



## MEMORANDUM

**To:** Ms. Laurie Breitkopf, Chair, and Members of the Riverwoods Plan Commission  
**From:** Lee M. Brown, FAICP, President, Teska Associates, Inc.  
**Subject:** Updated Review of Lexington Homes proposed redevelopment of Federal Life Property  
**Date:** April 13, 2023

At the March 16, 2023 Plan Commission Meeting, Lexington Homes presented an updated 54 dwelling unit proposal for the redevelopment of the Federal Life Property. At that meeting, we made several suggestions on how the site plan could be modified to enhance pedestrian accessibility and maintenance. The site plan now before the Plan Commission at its April 20<sup>th</sup> meeting reflects many of these suggestions:

1. All the internal sidewalks have been widened to 5 feet wide, making it more comfortable for two people to walk abreast.
2. Each sidewalk that crosses a road now includes an ADA compliant warning pavement/ramp.
3. Each sidewalk crossing a road will include a visually distinguishable pavement or decorative treatment to more-prominently mark the pedestrian crossing area.
4. We suggested modifying the curb line at each of the three courtyards to the front doors so as to create delivery vehicle or guest drop-off/pull-off areas would prevent all the delivery vehicles from impeding vehicular flow. The petitioner opposes this suggestion, and alternatively will designate some areas along the internal roadway to prevent parking and accommodate vehicular loading. A plan designating all “no parking” areas should be submitted.
5. We suggested one additional crosswalk between building 10 and buildings 2/3. The petitioner opposes the additional crossing and suggest that it would disturb the utility of the uninterrupted open space. (We believe that a “desire path” will eventually emerge, and the homeowners’ association will likely choose to install a sidewalk or paved path later.
6. We suggested ringing the central open spaces with a carriage walk to prevent the inevitable road salt damage to landscaping/lawn and aid the driver’s exit from a vehicle parked along these open spaces. The petitioner indicates that this would present a drainage obstruction and chooses not to included it in this site plan.
7. We questioned the purpose of the expanded sidewalks on the street side of building 5 and building 8. The Petitioner indicates that the allow for a margin of error in truck turning movements at the far end of the Rain Garden Island. We remind the Petitioners and the Plan Commission that a plan for parking and “no parking” areas is necessary to assure that parked vehicles will not obstruct the turning movements of trucks.
8. The Revised Site plan reflects our advice that air conditioning condensers should not be located on the street side of the buildings.
9. We have shared our opinion about the lack of a human door on the auto-court side of the units, causing guests parking in the auto-court furthest from the street will require need to walk 350 feet to the front door. We suggested that the addition of sidewalks at the south end of units 7-10 and at the north end of units 1-6 would be appreciated by those guests. The petitioner opposes such additional sidewalks as they would reduce the area available for berming and landscaping and would impact the area woodland preservation and stormwater overflow route. We believe that either the home-owners association or the unit owners at the end of the auto-courts will eventually install a path around the building ends, perhaps in gravel or woodchips, or stepping stones to accommodate this natural movement.
10. The updated site plan increases the paved area by 5’, allowing the dwelling units deepest in the auto-court to back-up and exit without bumping into the screening fence.