

# PROJECT NARRATIVE

Loyola Academy seeks to amend Ordinance No. 2017-O-63, entitled “An Ordinance Authorizing Special Use and Variations Pursuant to the Wilmette Zoning Ordinance (1100 Laramie Avenue)”, adopted October 24, 2017, to accommodate major changes to the plans previously approved by the Village in furtherance of the implementation of the *Loyola Forward 2025 Master Plan*. The plan changes will result in the following improvements:

- reduced site disturbance
- increased open space
- increased on-campus parking and circulation benefits
- increased pick-up and drop-off stacking
- maintaining eight of the existing tennis court facilities in their current location
- reduced construction duration time
- “net-zero” parking impacts during construction

These plan changes are the result of detailed studies that were undertaken by the Academy’s design, engineering, and construction management teams following the adoption of Ordinance No. 2017-O-63. They *do not* alter Loyola’s commitment to “*Making the Campus and our Neighborhood Better*”; nor do they alter any long-term or short-term approved Master Plan commitments, most notably, the commitment to not construct and install parking spaces, drive aisles and other previously identified improvements on the Loyola owned parcels situated west of Laramie Avenue when Phase 2 of the Campus Master Plan is implemented.

The amended Phase 1 site plan continues to provide, and in fact it improves upon, key elements of campus operations and site development for the neighborhood’s benefit. These improvements and benefits are summarized in detail below.

Critical to the success of Loyola’s Master Plan process and its implementation is the Academy’s commitment to an open dialogue and on-going communication with its neighbors and the Village. To that end, we have met with both Village senior staff and neighborhood leadership to review our plan modifications and share our goals to refine the Phase 1 plan with the desire to commence construction at the completion of the 2017-2018 school year. Loyola representatives remain willing to meet with neighborhood residents as necessary to clarify or discuss its plan changes.

## AMENDED CAMPUS MASTER PLAN / CHANGES TO PHASE 1 PLAN

To achieve the goals of this improved plan, Loyola intends to maintain its existing tennis facilities in their current location. The new on campus parking facilities and drop-off lanes will be constructed both to the north and south of the existing tennis facilities. Two single competition tennis courts will be removed from the east side of the tennis facility reducing the number of competition courts to eight. This change allows for the additional site improvements and benefits noted below. These are reflected on the amended Campus Master Plan and amended Phase 1 plan which are included with this application. *See pages 4.3 and 4.4.*

## KEY ELEMENTS/BENEFITS OF AMENDED PLANS - “MAKING IT BETTER”

The amended plans provide physical and operational improvements which will benefit both the Academy and the surrounding neighborhood, improvements which are equal to or above the standards and metrics approved by Ordinance No. 2017-0-63. These include the following:

- Reduced site disturbance (from 7 to 5 acres).
- Improved stacking and sequencing that allows for even quicker removal of cars from Laramie Avenue.
- Increased drop off/pick up lane capacity (by 8 additional cars).
- Improved and safer alignment of parking lot access with intersections at Forest and Walnut Avenues.
- An increased number of on-campus parking spaces in Phase 1 (by 37 spaces).
- Increased green space and reduction in overall site impervious coverage (by 86,249 SF).
- Improved traffic management monitoring and reporting. See amended *Traffic Management Plan* included at Page 5.1.
- Increase bike parking by three more spaces.

A simple comparative analysis of Phase 1-plan changes and benefits are illustrated below:

Site Feature / Improvement	Previously Approved Plans (Ordinance No. 2017-0-63) - 2017	Proposed Amended Plans - 2018
Proposed Natatorium and Entry Hall (Phase 1)	Included	Included
Reduction in Site Disturbance (Master Plan & Phase 1-Master Plan)	7 AC	5 AC
Improved Stacking Sequencing by increasing Drop-Off / Pick-up Capacity (Master Plan & Phase 1-Master Plan)	82 Cars	90 Cars
Alignment of Parking Access with Neighborhood Street Intersections (Master Plan & Phase 1-Master Plan)	<i>Not Aligned</i> at Walnut Ave. and Forest Ave.	<i>Aligned</i> at Walnut Ave. and Forest Ave.
Increased on Campus Parking (Phase 1-Master Plan)	129 Cars	166 Cars
Increased on Campus Parking (Master Plan)	106 Cars	101 Cars
Overall Site Impervious Surface (Master Plan & Phase 1-Master Plan)	280,962 SF	194,713 SF
Meets Stormwater Requirements per Plan (Phase 1-Master Plan)	2.97 AC/FT	1.57 AC/FT
Provide for Traffic Management Monitoring (Master Plan & Phase 1-Master Plan)	Yes Yearly	Yes Yearly

## **THE AMENDED LOYOLA FORWARD 2025 MASTER PLAN: PHASED IMPLEMENTATION**

The following section describes the amended Campus Master Plan and a description of the amended Phase 1 plan.

### **THE AMENDED CAMPUS MASTER PLAN**

The Amended Campus Master Plan is included at page 4.3. Changes to the plan include the following:

#### **SITE AND OPERATIONAL IMPROVEMENTS**

- **Traffic Circulation and Stacking Moved Onto Campus**  
The new main entry is shifted to the south and aligned just south of Forest Avenue to accommodate some additional parking in the south lot. This internal drive isle still provides two internal traffic lanes making it possible for 80 cars to wait or “stack,” bringing the peak traffic impacts onto the campus rather than on neighboring side streets. A second driveway for parking lot access is now adjacent and aligned with Walnut Avenue. This will be a monitored entry at peak morning drop-off time, an exit only in the afternoon and allow two-way ingress and egress at all other times. Adding additional stacking for 10 cars along a single curbside lane in front of the main school entrance brings the total number of stacking spaces for cars waiting to pick-up to a total of 90 cars. This is an increase of eight cars from the former Campus Master Plan.
- **Traffic Management Plan**  
Improved traffic management monitoring and reporting. *See amended Traffic Management Plan included at Page 5.1.*
- **Safer Crossing Solutions On Laramie Avenue**  
The campus edge improvements, including the columns/decorative aluminum picket fencing and pedestrian crossings along Laramie Avenue identified on the plans, are consistent with the previously approved Special Use Permit. Spaces for 78 bicycle parking spots will be located at three central locations on campus to encourage non-vehicular travel. This is an increase of three bike parking spaces from the former Campus Master Plan.
- **Improved On-Campus Parking**  
After construction of Phase 2 of the Amended Campus Master Plan there will be a total of 728 parking spaces on the campus, with 375 spaces being designated for students, 308 spaces being designated for faculty and staff, and 45 spaces being designated for visitors. All required handicap spaces will be accommodated within these parking numbers.
- **Modified Existing Tennis Courts**  
As noted above, the major modification in these amended plans is the preservation of the existing tennis courts facilities in their current location. In order to accommodate the parking and traffic circulation improvements on campus, two of the existing (single court) tennis courts will be removed to allow for improved traffic drop-off circulation. The total tennis courts available for competition will be reduced from the existing ten courts to eight courts.
- **Campus Signage**  
The campus signage identified on the amended plans is consistent with the signage approved by the previously approved Special Use Permit.

## **PHASE 1 PLAN**

The amended Phase 1 plan is included at page 4.4. Changes to the Phase 1 plan include the following:

### **NEW BUILDING FACILITIES**

- **Natatorium And Entry Hall**

The identified building addition on the amended Phase 1 plan is consistent with the improvement depicted on the plan approved by the previously approved Special Use Permit.

### **SITE AND OPERATIONAL IMPROVEMENTS**

- **Traffic Circulation and Stacking Moved Onto Campus**

All of the traffic circulation and stacking improvements included in the Amended Campus Master Plan, as described above, will be accomplished in Phase 1.

- **Safer Crossing Solutions On Laramie Avenue**

All of the pedestrian crossing improvements included in the Amended Campus Master Plan, as described above, will be accomplished in Phase 1.

- **Improved On-Campus Parking**

Upon completion of construction of Phase 1, there will be a total of 793 parking spaces on the campus, with 375 spaces being designated for students, 308 spaces being designated for faculty and staff, and 110 spaces being designated for visitors. All required handicap spaces will be accommodated within these parking numbers. This is an increase of 37 overall spaces from the previously approved Phase 1 plan.

- **Enhanced Landscape Buffers And Campus Edge**

The landscape buffer and campus edge improvements, including the columns/decorative aluminum picket fencing along Laramie Avenue identified on the amended Phase 1 plan, are consistent with the elements depicted on the previously approved Phase 1 plan. A number of trees will be removed along Laramie Avenue to accommodate parking and circulation improvements, and replacement trees will be planted on campus as required by Village code. *See the tree removal plan at page 4.13.*

- **Modified Existing Tennis Courts**

All modifications to the existing tennis courts identified in the Amended Campus Master Plan, as described above, will be accomplished in Phase 1.

- **Campus Signage**

All of the campus signage improvements identified in the Amended Campus Master Plan, as described above, will be accomplished in Phase 1.

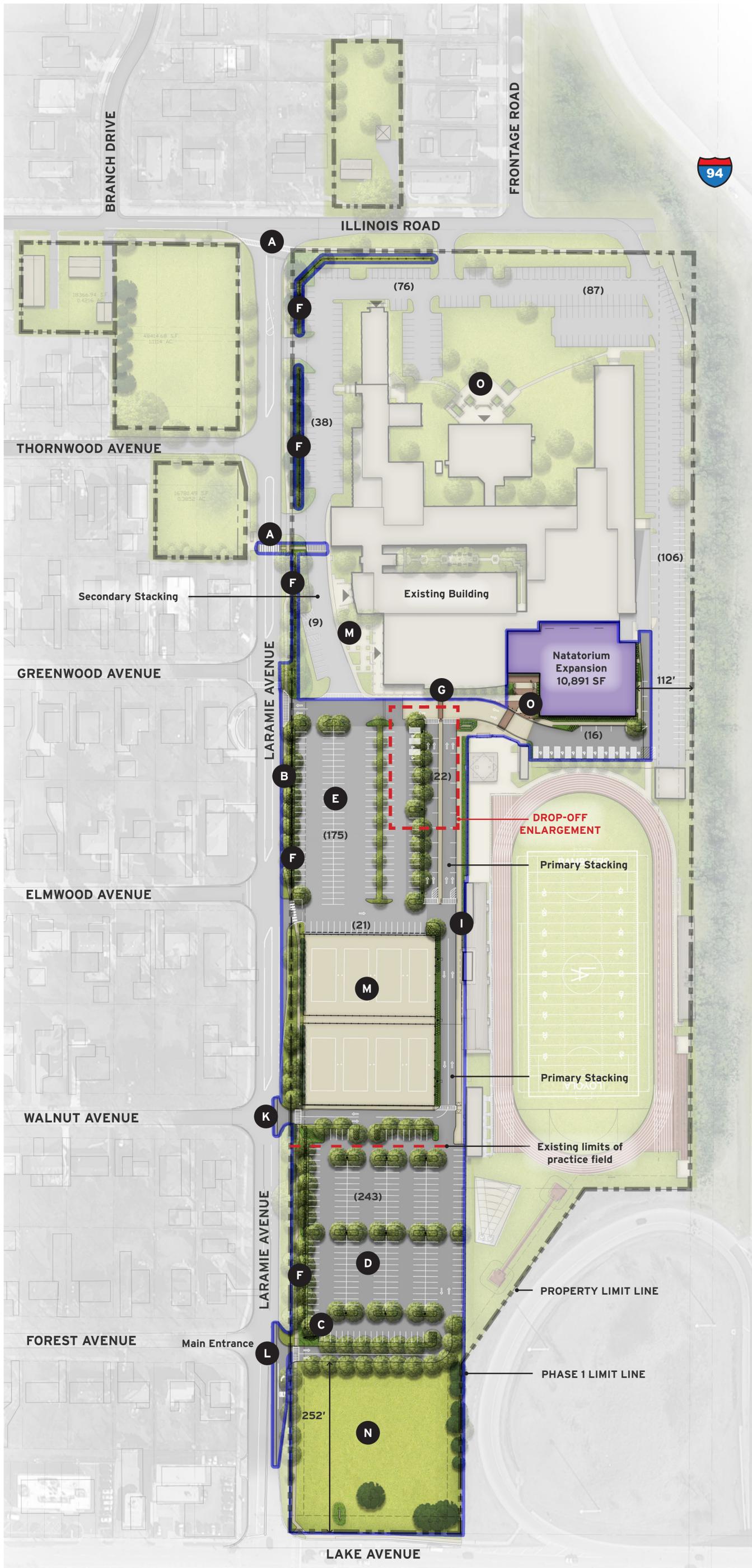
- **New Stormwater Management Plan**

The Phase 1 and Master Plan improvements will require stormwater rate and volume control measures in the manner required by the latest Metropolitan Water Reclamation District (MWRD) Watershed Management Ordinance. The required amount of stormwater detention for Phase 1 is 1.57 ac-ft; an additional approximately 1.25 ac-ft of stormwater detention will be provided for Phase 2. The storage requirements for stormwater for Phase 1 will be met through a hybrid system consisting of a depressional area within the open space area situated south of the proposed improvements in combination with an infiltration trench comprised of open graded drainage stone and a perforated PVC underdrain system. *See Stormwater Management Report included at page 5.1.*

## REQUIRED ZONING VARIATIONS

The amended Phase 1 plan requires the same number of Zoning Ordinance variations as the previously approved Phase 1 plan. Variations that are no longer required are set forth below and identified with a “strike through” line; variations which are still needed to implement the amended Phase 1 plan are retained with no “strike through”; changes to the language of previously approved variations which are still needed are identified below in bold type; and variations which are new are set forth below in italics:

- ~~A variation from Section 8.3 to permit the encroachment of the tennis courts by 2.25 feet into the required 20-foot side yard setback along the west side of the relocated tennis courts.~~
- ~~A variation from Section 8.3 to permit the encroachment of the tennis courts by 20 feet into the required 20-foot side yard setback along the east side of the relocated tennis courts.~~
- *A variation from Section 8 Table 8-3 to allow for the exemption of a side yard adjoining a street at the existing parking lot to avoid loss of provided parking and to avoid the disturbance of a previously permitted MWRD detention basin.*
- *A variation from Section 13.3(C)1(a) to allow for a light pole height that exceeds the 18-foot height limitation contained in the Zoning Ordinance.*
- *A variation from Section 13.4(H)2(a)(vii) fences requiring a footing to be set back 3' from the property line.*
- ~~A variation from Section 13.4(H)(2)(i) to permit a tennis court fence height in excess of the six-foot maximum fence height otherwise permitted;~~
- ~~A variation from Section 13.4(H)(2)(iii) to permit the use of chain link fencing for the relocated tennis courts;~~
- *A variation from Section 15.7(B)1(d) to eliminate the requirement to construct additional landscape islands within the existing parking lot to avoid loss of provided parking and to avoid the disturbance of a previously permitted MWRD detention basin.*
- A variation from Section 16.10(D)(2)(b) to allow for increased sizes of identity or monument signs, as depicted on Loyola’s signage plan.
- A variation from Section 16.10(D)(1) to permit **a quantity of** one new identity or monument signs along Laramie Avenue for the Loyola Academy campus, **bringing the total number of monument signs to a quantity of two signs along Laramie Avenue.**



**LEGEND**

- A** CROSSWALK
- B** LANDSCAPE BUFFER
- C** CAMPUS SIGNAGE
- D** IMPROVED PARKING AND CIRCULATION
- E** EXISTING PARKING LOT TO REMAIN
- F** IMPROVED CAMPUS EDGES
- G** PEDESTRIAN CROSSING
- H** PARALLEL PARKING (22' STALL TYP.)
- I** NEW WALKWAY ALONG PARKING/DROP-OFF
- J** DOUBLE DROP-OFF LANE
- K** MANAGED ACCESS DRIVE (PEAK HOURS ONLY)
- L** NEW ACCESS FOR DROP-OFF / PARKING
- M** EXISTING TENNIS COURTS (8 COURTS)
- N** GREENSPACE / PRACTICE FIELD
- O** BIKE RACK LOCATIONS (26 BIKES AT EACH LOCATION)

**SITE DATA**

**EXISTING TOTAL SITE AREA**

• 22 Acres (Main campus)

**EXISTING PARKING (ON-SITE)**

• 627 Parking Spaces (includes 10 ADA spaces)

**PROPOSED PARKING (ON-SITE)**

• 793 Parking Spaces (includes 16 ADA spaces\*)  
 - 375 Student (75% Seniors)  
 - 308 Staff  
 - 110 Visitor

Parking Goals

\*ADA requirement – 2% of 793 spaces

**REQUIRED BIKE PARKING**

• 78 total (1 per 10 parking spaces)  
 • 26 per location

**MAIN CAMPUS FLOOR AREA**

• Total Existing Floor Area: 344,784 SF  
 • Total Floor Area after Phase I: 355,675 SF

