

Village of



There will be a special meeting of the Village Board on January 26, 2026 at 6:00 p.m. The meeting will be held at Village Hall, 419 Richmond Road; Kenilworth, IL. The public may attend in person or by utilizing the following link:

[TEAMS MEETING LINK](#)

If you do not have access to a computer, you may attend via telephone:

+1 872-242-8055

**Meeting ID: 830 162 748#**

## **Village Board Meeting**

### **Special Meeting Agenda**

January 26, 2026 at 6:00 p.m.

**I. Call to Order / Roll Call**

**II. Regular Business**

A. Presentation and Discussion – Green Bay Road Enhancement Project (60 Minutes)

**III. Old Business**

B. Ordinance Approving of a Certificate of Appropriateness and Granting a Special Use Permit to RED3 Development LLC for a Preliminary Planned Unit Development (*Continued from January 20, 2026*)

**IV. Business from the Public**

**V. Adjourn**



## Request for Board Action

**Agenda Item:** II.A

**Considered By:**  
Village Board

**Date:**  
01/26/26

**Staff Contact:** Heather McFarland, Administration  
Katarzyna Thake, Administration

**Subject:** Presentation and Discussion – Green Bay Road Enhancement Project

**Summary:** A Phase I Engineering Study for the Green Bay Road Corridor has been included as part of the Village’s Budget Goals for FY2026. The study is a byproduct of nearly twenty years of work to evaluate Corridor improvements to the Business District’s economic vitality, parking availability, and pedestrian safety. Before the Village engages in the Study, it is recommended that the Village Board re-familiarize itself with the work taken place to-date, goals for the corridor, and the drivers of these goals.

### **Background of Matter:**

The Village has been assessing community goals and opportunities for improvement for the Green Bay Road corridor for close to twenty years. This has encompassed comprehensive plans, design guidelines, corridor plans, and community workgroups. Early in the evaluation process, the desire to reconfigure Green Bay Road to improve safety, increase parking, and revitalize the corridor emerged as a prominent theme. In turn, the Village chose to pursue concept development for a Green Bay Road diet in 2024 and is now preparing for a Phase I Study.

An overview of the relevant steps taken have been included below to illustrate how the Village arrived at the anticipated Phase I Study.

### **Green Bay Road Conceptual Transportation and Streetscape Plan**

One of the first steps in the comprehensive evaluation of the corridor was to plan and design for better multi-modal transportation. The analysis, which began in 2012, was led by the Plan Commission and included representatives from Sears School, the Park District, PACE, METRA, Union Pacific, and IDOT, with consulting support from Houseal Lavigne (planning), Gewalt Hamilton (traffic engineering), Active Transportation Alliance (transit specialists), and Altamanu (urban planning). Following diligent work by all parties to gather stakeholder feedback through surveys and workshops, the [Green Bay Road Conceptual Transportation and Streetscape Plan](#) was delivered to the Village Board in October 2013.

Several of the recommended changes have since been implemented:

- Reconfigured parking on Richmond Road, east of the Metra station;
- Reconfigured Metra drop-off area;
- Realigned Sterling Road intersection;
- New development opportunity at 604 Green Bay Road; and
- Shortened pedestrian crossing at Kenilworth Avenue / Richmond Road intersection.

Among the recommendations was a suggestion to reconfigure Green Bay Road to incorporate diagonal parking and reduce the drive lanes from four to two. The intent was to meet community interest in maintaining traffic flow, creating a more vibrant commercial area, and to establish a distinct community character. The image below depicts the proposed cross-section.



*Source: Green Bay Road Conceptual Transportation and Streetscape Plan*

### *Green Bay Road Visioning Process*

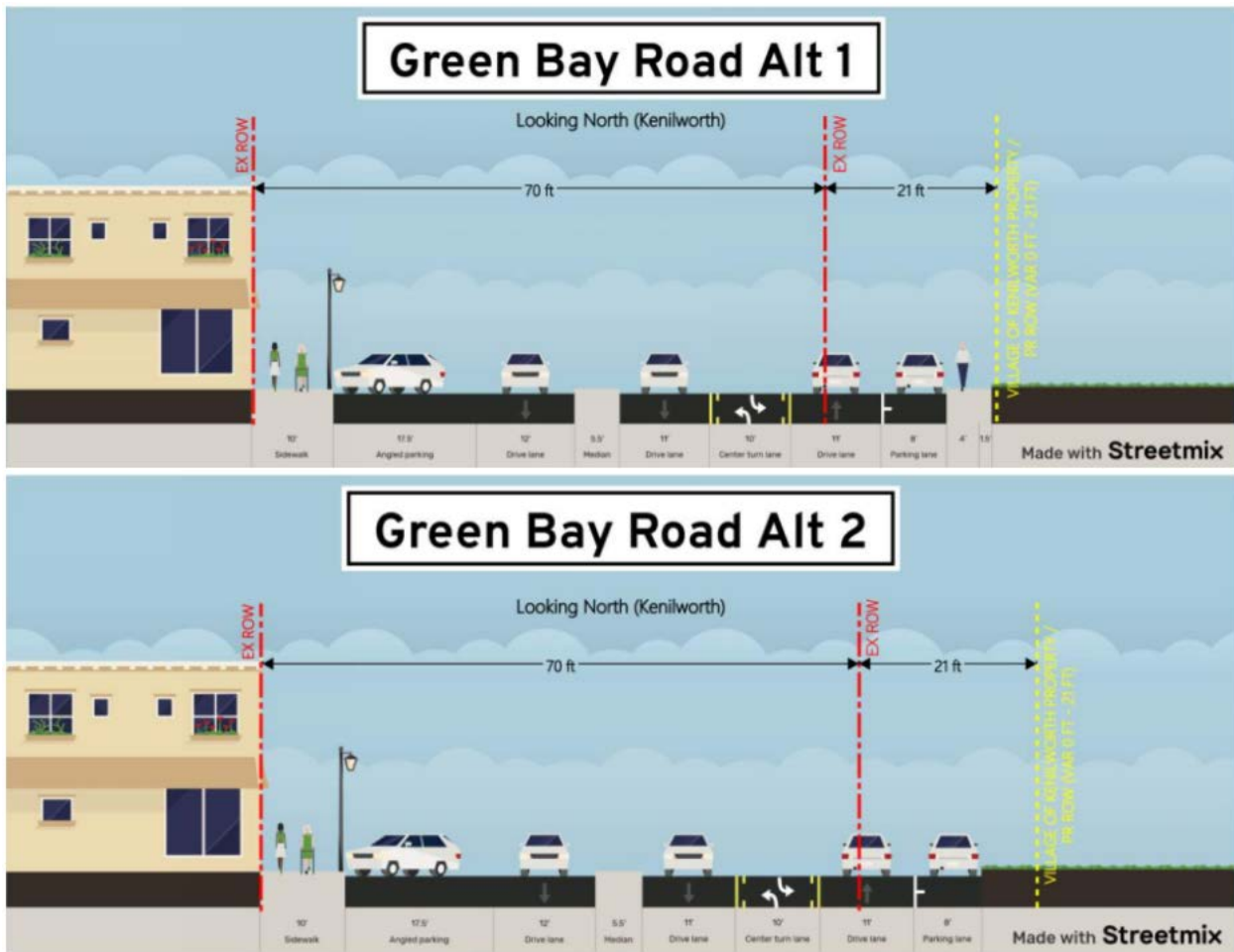
In 2021, the Green Bay Road Strategic Vision Committee was assembled to evaluate whether the vision developed as part of the 2008 Comprehensive Plan remained relevant to the business corridor. The Committee's review process included focus group meetings, public forums, as well as stakeholder surveys. During the visioning process, several commenters raised concerns related to traffic speed and pedestrian safety along Green Bay Road. Notably, they believed this to be the biggest impediment to development and suggested a lane reduction to slow traffic, added parking, new pedestrian crossings, and larger sidewalks.

Given these concerns, in addition to the renewed interest in the business district and desire to create a pedestrian-friendly area, a review of the configuration of Green Bay Road within the business district was identified as a primary goal of the Village Board in 2023.

### *Green Bay Road Enhancement Project*

In 2023, the villages of Kenilworth and Winnetka entered into a joint agreement with Ciorba Group to initiate a study of Green Bay Road between Kenilworth Avenue and Winnetka Road. The purpose of the study was to explore the feasibility and desirability of roadway reconfiguration concepts and identify streetscape enhancements. Staff from both communities worked with Ciorba to develop potential concepts inspired by the Streetscape Plan to share with residents. In 2024, several open houses were held to gather public input on potential streetscape and alignment concepts for Green Bay Road.

The Village Board reviewed public feedback in early 2024 and directed staff to proceed forward with their recommended path. Ciorba subsequently submitted a [recommendation](#) to the Village in September 2024 to proceed forward with Alternative 1, as shown below.



### Phase I Study – Green Bay Road Enhancement Project

With the engineer’s recommended path in hand, a Phase I Study was identified by the Village Board as a budget goal for 2026. The goal was part of a broader objective to continue carrying out action items from the Green Bay Road Corridor visioning process, including beautification and infrastructure improvements.

A Phase I Study, also known as Phase I Design, functions similarly to the Village’s design development process utilized for the Beach Improvement Project.

In preparation of the Phase I Study, Ciorba presented to the Village Board a recap of the concept study process and next steps, from planning to construction. Several concerns were raised by Trustees:

1. Limited understanding of clear project goals
2. Comparable examples should be provided
3. Wider sidewalks preferred
4. Concept is too complicated (Fulton Market example)

#### *Project Goals*

Revitalization of the Business Corridor has served as the driving principle throughout the course of studies conducted by the Village. Smaller goals that have emerged from these studies have been integrated into the framework of the Green Bay Road Enhancement

Project:

- Improved safety (e.g. reduced lanes, slowed traffic, crosswalks)
- Improved walkability (e.g. wider sidewalks, crosswalks)
- Increased parking (e.g. diagonal parking)
- Beautification (e.g. landscaped bump-outs, trees)
- Places to gather (e.g. wider sidewalks for outdoor dining)

*Similar Projects*

Projects in Lincolnwood, Grayslake and Chicago were provided as examples. Note that two of the examples do not have a barrier between parking primary drive lanes.



*Lincolnwood*



*Chicago*



*Chicago*



*Grayslake*



*Grayslake*

### *Alternative Designs in Geometric Studies*

Several alternative designs exist that can be pursued during the Phase I Study:

1. Maintain parallel parking on both sides of Green Bay Road to be able to provide a wider sidewalk.
2. Review landscaped bump-outs and mid-block crosswalks and their impact to overall parking (parallel and diagonal).

3. Add bike lanes, which would help with additional funding alternatives when it addresses connectivity with other bike facilities. This would impact the additional amount of sidewalk.
4. Diagonal parking, but without the separation between the thru lanes of Green Bay Road (Grayslake example). This would alleviate concerns about drivers navigating between the parking area and the through movements.

### **Schedule and Costs**

The anticipated schedule (pending IDOT approval):



**Phase I** – Estimated duration of 18–24 months from the date of initial contract approval with the engineering firm, which could be as early as April 2026. Often the time is awaiting items from IDOT such as environmental clearances. The projected cost for this phase is estimated to be between \$375,000 - 400,000, based on a standard process with limited deviation from the contract scope. Due to the extended timeline, costs are anticipated to be distributed across two fiscal years (FY26–FY27).

**Phase II** – After the Phase I work is finished, the villages will engage the engineer to produce the final design plans for the project. This will include project specifications, detailed cross-sections, and Plan/Profile drawings – all needed to obtain sealed bids from contractors for the project. This phase would require approximately 12-24 months and will be timed to work with the IDOT bidding schedule. If the project is awarded federal funding, IDOT will manage the bidding process and participate in the construction oversight, working closely with the villages’ engineers. Note: regulations governing the use of federal funds would likely add 12 months to the timeline. The estimated cost will be based on Phase I Report.

**Phase III** – Construction. This phase is exactly what it sounds like. Once we get further along in the planning process, we will be better able to estimate the duration and scope of the construction project. The construction phase would require approximately 9-12 months and could begin as early as April 2029 if locally funded, or April 2030 if federal funds are used. At this point in time, it is difficult to project the total construction cost as it is dependent on the design.

### **Community Engagement**

Staff will work with Ciorba Group and the Village of Winnetka to develop the appropriate amount of public involvement and incorporate such milestones in the contract’s scope of work for this Phase. Public involvement during Phase I may include open houses, public meetings and surveys to ensure the community is informed and to comply with IDOT requirements.

**Direction Sought from Village Board**

Phase I studies are often the first step a community takes to determine a preferred engineering solution. This process generally includes, but is not limited to, an analysis of existing conditions, traffic / accident data collection and review, needs assessment, concept alternative development, and public involvement.

Feedback received at the December 2025 Village Board meeting indicated a desire to explore concepts beyond the proposed diagonal parking. As is typical in Phase I studies, the contracted engineer for the Green Bay Road Enhancement Project will prepare multiple concepts for the community and Village Board’s consideration. Public outreach will occur to both inform and refine these concepts. This information will be paired with traffic and safety analysis information to further support any recommendations.

In keeping with the Village's goals for 2026, staff are looking for Village Board consensus on whether to move forward with a proposal for a Phase I study for the Green Bay Road Enhancement Project. Staff would be seeking to retain Ciorba Group based on the work completed to date as well as a cost saving measure.

**Financial Impact:** Funds were budgeted as part of the 2026 for Phase I Green Bay Road Enhancement Project

Estimated Amount (Split over two years):	\$375,000 - 400,000
Budgeted Amount (FY26):	\$375,000
Variance:	\$0 - 25,000
GL Number:	14-100-509

**Attachment** (*Available upon request*): Sample Phase I Scope of Work – Wheeling, IL



No change to content from January 20, 2026 Village Board Meeting Packet

# Request for Board Action

**Agenda Item:** III.B

**Staff Contact:** Michael Blue, Teska Associates  
Heather McFarland, Administration  
Jordan Schmidt, Administration

<b>Considered By:</b>	<b>Date:</b>
Village Board	01/26/26
Village Board	01/20/26
Plan Commission	12/09/25
Plan Commission	12/01/25
Arch. Review Commission	10/28/25
Arch. Review Commission	10/15/25

**Subject:** Action on the Following Items Pertaining to a Request for a Planned Unit Development at 515-519 Park Drive:  
a) Public Hearing to Consider a Certificate of Appropriateness  
b) Ordinance Granting a Special Use Permit to RED3 Development LLC for a Preliminary Planned Unit Development and Approving a Certificate of Appropriateness

**Summary:** RED3 Development LLC submitted an application for a preliminary Planned Unit Development (PUD) and Certificate of Appropriateness (CoA) in September 2025. The request considers redeveloping the properties at 515-519 Park Drive to construct a four-story mixed-use building. Both the Architectural Review (ARC) and Plan (PC) commissions have recommended denial of the request. The Village Board should take the feedback from both commissions into consideration and take action on the request.

**Background of Matter:** An application for a preliminary PUD and CoA was submitted to the Village late last summer for a new four-story mixed-use development at 515-519 Park Drive. The proposed mixed-use development would include two (2) commercial spaces on the ground floor, with entrances facing Park Drive, and a total of seven (7) luxury dwelling units on the 2<sup>nd</sup> and 3<sup>rd</sup> floors, including a single penthouse dwelling unit that is setback on the 4<sup>th</sup> floor. A total of 14 on-site parking spaces are proposed in a shared garage accessed from the alley. The proposal would require the demolition of the two existing structures shown below.



Existing Buildings (L-R: 519 Park Drive, 515 Park Drive)



Proposed Building, Front Facade

### *PUD Process Overview*

PUD regulations offer communities a different and more flexible approach to development. PUD regulations generally require developers to provide an elevated level of aesthetic design and/or public amenities in exchange for relief from the strict enforcement of underlying zoning standards. Instead of rigidly applying zoning requirements, such as setbacks, communities have more latitude to negotiate with a developer seeking PUD approval over public benefits the community may receive. The intent being to provide a legal framework for communities and developers to negotiate mutually beneficial development outcomes based on standards in the Village Zoning Ordinance.

The Village's review process for PUD requests begins with a neighborhood meeting, conducted by the applicant, where the concept is shared with the community for feedback. Next, an application is submitted for a preliminary PUD, which presents the project at a higher level. Detailed plans are commonly provided during the final PUD review that follows the preliminary analysis.

The ARC evaluates the PUD application first for compliance with the Village's Business District Design Guidelines aimed at preserving the character of that area. Their feedback is forwarded to the Plan Commission, and their recommendation to the Village Board. The Plan Commission reviews next to determine whether the proposal meets Village standards for special use permits and PUDs and makes a recommendation to the Village Board. Special use and PUD standards consider impacts a proposal may have on a community and whether those impacts are balanced by the public benefit received.

Once the commissions have finished their review, the Village Board votes to approve or deny the application. If approved, the applicant begins detailing their plans to return for final PUD approval. Only after that process is complete can the applicant submit for a building permit.

### *Neighborhood Meeting*

A neighborhood meeting to present the development concept at 515-519 Park Drive was facilitated by the developer on August 14, 2025. Feedback from those in attendance was mixed, with several concerns raised on the development's impact to light supply, parking, and traffic. The applicant relayed that the building height was critical to the project's viability.

### *Architectural Review Commission – Certificate of Appropriateness Review*

The ARC discussed the requested CoA and proposed development over the course of two meetings on October 15, 2025, and October 28, 2025. The Commission's discussion focused on several elements, including the massing of the building in relationship with the neighboring properties, roof design, color of the building materials, garage access, and the visibility of the 4<sup>th</sup> floor trellis. The applicants attempted to address the Commissioners concerns through the following modifications to their design:

- Modifications taken to soften bulk and height of building
  - Middle portions of building were stepped back by 6 inches
  - Cornice and roof elements lowered
  - Mansard roof corners revised
- Modified the color palette to a softer/warmer tone compared to stark white and black
- All mansard corners modified to reflect true mansard style, which also serves to reduce the bulk of the building
- Additional views/renderings provided from different neighboring perspectives
- Added chamfered corners (notched) to garage access, and set entrance back 2 feet to match neighboring garage apron access
- Trellis height lowered by 1 foot, stepped back from front facade, and profile modified to reduce its visibility from the street level.

The Commission expressed support generally for the design of the building but stated concerns that the proposed height was not in keeping with the intent of the Business District Design Guidelines due to the visual impact and real impacts to light on adjacent residential properties. During the public meetings, the Commission also received public comments with concerns about the size and scale of the building, impacts of the development on pedestrian safety, and the overall fit of the development in the neighborhood.

The petitioner requested the Commission take a vote, regardless of the outcome, such that the proposal would then proceed for discussion with the Plan Commission. The Commission voted to recommend denial (5 for denial, 1 abstention, 1 absent) of the certificate of appropriateness based on the presented design.

#### *Plan Commission – PUD Request Review*

The Plan Commission met on December 1, 2025, and December 9, 2025, to review the preliminary PUD request. The proposal, which was modified following the ARC's review, presented reduced bulk at the front facade through setbacks at the 2<sup>nd</sup> and 3<sup>rd</sup> stories, a modified mansard roof design, elimination of trellises on the 4<sup>th</sup> floor facing the street, and an overall reduced building height (including ornamentation) by 2 ft. 2 in.

Written public comments as well as public comments shared at the meeting were extensive, but focused on concerns about the appropriateness of the proposed height at the location, that additional traffic in the alleys would increase congestion, and that the demand for parking along Park Drive would increase, further increasing congestion along a narrow one-way lane.



519 Park Drive Proposed Building Height – 46'4”

Commissioners discussed the application at length, with mixed perspectives on the request. Elements of the proposal, such as building height, the appearance of the portion of the building facing the alley, and failure of the request to receive a positive ARC recommendation represented the majority of concerns. Some commissioners also noted the limited number of developments for their review over the past several years and urged the community to keep an open mind. In consideration of the Village’s goals to revitalize the Business District, the commissioners felt it was important to move forward with the request to gain momentum.

Following discussion, the Commission voted to recommend denial of the PUD request to the Village Board (4 for denial, 2 for approval).

*Building Review Commission – Demolition Review*

Concurrent to the review of the preliminary PUD request, the applicant is also pursuing approval of a reduced demolition stay for the building at 515 Park Drive. Typically, all properties proposing demolition are required to request a demolition permit through the Building Review Commission. In the case of 515 and 519 Park Drive, a survey of properties in the B Business District was prepared in 2022. This survey identified 515 Park Drive as a property of Special Importance. 519 Park Drive was not found to be of special importance.

Because this determination was already made, a one-year demolition stay is required and began automatically upon submittal the request to demolish the property. The stay expires on October 6, 2026. The application submitted to the Building Review Commission (BRC) requested a reduced stay, dependent on approval of a Final PUD Plan. This request was initially scheduled for October 29, 2025, then December 15, 2025, however, the request has been continued to a date to be determined at the applicant's request.

*PUD Request Summary*

Proposal Overview	
Location	515-519 Park Drive
Use	First floor retail, residential floors 2-4
Zoning District	B-Business District
Height	Four stories, 46’4”
Total Lot Size	8,610.36 sq. ft.

Setbacks	0
Dwelling Units	Seven units: Three on floors 2 & 3, one penthouse on floor 4
Dwelling Size	Floors 2-3: 2,101 sq. ft. (2), 2,419 sq. ft. (2), 2,527 sq. ft. (2) Penthouse:3,424 sq. ft. (1)
Retail Spaces	Two retail spaces
Retail Space Size	Space 1: 1,535 sq. ft., Space 2: 916 sq. ft.
Parking Spaces	14 parking spaces for condominium owners
Zoning Relief	<ul style="list-style-type: none"> <li>Exceeds height limit (35') by 11'4"</li> <li>Exceeds height limit with special use permit approval (40') by 6'4"</li> </ul>
Proposed Demolition	<ul style="list-style-type: none"> <li>515 Park Drive – Requires BRC review; within one year demolition stay period</li> <li>519 Park Drive – No special approval required</li> </ul>

<b>Process Step</b>	<b>Outcome</b>
Neighborhood Meeting	Completed
ARC Recommendation	Rec. to Deny
Plan Commission Recommendation	Rec. to Deny
Village Board	TBD – Options to approve, approve with conditions, remand to ARC / PC with feedback for further review, or deny
Building Review Commission	TBD

**Financial Impact:** None. Costs associated with the review and recordation are recoverable through the Village's escrow requirements.

**Recommendation:** The Village Board should consider the commission's recommendations to deny the requests for a CoA and PUD, and take action to either approve, approve with conditions, deny, remand to the ARC and/or PC with direction for further discussion, or continue the consideration of the requests to a future meeting.

**Attachment:**

**January 20, 2026 Village Board Meeting Packet**