts on Waukegan Road and one (1) curb cut on Everett Road. The northernmost curb cut on Waukegan Road is a right-in-right-out configuration.

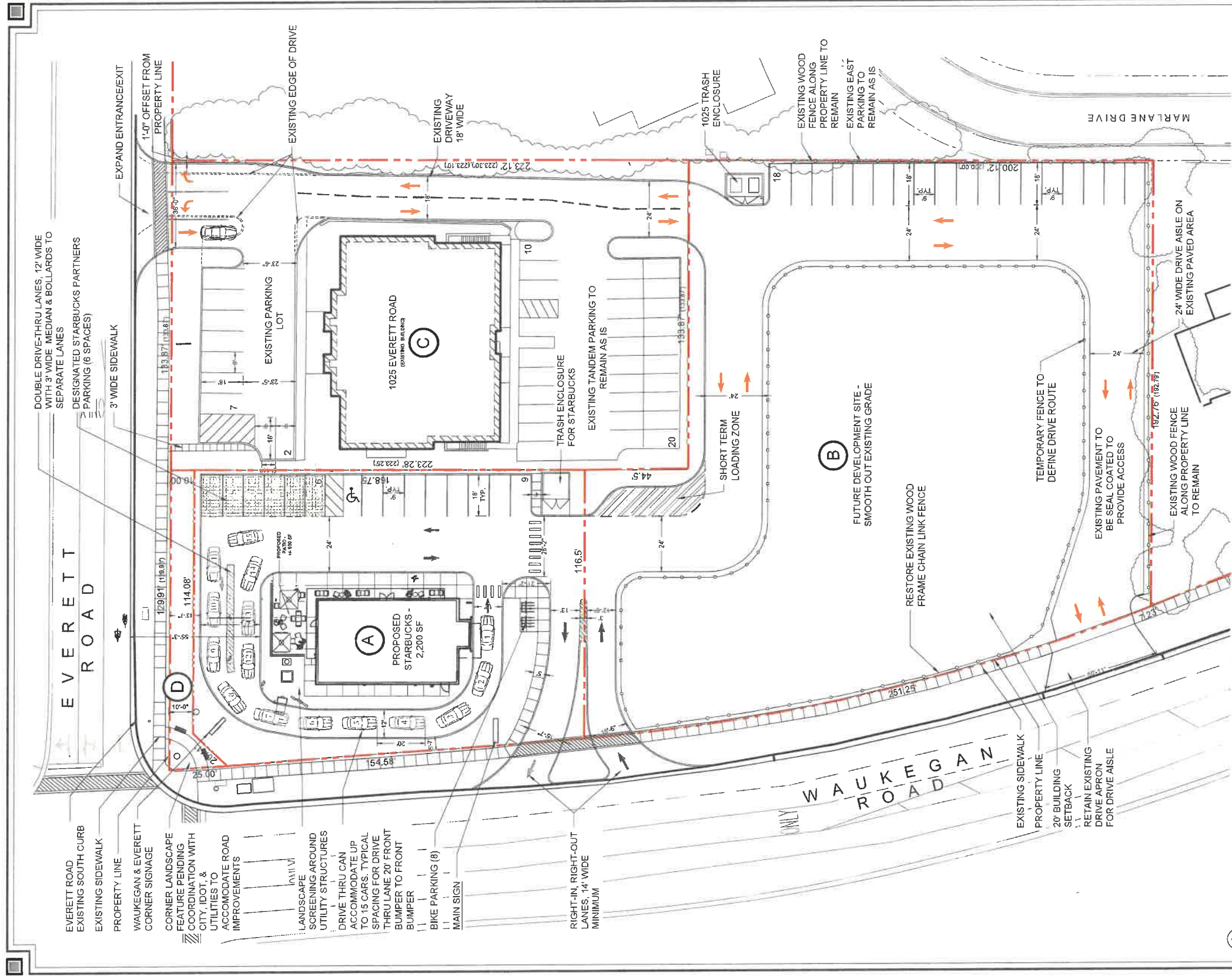
Employees: Estimated five (5) to six (6) employees on-site.

Deliveries: Deliveries will be made during off-peak hours by small delivery trucks or vans.

Trash: An enclosed trash area is located in the SEC of the site.

Hours of Operation: 4:30 AM to 8:00 PM

- Outdoor Facilities:** There is a 500 SF outdoor patio north of the Starbucks building as well as outdoor seating east of the building.
- Site Lighting:** Site lighting is currently under discussion with Starbucks and JTS Architects.
- Signage:** Starbucks and JTS Architects are currently preparing the signage package for submission to the Building Review Board.
- Architecture:** The single-story Starbucks building is designed to complement the 1025 W. Everett Road building and other buildings within the Lake Forest neighborhood. Building materials include brick, stone, glass, fiber cement panel and asphalt shingles. The landscaped site is designed to welcome pedestrians with several gathering spaces.



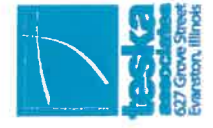
- (A) PARCEL A - PROPOSED STARBUCKS SINGLE STORY DRIVE-THROUGH COMMERCIAL USE BUILDING: 2,200 SF.**
 ACREAGE: +/- 0.47 AC (20,642 SF)
 PARKING: 15 SPACES (8 REGULAR SPACES + 1 ADA SPACE + 6 DESIGNATED STARBUCKS PARTNERS SPACES)
 PARKING RATIO: 7.27 CARS/1,000 SF.
- (B) PARCEL B - FUTURE DEVELOPMENT SITE:**
 ACREAGE: +/- 1.14 AC (49,680 SF)
 EXISTING PARKING TO REMAIN: 18 SPACES
- (C) PARCEL C - EXISTING TWO STORY BUILDING: 12,317 RSF.**
 ACREAGE: +/- 0.61 AC (26,766 SF)
 PARKING: 39 SPACES
 PARKING RATIO: 3.17 CARS/1,000 SF.
- (D) PARCEL D - CITY OF LAKE FOREST / IDOT PARCEL**
 ACREAGE: +/- 0.03 AC (1,409 SF)

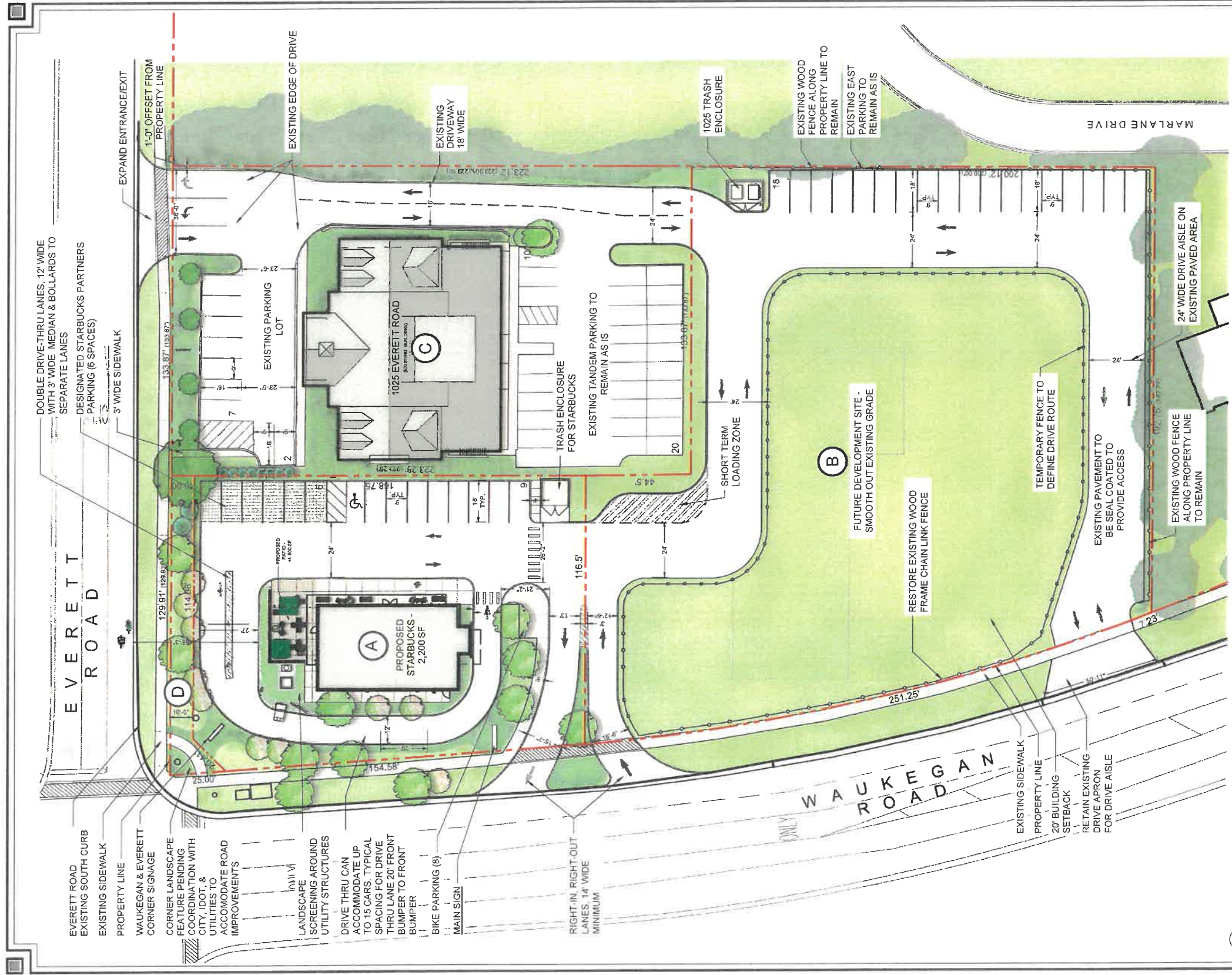
TOTAL PROPERTY AREA: +/- 2.30 ACRES, ZONING B-1

DRAFT FOR REVIEW
CONCEPTUAL SITE PLAN - THREE LANE OPTION
EVERETT AND WAUKEGAN ROAD
 Lake Forest, IL

Issue Investment, LLC
 1025 Everett Road
 Lake Forest, IL 60045
 February 6, 2024

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





A PARCEL A - PROPOSED STARBUCKS SINGLE STORY DRIVE-THROUGH COMMERCIAL USE BUILDING: 2,200 SF.
 ACREAGE: +/- 0.47 AC (20,642 SF)
 PARKING: 15 SPACES (8 REGULAR SPACES + 1 ADA SPACE + 6 DESIGNATED STARBUCKS PARTNERS SPACES)
 PARKING RATIO: 7.27 CARS/1,000 SF.

B PARCEL B - FUTURE DEVELOPMENT SITE:
 ACREAGE: +/- 1.14 AC (49,680 SF)
 EXISTING PARKING TO REMAIN: 18 SPACES

C PARCEL C - EXISTING TWO STORY BUILDING: 12,317 RSF.
 ACREAGE: +/- 0.61 AC (26,766 SF)
 PARKING: 18 SPACES
 PARKING RATIO: 3.17 CARS/1,000 SF.

D PARCEL D - CITY OF LAKE FOREST / IDOT PARCEL
 ACREAGE: +/- 0.03 AC (1,409 SF)

TOTAL PROPERTY AREA: +/- 2.30 ACRES, ZONING B-1

DRAFT FOR REVIEW

ILLUSTRATIVE SITE PLAN

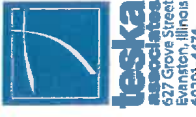
EVERETT AND WAUKEGAN ROAD

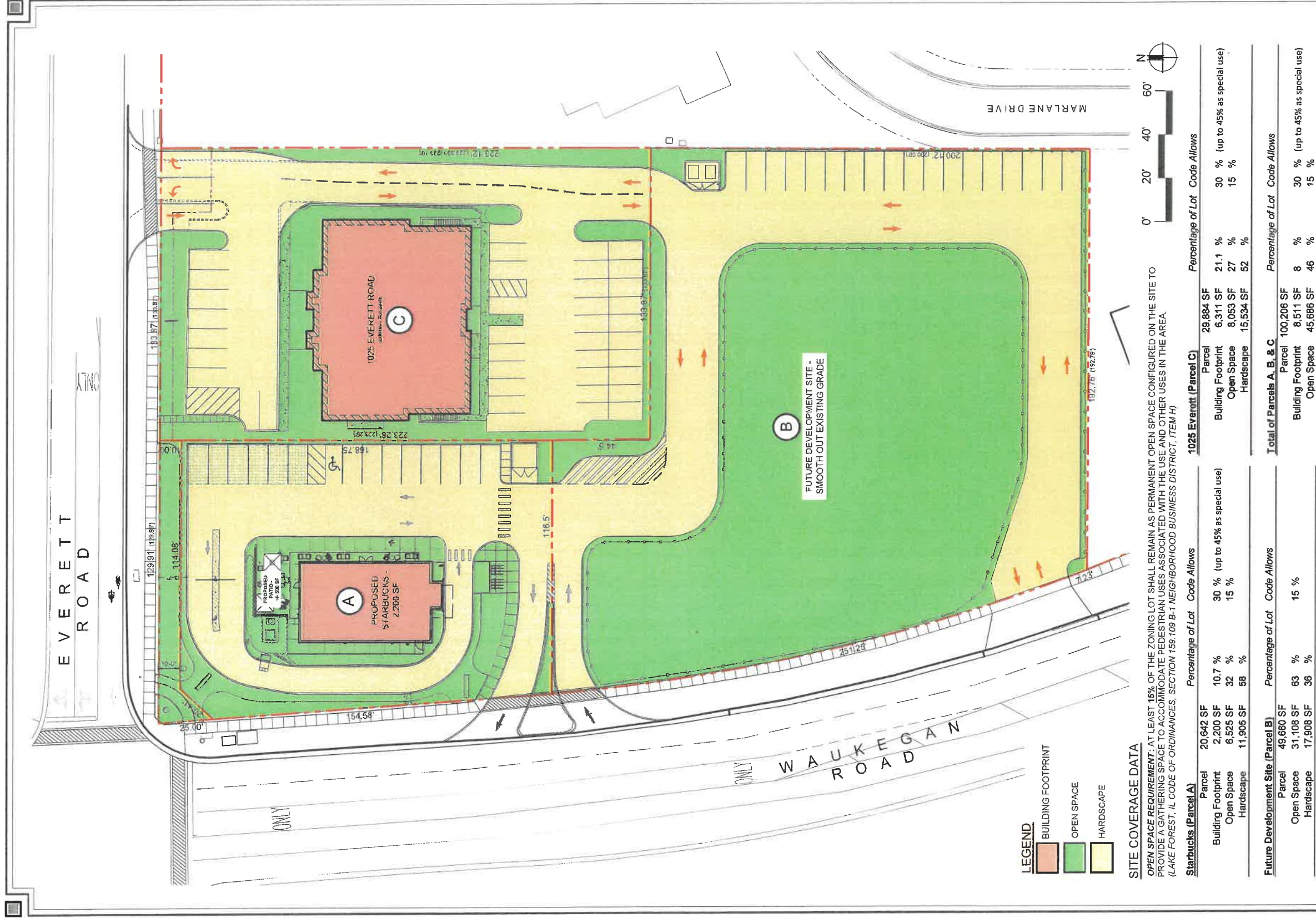
Lake Forest, IL

February 6, 2024

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

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





DRAFT FOR REVIEW
 SITE COVERAGE DIAGRAM
EVERETT AND WAUKEGAN ROAD
 Lake Forest, IL

February 6, 2024

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

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

MEMORANDUM TO: Jack Frigo
Frigo & Company

FROM: Luay R. Aboona, PE, PTOE
Principal

DATE: February 9, 2024

SUBJECT: Traffic Review
Proposed Starbucks
Lake Forest, Illinois

As requested, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has evaluated the proposed Starbucks Drive-Through Coffee Shop to be located in the southeast corner of the intersection of Waukegan Road with Everett Road in Lake Forest, Illinois. The plans call for a 2,200 square-foot building with double drive-through ordering lanes. Access to the proposed coffee shop will be off Waukegan Road and Everett Road and will be shared with the existing 1025 Everett Road Medical Office Building (MOB).

Brief Overview

KLOA, Inc. has previously completed several traffic studies/evaluations for previous proposals for the site. Most recently, KLOA, Inc. prepared a traffic study dated October 27, 2023 that evaluated the traffic impact of a proposed drive-through coffee shop and a 32-unit apartment building. Access to the development was proposed to include the following:

- The existing full-movement access drive off Everett Road
- A proposed full-movement access drive off Waukegan Road
- A proposed right-in/right-out access drive off Waukegan Road

The traffic study determined that the traffic that will be generated by the proposed addition of a coffee shop and the apartment building can be accommodated by the roadway system and that the access drives will be adequate in accommodating traffic that will be generated by the existing MOB and the two proposed uses. Further, a review of the site plan concluded that the site design can adequately accommodate vehicle traffic in and out of the site.

Summary of Findings

Based on the above, the addition of the proposed Starbucks coffee shop only will not have a detrimental impact on area roadways based on the following:

- The previous study completed by KLOA, Inc. included a similarly sized drive-through coffee shop.
- The current proposal does not include an apartment building or an MOB for the vacant parcel to the south. As such, the increase in traffic generated will be reduced.
- The drive-through coffee shop traffic will be mostly drawn from the existing traffic on Waukegan Road and Everett Road. Up to 70 percent will be pass-by traffic.
- The peak traffic that will be generated by the coffee shop will occur during the morning peak hour, when the traffic generated by the existing MOB is low.
- The intersection of Waukegan Road with Everett Road will continue to operate at an overall acceptable Level of Service (LOS).
- The access system will be more than adequate to accommodate the traffic.
- Adequate stacking will be provided to accommodate the projected use of the drive-through lanes without impacting internal circulation.



JTS Architects



JTS Architects



- A** PARCEL A - PROPOSED STARBUCKS - SINGLE STORY DRIVE-THROUGH COMMERCIAL USE BUILDING: 2,200 SF. ACREAGE +/- 0.47 AC (20,642 SF)
- B** PARCEL B - PROPOSED FOUR STORY RESIDENTIAL BUILDING: 38,598 RSF. ACREAGE: +/- 1.21 AC (52,800 SF)
- C** PARCEL C - EXISTING TWO STORY BUILDING: 12,317 RSF. ACREAGE: +/- 0.61 AC (26,766 SF)
- D** PARCEL D - CITY OF LAKE FOREST / IDOT PARCEL ACREAGE +/- 0.03 AC (1,409 SF)

TOTAL PROPERTY AREA: +/- 2.30 ACRES, ZONING B-1

BUILDING A, B AND C TOTAL AREA: 53,115 SF.
PARKING RATIO 1.88 CARS/1,000 SF.

90 PARKING SPACES (5 ADA SPACES + 85 TYP. SPACES)
- (1) ADA PARKING SPACES REQUIRED PER ADA STANDARDS, (5) PROVIDED
10 GARAGE PARKING SPACES
100 TOTAL PARKING SPACES

**PLAN CHANGES BASED ON
SEPTEMBER 13, 2023
PLAN COMMISSION INPUT**

CONCEPTUAL SITE PLAN
EVERETT AND WAUKEGAN ROAD
Lake Forest, IL October 31, 2023

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

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



**Plan Commission Meeting – February 15, 2024
Agenda Item 4**

**Plat of Condominium
715 and 719 McKinley Road**

Staff Report
Vicinity Map

Materials Submitted by the Petitioner

Application
Plat of Survey
Plat of Condominium
Garage Floor
First Floor
Second Floor
Roof Plan



**STAFF REPORT AND RECOMMENDATION
715 and 719 McKinley Road**

TO:	Chairman Dixon and Members of the Plan Commission
DATE:	February 15, 2021
FROM:	Catherine Czerniak, Director of Community Development
SUBJECT:	Request for Approval of a Plat of Condominium – Building addressed as 715 and 719 McKinley Road

<u>OWNER</u>	<u>PROPERTY LOCATION</u>	<u>ZONING</u>
715 McKinley LLC 50% Peter Witmer 50% Todd Altounian 1000 N. Western Avenue Lake Forest, IL 60045	715 and 719 McKinley Road East side of McKinley Road, Between Deerpath and Westminster	GR-3 General Residence District

REPRESENTATIVE
Peter Witmer, architect/owner

Summary of the Request

This is a request for tentative and final approval of a Plat of Condominium. The plat is necessary, and required by law, to define the ownership limits of each condominium, the common areas and the limited common areas of the new two story condominium building which is now under construction. The building is comprised of six units and addressed as 715 (units 101 and 201) and 719 McKinley Road (units 100, 102, 200, and 202). The development was previously approved, no modifications to the site, use, density or building design are proposed as part of this request.

A plat of condominium cannot be considered until the “as built” interior dimensions of each unit are known; therefore, a plat of condominium is presented once the base building is well under way. Approval of a plat of condominium is required prior to the sale of the individual condominium units. Each of the units will be customized, built out to the owners’ specifications, so sale of the units in advance of completion of the base building and prior to the issuance of any Certificates of Occupancy is appropriate and is consistent with the procedures followed with the first two buildings in this development.

Approval of the plat of condominium is a procedural matter since approval of the development has already been granted. The six condominium units in the two story building are all under contract and the closings are pending the recording of the plat.

Background

In December 2022, the City Council approved the third phase of the McKinley Road Redevelopment as currently configured. The first two buildings in the development are completed and the units are all sold and occupied. Plans for a single family residence sited just north of the

third condominium building as approved by the City Council have been submitted to the City for permit and are under review.

Staff Analysis

The City Code requires that any development that creates distinct parcels or units must be approved through a public hearing process which provides for review of a plat. The proposed plat, as noted above, establishes each of the residential condominium units in the new building as a separate ownership entity. The plat delineates the following: 1) the units which will be owned individually, 2) common elements which are defined in the Declaration of Covenants as all portions of the property except the units, and 3) portions of the common elements, outside of the individual units, that are designated on the plat as limited common elements and as such are restricted for use by the occupants of specific units. For example, the below grade garage is a common element however, the individual parking spaces in the garage are assigned to certain units so the spaces themselves are limited common elements. (Note: An extra parking space, not yet assigned to a unit, is identified as “Unit 300” to call it out as not assigned, there is not a unit 300.) Balconies, terraces, and roof top spaces are outside the walls of individual units and are limited common elements and reserved for use by only specified units. The roof areas are only accessible by the two units on the second floor. There is not general access to the roof. Shared hallways and stairways are common elements.

The plat includes pages detailing the two floors of the condominium building and delineates each of the six units. The plat also delineates the garage level and the roof level spaces.

A survey of the overall site as previously approved and recorded is also included for reference.

No improvements or alterations to the property are proposed or authorized in conjunction with the approval of the plat now presented to the Commission for consideration. As noted above, the overall site plan, landscaping, and the architectural design and materials were all previously approved by the City Council.

The Declaration of Covenants has been provided to the City for review and will be recorded along with the Plat of Condominium as required by the Lake County Recorder’s Office.

Public Notice

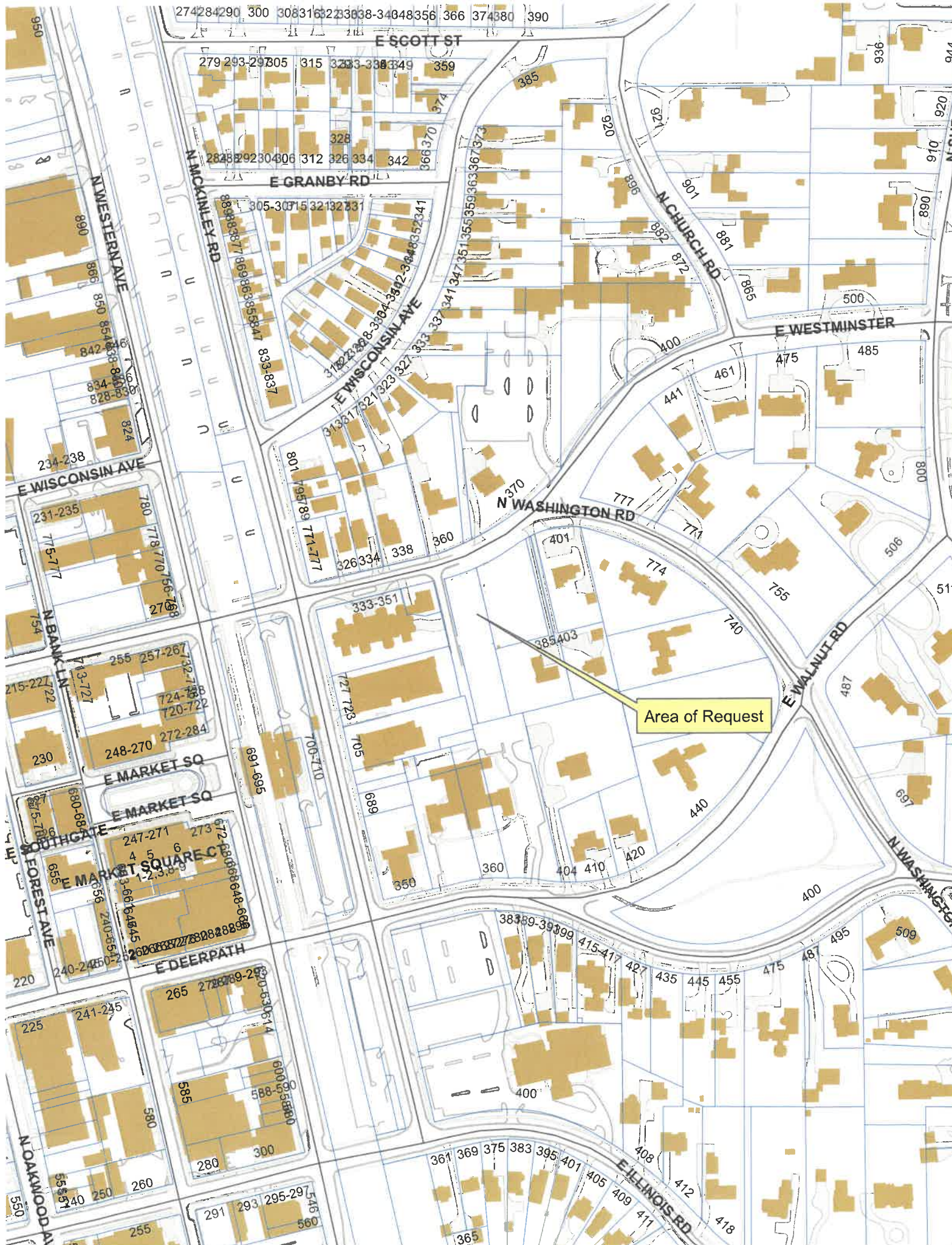
Public notice of this hearing was published in a newspaper of local circulation and was mailed by the City to addresses in the surrounding area in accordance with Code requirements. The agenda for this meeting was posted at public locations and on the City’s website. No response to the public notice was received by staff as of the date of this writing.

Staff Recommendation

Recommend approval of the Plat of Condominium for the building addressed as 715 and 719 McKinley Road subject to the following conditions of approval.

Prior to recording the Plat of Condominium with Lake County, the following conditions shall be satisfied:

1. The plat shall be subject to final review and approval by the Director of Community Development, City Engineer and City Attorney.
2. All applicable fees must be paid in full.





THE CITY OF LAKE FOREST
APPLICATION FOR SUBDIVISION
TENTATIVE PLAT AND FINAL PLAT -- CONDOMINIUM

LOCATION OF
PROPERTY

ZONING DISTRICT

ACREAGE OF PROPERTY .9

OF STRUCTURES 2

OF UNITS PROPOSED 1

COMMON AREAS PROPOSED 2

APPLICANT

Name PETER C. WITMER / TODD ALTOUNIAN
TISM.McKINLEY, L.L.C.

Address 1000 N. WESTERN AVE
LAKE FOREST, IL 60045

Phone 847 208-5240

E-mail PWITMER@WITMERANDASSOC.COM

Relationship to Property
(Owner/Attorney/Representative/Contract Purchaser)

BENEFICIAL INTERESTS Corporation LLC. (see exhibit A)
Partnership (see exhibit B)
Trust, land or other (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 PETER WITMER Date 1/30/24
TODD ALTOUNIAN 1/30/24

APPLICANT'S REPRESENTATIVES

Owner

Date

Applicant

Date

Approved by: [Signature] Revised 7/2015

ENGINEER
CONSULTANT

WETLAND

BLECK ENGINEERING
FIRM FIRM

ADDRESS ADDRESS
1375 N. WESTERN AVE.
LAKE FOREST, IL 60045

PHONE PHONE
847 295-5200

LAND PLANNER TRAFFIC
CONSULTANT

FIRM FIRM

ADDRESS ADDRESS

PHONE PHONE

ATTORNEY LANDSCAPE MARIANI LANDSCAPE
ARCH. ROBERT O'DONNELL

FIRM FIRM

ADDRESS ADDRESS
28045 N. ASHLEY CIRCLE SUITE 101
LIBERTYVILLE, IL 60048

PHONE PHONE
(847) 367-6282

**ARBORIST
CONSULTANT**

PRESERVATION

FIRM

FIRM

ADDRESS

ADDRESS

PHONE

PHONE

Application – Page

2

EXHIBIT "A"

CORPORATE OWNERSHIP

Please list the names and addresses of all officers and directors of the Corporation and all shareholders who own individually or beneficially 5% or more of the outstanding stock of the corporation. In addition, this application must be accompanied by a resolution of the Corporation authorizing the execution and submittal of this application.

NAME

NAME

ADDRESS

ADDRESS

PETER
TODD

WITMER
ALTOUMIAN

50%
50%

OWNERSHIP PERCENTAGE
PERCENTAGE

%

OWNERSHIP

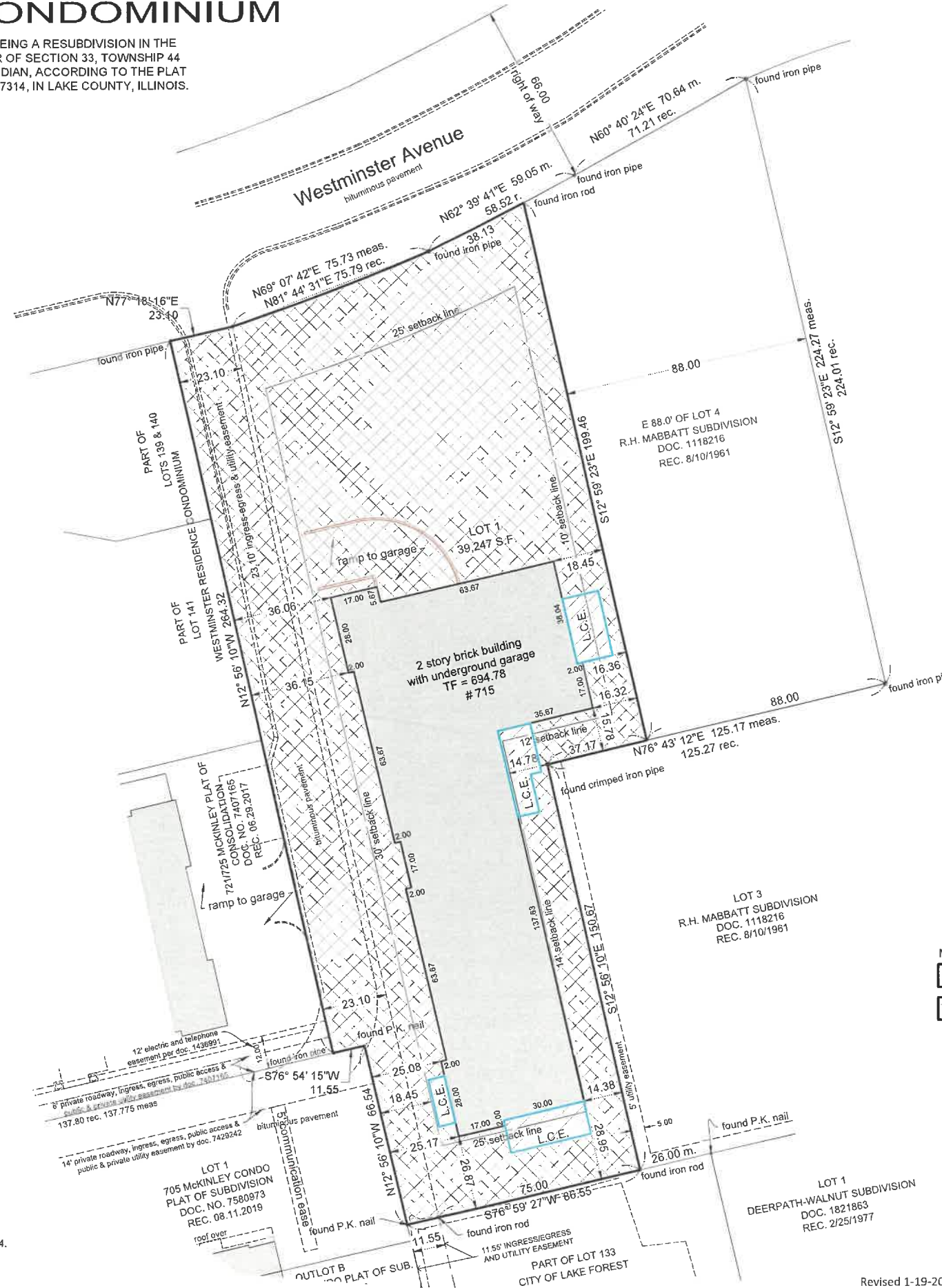
%

NAME

NAME

715 MCKINLEY CONDOMINIUM

LOT 1 IN 355/361 E. WESTMINSTER CONSOLIDATION, BEING A RESUBDIVISION IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 44 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 31, 2023 AS DOCUMENT 7987314, IN LAKE COUNTY, ILLINOIS.



PLAT IS VOID IF IMPRESSED SEAL DOES NOT APPEAR

STATE OF ILLINOIS COUNTY OF LAKE } S.S.

NOTE: ONLY THOSE BUILDING LINES OR EASEMENTS SHOWN ON THE RECORDED SUBDIVISION PLAT ARE SHOWN HEREON. CHECK LOCAL ORDINANCES BEFORE BUILDING. COMPARE YOUR DESCRIPTION AND SITE MARKINGS WITH THIS PLAT AND AT ONCE REPORT ANY DISCREPANCIES WHICH YOU MAY FIND.

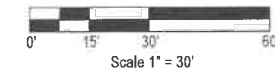
ON BEHALF OF BLECK ENGINEERING COMPANY, INC., I, JACK R. BLECK, DO HEREBY CERTIFY THAT THE PROPERTY DESCRIBED IN THE ABOVE CAPTION WAS SURVEYED AND STAKED BY ME, OR UNDER MY DIRECTION, AND THE PLAT DRAWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY. MEASUREMENTS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED AT LAKE FOREST, ILLINOIS, THIS DAY OF A.D., 2024.

BY REGISTERED ILLINOIS LAND SURVEYOR NO. 3591

BENCHMARK:
NE BOLT ON FIRE HYDRANT
EAST ROW MCKINLEY ROAD
AT #721 ENTRANCE
ELEVATION = 699.50 (NAVD 88)

PRELIMINARY





Project No. 70-948-3



Bleck Engineering Company, Inc.
1375 North Western Avenue
Lake Forest, Illinois 60045

T 847.295.5200 F 847.295.7081
www.bleckeng.com

MAP KEY

-  LIMITED COMMON ELEMENT
-  COMMON ELEMENT

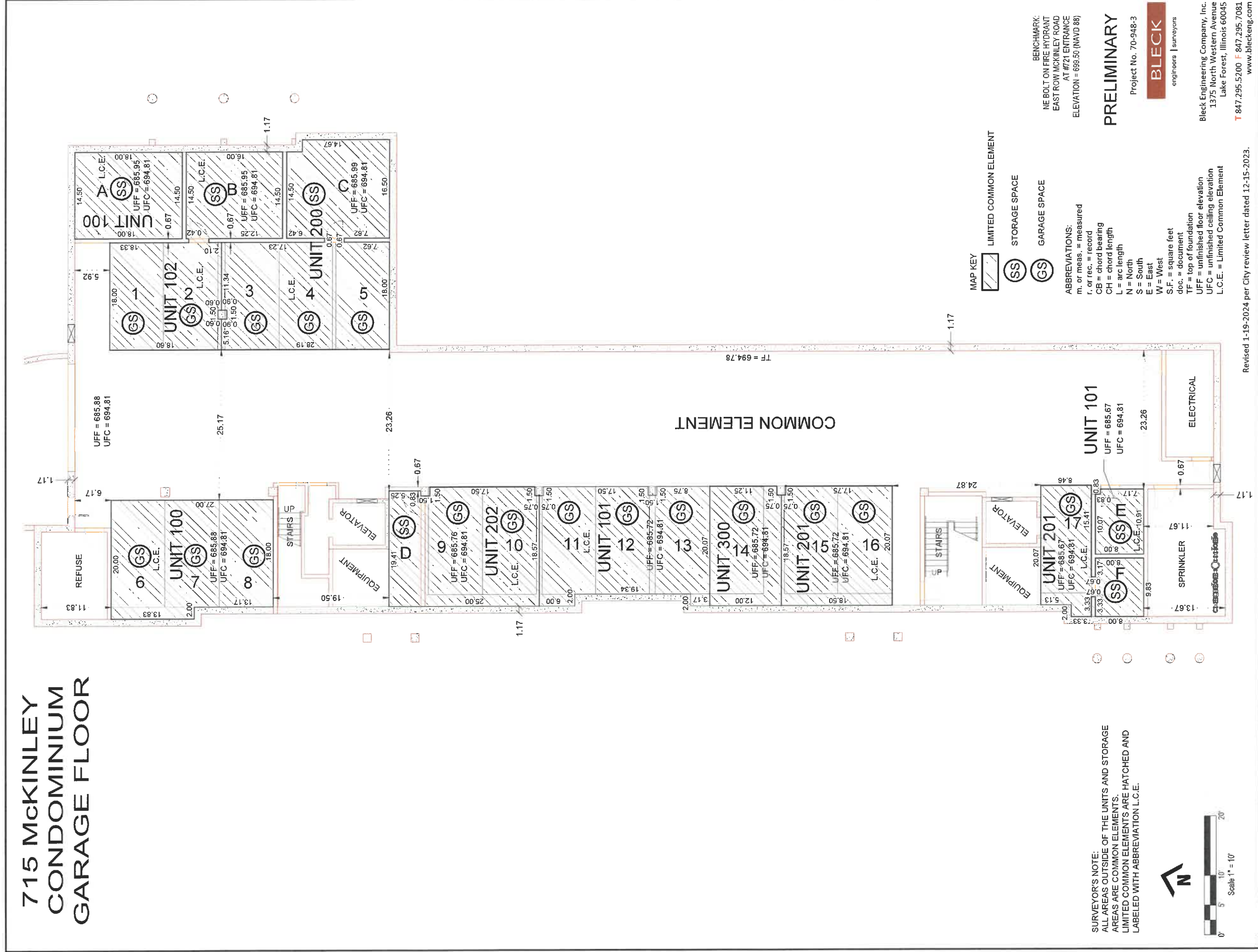
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- m. or meas. = measured
- r. or rec. = record
- R = radius
- CB = chord bearing
- CH = chord length
- R = radius
- L = arc length
- N = North
- S = South
- E = East
- W = West
- S.F. = square feet
- TF = top of foundation elevation
- doc. = document
- L.C.E. = Limited Common Element

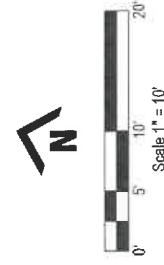
Revised 1-19-2024 per City review letter dated 12-15-2023.

S:\Project Folders - Shared\070 - Law Forest\721 McKinley Condo\3 - Phase 3\CONDO SURVEY\70-948-3 CONDO SURVEY.DWG, 22X17.PDS SHEET 1 OF 6, 1/19/2024 2:49:58 PM

715 MCKINLEY CONDOMINIUM GARAGE FLOOR



SURVEYOR'S NOTE:
ALL AREAS OUTSIDE OF THE UNITS AND STORAGE AREAS ARE COMMON ELEMENTS. LIMITED COMMON ELEMENTS ARE HATCHED AND LABELED WITH ABBREVIATION L.C.E.



PLAT OF SURVEY - GARAGE FLOOR

MAP KEY
 LIMITED COMMON ELEMENT
 STORAGE SPACE
 GARAGE SPACE

BENCHMARK:
NE BOLT ON FIRE HYDRANT
EAST ROW MCKINLEY ROAD
AT #721 ENTRANCE
ELEVATION = 698.50 (NAVD 88)

PRELIMINARY
Project No. 70-948-3

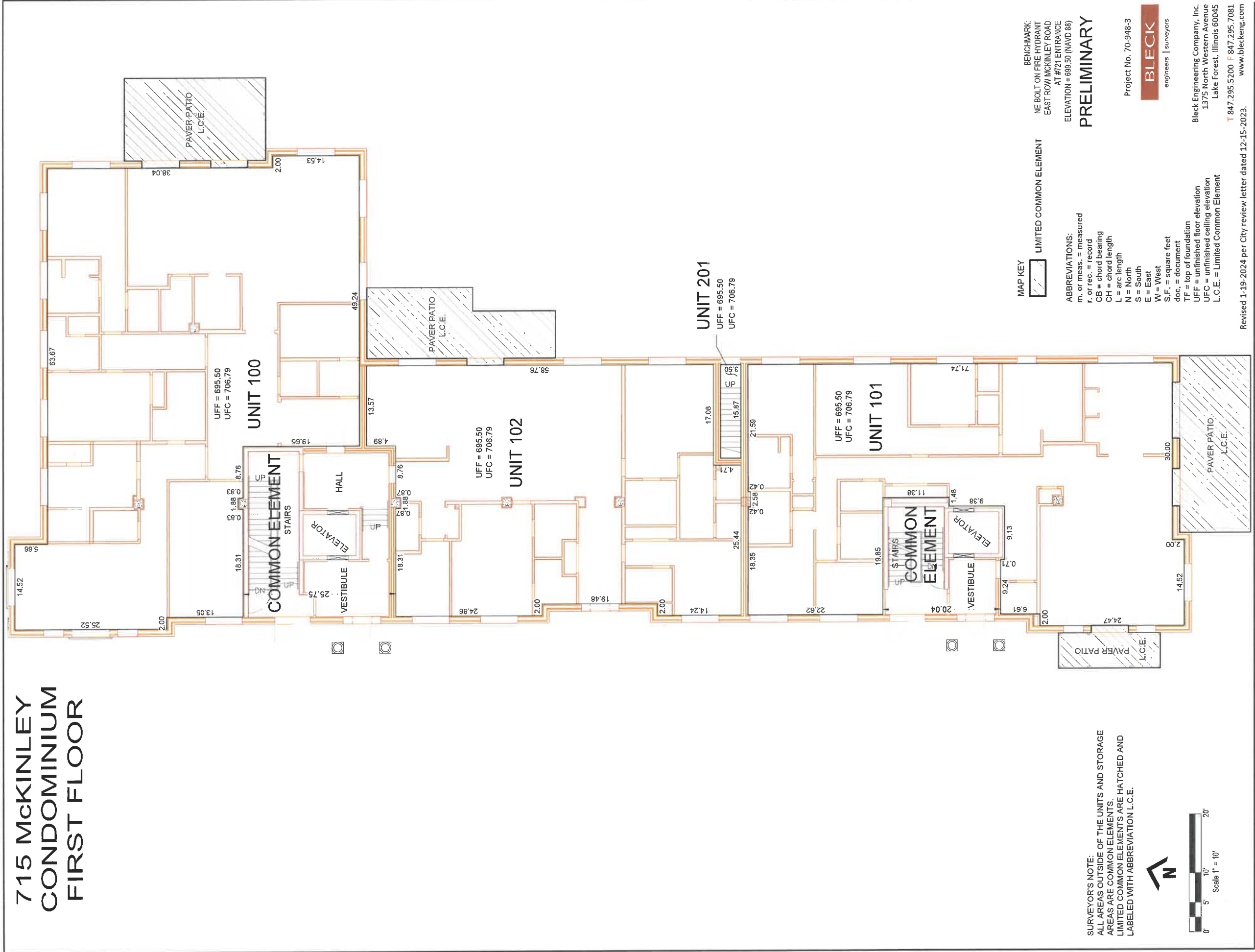
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engineers | surveyors

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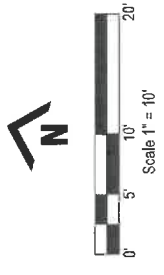
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UFC = unfinished ceiling elevation
L.C.E. = Limited Common Element

Revised 1-19-2024 per City review letter dated 12-15-2023.

715 MCKINLEY CONDOMINIUM FIRST FLOOR



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BENCHMARK:
NE BOLT ON FIRE HYDRANT
EAST ROW MCKINLEY ROAD
AT #721 ENTRANCE
ELEVATION = 699.50 (NAVD 88)

PRELIMINARY

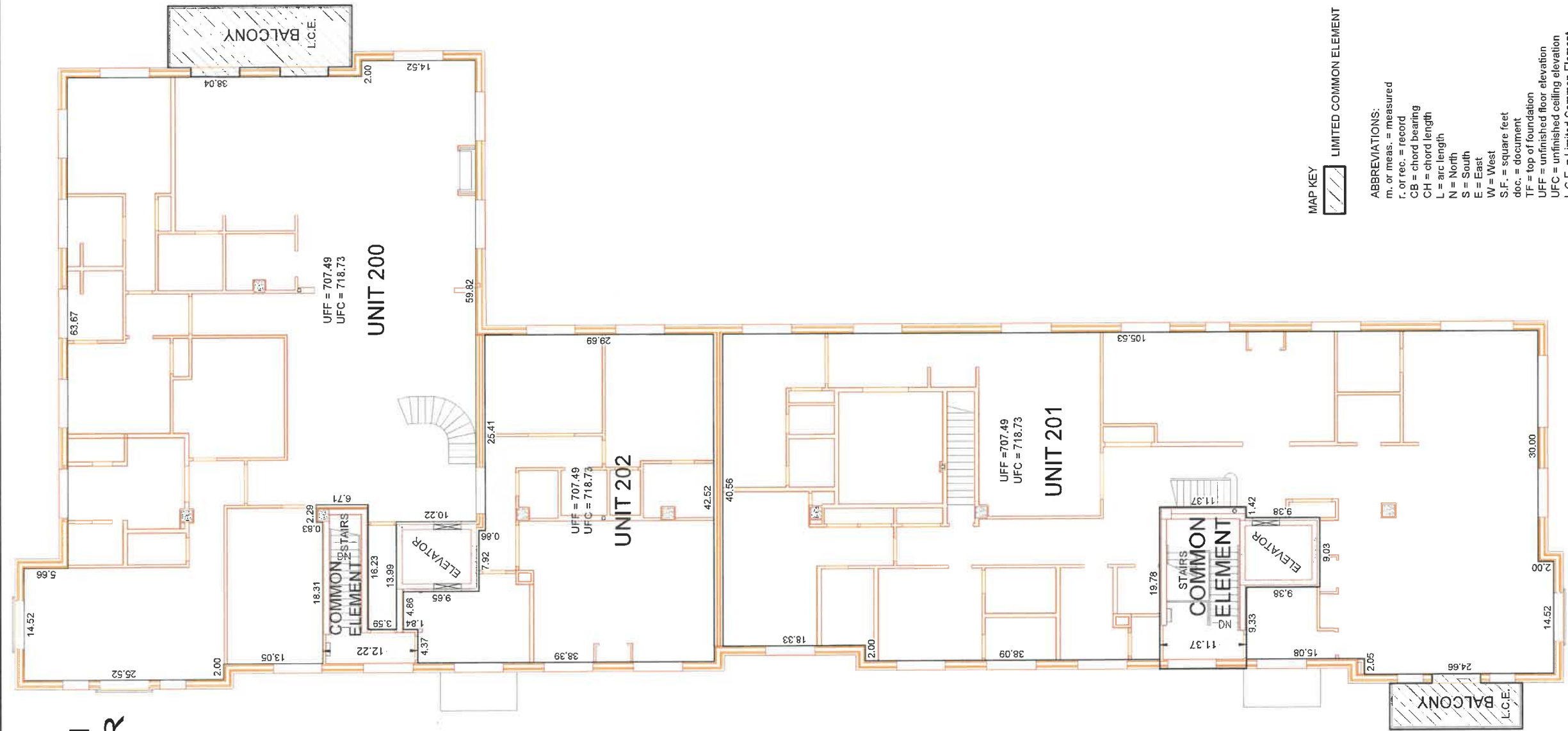
Project No. 70-948-3

BLECK
engineers | surveyors

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Revised 1-19-2024 per City review letter dated 12-15-2023.

715 MCKINLEY CONDOMINIUM SECOND FLOOR



SURVEYOR'S NOTE:
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MAP KEY
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PLAT OF SURVEY - SECOND FLOOR

BENCHMARK:
NE BOLT ON FIRE HYDRANT
EAST TROW MCKINLEY ROAD
AT #721 ENTRANCE
ELEVATION = 689.50 (NAVD 88)

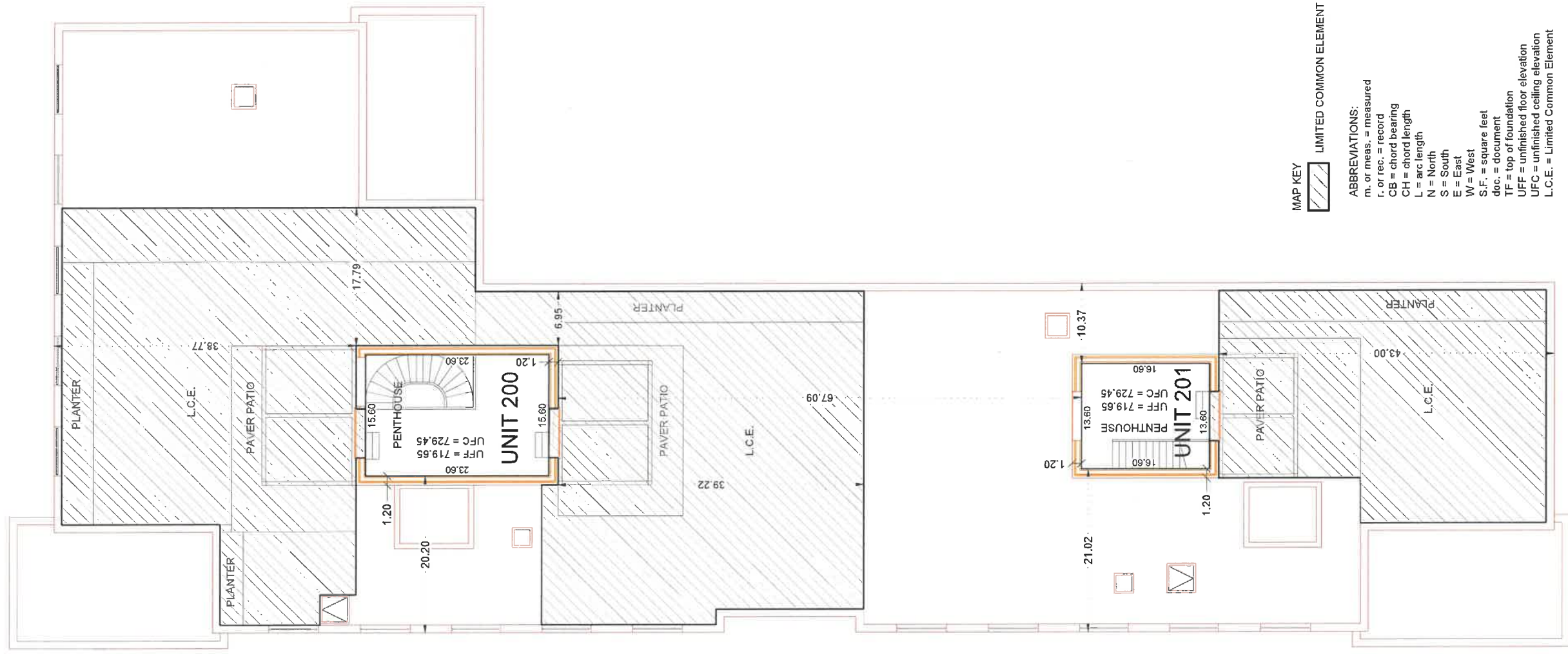
PRELIMINARY
Project No. 70-948-3



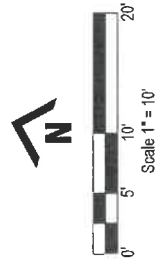
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Revised 1-19-2024 per City review letter dated 12-15-2023.

715 MCKINLEY CONDOMINIUM ROOF PLAN



SURVEYOR'S NOTE:
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BENCHMARK:
NE BOLT ON FIRE HYDRANT
EAST ROW MCKINLEY ROAD
AT #721 ENTRANCE
ELEVATION = 699.50 (NAVD 88)

PRELIMINARY
Project No. 70-948-3



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www.bleckeng.com

Revised 1-19-2024 per City review letter dated 12-15-2023.

Plan Commission Meeting – February 15, 2024
Agenda Item 5

195 E. Onwentsia Road
2 – Lot Subdivision

Staff Report
Vicinity Map
Air Photo

Materials Provided by the Petitioner

Application
Statement of Intent

Existing Conditions and History

Survey
Illustration
Original 1928 Landscape Plan

Proposed Resubdivision

Subdivision Illustration – Overview
Subdivision – Overview with Annotations
Lot 2 – Enlarged
Lot 1 and Driveway Access to Lot 2 – Enlarged
Tree Removal Plans and Tree Inventory – Lots 1 and 2
Lot 2 – Conceptual Future Development Plan

Plat of Resubdivision – Legal Plat

- *Tentative Plat*
- *Final Plat*



STAFF REPORT AND RECOMMENDATION

TO:	Chairman Dixon and Members of the Plan Commission
DATE:	February 15, 2024
FROM:	Catherine Czerniak, Director of Community Development
SUBJECT:	Request for Approval of a Tentative and Final Plat of Subdivision for the Property Located at 195 E. Onwentsia Road and an Associated Variance

OWNERS

Matt & Nicolle Eisler
51 W. Onwentsia Road
Lake Forest, IL 60045

PROPERTY LOCATION

195 E. Onwentsia Road
South side of Onwentsia
Road,
West of Green Bay Road

ZONING

R-4 Single Family
Residence District

Green Bay Road
Historic District

REPRESENTATIVE

Nick Patera, Teska Associates

Summary of the Request

This is a request for tentative and final approval of a two lot, lot in depth subdivision plat for the 3.8 acre property located at 195 E. Onwentsia Road. A variance from the lot in depth minimum lot size is requested for the rear lot to allow the historic landscape elements on the primary lot to remain intact.

Description of the Property and Surrounding Area

As noted above, the property is zoned R-4 and is located in the Green Bay Road Historic District. The property approaches four acres and is 265 feet wide. The property fronts on the south side of Onwentsia Road and is located five lots in from Green Bay Road. The properties along Onwentsia Road are deep and several have been subdivided over the years as lot in depth subdivisions both on the north and south sides of the road. The surrounding neighborhood is well established but there is ongoing development activity in the form of home renovations and enlargements, the addition of swimming pools and outdoor living spaces, and a limited number of new homes. A new home is currently under construction on a lot in depth across the street from the subject property.

The subject property is developed with a significant historic residence which is sited about 100 feet back from Onwentsia Road, on generally the front third of the property. There are significant historic landscape features throughout much

of the site that remain remarkably intact. The south portion of the property, about the rear third, is not part of the historic landscape and is an open lawn area with two fenced production garden areas. A storage shed is located near the southeast corner of the property. The rear of the property is surrounded by lower quality trees and vegetation and has limited visibility from all directions including from the developed portion of the overall property.

Background Information

Explanation of Historic Residential Historic Preservation Overlay District

The property is within the Green Bay Road Historic District but is not within the Historic Residential and Open Space Preservation Overlay District. The overlay district provides the opportunity for flexibility from specific zoning requirements through a Special Use Permit process.

If the property was within the overlay district, a variance from the minimum lot size would not be required because the overlay district allows lots to vary from standards that apply to minimum lot size, width and setbacks so long as the underlying density is adhered to on the overall property. Instead, in this case, a variance is requested in conjunction with the subdivision to allow the primary lot, Lot 1, the front lot, to be significantly larger than the required minimum lot size, and the rear lot, Lot 2, to be smaller than the required minimum lot size. The subdivision adheres to the permitted density on the site.

Explanation of Lot in Depth Subdivisions

Lot in depth subdivisions, sometimes called panhandle subdivisions, are configured with one lot in front which meets or exceeds the minimum lot width in the zoning district, and a lot to the rear with only limited street frontage that is accessed off of a “panhandle” driveway that is part of the rear lot.

Present Request

The property in this request is large enough to be subdivided into two lots under the lot in depth provisions in full conformance with the Code. Two lots each meeting or exceeding required 66,000 square feet could be created.

The request for a variance is for the sole purpose of preserving the integrity and keeping intact an historic landscape designed by Jens Jensen and Marshall Liston Johnson in 1928. The previous owners, the Goltras, meticulously preserved and protected the historic landscape elements and design for decades. The new owners have stated the intent to continue the careful stewardship of the property.

To adhere to the minimum lot size for lots in depth, the east/west line property line dividing the front lot from the rear lot would need to be shifted about 20 feet to the north, to a location that would interrupt the historic landscape.

As currently proposed, the east/west property line between the front and rear lots is proposed just to the south of the point at which the curving flagstone paths join together and extend to the south as a single, straight path. The property line as proposed on the plat of subdivision preserves the vegetation line along the south end of the front lot providing the intended termination of views and framing the open lawns and keeps the majority of the flagstone path together, on the front lot. The vegetative buffer that frames the south end of the two lawn areas is a critical component in creating the enclosed “rooms”, which are part of the historic landscape design.

Lot Size

The Code establishes a minimum lot size for lots in depth of 66,000 square feet exclusive of the land area used for driveway that accesses the rear parcel.

A variance is requested to allow the rear lot in this subdivision to be 60,483 square feet, (1.39 acres) 5,517 square feet below the required 66,000 square feet for a lot in depth. The land area on which the driveway is located as proposed, totals 5,656 square feet but as required by the Code, this square footage is not included in the lot square footage.

As noted above, to achieve the minimum lot size for the rear lot, the proposed east/west property line would need to be shifted about 20 feet to the north, into the historic landscape.

Lot 1 in the proposed plan totals 97,940 square feet (2.25 acres) well above the minimum lot size.

Lot Width at Front Lot

The lot width is 265 feet and is consistent across the property, front to back. The front lot exceeds the minimum required lot width of 170 feet for lots in depth.

Setbacks

As required by the Code, 50 foot setbacks are established on all sides of the rear lot by the proposed plat of subdivision.

The existing residence on Lot 1 complies with the 50 setback requirement from the driveway to the rear lot.

Location and Screening of Driveway

As proposed, the driveway to the rear lot will follow the alignment of a previous service road that was used to access the rear part of the lot, which was a working garden, not part of the historic landscape. As proposed, the pavement for the 12 foot wide driveway will be setback from the property line shared with the neighbor to the east five and half feet. As proposed, the setback area will be planted at strategic locations to provide a buffer between the driveway and

the neighboring property. Careful attention will need to be paid to provided sufficient screening, and angling the driveway to the west slightly as the rear lot is approached to minimize the potential for headlight impacts on the neighboring property to the east. The driveway for the neighboring property is located generally along the same property line.

Variance Criteria

A variance is requested to allow the rear lot to total 60,483 square feet rather than meet the minimum lot size of 66,000 square feet required for lots in depth. The variance criteria are reviewed below.

The variance, if granted will not alter the essential character of the subject property, the surrounding area or the larger neighborhood in which the property is located.

This criterion is satisfied. The proposed lot is not visible from the street and is very well screened from views from off site. The improvement of what was used as a service road to the rear of the property in the past, along the east side of the property, is not inconsistent with the Onwentsia Road streetscape. Driveways to rear lots are found at various locations along both the north and south side of the road. The improved driveway will be twelve feet in width and will not appear inconsistent with the width of other driveways in the neighborhood.

The conditions upon which a petition for a variance is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property with the same zoning classification.

This criterion is satisfied. The property is unique and is the site of a mostly intact landscape designed by Jens Jensen and Marshall Liston in 1928. The property characteristics and historic importance are extraordinary unique and not generally applicable to other properties within the same zoning classification.

The alleged difficulty or hardship in conforming with the requirements of this chapter is caused by this chapter and has not been created by the actions of any persons presently or formerly having an interest in the property.

This criterion is not satisfied however unique mitigating factors exist given the historic importance of the site. The hardship in conforming to the current lot in depth minimum lot size results from the desire to preserve the integrity of the 1928 historic landscape. An illustration of the historic landscape plan is included in the Commission's packet for reference. The historic landscape plan did not encompass the entire property, the south portion of the property was never part of the historic landscape but instead was a working part of the property. Based on available City records, the parcel, in its entirety, in the present configuration,

was established prior to the City's adoption of a Zoning Code and subdivision requirements.

Although the request for a variance to allow the rear lot to be smaller than the minimum size for a lot in depth is the result of the current owners' intended actions, to subdivide and sell off the south portion of the property as a separate lot, there is value to the community and to the Green Bay Road Historic District in preserving the historic landscape intact, on a single property, with a vegetative buffer all around to protect the privacy, intimacy, and sense of seclusion. The importance of this unique landscape merits consideration of how the City can best support its preservation long into the future.

The proposed variance will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion of the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

This criterion is satisfied. The proposed rear lot is well screened from all surrounding properties and will not have negative impacts on the surrounding homes, public safety, traffic volume, of property values.

A 30 foot landscape buffer is proposed on all sides of the rear lot, within the 50 foot setback. The landscape buffer requires that the density of vegetation be maintained within that area although replacement of non-native vegetation with native vegetation would be permitted.

Public Notice

Public notice of this hearing was provided in accordance legal requirements and standard City practices. A legal notice was published in a newspaper of local circulation and a notice was sent to property owners in the surrounding area by U.S. mail.

The agenda for this meeting was posted at various public locations and on the City's website.

As of the date of this writing, staff has not received any communications regarding this petition.

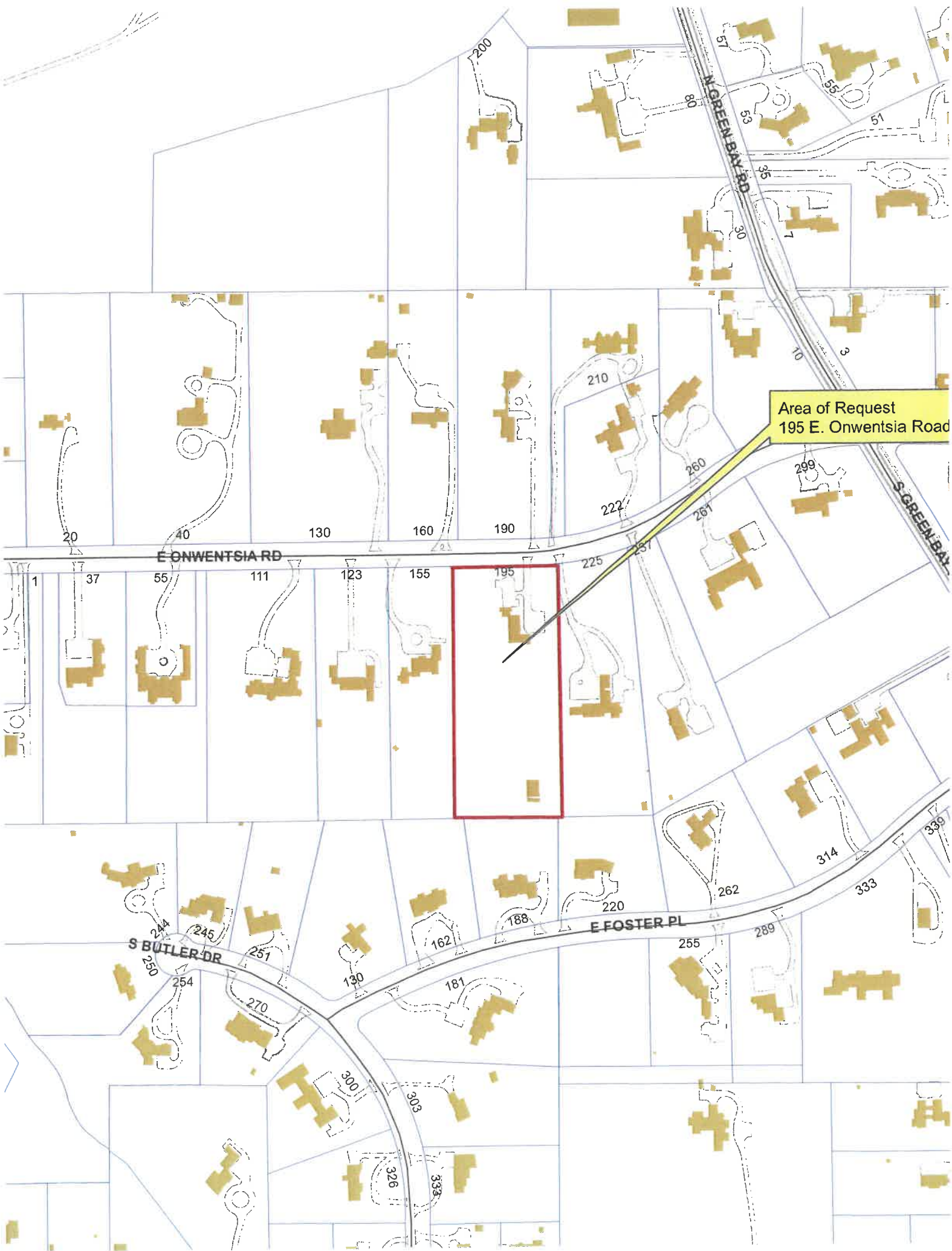
Staff Recommendation

Recommend tentative and final approval of the subdivision and the associated variance from the minimum lot size for the rear lot of a lot in dept subdivision to the City Council subject to the following conditions.

1. A detailed landscape plan shall be submitted for the area to the east of the driveway to Lot 2. Careful attention shall be paid to protecting and

preserving healthy trees near the driveway and to minimizing the impact of headlights on the neighboring home. The landscape plan shall be subject to review and approval by the City's Certified Arborist.

2. Prior to the recording of the plat of subdivision, all applicable fees shall be paid.
3. Historic Preservation Commission review is required for the future new house on Lot 2. Any alterations proposed to the existing residence will be subject to review and approval by the Historic Preservation Commission.



Area of Request
195 E. Onwentsia Road



Area of Request
195 E. Onwentsia Road



APPLICATION FOR SUBDIVISION OF PROPERTY – TENTATIVE/FINAL PLAT

LOCATION OF

PROPERTY 195 E. Onwentsia Road

ZONING DISTRICT R - 4

ACREAGE OF PROPERTY 3.8 acres / 164,079 sq. ft.

VACANT no **DEVELOPED** yes, primary home, historic landscape and utility frame garage/ shed

OF BUILDABLE LOTS PROPOSED - 2 lots **# OF OUT LOTS PROPOSED** -none

VARIANCE REQUESTED

Requested variance is to allow preservation of the existing, historic 1928 Jens Jensen landscape design features to remain intact as designed and maintained with the original home. The overall property is 164,079 sq. ft. / 3.8 acres. If the property is divided into two R-4 zoning lots there is sufficient square foot area conform to the R-4 zoning standards but would not preserve the original historic landscape garden elements that are contiguous to the existing home.

The variance request allows the proposed Lot 2 to have lot area and occupy a 66,139 sq. ft. / 1.52 acre lot consisting of the rear lot of 60,483 sq. ft. and drive stem 5,656 sq. ft.. The lot in depth area is occupying the existing south open lawn part of the property that is not a part of the 1928 historic landscape plan. Lot 1 with the existing home and historic landscape will remain intact on 97,940 sq. ft. or 2.25 acres.

A reduction of 5,517 sq. ft. is requested from the required 66,000 sq. ft., R-4 "lot in depth" area to 60,483 sq. ft. to allow preservation of existing 1928 historic Jens Jensen / Marshall Johnson landscape to remain intact with the existing home on Lot 1. Conventional R-4 zoning for non-in depth lots is 60,000 minimum lot size.

Standards for Variance per Code 159.042(4) (b)

(b) In reviewing a case, the Board shall require evidence to the effect that:

1. The variance, if granted, will not alter the essential character of the subject property, the surrounding area or the

larger neighborhood in which the property is located; The essential character of the subject property, the surrounding area or the larger neighborhood will not be altered due to preservation by means of a deed restricted landscape buffer area being imposed on the plat of subdivision to maintain the dense character of wooded landscape buffer consisting of trees and shrubs surrounding the proposed lot in depth building site. Additional evergreen screen hedge plantings are proposed to screen vehicles using the access drive from the east neighboring property.

2. The conditions upon which a petition for a variance are based are unique to the property for which the variance is sought, and are not applicable, generally, to other property with the same zoning classification;

The unique character of the original home and specifically the landscape plan for property designed by Jens Jensen and Marshall Johnson in 1928 for Howard B. Peabody includes the characteristic themed landscape architectural design features that have been exceptionally well maintained over the years by past owners and plan to be preserved and maintained by the new owners.

3. The alleged difficulty or hardship in conforming with the requirements of this chapter is caused by this chapter and has not been created by the actions of any persons presently or formerly having an interest in the property; The hardship in conforming specifically to the minimum lot in depth size of 66,000 sq. ft. would impose a threat to the existing historic landscape gardens, specifically the "lawn and clearing" areas and flagstone connecting paths that are a contiguous part of the original 1928 Jens Jensen / Marshall Johnson plan. The historic landscape as planned in 1928 has been the pride of the property owners and has remained in remarkably excellent condition. It is not common for many historic landscapes to endure as well. Although the overall 3.8 acre property is large enough to allow R-4 compliant subdivision, the existing home and gardens will remain intact on Lot 1 as a result of the planned

relief requested. The proposed Lot 2 home will be on an adequately sized 60,483 sq. ft. lot containing a building area that respects the perimeter landscape buffer and building setbacks.

4. The proposed variance will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion of the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood; The proposed variance will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion of the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood

APPLICANT

PROPERTY OWNER(S) (if different from applicant)

OWNERS

Matt & Nicolle Eisler

Cole Design, LLC.

51 W. Onwentsia Rd.

Lake Forest, IL

Phone

Phone 312.404.3937

E-mail

E-mail eisler.matt@gmail.com

Relationship to Property -Land Planner
(Owner/Attorney/Representative/Contract Purchaser)

BENEFICIAL INTERESTS

Corporation

Yes_(see exhibit A)

Partnership

_____(see exhibit B)

Trust, land or other

_____(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.

SIGNATURE


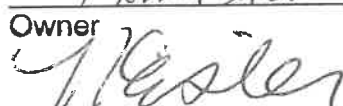

		February 6, 2024
Owner		Date
		February 6, 2024
Owner		Date
		February 6, 2024
Applicant		Date

EXHIBIT A

CORPORATE OWNERSHIP

Please list the names and addresses of all officers and directors of the Corporation and all shareholders who own individually or beneficially 5% or more of the outstanding stock of the corporation. In addition, this application must be accompanied by a resolution of the Corporation authorizing the execution and submittal of this application.

NAME	<u>Cole Design, LLC.</u> <u>Matt Eisler</u>	NAME	<u>Cole Design, LLC.</u> <u>Nicole Eisler</u>
ADDRESS	<u>51 W. Onwentsia Rd.</u> <u>Lake Forest, Il. 60045</u>	ADDRESS	<u>51 W. Onwentsia Rd.</u> <u>Lake Forest, Il. 60045</u>

OWNERSHIP PERCENTAGE 50%

NAME _____

ADDRESS _____

OWNERSHIP PERCENTAGE _____ %

OWNERSHIP PERCENTAGE 50%

NAME _____

ADDRESS _____

OWNERSHIP PERCENTAGE _____ %

NAME _____

ADDRESS _____

OWNERSHIP PERCENTAGE _____ %

NAME _____

ADDRESS _____

OWNERSHIP PERCENTAGE _____ %

APPLICANT'S REPRESENTATIVES

ENGINEER / SURVEYORS

Mike Bleck
Bleck Engineering Co. inc.
1375 N. Western Avenue

Lake Forest, Il. 60045

847.343.9962

WETLAND CONSULTANT _____

FIRM _____

ADDRESS _____

PHONE _____

LAND PLANNER / LANDSCAPE ARCHITECTS

Nick Patera
Teska Associates, Inc.
627 Grove St.
Evanston, Il.60201

847.563.9720

TRAFFIC CONSULTANT _____

ADDRESS _____

ATTORNEY _____

FIRM _____

ADDRESS _____

PHONE _____

LANDSCAPE ARCH. _____

FIRM _____

ADDRESS _____

PHONE _____

ARBORIST _____

FIRM _____

ADDRESS _____

PHONE _____

PRESERVATION CONSULTANT _____

FIRM _____

ADDRESS _____

PHONE _____



February 5, 2024

City of Lake Forest

Statement of Intent for 195 E Onwentsia Road Consideration

HISTORIC LANDSCAPE PRESERVATION FOR A TWO LOT SUBDIVISION 195 E. ONWENTSIAS ROAD, LAKE FOREST

Matt and Nicole Eisler- owners

The 195 E. Onwentsia Property is a 3.8-acre property that was developed in 1927-29. The 195 E. Onwentsia Road home was designed for Mr. Howard B. Peabody, by Harry Howd Bentley Architects of Ravinia. An east wing addition was designed for the same owners not much later in 1929 by architect Stanley Anderson, of Lake Forest.

The home is in good condition and will remain. It is set within a magnificently maintained historic landscape of formal and naturalistic gardens designed in 1928 by Jens Jensen with plans signed by his landscape architecture protégé, son-in-law Marshall Johnson. The gardens include formal and naturalistic signature elements of the Jensen design including a formal peony garden within a dogwood hedge, a formal flower cutting gardens and central water feature, a raised historic carved stone planter urn, a signature Jensen council ring, natural ledge rock pool with stream canyon and spring and twin lawn openings know as 'clearings' with a connected pathway. There is a large more utilitarian lawn area, frame garage and vegetable garden at the far south end of the property. The boundaries of the gardens and open south utility lawn are surrounded by a natural wooded buffer from the neighboring properties.

Throughout the life of the home, the historic designed gardens have been managed and cared for as an attribute to the property. For the last 46 years, the past owners of Alice and Ren Goltra, have had a deep reverence for their gardens, and have taken care of them with both passion and devotion. The present owners, Matt and Nicole Eisler are neighbors down the street at nearby 51 W. Onwentsia, admired the property while taking daily walks through the neighborhood. When the property became available, the Eisler's embraced the same passion for the home and gardens and have now committed to preserving the landscape gardens in the same way as the past owners. The Eisler's plan to raise their two sons in the primary house for years to come.

The southern part of the 195 Onwentsia property that includes an open grass lawn which is more utilitarian than the Jensen designed gardens. It includes a vacant chain link fenced vegetable garden surrounded by mature trees shielding it from the surrounding residential neighbors. The south lawn is outside the envelope of the formal and naturalistic 1928 landscape plans. Today, there is an existing wood frame utility garage on the southern lawn area that is accessed from E. Onwentsia Road via a grass driveway corridor on the east property boundary and independent of the existing 195 homes driveway and Jens Jensen

teska associates inc

627 Grove Street, Evanston, Illinois, 60201 office 847 869-2015 www.TeskaAssociates.com

gardens. The east grass drive allows utilitarian and maintenance access to the south lawn avoiding interruption to the existing home and historic gardens.

Utilizing the east grass driveway corridor as an improved drive access to the rear of the property, the applicants are proposing a second home site as **Lot 2** as a 'lot in depth' within the open lawn for a proposed new home to be built and sold to a future market buyer. The east drive will provide exclusive **Lot 2** access independent from the existing home and gardens on **Lot 1**.

The proposed land plans for existing home on **Lot 1** and proposed home on south **Lot 2** are carefully laid out to preserve the perimeter wooded landscape buffer and original historic garden elements with the existing home on **Lot 1**. The existing frame utility garage and chain link vegetable garden will be removed. The perimeter tree lines will be protected by means of a deed restricted landscape buffer around the **Lot 2** property. The access drive to **Lot 2** will be screened from the east neighbors with a new upright evergreen hedge planting on both sides of the drive corridor.

The overall 3.8 acre property is suitably large enough to contain two conforming zoning lots. Existing R-4 zoning requires a 66,000 sq. ft. for a "lot in depth" rear lot area, independent of the driveway stem, slightly larger than the standard 60,000 sq. ft. lot area. Although the overall **Lot 1** and **Lot 2** property area of 3.8 acres, there is sufficient land area to comfortably contain two conforming R-4 lots on the property. The petitioner is requesting consideration for relief to preserve the historic Jens Jensen Garden elements to remain intact with the existing home **Lot 1** parcel as the larger parcel and **Lot 2** on a smaller parcel which requires zoning relief.

The proposed **Lot 2**, "lot in depth" area to be 60,483 sq. ft. is seeking relief for 5,517 sq. ft. reduction from the 66,000 sq. ft. lot in depth area. The access stem drive corridor includes an additional 5,656 sq. ft., totaling 66,139 sq. ft. / 1.52 acres for **Lot 2**. The remainder of the land area of **Lot 1** with the existing home and historic landscape will remain intact on 97,940 sq. ft. / 2.25 acres.

Additionally, the proposed **Lot 2** tentative plat of subdivision includes a deed restricted 30' wide landscape buffer area and 50' building setbacks around four sides of the proposed **Lot 2** to assure existing screening and buffering is preserved in perpetuity for the neighboring properties and the existing **Lot 1** home.

The applicants seek the commissions support to recommend a variance from the R-4 zoning regulations due to difficulties and hardship imposed in the way of carrying out the strict letter of the regulations that would impact the historic landscape and surrounding neighborhood.

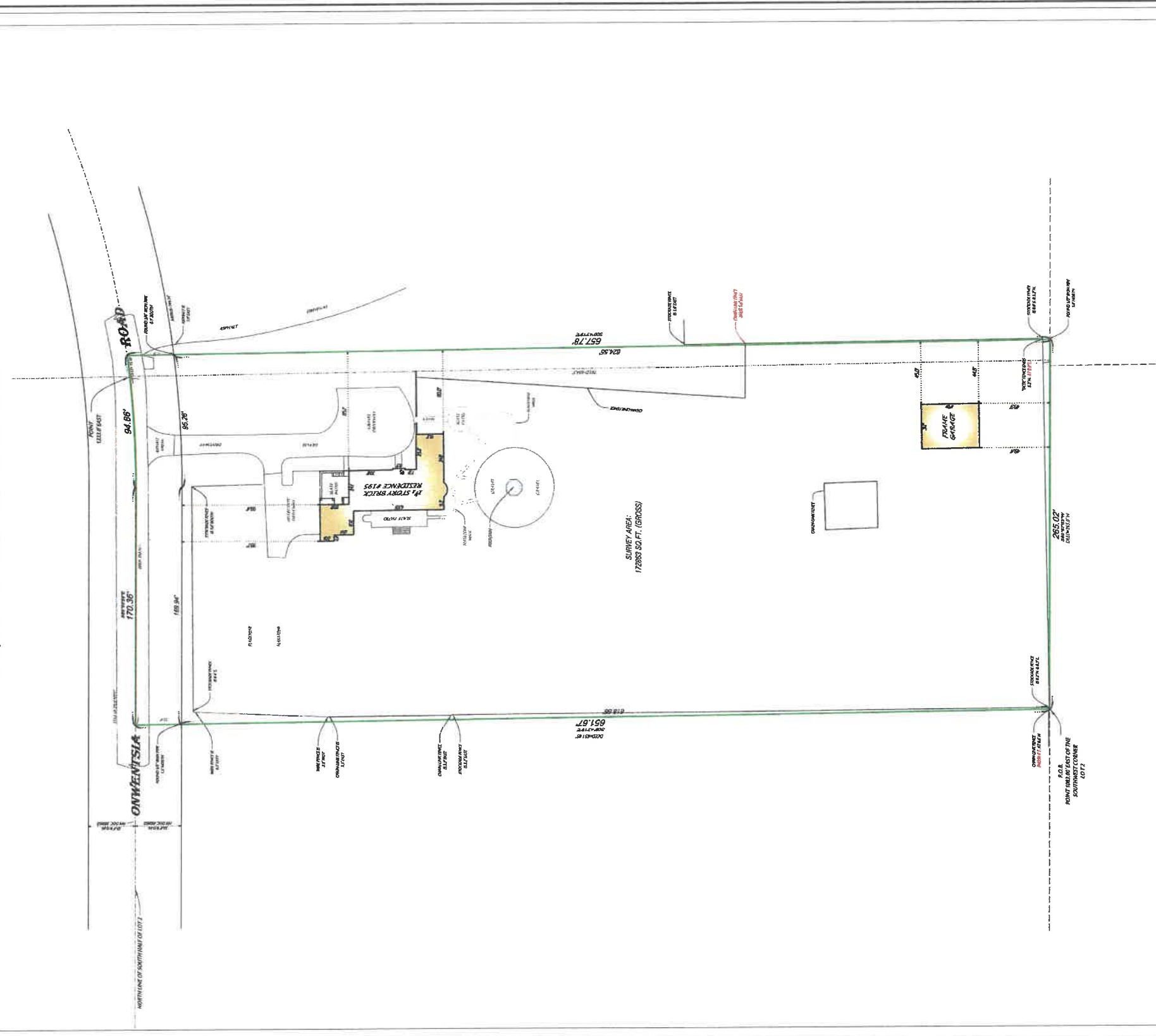
The petition is unique to the subject property and designed preserve the historic landscape features that define the existing home and grounds and harmonize in a manner that complements the surrounding neighborhood lifestyle and property values.

- LEGEND**
- N. North
 - S. South
 - E. East
 - W. West
 - M.P. Metes and Bounds
 - M.C. Monument
 - S.C. Section Corner
 - T.C. Township Corner
 - M.V. Monument
 - P.O.B. Point of Beginning
 - S.O.T. Stone or Metal
 - Doc. Document
 - Top of Transition
 - M.V. Monument

R.E. DECKER
1733 S. 17TH ST.
LIBERTYVILLE, ILL. 62434
Plot of Survey

That part of Lot 2 in the Northwest Quarter of Section 4, Township 43 North, Range 12, East of the Third Principal Meridian, described as follows: beginning at a point in the South line of said Lot 2, 1085.00 feet East on the Southwest corner of said Lot 2 and the center line of Onwentisia Road; thence East and Easterly on the center line of said road 250.15 feet more or less, to a point in said center line; 1333.00 feet East of the West line of the aforesaid Lot 2 and 654.50 feet North of the South line of said Lot 2; thence Easterly on a curve, convex Southwesterly 15.05 feet along said road center line to a point 1348.0 feet East of the West line of said Lot 2; thence South parallel with said West line of said Lot 2, 656.3 feet, more or less, to the aforesaid South line of said Lot 2; thence West on said South line 265.0 feet to the place of beginning, in Lake County, Illinois.

Commonly known as: **195 E ONWENTISIA ROAD, LAKE FOREST, ILLINOIS.**



ORDER NUMBER: 27-322
 ORDERED BY: JIM THOMAS/THOMAS-DECK
 FOR: 6925 N. S. 17TH ST.
 REVISIONS:

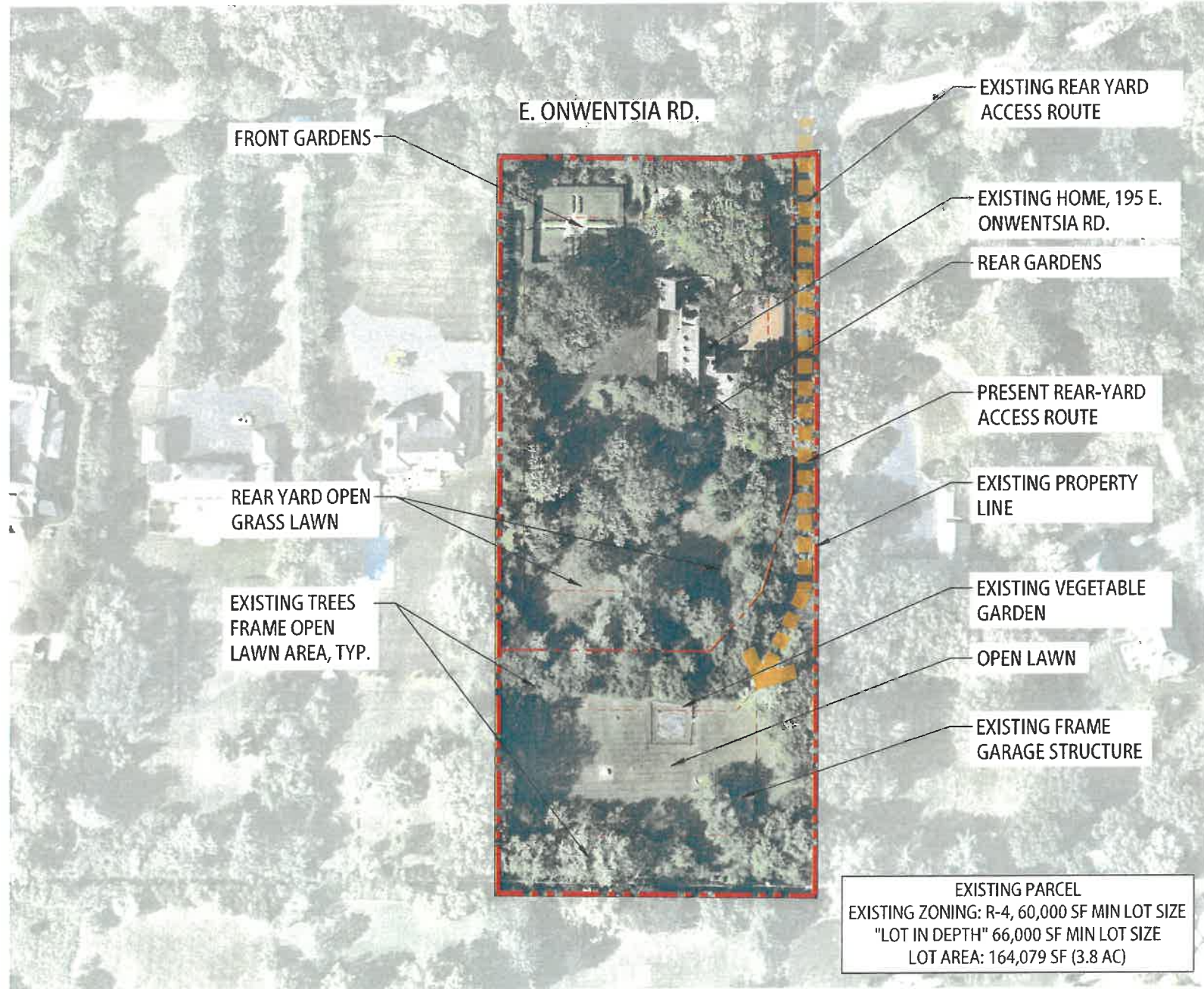


R. E. DECKER
 PROFESSIONAL LAND SURVEYOR, P.C.
 11302-34
 LIBERTYVILLE, ILL. 62434
 TEL: 647-362-0991
 DeckerSurvey@gmail.com
 Website: DeckerSurvey.com



Field Work Completed on: 7-26-22
 STATE OF ILLINOIS }
 COUNTY OF LAKE }
 I hereby certify that the within and foregoing plat is a true and correct plat of the land described herein, and that I am a duly Licensed Professional Land Surveyor.
 By: *R. E. Decker*
 R. E. DECKER, P.C.
 Professional Land Surveyor
 License No. 11302-34

Compare the description on this Plat with your deed and this site occupancy all other information on this Plat, and report any differences in color, red, on the Plat, before building or taking any other action in connection with this Plat. It is the responsibility of the client to verify the accuracy of the information on this Plat, and to consult with the appropriate local planning or building departments for additional requirements, setbacks or restrictions which may exist.



EXISTING PARCEL
 EXISTING ZONING: R-4, 60,000 SF MIN LOT SIZE
 "LOT IN DEPTH" 66,000 SF MIN LOT SIZE
 LOT AREA: 164,079 SF (3.8 AC)



EXISTING REAR LOT ACCESS ROUTE ALONG EAST SIDE



EXISTING OPEN LAWN SOUTH END OF LOT



EXISTING GARAGE AT SOUTH END OF LOT

EXISTING SITE

195 E. ONWENTSIA RD.

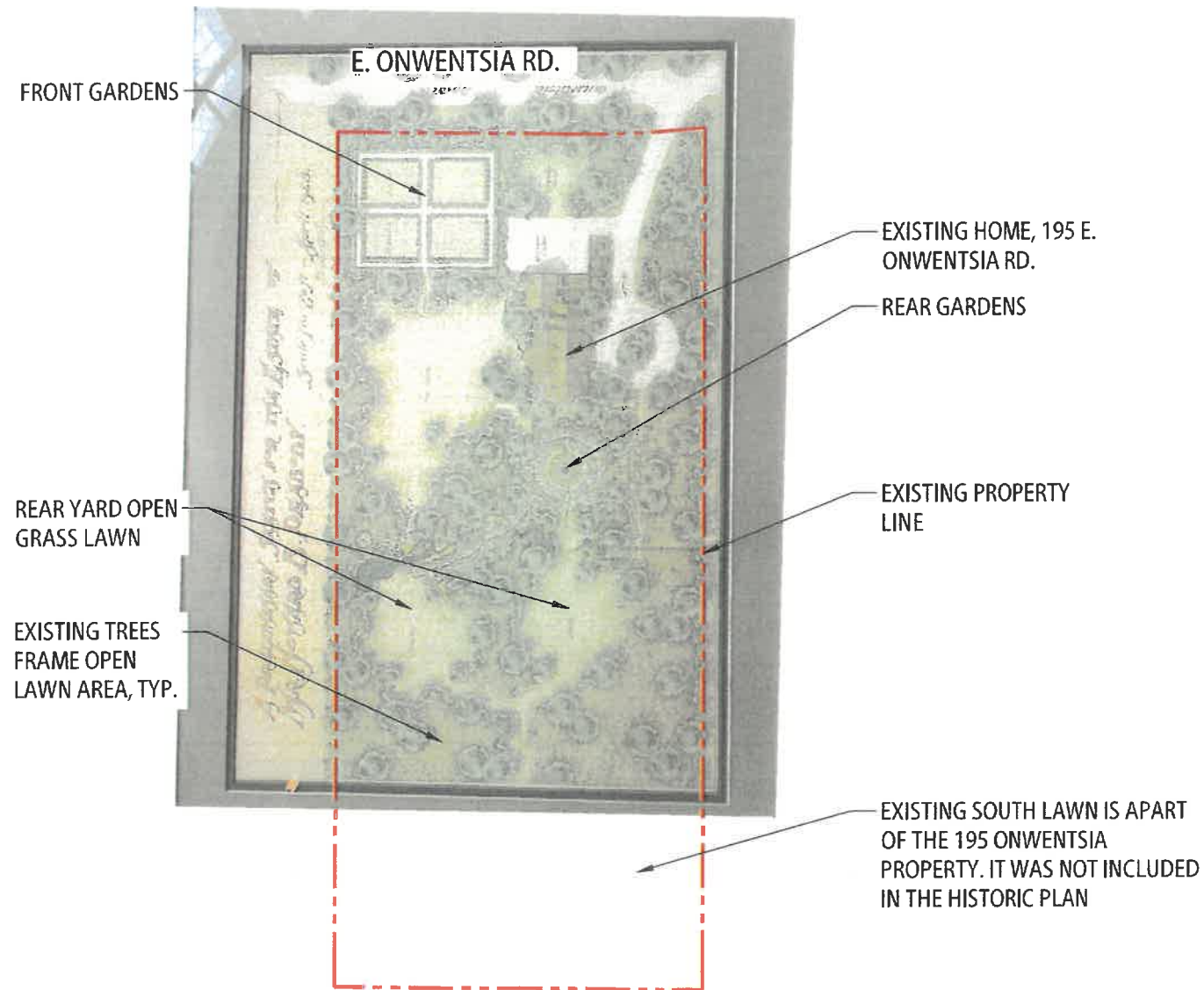
LAKE FOREST, ILLINOIS



February 5, 2024

L-1





HISTORICAL 1928 LANDSCAPE PLAN

195 E. ONWENTSIA RD.

LAKE FOREST, ILLINOIS



February 5, 2024

L-2





PROPOSED LOT PARCEL INFORMATION:

EXISTING PARCEL
 EXISTING ZONING: R-4, 60,000 SF MIN LOT SIZE
 TOTAL PARCEL AREA: 164,079SF (3.77 AC)

LOT 1: 195 E. ONWENTSIA RD
 PROPOSED AREA: 97,940 SF (2.25 AC)

LOT 2: PROPOSED NEW PARCEL
 PROPOSED LOT AREA: 66,139 (1.52 AC)
 DRIVEWAY STEM: 5,656 SF (0.13 AC)
 REAR LOT AREA: 60,483 SF (1.39 AC)

MINIMUM R-4 LOT IN DEPTH AREA = 66,000 SF
 EXCLUSIVE OF DRIVEWAY STEM

DIVISION BETWEEN "LOT IN DEPTH"
 AND DRIVEWAY STEM
 CHAINLINK FENCE
 STONE PATH
 WOOD FENCE

EXISTING HOME
 AND DRIVEWAY

SAMPLE HOME FOOTPRINT

PARCEL SUBDIVISION DETAILS

195 E. ONWENTSIA RD.

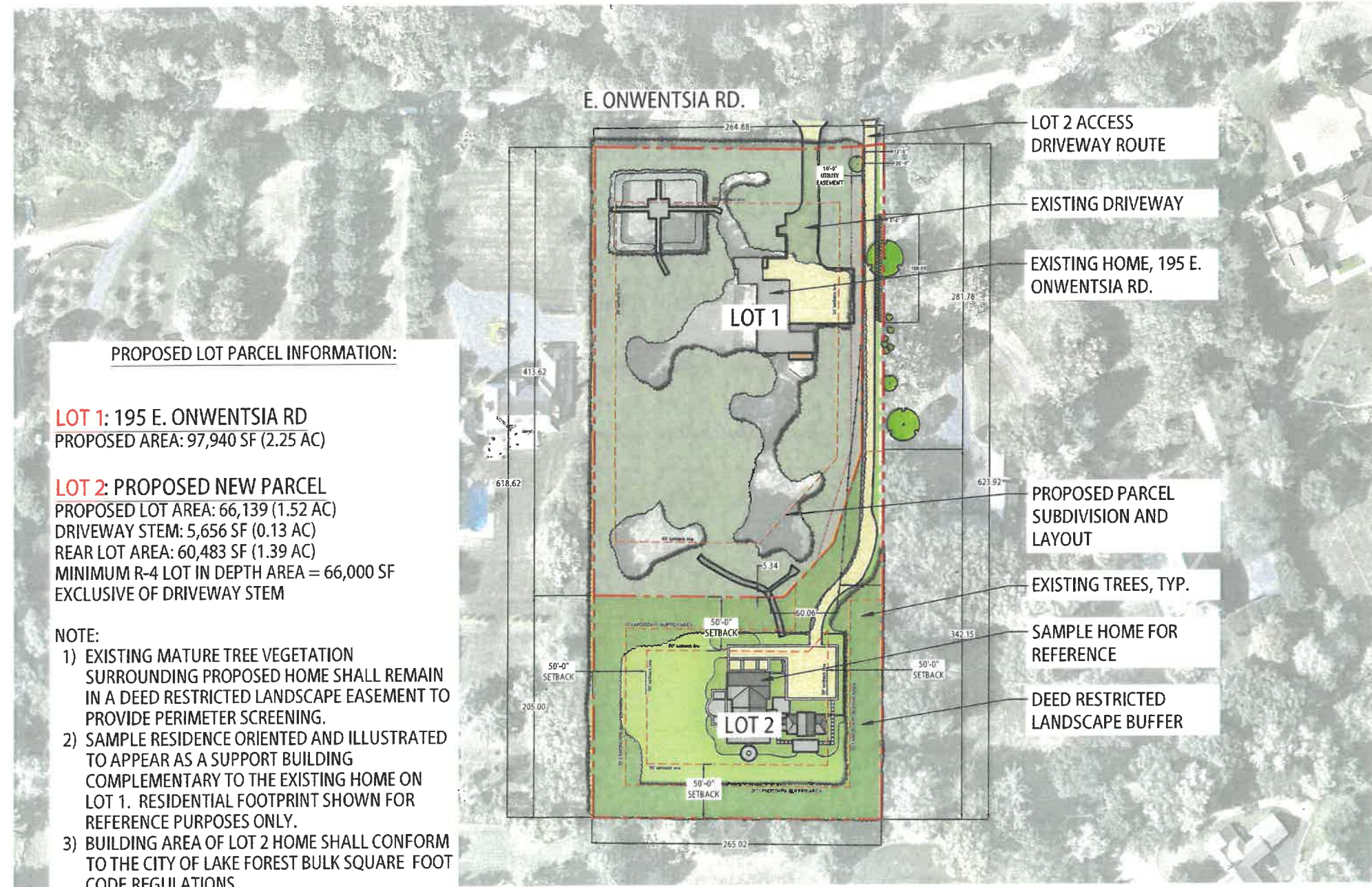
LAKE FOREST, ILLINOIS



February 5, 2024

L-5





PROPOSED LOT PARCEL INFORMATION:

LOT 1: 195 E. ONWENTSI A RD
PROPOSED AREA: 97,940 SF (2.25 AC)

LOT 2: PROPOSED NEW PARCEL
PROPOSED LOT AREA: 66,139 (1.52 AC)
DRIVEWAY STEM: 5,656 SF (0.13 AC)
REAR LOT AREA: 60,483 SF (1.39 AC)
MINIMUM R-4 LOT IN DEPTH AREA = 66,000 SF
EXCLUSIVE OF DRIVEWAY STEM

NOTE:

- 1) EXISTING MATURE TREE VEGETATION SURROUNDING PROPOSED HOME SHALL REMAIN IN A DEED RESTRICTED LANDSCAPE EASEMENT TO PROVIDE PERIMETER SCREENING.
- 2) SAMPLE RESIDENCE ORIENTED AND ILLUSTRATED TO APPEAR AS A SUPPORT BUILDING COMPLEMENTARY TO THE EXISTING HOME ON LOT 1. RESIDENTIAL FOOTPRINT SHOWN FOR REFERENCE PURPOSES ONLY.
- 3) BUILDING AREA OF LOT 2 HOME SHALL CONFORM TO THE CITY OF LAKE FOREST BULK SQUARE FOOT CODE REGULATIONS.

CONCEPTUAL PARCEL SUBDIVISION LAYOUT PLAN

195 E. ONWENTSI A RD.

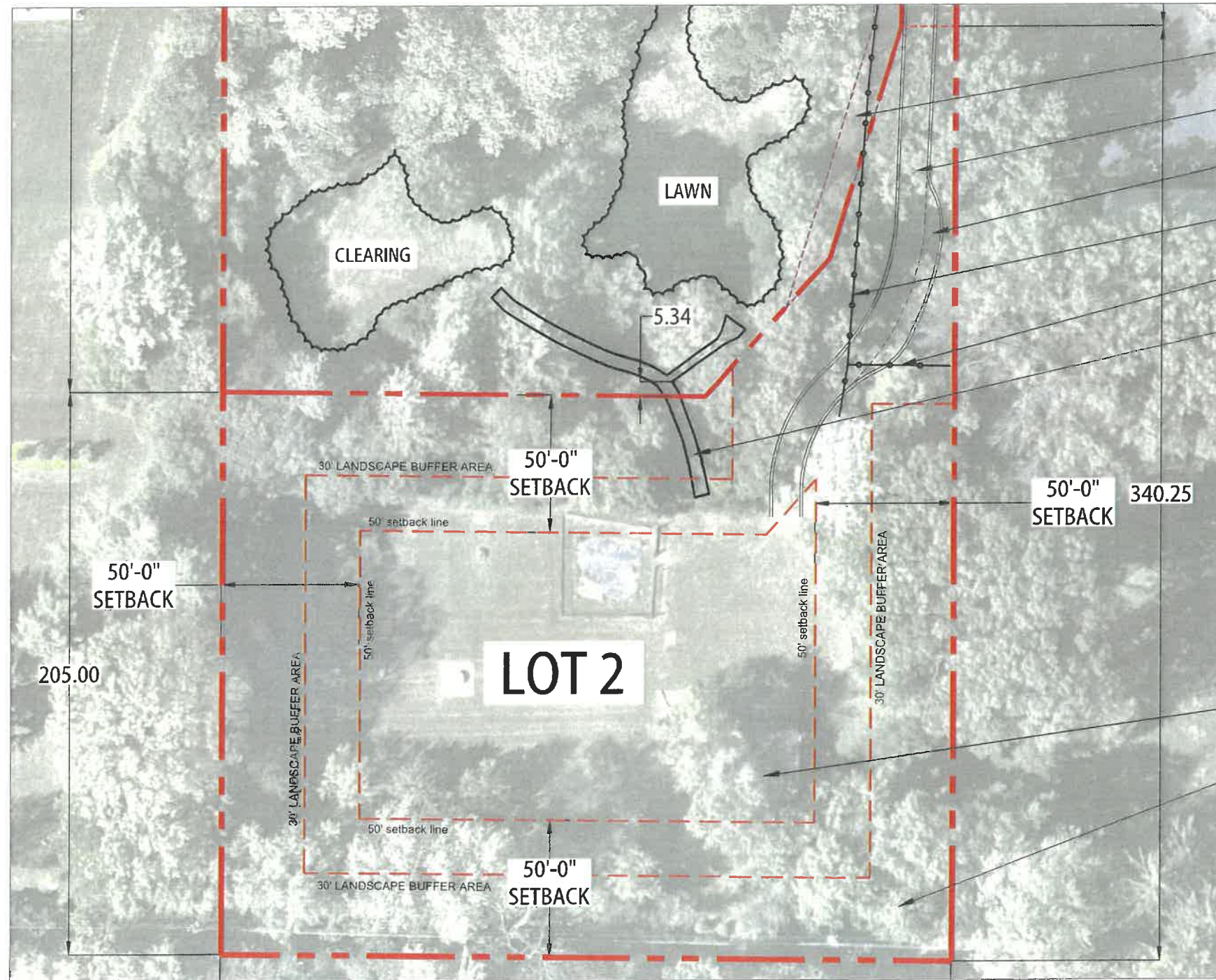
LAKE FOREST, ILLINOIS



February 5, 2024

L-3





- 10' UTILITY EASEMENT
- PROPOSED DRIVEWAY
- PROPOSED DRIVEWAY BYPASS LANE
- CHAINLINK FENCE
- WOOD GATE
- STONE PATH

- SOUTH LAWN
- EXISTING PERIMETER TREES TO REMAIN WITHIN DEED RESTRICTED LANDSCAPE BUFFER

PROPOSED LOT 2 PARCEL PLAN

195 E. ONWENTSIA RD.

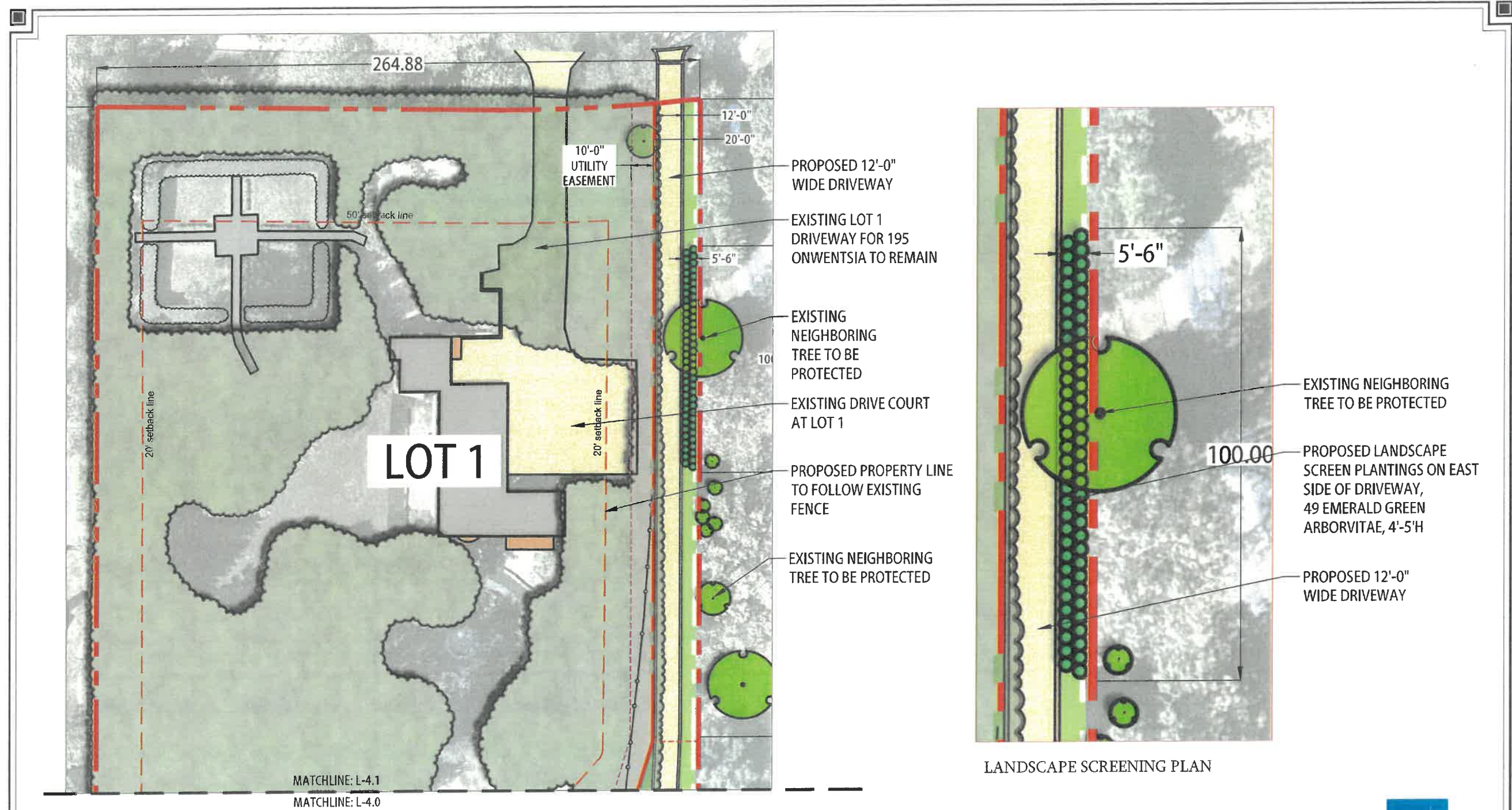
LAKE FOREST, ILLINOIS



February 7, 2024

L-4.0

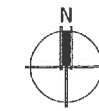




PROPOSED LOT 2 DRIVEWAY STEM CONCEPTUAL LAYOUT & PLANTING PLAN

195 E. ONWENTSIA RD.

LAKE FOREST, ILLINOIS



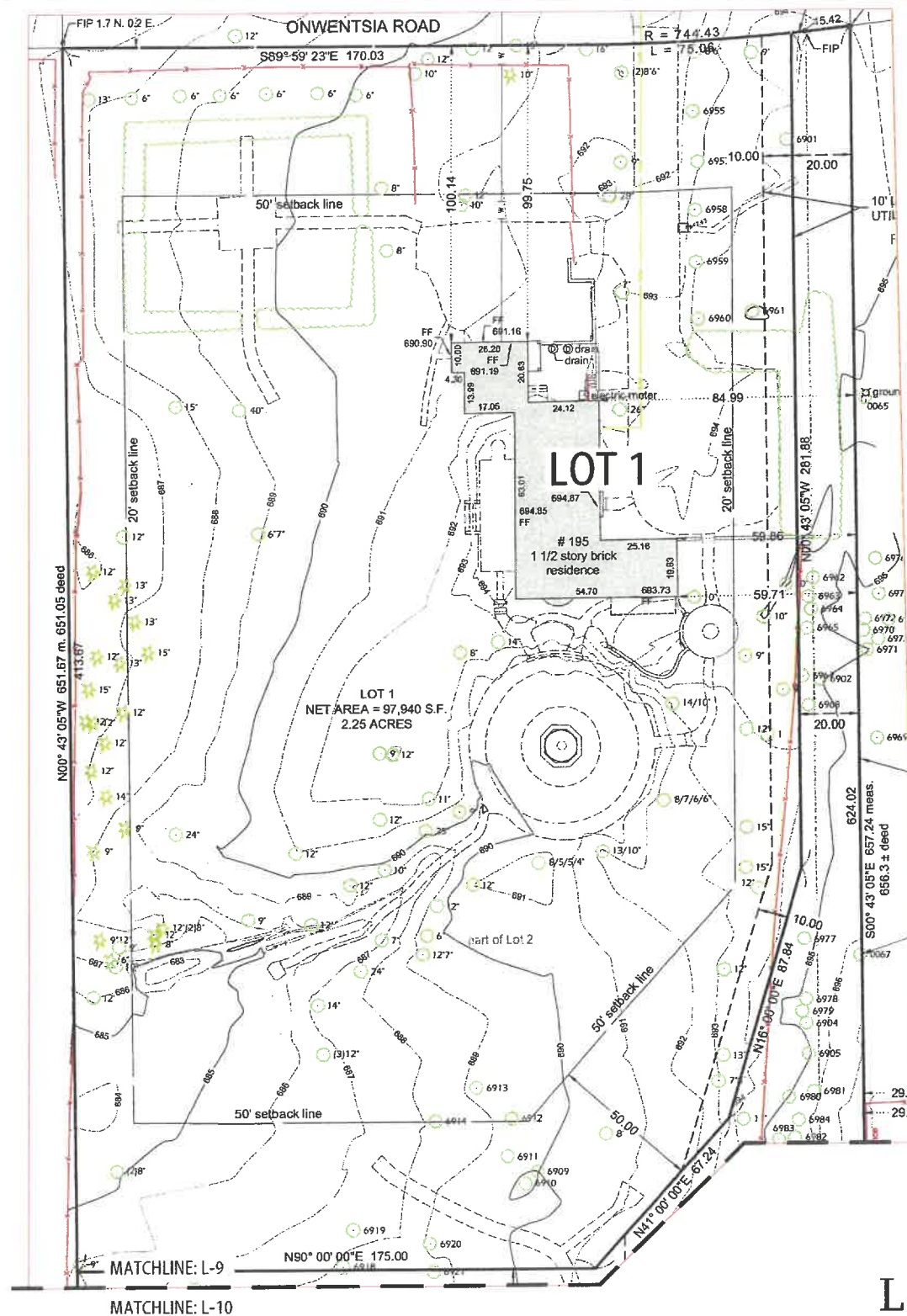
February 5, 2024

L-4.1



NOTE:

- 1) EXISTING TREE INVENTORY PERFORMED ON NOVEMBER 2, 2023 AND INCLUDES TAGGING OF TREES ON THE SOUTH HALF OF THE 195 E. ONWENTSIA PROPERTY AND EAST SIDE PROPERTY LINE ALONG DRIVEWAY ACCESS ROUTE.
- 2) EXISTING TREES ON THE NORTH AND SOUTH ENDS OF THE EXISTING HOME AND GARDEN ON THE LOT 1 AREA ARE NOT TAGGED AND ARE PROPOSED TO REMAIN UNAFFECTED BY THIS PROPOSED LOT SUBDIVISION.
- 3) TREE INVENTORY FIELD TAGGING AND CORRESPONDING SURVEY NUMBERS INCLUDE ALL TREES EIGHT-INCH DBH OR LARGER AS PER CODE 99.036.



NEIGHBORING TREE
TO BE PROTECTED:
VARIETY: MAPLE TREE
TAG #: 0067
CALIPER: 32"

LOT 1 TREE SURVEY

195 E. ONWENTSIA RD.

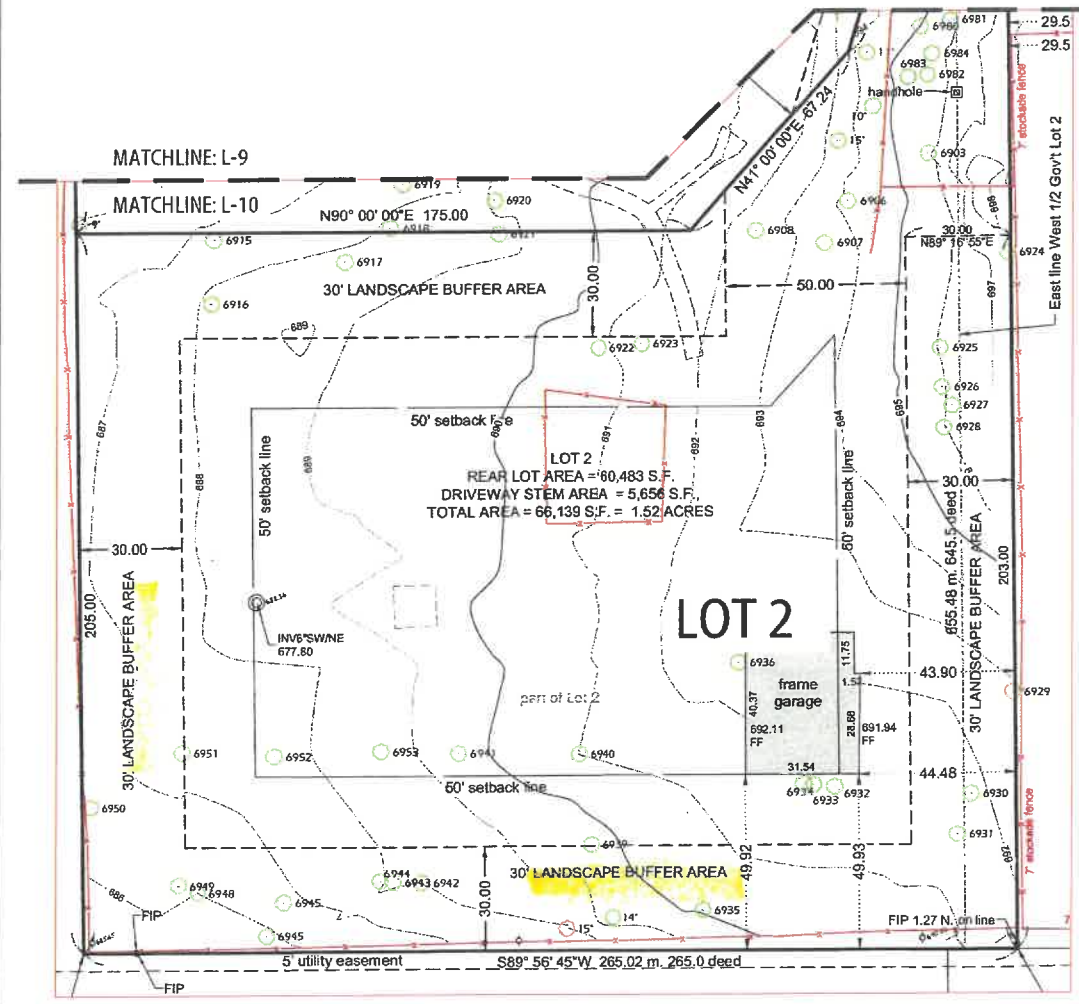
LAKE FOREST, ILLINOIS

February 5, 2024

SEE SHEET L-9 FOR TREE INVENTORY.



L-9



LOT 2 TREE SURVEY & INVENTORY

195 E. ONWENTZIA RD.

LAKE FOREST, ILLINOIS


February 5, 2024


ID #	Common Name	Condition	Diameter	Comments	To Be Removed
6901	Oak	Good	8.5"		
6902	Elm	Good	20"		X
6903	Boxelder	Good	11"	Decay - Monitor	
6904	Mulberry	Poor	10.5"	Leaning	X
6905	Boxelder	Fair	9.5"		X
6906	Linden	Good	11.5"		X
6907	Multi-trunk Linden	Good	12"		X
6908	Maple	Good	11"		
6909	Ash	Good	9"		
6910	Beech	Good	8.5"		
6911	Oak	Fair	8.5"		
6912	Yellowwood	Good	10"		
6913	Maple	Good	13.5"		
6914	Elm	Good	19.5"		
6915	Oak	Good	10"		
6916	White Ash	Poor	8"		
6917	Maple	Good	14.5"	Girdling Roots	
6918	Maple	Good	15"		
6919	Cottonwood	Good	13.5"		
6920	Maple	Good	18.5"		
6921	Hawthorn	Dead	12"		
6922	Boxelder	Good	12.5"		
6923	Ash	Good	10'		
6924	Hawthorn	Poor	9"		
6925	Maple	Good	16"		
6926	Maple	Good	15.5"		
6927	Maple	Good	17"		
6928	Maple	Good	10"		
6929	Multi-stem Hawthorn	Fair	12"		
6930	Boxelder	Good	15"		
6931	Multi-stem Boxelder	Good	10" + 15"	Leaning	
6932	Mulberry	Good	13"		
6933	Elm	Good	12"		
6934	Boxelder	Good	10.5"		
6935	Elm	Fair	10"		
6936	Boxelder	Good	16"		
6937	Boxelder	Poor	11"	Leaning, Remove	
6938	Hawthorn	Fair	8.5"		
6939	Ash	Fair	8"		
6940	Apple	Good	13.5"		
6941	Apple	Good	9"		
6942	Walnut	Good	19"		
6943	Walnut	Good	16"		
6944	Walnut	Good	22"		
6945	Boxelder	Dead	9"		
6946	Hawthorn	Poor / Dying	10"	Recommend Removal	
6947	Hawthorn	Poor	8"		
6948	Boxelder	Good	15.5"		
6949	Hawthorn	Fair	9"		
6950	Boxelder	Good	19"		
6951	Multi-stem Big Tooth Maple	Good	11", 7.5, 6", 4"		
6952	Apple	Good	12"		
6953	Apple	Good	11.5"		
6954	Honeylocust	Good	18"		

ID #	Common Name	Condition	Diameter	Comments	To Be Removed
6955	Linden	Good	12"		
6956	Hawthorn	Fair	12"		
6957	Linden	Good	12"		
6958	Linden	Good	12"		
6959	Linden	Good	10"		
6960	Linden	Good	10"		
6961	Maple	Fair	24"		
6962	Japanese Tree Lilac	Fair	5"		X
6963	Japanese Tree Lilac	Fair	3"		X
6964	Japanese Tree Lilac	Fair	3"		X
6965	Japanese Tree Lilac	Fair	5"		X
6967	Japanese Tree Lilac	Fair	6"		X
6968	Japanese Tree Lilac	Good	5"		X
6969	Multi-stem Dogwood	Good	Multi		
6970	Multi-stem Dogwood	Good	Multi		
6971	Multi-stem Dogwood	Good	Multi		
6972	Multi-stem Dogwood	Good	Multi		
6973	Multi-stem Dogwood	Good	Multi		
6974	Multi-stem Dogwood	Good	Multi		
6975	Multi-stem Dogwood	Good	Multi		
6976	Multi-stem Dogwood	Good	Multi		
6977	Linden	Good	6"		X
6978	Buckthorn	Poor	5"		X
6979	Buckthorn	Fair	4"		X
6980	Buckthorn	Poor	5"		X
6981	Buckthorn	Poor	5"		X
6982	Buckthorn	Poor	5"		X
6983	Linden	Fair	7"		X

NOTE: TREES RECOMMENDED FOR REMOVAL IN THE ABOVE TABLE ARE FOR THE DRIVEWAY STEM ONLY.

LEGEND:

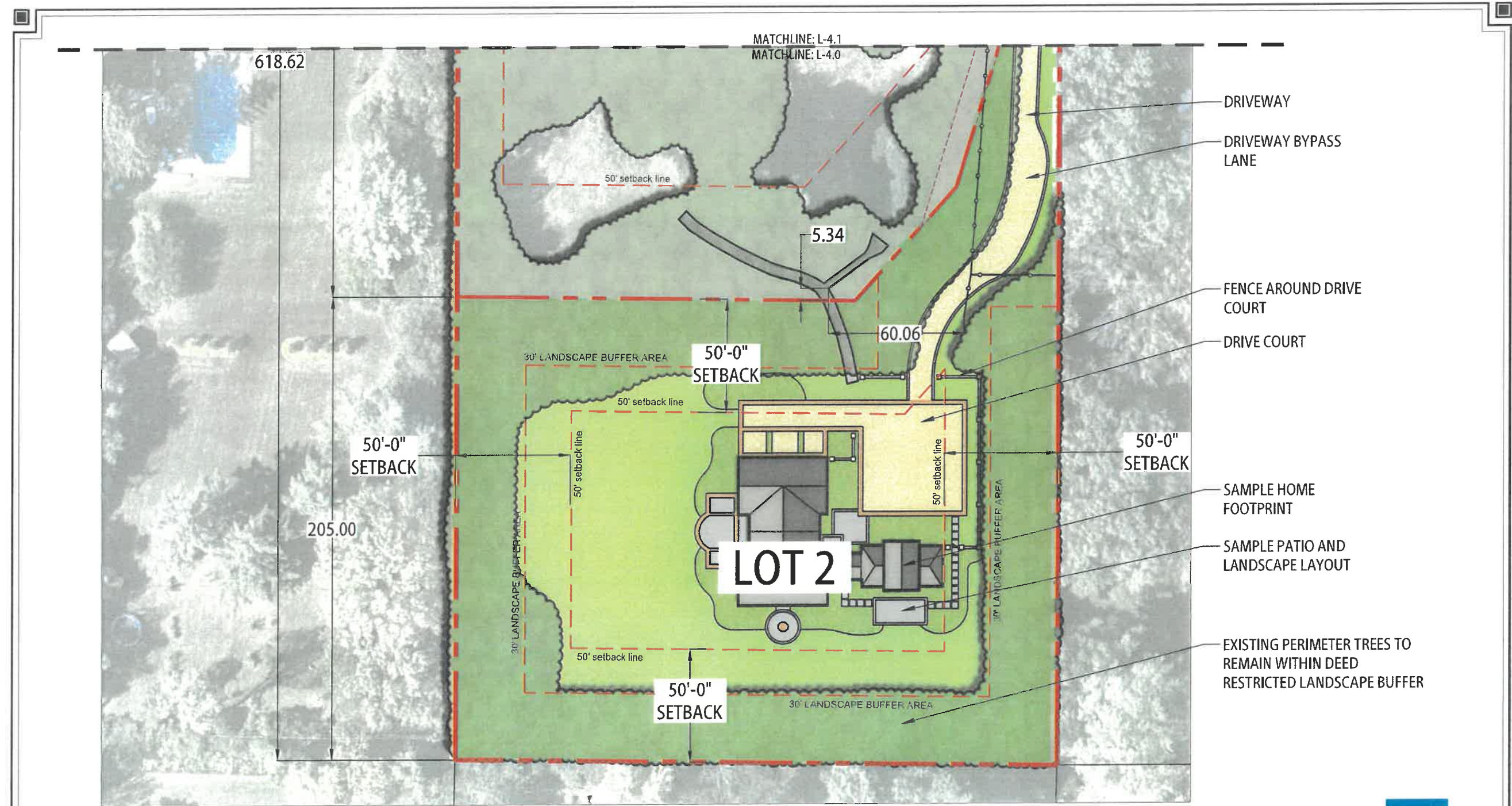
 TO BE REMOVED

 TO BE PRESERVED

- NOTE:
- EXISTING TREE INVENTORY PERFORMED ON NOVEMBER 2, 2023 AND INCLUDES TAGGING OF TREES ON THE SOUTH HALF OF THE 195 E. ONWENTZIA PROPERTY AND EAST SIDE PROPERTY LINE ALONG DRIVEWAY ACCESS ROUTE.
 - EXISTING TREES ON THE NORTH AND SOUTH ENDS OF THE EXISTING HOME AND GARDEN ON THE LOT 1 AREA ARE NOT TAGGED AND ARE PROPOSED TO REMAIN UNAFFECTED BY THIS PROPOSED LOT SUBDIVISION.
 - TREE INVENTORY FIELD TAGGING AND CORRESPONDING SURVEY NUMBERS INCLUDE ALL TREES EIGHT-INCH DBH OR LARGER AS PER CODE 99.036.



L-10



PROPOSED LOT 2 CONCEPTUAL LAYOUT PLAN

195 E. ONWENTSIA RD.

LAKE FOREST, ILLINOIS



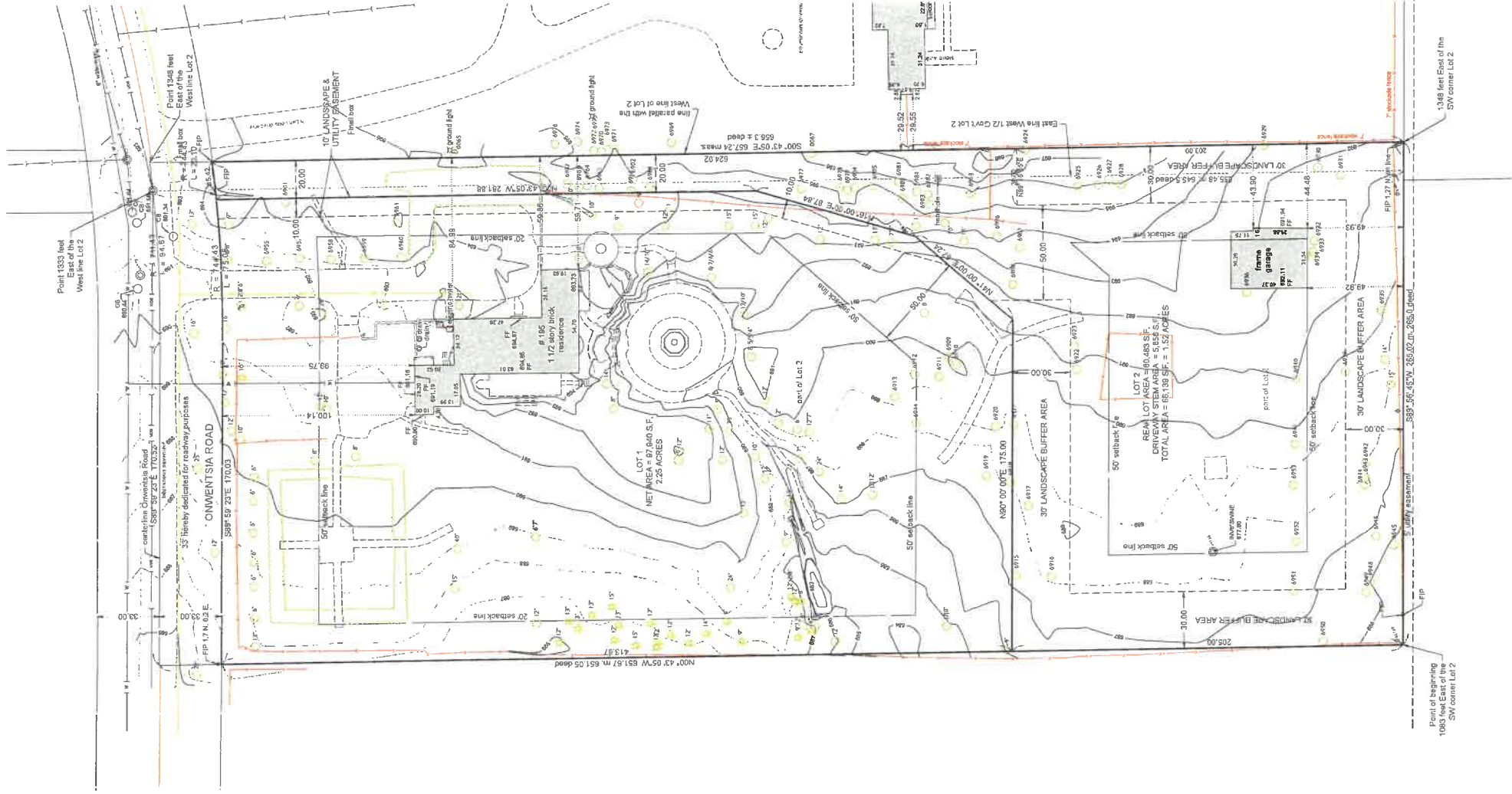
February 5, 2024

L-4.0



TENTATIVE PLAT OF SUBDIVISION - #195 ONWENTSIASIA

THAT PART OF LOT 2 OF THE NORTHWEST QUARTER OF SECTION 4, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS, TO WIT: BEGINNING AT A POINT ON THE SOUTH LINE OF AFORESAID LOT 2, 1083.00 FEET EAST OF THE SOUTHWEST CORNER THEREOF; THENCE NORTH PARALLEL, WITH THE WEST LINE OF THE AFORESAID LOT 2, 651.05 FEET TO THE NORTH LINE OF THE SOUTH HALF OF SAID LOT 2 AND THE CENTER LINE OF ONWENTSIASIA ROAD; THENCE EAST AND EASTERLY ON THE CENTER LINE OF SAID ROAD 250.14 FEET, MORE OR LESS, TO A POINT IN SAID CENTER LINE OF SAID ROAD; THENCE SOUTH PARALLEL WITH SAID CENTER LINE OF SAID ROAD 1344.0 FEET EAST OF THE WEST LINE OF SAID LOT 2; THENCE SOUTH PARALLEL WITH SAID WEST LINE OF SAID LOT 2, 653.3 FEET, MORE OR LESS, TO THE AFORESAID SOUTH LINE OF SAID LOT 2; THENCE WEST ON SAID SOUTH LINE 285.0 FEET TO THE PLACE OF BEGINNING, IN LAKE COUNTY, ILLINOIS.



Owner Information:

ZONING R-4
 MINIMUM LOT WIDTH = 150'
 MINIMUM LOT AREA = 80,000 S.F.
 MAXIMUM BUILDING HEIGHT = 35' PLUS BASEMENT
 GARAGE PERMITS ALLOWANCE = 600 S.F.
 MAXIMUM BUILDING HEIGHT TO RIDGE = 40'

SETBACKS:
 FRONT 30'
 SIDE 20'
 REAR 50'
 CORNER 50'

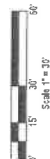
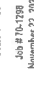
ABBREVIATIONS:

- m, or more, = measured
- R = record
- CB = curb bearing
- CH = chord bearing
- N = North
- S = South
- E = East
- S.F. = square feet

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FINAL PLAT OF SUBDIVISION - #195 ONWENTSIA

PART OF THE NORTHWEST QUARTER OF SECTION 4, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

An easement is hereby reserved for and granted to North Shore Gas Company, its successors and assigns, in all pertained "utility easement" areas, street, alleys, and other public ways and places shown on this plat. Said easement is to be for the installation, maintenance, relocation, retrieval and removal of gas mains and appurtenances for the purpose of serving all areas shown on this plat as well as other property, whether or not contiguous thereto. No buildings or other structures shall be constructed or erected in any such "utility easement" area, nor shall any other public ways or places nor shall any other use be made thereon which will interfere with the exercise of the easement herein granted.

A permanent, non-exclusive easement for serving the subdivision and other property with electric and communications services is hereby reserved for and granted to Commonwealth Edison Company and AT&T and Cable TV, their respective successors and assigns, jointly and severally, to install, operate, maintain and remove, from time to time, facilities used for the transmission and distribution of electricity and for the transmission and distribution of telephone and television signals and for the transmission of radio and sound and signals in, over, under, across, along and upon the easement herein granted. The location of the dotted lines on the plat and marked "utility easement". Relocation of facilities will be done by the Grantor/ Lot Owner, upon written request.

