



Village of Lincolnwood Plan Commission

Meeting
Wednesday December 4, 2013
7:00 P.M.

in the
Council Chambers Room
Lincolnwood Village Hall - 6900 Lincoln Avenue
Agenda

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**
3. **Approval of Minutes**
 - October 2, 2013 Meeting Minutes
 - October 23, 2013 Meeting Minutes
 - November 6, 2013 Meeting Minutes
4. **Public Hearing: Accessory Structures - Zoning Code Text Amendment**
(Continued from September 11, 2013, July 10, 2013, June 5, 2013, May 1, 2013, March 6, 2013 and February 6, 2013)
Request: Text Amendment to Permitted Obstructions in Required Yards Section of Code to consider Modifying Regulations Pertaining to and Including but Not Limited to Open Balconies, Porches, and Open Patios or Terraces
5. **Public Hearing: Definitions - Zoning Code Text Amendment**
(Continued from October 2, 2013, August 7, 2013, June 5, 2013, May 1, 2013, March 6, 2013 and February 6, 2013)
Request: Text Amendment to Definition Section to consider Modifying and Adding Certain Definitions Including but Not Limited to Banquet Facility, Banquet Hall, Façade, Fence, Semi-Private or Semi-Private Fence, Restaurant and Restaurants, Fast-Food or Carryout
6. **Public Hearing: Lincoln Avenue Plan – Amendment to Comprehensive Plan**
(Continued from October 23, 2013)
Request: Moratorium and Amendment to Comprehensive Plan Concerning the Lincoln Avenue Subarea Including but Not Limited to Multi-Family Housing

7. **Public Hearing: Fence Material Regulations - Zoning Code Text Amendment**
(Continued from November 6, 2013)
Request: Text Amendment to Consider Unacceptable Fence Materials and Fence Design Requirements

8. **Public Hearing: Preliminary Planned Unit Development, Map Amendment, Preliminary Plat of Consolidation - 4500 Touhy Avenue, 4560 Touhy Avenue, 7350 Lincoln Avenue, 7358 Lincoln Avenue, and 7366 Lincoln Avenue (The Shoppes at Lincoln Pointe)**
Request: Consideration of a Mixed Use Development at the Former Purple Hotel Property

9. **Next Meeting**

10. **Public Comment**

11. **Adjournment**

DRAFT

**MEETING MINUTES OF THE
PLAN COMMISSION**

October 2, 2013

7:00 P.M.

**LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN
LINCOLNWOOD, IL**

MEMBERS PRESENT:

Chairman Paul Eisterhold
Irving Fishman
Don Sampen
Mark Yohanna
Patricia Goldfein
Sue Auerbach
Steve Jakubowski (at 7:18pm)

MEMBERS ABSENT:

None

STAFF PRESENT:

Community Development Manager Aaron N. Cook, AICP

I. CALL TO ORDER

Chairman Eisterhold noted a quorum of six members present and called the meeting to order at 7:05 p.m.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF MINUTES

Motion to approve the September 11, 2013 Plan Commission minutes was made by Commissioner Fishman and Seconded by Commissioner Goldfein with minor changes. Motion approved 5-0-1 (Commissioner Auerbach abstained).

IV. Public Hearing: Definitions – Zoning Code Text Amendment

Chairman Eisterhold indicated that the matter had been continued most recently from the August 7, 2013 Plan Commission meeting. Chairman Eisterhold indicated that at the last meeting the Commission directed staff to research the restaurant definitions from other communities.

Mr. Cook presented the matter as it relates to the definition of restaurants. Mr. Cook explained that staff reviewed other communities to determine how restaurants are not only defined but categorized. Mr. Cook presented the information from nearby communities. Mr. Cook indicated that there is no standardized manner to define and

categorize restaurants. Mr. Cook reviewed the current categories and definitions for restaurants, restaurant and fast-food or carry-out restaurant.

Chairman Eisterhold indicated that while he reviewed the materials gathered from other communities he thought of many examples of restaurants that did not fit into the definitions and categories used in other communities. Chairman Eisterhold explained the list he prepared which identified multiple different potential restaurant types. Chairman Eisterhold stated that he did not get in to the parking side of the consideration but rather focused on how the different restaurant types operate. Mr. Cook cautioned the Plan Commission against trying to establish many different restaurant types as too many categories can be ineffective.

Commissioner Fishman stated that he is less concerned with the definitions than he is concerned about what is realistic. Commissioner Fishman stated that rather than looking at other communities he would like to know what is realistic property to property within Lincolnwood. Commissioner Fishman asked if restaurants have experienced problems with parking and if so what the problems were. Commissioner Fishman indicated that many of the restaurants he visits do not appear to have problems.

Commissioner Auerbach agreed and stated that trying to organize definitions and parking requirements are difficult. Commissioner Auerbach indicated that the problem is when parking occurs on residential streets. Commissioner Auerbach observed that most businesses resolve potential problems by establishing valet and finding extra parking elsewhere. Commissioner Auerbach stated that it is her opinion that most businesses do not want their customers to park on residential parking.

Mr. Cook stated that the matter before the Plan Commission is not a matter of regulating existing restaurants but rather the regulations that new restaurants must comply with. Mr. Cook reminded the Plan Commission that in 2011 the Commission considered and made recommendations to reduce the requirement number of off-street parking for sit-down restaurants. Mr. Cook stated that the existing definitions are not clear enough on the differentiation between the two restaurant types within the Village. Mr. Cook explained that the matter up for discussion is the category/types of restaurants and how to define such restaurants given the potential confusion of the existing definitions. Mr. Cook indicated that the Plan Commission's task is to clarify the definitions. If during the consideration it is believed that additional restaurant types should be identified the Plan Commission may take the information gathered from other communities and use it as a guide.

Commissioner Goldfein asked if the Illinois State Health Code defines restaurants in a manner that may be useful. Mr. Cook indicated he did not review the codes but that he believes those codes regulate the service of food which applies equally to all restaurant types. Commissioner Goldfein asked how many restaurants are in Lincolnwood. Mr. Cook stated that there is not a complete inventory of all restaurants in the community.

Commissioner Sampen asked what the current off-street parking requirements are for both restaurant categories. Mr. Cook indicated that the sit-down restaurant parking

requirement is 10 spaces per 1,000 square feet and carry-out restaurants are 1 space per seat plus 3 spaces per cashier station plus one space per employee. Commissioner Sampen asked if there have been any problems in administering the requirements and if any restaurants have not opened because of the off-street parking requirements. Mr. Cook stated that there have not been many inquiries for new restaurants in the community in the past one year. Mr. Cook added that Meatheads opened in the community under the parking requirements. Mr. Cook used Meatheads as an example on the lack of clarity in the definitions of sit-down and carry-out restaurants. Mr. Cook explained that Meatheads could fit into either category.

Commissioner Fishman stated that he would like to know if Skokie has experience any problems with parking around the area of Sanders on Touhy Avenue. Commissioner Fishman indicated that he doesn't believe that aside from one restaurant that there are any parking problems associated with restaurants in Lincolnwood.

Commissioner Goldfein asked if there can be two different parking standards for restaurants that are both sit-down and carry-out restaurant. The Commission continued to discuss different examples of restaurants and how they fit within the two existing restaurant definitions.

Commissioner Goldfein stated that it is appropriate to introduce a third restaurant category that can accommodate some of the "hybrid" type of restaurants that have been given as examples. Commissioner Goldfein suggested that for the third "hybrid" restaurant category it may be appropriate to have a parking requirement be the higher of the per-square-foot determination or the operational standard. Mr. Cook indicated that the standards can be drafted that way.

Commissioner Sampen agreed with adding a third category with discretion given to the Zoning Officer to make determination in cases of a restaurant type that may not fit clearly into one of the three definitions. Commissioner Sampen suggested that staff prepare draft definitions of the three restaurant types discussed.

Commissioner Fishman stated that he is not in favor of simply accepting standards from other communities. Commissioner Fishman indicated that it is more important in his opinion to understand if there are any problems at existing restaurants in Lincolnwood. Mr. Cook explained that it is common practice to research communities in the area to understand how other communities regulate a given item. Commissioner Goldfein indicated that without paying for a parking study a review of existing conditions will be unscientific.

Commissioner Auerbach asked the range of restaurant types that would fall into the middle new "hybrid" definition. Mr. Cook stated that the middle definition may include everything that does not fit neatly into either carry-out restaurant or sit-down restaurant.

Chairman Eisterhold stated that it may be beneficial for staff to identify the restaurant types with definitions and then using those categories place the existing restaurants in Lincolnwood into the proposed categories.

Commissioner Fishman asked how many more restaurants will open in Lincolnwood. He wondered if the Village should be spending as much time on this issue. Mr. Cook indicated that the regulations would apply to new restaurants including the re-use of spaces previously used as restaurants.

Commissioner Goldfein asked what other sections of the Zoning Code of Municipal Code will need to be reviewed if the definitions are amended. Mr. Cook stated that the subject matter is strictly a zoning matter. Mr. Cook added that staff will ensure that if any changes are made to the Zoning Code that other sections are consistent as needed and that possibly the business license section would need to be reviewed.

Chairman Eisterhold reiterated the direction to have staff prepare draft definitions as well as list the existing restaurants in the community under each proposed restaurant type.

Chairman Eisterhold discussed the Banquet facilities definition item. He indicated that the term is defined however it is not found in the land use table. Mr. Cook stated that is the reason staff included this as an item for discussion. He further explained that defining a use that is not included in the land use table is an uncommon practice but it is not necessarily inappropriate. Mr. Cook indicated that staff has conferred with the Village Attorney and recommend no change to the Zoning Code relative to the definition of banquet facilities.

The Plan Commission recessed at 8:05pm for five minutes.

The Plan Commission discussed the appropriateness of permitting banquet facilities in Lincolnwood. Mr. Cook indicated that the legal notice for the item did not include a review of where banquet facilities may be permitted but rather a review of the definition only. Commissioner Fishman indicated that the former Purple Hotel had a banquet facility. Mr. Cook indicated that hotels with a banquet facility as an accessory use is part of the land use table but stand-alone banquet facilities are not.

The Commission discussed the definition of board-on-board fence. The consensus was to not remove the two references to shadow box and board-on-board fences. The Commission preferred that the definition be slightly modified to read "board-on-board aka shadow box fence".

The Plan Commission discussed the definition of façade. Mr. Cook indicated that most of staff's concern with the current definition is being addressed as part of the commercial design standards discussion. Mr. Cook recommends that the definition of façade is best addressed as part of the commercial design standards. Chairman Eisterhold stated that as part of the definition there is a reference to public street however there are several private

streets in the community which should still receive the same treatment as a public street. Chairman Eisterhold recommended that staff prepare a definition of façade and elevation.

Chairman Eisterhold asked if there was anyone in the audience who wanted to comment. There was none.

Motion to Continue the matter to the December 4, 2013 regularly scheduled meeting by Commissioner Yohanna and Seconded by Commissioner Sampen.

Aye: Yohanna, Sampen, Jakubowski, Goldfein, Auerbach, Fishman, and Eisterhold

Nay: None

Motion Carried 7-0.

V. OTHER BUSINESS: Public Hearing Procedures

Commissioner Sampen indicated that he requested a discussion on the procedures for public hearings particularly in light of several recent contentious hearings. Commissioner Sampen stated that the hearings continue for a long period of time. Commissioner Sampen indicated that while listening to the testimony of both the applicants and objectors raised concerns. Commissioner Sampen indicated that he was not certain the PC needs to provide unlimited time to an applicant to make their case in order to avoid unnecessarily lengthy hearings. Commissioner Sampen stated that establishing time limits at the beginning can be beneficial and being reasonable if an applicant needs more time. Commissioner Sampen also expressed concerned if an applicant receives unlimited time but an objector is given limited time. Commissioner Sampen described that such a format may give an appearance of unfairness. Commissioner Sampen stated that he believes there should be rough parity between applicant and group of objectors.

The Plan Commission discussed the concerns raised and methods to hold a public hearing to address the concerns while also effectively hold a hearing. The Commission generally agreed with Commissioner Sampen however there was not specific consensus on needing a change in the format of the public hearing identifying that applicants have a case to make with many facts. The Commission agreed that the Chairman exercised proper discretion during the recent cases and believes that the Chair's discretion is appropriate moving forward.

XI. NEXT MEETING

Staff reminded the Commission of a Public Hearing/Workshop meeting scheduled for Wednesday October 23, 2013.

XII. PUBLIC COMMENT

None.

XIII. ADJOURNMENT:

Hearing no further business, Motion to adjourn made by Commissioner Yohanna and Seconded by Commissioner Goldfein. Motion approved unanimously 7-0. Meeting adjourned at 9:00 PM.

Respectfully submitted,

Aaron N. Cook, AICP
Development Manager



DRAFT

**MEETING MINUTES
OF THE
LINCOLNWOOD PLAN COMMISSION
October 23, 2013
7:00 P.M.**

**LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS**

MEMBERS PRESENT:

Chairman Paul Eisterhold
Irving Fishman
Sue Auerbach
Mark Yohanna
Patricia Goldfein

MEMBERS ABSENT:

Don Sampen
Steve Jakubowski

STAFF PRESENT:

Community Development Manager Aaron N. Cook, AICP
Community Development Director Timothy M. Clarke, AICP
Village Manager Timothy Wiberg

VILLAGE COUNSEL:

Hart Passman

OTHER VILLAGE REPRESENTATIVES PRESENT:

Trustee Klatzco
Trustee Patel
Village Clerk Herman
EDC Chair Persino

DEVELOPMENT TEAM REPRESENTATIVES PRESENT:

Neal Stein, North Capital Group
Ross Glickman, Urban Retail Properties
Joe Antunovich, Antunovich Architects
Greg Gorski, Antunovich Architects
Tony Gosetti, Antunovich Architects
Luay Aboona, KLOA
Jerry Callaghan, Freeborn & Peters

I. CALL TO ORDER

Chairman Eisterhold noting a quorum of five members present, called the meeting to order at 7:05 p.m. Chairman Eisterhold announced that Commissioner Sampen would not be attending tonight's proceedings due to a schedule conflict.

II. PLEDGE OF ALLEGIANCE

III. Approval of Minutes

Motion to approve the September 24, 2013 Plan Commission workshop minutes was made by Commissioner Goldfein and Seconded by Commissioner Yohanna. Motion approved 4-0-1 with Commissioner Auerbach abstaining.

IV. Public Hearing: Lincoln Avenue Plan – Amendment to Comprehensive Plan

Chairman Eisterhold announced the hearing and identified members of the Task Force who were present to participate in the discussion. Mr. Ken Klint, Ms. Renee Silberman, Mr. James Persino introduced themselves.

Mr. Clarke identified the purpose of the referral by the Village Board is to review the entire Lincoln Avenue Task Force Plan. Mr. Clarke added that the referral includes a more specific review of residential along Lincoln Avenue particularly south of Pratt Avenue. Mr. Clarke added that the Village Board also seeks Plan Commission consideration on the appropriateness of adopting a moratorium on residential development while the review of the report occurs. Mr. Clarke presented the history of the focus, process, vision, and outcome of the Task Force. Mr. Clarke reviewed several projects on Lincoln Avenue that were built after the adoption of the LATF Report.

Commissioner Fishman commented indicated that Walgreen's may not have been developed with the LATF Report because the project began prior to the adoption of the Report. Commissioner Fishman stated that has passed and disappointed that what the plan was intended to achieve has not happened. Commissioner Fishman indicated that he believes that the properties on the east side of Lincoln Avenue are different than west side. Commissioner Fishman explained that the properties on the west side have depth where the east side does not. Commissioner Fishman expressed that he does not believe a moratorium is appropriate at this time. Commissioner Fishman stated that condos have provided growth in other communities. Commissioner Fishman stated that he is not in favor of moratoriums.

Chairman Eisterhold stated that the members of the Task Force are present and that the time should be used to hear their comments on the plan.

Mr. Persino agreed that moratoriums are not positive and should not be considered at this time. Mr. Persino indicated that the commercial and residential hub concept was developed after looking at the issue of shallow and odd shaped sites along Lincoln Avenue. Mr. Persino stated that he believes that residential should still be considered. Mr. Persino expressed concern with build-to lines when coupled with building heights. Mr. Persino recommended reviewing a regulation to require buildings two stories or greater to have additional setback requirements in order to avoid "cannon effect". Mr.

Persino indicated that it may be appropriate to review the hubs and the permitted developments within those hubs. Mr. Persino stated that the economic downfall has been responsible for lack of development along Lincoln Avenue as well as odd shaped lots. Mr. Persino identified that in his opinion, lack of development is due to property owners with unrealistic property values. Mr. Persino supported the hub concept as a good idea for the community.

Ms. Silberman recalled that the plan was intended to avoid block after block of car dealerships and other automobile related businesses. Ms. Silberman stated that the Task Force wanted to promote development that is pedestrian friendly and to make crossing Lincoln safer. Ms. Silberman expressed concern that if a moratorium is not adopted that Lincolnwood would be forced into accepting the first applications made in an improving economic climate. Ms. Silberman stated that if the plan isn't reviewed there may be negatives to the community. Ms. Silberman indicated her disappointment in the proposal at Lincoln and Touhy Avenues. Ms. Silberman indicated that she doesn't want Village to be up for sale to first buyers and wants to make sure the community remains upscale. Ms. Silberman stated her general support of a moratorium.

Mr. Klint stated that there were struggles to develop along Lincoln Avenue with the most common new development proposals were car dealerships, car washes, and drive-through banks. Mr. Klint explained that the Task Force began a process to try to guide more development of more desirable uses. Mr. Klint stated that he is unsure if the Task Force envisioned the high density residential that was shown in staff's presentation. Mr. Klint supported a review of the plan and modifications as needed but the plan should not be eliminated. Mr. Klint indicated that the Task Force hoped to encourage land assemblage as well as for the review of making cul de sac streets.

The three former members of the Lincoln Avenue Task Force continued to review some of the recommendations of the plan as well as the goals. Discussion continued regarding the proposed Lincoln and Touhy Avenue development.

Chairman Eisterhold asked how mixed use developments are being perceived in the construction industry. Mr. Persino stated that smaller mixed use projects are difficult. Mr. Persino explained that is why there is an allowance for first floor residential in certain hubs. Mr. Persino agreed that there have been challenges in selling/leasing commercial space while the residential were fully occupied.

Commissioner Fishman stated that planning process and recommendations should be realistic and the property values in Lincolnwood are comparable to Skokie and Niles. Commissioner Fishman stated that planning does not bring development, the marketplace brings development. Commissioner Fishman stated that pedestrians along the entirety of Lincoln Avenue will not happen in near future. Mr. Persino stated that he believes the new development will trigger redevelopment.

Commission Yohanna asked the width of Belmont Avenue in which Mr. Persino described a "cannon effect" previously. Mr. Persino stated that Belmont Avenue is two

drive lanes with a parking lane on each side. Mr. Yohanna asked if Belmont Avenue is as wide as Lincoln Avenue. Mr. Persino stated that Lincoln Avenue is wider.

Chairman Eisterhold asked if there was anyone in the audience that wished to address the matter. There were none.

Motion to Continue the matter to the December 4, 2013 regularly scheduled meeting by Commissioner Yohanna and Seconded by Commissioner Fishman.

Aye: Yohanna, Fishman, Auerbach, Goldfein, and Eisterhold

Nay: None

Motion Carried 5-0.

The Commission went into a public meeting for the purposes of holding a workshop to discuss the concept plan for redevelopment at the former Purple Hotel site.

III. Workshop: Concept Plan for Purple Hotel Site

Mr. Callahan introduced how their presentation will proceed. Mr. Callahan indicated that there have been some modifications to the site plan. Mr. Callahan indicated that they have also attended several community meetings in addition to the Plan Commission Workshops.

Mr. Stein announced that Marriott International approved a Springhill Suites franchise license at the project. Mr. Stein indicated that green roofs were identified as desirable by those during community meetings. Mr. Stein added that traffic concerns were also raised. Mr. Stein indicated that residents along Chase Avenue wondered if blocking Chase at Lincoln Avenue is needed. Mr. Stein stated that he is not in favor of the idea of cutting street off completely because of development. Mr. Stein explained that the proposed residential building has been eliminated from the plans. Mr. Stein stated that the residential was included because the Lincoln Avenue Task Force report identified residential. Mr. Stein acknowledged that the desire for residential on Lincoln Avenue may be changing. Mr. Stein indicated that they now believe it is best to maintain office building which would be included in the PUD.

Mr. Glickman presented an update on the leasing of approximately 190,000 square feet of space. Mr. Glickman advised of discussion with grocers, health clubs, restaurants and retailers. Mr. Glickman stated that they have 10 letters of intent. Mr. Glickman stated that there is more interest from restaurants than the available restaurant space within the development.

Chairman Eisterhold asked about previous comment relative to anchor stores. Chairman Eisterhold asked for an explanation on market changes and site requirements. Mr. Glickman stated that the site does not warrant a department store anchor. Mr. Glickman explained that there are not many department stores remaining and of them few are expanding. Mr. Glickman added that there is not enough space on the site for a department store and the demographics don't warrant a department store.

Commissioner Fishman asked if any of the LOI's are with grocers. Mr. Glickman indicated that none of the LOI's were with grocers but that there has been much communication. Commissioner Fishman stated a concern with grocery competition and he wondered if the applicant had similar concerns. Mr. Glickman expressed no concern because the grocers they are speaking to are specialty grocers which are smaller and differ from others in the area. Mr. Glickman stated that they have never brought in a tenant simply for the revenue stream but rather they attempt to bring in an appropriate and sustainable mix of tenants which will make for a better project long term.

Commissioner Yohanna asked if the grocer they've spoken with the most is distinguishable from Lincolnwood Produce. Mr. Glickman stated that the grocer is distinguishable from Lincolnwood Produce. Commissioner Yohanna asked what a destination retailer is. Mr. Glickman explained that a destination retailer will draw from outside the immediate market. Mr. Glickman added that the site has great arterial features which enhance the draw of a destination retailer.

Commissioner Goldfein asked what factor or factors drive the density. Mr. Glickman stated that there is density indigenous within the market. Mr. Glickman stated that the demographics of Lincolnwood and the secondary market. Commissioner Goldfein inquired if tenants have preferences on location and if so are there more popular spaces within the development? Mr. Glickman stated that the end caps tend to be more popular however he does not consider any spaces to be inferior. Mr. Glickman added that it will be easy to walk within site.

Commissioner Fishman stated that he believes valet be needed. Mr. Glickman agreed and indicated that the restaurants will demand valet.

Mr. Antunovich reviewed the revised drawings. Mr. Antunovich also reviewed information of similar projects that his firm has worked on. Mr. Antunovich addressed parking usage within the project. Mr. Antunovich explained changes to the parking layout which they believe will help the parking and the parking flow throughout the project. Mr. Antunovich indicated that they design mixed use developments throughout the nation which typically include residential. Mr. Antunovich stated that while residential is not included within the boundary of their project there is a significant amount of existing residential immediately adjacent to the project.

Commissioner Auerbach asked about several of the "corner" units within the development as there is visibility but there is no immediate parking available. Mr. Antunovich acknowledged the condition but in particular the units at the corner of Lincoln Avenue and Touhy Avenue will be served by a valet drop-off. Mr. Antunovich added that as leasing progresses they may determine some changes may be needed.

Commissioner Goldfein asked if the Commonwealth Edison parking is feasible for use to benefit the project. Mr. Antunovich indicated that they envision the parking will be used primarily by employees and overflow parking. Commissioner Fishman asked the status

of securing a long term lease for use of the ComEd area. Mr. Stein stated that they have requested a lease in perpetuity but that he believes while that may not be agreed to they are confident that a long term lease can be secured.

Chairman Eisterhold asked about the hotel comment to eliminate the step-back design initially presented. Chairman Eisterhold stated that he was in favor of that design. Mr. Stein agreed that the design was attractive however the hotel is desirous to keep within their standards which resulted in the elimination of that feature.

Commissioner Goldfein expressed concern over the density of the project. Commissioner Goldfein stated that she is hesitant to give approval given the density. Commissioner Goldfein indicated that a development with parking accommodated by parking garages and parking decks is not common in Lincolnwood. Commissioner Goldfein stated that some of the circulation concerns have been addressed. Commissioner Goldfein expressed concern of a pedestrian oriented development in which she believes will be constant traffic gridlock. Mr. Stein stated that he did not gather that the Commissioners previous comments were concerns over density but rather concerns with circulation and internal movements. Mr. Stein thanked the Commissioner for providing the comments. Mr. Callahan indicated that the Lincoln Avenue Overlay Plan calls for some of the density features including underground and structure parking. Commissioner Goldfein stated that the discrepancy in density between the proposed project and surrounding area is concerning. Commissioner Auerbach indicated that she is not as concerned with the density. Mr. Antunovich stated that the intersection has the highest density within the community and the project within that context does match. Commissioner Goldfein discussed the TIF and possible impact.

The Plan Commission discussed similar developments in the area.

Commissioner Auerbach asked about the impact on Chase Avenue as she has heard concerns from residents. Mr. Stein stated that they aligned with Chase Avenue as there is already an intersection which makes it easier to gain approval with IDOT. Mr. Stein indicated that they are willing to work toward a satisfactory solution but there is a chance that a modification to the intersection may result in half the residents being happy and half being unhappy. Commissioner Auerbach asked for examples of similar situations and how they were resolved may be helpful. Commissioner Fishman stated that he does not believe there will be people speeding down Chase Avenue with the number of speed bumps and stop signs. Commissioner Auerbach agreed.

Mr. Donald Gelfund, Chairman of Lincolnwood Traffic Commission, stated that Chase Avenue could become an issue as Chase Avenue connects Crawford Avenue and Lincoln Avenue. Mr. Gelfund encouraged limited traffic movements out of the development at Chase Avenue.

Commissioner Goldfein asked Jim Persino how successful the proposed parking layout may be. Mr. Persino stated that it is not uncommon to place parking restrictions on

employee parking. Mr. Persino stated that he did not care for the parking layout initially proposed and is now generally comfortable with the plan.

Mr. Callahan advised the Commission that they will submit a full traffic study as part of the PUD application. Mr. Callahan stated that they intend to submit for PUD consideration at the December 4th Plan Commission meeting.

Chairman Eisterhold asked if there was anyone in the audience that wished to address the matter. There were none.

VII. OTHER BUSINESS:

No other business was raised.

VIII. PUBLIC COMMENT:

No one in the audience rose to address the Commission.

IX. ADJOURNMENT:

At 9:35PM, Commissioner Auerbach made a motion, seconded by Commissioner Goldfein, to adjourn the meeting. Motion approved by consensus.

Respectfully submitted,

Aaron N. Cook, AICP
Development Manager

DRAFT



**MEETING MINUTES OF THE
PLAN COMMISSION**

**November 6, 2013
7:00 P.M.**

**LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, IL**

MEMBERS PRESENT:

Chairman Paul Eisterhold
Irving Fishman
Sue Auerbach
Patricia Goldfein
Don Sampen
Steve Jakubowski (at 7:15pm)

MEMBERS ABSENT:

Mark Yohanna

STAFF PRESENT:

Community Development Manager Aaron N. Cook, AICP

VILLAGE COUNSEL:

Hart Passman

I. CALL TO ORDER

Chairman Eisterhold noted a quorum of five members present and called the meeting to order at 7:05 p.m.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF MINUTES

Motion to approve the September 24, 2013 Plan Commission minutes was made by Commissioner Goldfein and Seconded by Commissioner Fishman. Motion approved 4-0-1 (Commissioner Auerbach abstained).

Chairman Eisterhold recommended that the Plan Commission move to open discussion on Agenda Item #8 as the applicant is present from out of town. The Plan Commission agreed to re-order the agenda.

VII. Public Hearing: 3700 West Devon Avenue – Special Use for Wireless Communications Facility

Mr. Cook presented the special use request for wireless communication facility at 3700 West Devon Avenue. Mr. Cook stated that the request by Verizon Wireless is to replace one antenna per array on an existing wireless site. Mr. Cook stated that the existing antenna and replacement antenna are located on an existing freestanding tower. Mr. Cook added that Verizon seeks to add equipment to the tower immediately below the existing array. Mr. Cook added that staff was unable to find any prior Special Use approval granted to Verizon for the existing array.

Mr. Bill Schrader, authorized agent for Verizon, testified that the new antennas would comply with the required maximum antenna height of six feet.

Commissioner Goldfein asked who the owner is. Mr. Cook stated that the tower is owned by Crown Castle.

Commissioner Auerbach asked when the tower was constructed. Mr. Cook explained that staff could not find any records on the construction of the tower. Mr. Schrader stated that he searched certain documents and recalls seeing that the tower was built approximately 30 years ago.

Commissioner Goldfein asked why the Village doesn't have records. Mr. Passman stated that 30 years ago municipalities often didn't have Special Use requirements for communication facilities. Mr. Passman recalled that there have been several cases recently where replacement antennas were proposed at sites that did not have Special Use approval. Mr. Passman stated that those sites are non-conforming.

Commissioner Goldfein asked for the percentage of power increase. Mr. Schrader stated that he's unsure but the addition equipment is low voltage. Commissioner Goldfein asked if the replacement and new equipment is needed to increase coverage. Mr. Schrader explained that the service would be improved within the existing coverage area.

Chairman Eisterhold asked if there was anyone in the audience who wanted to comment. There was none.

Motion to Approve the matter to the December 4, 2013 regularly scheduled meeting by Commissioner Fishman and Seconded by Commissioner Auerbach.

Aye: Fishman, Auerbach, Goldfein, Jakubowski, Sampen and Eisterhold

Nay: None

Motion Carried 6-0.

IV. Public Hearing: Commercial Masonry Requirements – Zoning Code Text Amendment

Chairman Eisterhold indicated that the matter had been continued most recently from the September 11, 2013 Plan Commission meeting. Chairman Eisterhold indicated that at the last meeting the Commission continued the discussion.

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Mr. Cook presented the matter as it relates to the definition of restaurants. Mr. Cook explained that staff reviewed other communities to determine how restaurants are not only defined but categorized. Mr. Cook presented the information from nearby communities. Mr. Cook indicated that there is no standardized manner to define and categorize restaurants. Mr. Cook reviewed the current categories and definitions for restaurants, restaurant and fast-food or carry-out restaurant.

Chairman Eisterhold indicated that while he reviewed the materials gathered from other communities he thought of many examples of restaurants that did not fit into the definitions and categories used in other communities. Chairman Eisterhold explained the list he prepared which identified multiple different potential restaurant types. Chairman Eisterhold stated that he did not get in to the parking side of the consideration but rather focused on how the different restaurant types operate. Mr. Cook cautioned the Plan Commission against trying to establish many different restaurant types as too many categories can be ineffective.

Commissioner Fishman stated that he is less concerned with the definitions than he is concerned about what is realistic. Commissioner Fishman stated that rather than looking at other communities he would like to know what is realistic property to property within Lincolnwood. Commissioner Fishman asked if restaurants have experienced problems with parking and if so what the problems were. Commissioner Fishman indicated that many of the restaurants he visits do not appear to have problems.

Commissioner Auerbach agreed and stated that trying to organize definitions and parking requirements are difficult. Commissioner Auerbach indicated that the problem is when parking occurs on residential streets. Commissioner Auerbach observed that most businesses resolve potential problems by establishing valet and finding extra parking elsewhere. Commissioner Auerbach stated that it is her opinion that most businesses do not want their customers to park on residential parking.

Mr. Cook stated that the matter before the Plan Commission is not a matter of regulating existing restaurants but rather the regulations that new restaurants must comply with. Mr. Cook reminded the Plan Commission that in 2011 the Commission considered and made recommendations to reduce the requirement number of off-street parking for sit-down restaurants. Mr. Cook stated that the existing definitions are not clear enough on the differentiation between the two restaurant types within the Village. Mr. Cook explained that the matter up for discussion is the category/types of restaurants and how to define such restaurants given the potential confusion of the existing definitions. Mr. Cook indicated that the Plan Commission's task is to clarify the definitions. If during the consideration it is believed that additional restaurant types should be identified the Plan Commission may take the information gathered from other communities and use it as a guide.

Mr. Cook indicated that the only new information are images presented by the Chairman as well as an image from an existing building in the community at 3924 Devon Avenue. Chairman Eisterhold indicated that the examples provided are structure panels with exterior finishes. Chairman Eisterhold indicated that they are commonly used in industrial construction. Chairman Eisterhold added that the pictures he provided are pre-cast panels that are being used to construct a Walgreens. The Chair indicated that the panels do not have exterior finishes to them.

The Commission discussed the pre-cast panels and the appropriateness in various types of construction. Mr. Cook stated that the matter under review is not a construction method but exterior finishes. Mr. Cook stated that the matter for discussion is whether or not pre-cast panels with a final exterior finish qualifies as a high quality material.

The Commission generally concluded that pre-cast panels may be appropriate in industrial areas but not in other non-residential areas. Commissioner Goldfein however stated that the pre-cast panels are a divergence in appearance from brick construction.

Commissioner Auerbach indicated that she may be open to most materials as long as the Plan Commission can review. Mr. Cook indicated that one of the remanded items for the Plan Commission consideration is determining if there is an administrative approval process.

Trustee Patel stated that CORB remanded to the Commission consideration of determining criteria to authorize alternative products. Mr. Cook explained that the matter has been previously discussed by the Commission. Mr. Cook stated that most communities handle a review of alternative materials by either Design Review Boards or as variations. The Commission discussed possible options for administrative review without establishing a Design Review Board.

The Plan Commission discussed modifying the approval process for alternative materials. Rather than requiring a variation which would be reviewed by the Zoning Board of Appeals alternative materials could be brought to the Plan Commission as a Special Use or an alternative process.

Commissioner Fishman expressed concern with the Village getting involved in determining high quality materials. Commissioner Fishman indicated that the discussion involves individual preferences and tastes. Commissioner Fishman stated that he wants the Village to have the attitude to welcome developers and to not establish barriers including material requirements. Commissioner Fishman stated that the standards should not prevent development and elimination of vacancies. Commissioner Fishman does not want the community to regulate appearance.

Chairman Eisterhold stated that staff does not want to be the authority to approve alternative materials. Chairman Eisterhold indicated that the review may not need to be a Special Use but something similar that would be reviewed by the Plan Commission.

The Commission discussed that the Village may desire to allow a wider range of permitted materials in the industrial districts. Commissioner Auerbach asked staff what the most common materials requested by developers that are not included on the list of high quality materials. Mr. Cook indicated that cementitious fiber board is becoming more popular.

The Commission continued to deliberate appropriate material types and concluded that it may be appropriate to permit a wider range of materials within the industrial districts. Mr. Cook indicated that the two industrial districts do have properties which front onto major streets. Mr. Cook stated that the wider use of materials may not be appropriate even in an industrial district if that property fronts on a major street. The Commission generally agreed that additional materials may be appropriate in industrial areas but not in retail areas.

Commission Goldfein asked if additional standards should be placed on the acceptable materials beyond what has been established. Mr. Cook stated that he does not believe additional standards are needed.

Commissioner Sampen recommended that the Commission discuss in a separate session what materials are appropriate in industrial districts.

Mr. Passman summarized the consensus of the Plan Commission discussion: 1) List of materials is acceptable, 2) Review alternative materials as a special use, 3) Hold the matter to review additional materials within industrial zone only.

Commissioner Auerbach stated that there may be a concern that requesting a Special Use may open a developer to additional requirements such as more landscaping. Mr. Passman indicated that the Village can tie their own hands if desired.

The Commission directed staff to prepare a process for limited review of alternative materials by the Plan Commission similar to a Special Use but not subject to the range of conditions. The Plan Commission also indicated a desire to ask the Village Board to direct the Plan Commission at a later date to review alternative materials for industrial districts.

Chairman Eisterhold asked if there was anyone in the audience who wanted to comment. There was none.

Motion to Continue the matter to the February 5, 2013 regularly scheduled meeting by Commissioner Fishman and Seconded by Commissioner Sampen.

Aye: Fishman, Sampen, Jakubowski, Goldfein, Auerbach, and Eisterhold

Nay: None

Motion Carried 6-0.

**V. Public Hearing: Health Club or Private Recreation and Firearms
Shooting Ranges– Zoning Code Text Amendment**

Mr. Cook stated that much of the information presented to the Plan Commission had been given to the Commission previously. Mr. Cook stated that an update review of regulations in the region for such uses. Mr. Cook stated that most communities to not have adopted regulations. Mr. Cook outlined the items for review.

Commissioner Fishman stated that the use may be appropriate on some properties along Lincoln Avenue particularly along the west side of the street. Commissioner Fishman stated that he was more interested in the usage of parking areas at other shooting ranges rather than the legislation of shooting ranges. Mr. Cook stated that it is difficult for staff to determine the parking usage at other businesses without hiring and paying for multiple parking studies. Commissioner Fishman stated that staff could contact the police departments of those communities to determine if there are any complaints.

Commissioner Sampen left the meeting at 9:15pm.

The Commission reviewed the three definitions presented by staff for Private Recreation, Health Club, and Firearms Shooting Range. The Commission concurred with establishing the three definitions. The Commission commented and modified the Firearms Shooting Range definition.

Commissioner Jakubowski stated that he would like to see reviews of the operators similar to the recommendations as part of the Group Home text amendment.

Chairman Eisterhold stated that he is in favor of possibly expanding Firearms Shooting Ranges as a Special Use in the commercial and industrial areas. Chairman Eisterhold clarified that all non-residential districts should be considered. Commissioner Jakubowski generally concurred and the Special Use will ensure that the Village can require high quality and safe operations. Commissioner Fishman generally concurred and cited property on Lincoln Avenue that may be in a Business District but is more appropriate for the use than some parcels in the MB District. Commissioner Goldfein disagreed and indicated that Firearms Shooting Ranges in every non-residential district is beyond appropriate.

Chairman Eisterhold asked if there was anyone in the audience who wanted to comment.

Mr. Zvie Lieberman explained that at one time there were three shooting ranges in Lincolnwood. Mr. Lieberman stated that there is one currently in the basement of the Police Department. Mr. Lieberman stated that the Village should be open to shooting ranges. Mr. Lieberman indicated that he is not concerned with the public safety or welfare of the community if shooting ranges are permitted. Mr. Lieberman explained that shooting ranges add a large number of police officers to an area. Mr. Lieberman added that permitting the use will add to the tax base of Lincolnwood.

The Plan Commission reviewed the Zoning Map to identify the zoning districts and the appropriateness of Firearms Shooting Ranges in each district.

Commissioner Goldfein left the meeting at 10:00pm.

Commissioner Auerbach wondered if the separation requirement is needed if the use is expanded to all non-residential districts.

The Plan Commission concluded that the use should be treated as a Special Use but there was not a consensus on what districts the use may be located.

Commissioner Jakubowski added that the Commission should review the type of firearm permitted and indicated that he does not believe assault rifles should be permitted. Commission Jakubowski stated that the facility should be of a superior design as well and the performance standards should be increased. Commissioner Jakubowski reiterated his desire for additional information on the ownership and operators similar to the discussion for the group home text amendment. Commissioner Jakubowski added that there should be information and/or requirements for insurance.

Commissioner Jakubowski wondered if the Village can limit access to a shooting range for convicted felons. Mr. Passman stated that it may be a requirement to hold a Firearm Owner Identification card to not have a criminal background. Mr. Passman stated that they will need to review.

The Commission briefly discussed the appropriate off-street parking requirement. The Commission did not have a consensus of the appropriate standard.

Motion to Continue the matter to the February 5, 2013 regularly scheduled meeting by Commissioner Auerbach and Seconded by Commissioner Jakubowski.

Aye: Jakubowski, Auerbach, Fishman, and Eisterhold

Nay: None

Motion Carried 7-0.

VI. Public Hearing: Final Approval Procedure of Planned Unit Development – Zoning Code Text Amendment

Mr. Cook indicated that the Plan Commission during the last discussion on the subject directed staff to research nearby communities for the purposes of determining best practice. Mr. Cook explained that seven of the eight communities surveyed review Final PUD approvals at a public meeting and do not send out public notices.

Chairman Eisterhold questioned how the Village would process a plan submitted for Final PUD that differed substantially from the approved Preliminary PUD plan. Mr. Cook indicated that would be processed as a public hearing in which an amendment to the Preliminary PUD would be sought. Mr. Cook added that the Final PUD process is one that is a review of the final details that are substantially consistent with the previously approved Preliminary PUD.

The Commission continued to discuss the PUD approval process and the notice given to the public. Mr. Passman stated that the Preliminary PUD is the process that the concept plans are reviewed and the question of whether the project is desirable is heard. Mr. Passman stated that the Final PUD process is a review of the detailed information that is developed based upon the approved concept.

The Commission presented scenarios to understand how the current process would address certain changes.

Commissioner Jakubowski stated that he believes the notice mailed to the public as part of the Preliminary PUD can include a statement that the notice will be the only notice sent for the project. Commissioner Fishman added that announcements can be made at the Preliminary PUD public hearing to inform interested parties that they can follow the project in the newspaper, contact staff, and track information on the Village's website.

Chairman Eisterhold asked if there was anyone in the audience who wanted to comment. There was none.

Motion to Recommend no change to the Zoning Code relative to the procedure for approval of a Final Planned Unit Development by Commissioner Fishman and Seconded by Commissioner Auerbach.

Aye: Fishman, Auerbach, Jakubowski, and Eisterhold

Nay: None

Motion Carried 4-0.

VIII. Public Hearing: Fence Material Regulations – Zoning Code Text Amendment

Chairman Eisterhold explained the background of the matter and indicated that this will likely be continued to a future meeting. Chairman Eisterhold requested information on the specifications of custom fences versus mass produced fences. Mr. Cook indicated that staff has been unsuccessful in finding information to conduct comparison review of certain materials. Mr. Cook indicated that staff will continue to search for information that may assist the Commission in the review.

Chairman Eisterhold asked if there was anyone in the audience who wanted to comment. There was none.

Motion to Continue the matter to the December 4, 2013 regularly scheduled meeting by Commissioner Fishman and Seconded by Commissioner Jakubowski.

Aye: Fishman, Jakubowski, Auerbach, and Eisterhold

Nay: None

Motion Carried 4-0.

IX. OTHER BUSINESS: Approval of 2014 Plan Commission Schedule

Commissioner Jakubowski and Commissioner Auerbach indicated that they would not be able to attend the June 4th meeting as identified on the schedule. The Commission generally agreed to move the regularly scheduled June meeting to June 11, 2014.

Motion to Adopt the 2014 Plan Commission Schedule as presented by staff with the change of the June 4th meeting to June 11th by Commissioner Jakubowski and Seconded by Commissioner Auerbach.

Aye: Jakubowski, Auerbach, Fishman, and Eisterhold

Nay: None

Motion Carried 4-0.

X. NEXT MEETING

Staff reminded the Commission of a Public Hearing on December 4, 2013 at which the Commission will likely hear the North Capital Group Preliminary PUD application.

XI. PUBLIC COMMENT

None.

XII. ADJOURNMENT:

Hearing no further business, Motion to adjourn made by Commissioner Fishman and Seconded by Commissioner Auerbach. Motion approved unanimously 4-0. Meeting adjourned at 10:50 PM.

Respectfully submitted,

Aaron N. Cook, AICP
Development Manager

Agenda Item #4



**Staff Report
Plan Commission
December 4, 2013**

*Continued from September 11, 2013, July 10, 2013, June 5, 2013,
May 1, 2013, March 6, 2013 & February 6, 2013*

Subject Property: N/A (Text Amendment)

Requested Action: Text amendment to consider requirements for Balconies, Porches, and Open Patios or Terraces as Found in the Permitted Obstructions in Yards Table 3.10.01 of the Zoning Ordinance.

Nature of Request: A text amendment is proposed to consider modifying or additional bulk requirements for Open Balconies in the Front Yard, Open Patios, and Attached and Covered Porches.

Petitioner: Village Board

Summary

Note: Below is the summary provided at the September 11, 2013 Plan Commission meeting. This matter was continued.

Open Patios – At the June 5th meeting, the Plan Commission discussed the intent of the Zoning Code regulation of Open patios or terraces. The Plan Commission requested examples of open patios and terraces. Attached are images of elevated patios and terraces as well as at-grade patios.

As discussed, the current language is unclear as to permitted size and location.

Open Patios or terraces are permitted as follows:

Open patios or terraces in a residential district, provided that they are at least four feet from all side and rear property lines, not over four feet (4') above the average level of the adjoining ground and do not project over ten feet (10') (excludes covered porches)

The Plan Commission deliberated the regulation and provided direction to staff that the requirement is intended to regulate elevated patios and terraces. The Plan Commission discussed that at-grade patios would not be subject to this standard.

Based on the Plan Commission discussion, below is draft language incorporating the comments made by the Plan Commission at the June 5th meeting.

Open patios or terraces **in excess of one foot above grade** in a residential district (**excludes at-grade patios**), provided that they are at least four feet from all side and rear property lines, not over four feet (4') above the average level of the adjoining ground and do not project over ten feet (10') **from the front façade** (excludes covered porches)

This draft language provides clarity on the regulation of elevated patios and terraces. Staff raises the question given this clarification on the appropriate regulation, if any, for at-grade patios.

Open Balconies – Table 3.10.01 of the Zoning Ordinance identifies the permitted obstructions in yards, i.e. where items such as electrical generators, detached buildings, decks, and other accessory structures are permitted. Open Balconies are permitted not to exceed 4 feet from the building as per Table 3.10.01 of Zoning Ordinance. Staff notes however, that Open Balconies in the front yard are the only accessory structure which requires a Special Use. Staff seeks guidance on the intent of the bulk regulations for Open Balconies. More specifically:

1. Do all balconies on the front elevation require Special Use approval?
2. Are all balconies permitted as long as they do not exceed 4 feet from the building? In the event a balcony on the front elevation exceeds 4 feet, is a Special Use required to permit such a balcony?
3. If the Principal Structure is located at the minimum front setback line and a balcony is on the front elevation does this balcony at any distance from the building require a Special Use?

Staff's recommendation is to identify the permitted dimension of a balcony (currently extending 4 feet from the building) and identifying which elevations such a balcony complying with the dimension is permitted. Once this is determined it is staff's recommendation that all other balconies be subject to approval by the variation process and hardship standards.

Porches – Attached and covered porches are permitted in all yards provided they are at least four feet from all side and rear property lines. This regulation appears to leave it open for a property owner to construct a nearly unlimited covered porch in their front and rear yards. Staff does not believe that this is the intention of the standard so at the February 6th meeting staff seeks discussion on what the reasonable limitation should be for covered porches. It is likely that staff will then need to draft language for review at a future meeting.

Attachments:

1. Zoning Ordinance Excerpt: Article III Table 3.10.01
2. Pictures of Elevated Patios, Terraces, and At-grade patios

PART C: YARDS, ALLOWABLE OBSTRUCTIONS

3.09 YARDS, GENERAL

- (1) The minimum yard space required under the terms of this Zoning Ordinance for one structure shall not again be considered as yard space for another adjoining structure.
- (2) No lot shall be reduced in area so that the yards or other open space and lot area become less than required by this Zoning Ordinance.
- (3) On streets where a front yard setback of more or less depth than required by Article IV has been maintained for buildings existing on lots or tracts having a frontage of forty percent (40%) or more of the total frontage on one side of a block, the front yard setback line for each remaining vacant interior lot along the block shall be the average distance of the existing front yard setbacks on that side of the block.
- (4) On a vacant through lot, both lot lines adjacent to a street shall be established as the front line, except that where two (2) or more through lots are contiguous and a front line has been established by an existing principal building on the contiguous through lot, the same street line shall thereafter be deemed to be the front lot line.

3.10 PERMITTED OBSTRUCTIONS IN REQUIRED YARDS

Table 3.10.01 below (Permitted Obstructions in Yards) list items which are permitted in yards and the location (e.g. front yard) where they are permitted. A “P” denotes that an obstruction is permitted; an “S” denotes that an obstruction is considered a special use and may be permitted in the subject district only after review and approval in accordance with Article V of this Ordinance; a “-”denotes that the obstruction is prohibited. (Ordinance No 2012-2987)

Table 3.10.01 Permitted Obstructions in Yards	Yard			
	Front	Rear	Side	Corner Side
Air conditioning window units, provided they do not extend more than two feet from window	P	P	P	P
Air conditioning condensers and equipment, other than window units, provided they are at least ten feet from side property lines and at least twenty feet from an adjoining residential property owner’s window	-	P	-	P
Arbors and trellises, not in excess of 8 feet in height	-	P	P	P
Architectural projections of sills, belt courses, cornices and ornamental features projecting nor more than eighteen (18) inches into a yard	P	P	P	P
Awnings and canopies, projecting into a yard not more than 10% of the depth of front or rear yard or 25% of the width of side yard	P	P	P	P
Backup electrical generator, provided they are at least ten feet from all property lines.	-	P	-	-
Balconies, open, not to exceed 4 feet from building	S	P	-	-

Table 3.10.01 Permitted Obstructions in Yards	Yard			
	Front	Rear	Side	Corner Side
Basketball hoop on non-recreation land use, limited to one pole- or garage-mounted goal and shall be at least five feet from all property lines	P	P	-	P
Bay windows, one-story and projecting three (3) feet or less in the yard	P	P	P (Note 1)	P
Chimneys projecting twenty-four (24) inches or less into the yard	P	P	P	P
Covered entry structure, located as part of a primary or secondary entrance, open on 3 sides, not to exceed 3 feet from building	P	P	P	P
Decks, in a residential district, provided that they do not exceed required building setbacks	-	P	-	-
Detached garages, provided that such accessory building shall not cover more than 30% of the required area of a rear yard	-	P	-	-
Dish antennas – greater than 30" diameter	-	P	-	-
less than 30" diameter	-	P	P	-
Fallout shelters, attached or detached	-	P	-	-
Fences (pursuant to Section 3.13 of this Article)	-	P	P	P
Flagpoles	P	P	P	P
Open patios or terraces in a residential district, provided that they are at least four feet from all side and rear property lines, not over four feet (4') above the average level of the adjoining ground and do not project over ten feet (10') (excludes covered porches)	P	P	P	P
Overhanging eaves and gutters projecting 36 inches or less into the yard and are not less than two (2) feet from any lot line	P	P	P	P
Playground equipment	-	P	-	-
Porches, attached and covered and provided they are at least four feet from all side and rear property lines	P	P	P	P
Ramps for use by disabled persons	P	P	P	P
Sheds, storage buildings, gazebos, etc.	-	P	P	-
Solar Panels	-	P	P	P
Steps, open without roof	P	P	P	P
Swimming pools, private, located not less than five (5) feet from a lot line and ten (10) feet from the nearest overhead utility; swimming pools must be completely enclosed by fencing	-	P	-	-
Television, radio towers or antennas, provided that they are at least five feet from all property lines as permitted in Section 3.12 of this Article.	-	P	P	-

Elevated Patios and Terraces







At-Grade Patios







**Staff Report
Plan Commission
December 4, 2013**

*Continued from October 2, 2013, August 7, 2013, June 5, 2013,
May 1, 2013, March 6, 2013 & February 6, 2013*

Subject Property: N/A (Text Amendment)

Zoning District: Subject text amendment is applicable to all zoning districts

Requested Action: Text amendment to the Definitions Section Article II, Part A, 2.02, relative to Fence, Semi-Private, or Semi-Private Fence; Banquet Facility, Façade, and Restaurant/Restaurant, Fast-Food or Carryout

Nature of Request: Certain text amendments are proposed to eliminate unnecessary/confusing references and to clarify certain definitions.

Petitioner: Village Board

Summary

Restaurant/Restaurant, Fast-Food or Carryout

At the October 2, 2013 meeting, the Plan Commission reviewed research of restaurant definitions from surrounding communities. Many of the communities surveyed define multiple different restaurant types. Based on this, the Plan Commission generally concluded that clarifying and expanding restaurant definitions are appropriate given the wide range of restaurant types. Based on this consensus staff reviewed the definitions used in neighboring communities and recommends the Plan Commission consider three restaurant categories/types:

- Restaurant, Full-service
- Restaurant, Carryout
- Restaurant, Limited service

These three categories largely align with the discussion by the Plan Commission to include sit-down, carry-out, and a “hybrid” restaurant types. Skokie has adopted the most similar approach to defining restaurants. Staff recommends that the Plan Commission consider the definitions as

adopted by Skokie and at the December 4th meeting make modifications as needed. Staff has deleted some language from the Skokie adopted definitions which are found below:

Skokie

Restaurant, carryout:	Any establishment where the primary purpose of the operation is the preparation and service of food and/or beverages for immediate consumption off the premises; however, up to 5 seats may be provided for patrons.
Restaurant, limited service:	An establishment that provides food <i>and/or beverage</i> services (except carryout restaurants) where patrons order or select items and pay before <i>eating/drinking</i> . Including cafeterias, which use cafeteria-style serving equipment, a refrigerated area, and self-service beverage dispensing equipment, and which display food and drink items in a continuous cafeteria line. Some establishments in this subcategory may provide food services in combination with selling alcoholic beverages.
Restaurant, full-service:	An establishment that provides food services to patrons who order and are served while seated and pay after eating. They may provide this service in combination with selling alcoholic beverages, providing carryout services, or presenting live nontheatrical entertainment. Banquet halls with catering staff are considered a full-service restaurant for the purpose of this ordinance.

Review of Existing Lincolnwood Restaurants

As requested, staff has prepared a list of how existing restaurants in the community would be defined under the three restaurant categories.

Restaurant, Carryout	Restaurant, Limited Service	Restaurant, Full-Service
New York Bagel	Starbucks	Psisteria
Dunkin Donuts	Long John Silvers	Renga Tei
Dairy Star	Five Guys	Wholly Frijoles
Go Go China	Oberweis	Red Lobster
Rosati's	Meatheads	Olive Garden
	Chipotle	El Pueblito
	Happy Chef	Lou Malnati's
	Taste of Cuba	Great Beijing
	Jaffa Bakery (coming soon)	Whistler's
	Subway	Myron & Phils
	Bunny Hutch	Kow Kow
		LWoods

Off-Street Parking

Upon concurrence by the Plan Commission to adopt three restaurant categories and the definitions, the Commission shall consider the appropriate off-street parking requirements. As the Commission may recall the Village recently amended the off-street parking requirements for sit-down restaurants. The current requirement is 10 spaces per 1,000 square feet of floor area.

Below is a summary of the restaurant off-street parking requirements for Skokie.

Carryout restaurant:	1 parking space for each 300 ft ² of net floor area.
Limited-service and full-service restaurants	1 parking space for each 100 ft ² of net floor area.

Skokie requires the same number of off-street parking spaces for both limited service and full-service restaurants. This requirement calculates to be the same as Lincolnwood's off-street parking for sit-down restaurants. Skokie does differ in the requirement for carryout restaurants. Lincolnwood requires "1 space per seat, plus 3 spaces per cashier station, plus 1 space per employee". This standard is difficult to apply without full floor plans and is also difficult to enforce. Skokie has established a consistent approach in how off-street parking should be calculated for restaurants based on square foot of net floor area.

At the December 4, 2013 meeting the Plan Commission shall consider:

1. Category/Types of Restaurants to Define
2. Specific Language of the Definitions for Restaurant Categories/Types
3. Off-Street Parking Standards for Defined Restaurant Types

Banquet Facility, Banquet Hall: Initially staff sought consideration of a potential issue of the Zoning Ordinance defining Banquet Facility, Banquet Hall which is not listed in the Land Use Table. Staff recommended clarifying that such uses are not permitted by eliminating the definition from the Zoning Ordinance. In further reviewing the matter staff recommends no action on this item.

Fence, Semi-Private, Or Semi-Private Fence: Below find the minor changes to the definition of Fence, Semi-Private consistent with the direction of the Plan Commission.

“FENCE, SEMI-PRIVATE, OR SEMI-PRIVATE FENCE: A Fence which is not a Solid Fence nor an Open Fence. These types of fences are restricted to board-on-board *also known as* ~~and~~ shadow box types. The open space between vertical fence boards shall not exceed 85% of the width of the boards on the same side of the Fence.”

Façade: The purpose of this review is to clarify a potentially unclear definition of “façade” as currently found in the Zoning Code. Facades are subject to additional standards such as higher quality building materials, additional articulation requirements, greater window requirements, etc. The current definition found in the Zoning Code reads:

“FAÇADE: The exterior wall of a building that is exposed to public view.”

The challenge with the definition is that all exterior walls of a building could potentially be exposed to public view. The Plan Commission generally concluded that the intent of the Zoning Code is to require high quality materials on elevations facing a street and not necessarily to require high quality materials on all building elevations.

The Plan Commission directed staff to prepare language for adoption modifying the definition of façade. As part of this consideration the Plan Commission directed staff to define “elevation”. A common definition found by staff is, “The external face of a building or structure.” Staff believes this definition is sufficient for purposes of clarifying between façade and building elevation. Below for Plan Commission consideration are the proposed definitions consistent with the information previously presented and the discussion of the Plan Commission at the October 2nd meeting.

FAÇADE: The exterior wall of a building facing a public or private street and public access drives but shall exclude alleyways.

ELEVATION: The external face of a building or structure.

Attachments

1. Restaurant Research



Restaurant Research

Evanston

Restaurant, Type 1:	An establishment in which the principal use is the service of prepared food and beverages for consumption on the premises. All service of prepared food and beverages for consumption on the premises shall require customers to order at a table, booth, or dining counter with service by a waiter or waitress at said table, booth, or dining counter and shall also require the use of reusable (nondisposable) flatware and dishware. Drive-through facilities are prohibited.
Restaurant, Type 2:	An establishment in which the principal use is the service of prepared food and/or beverages for consumption on and/or off the premises and that is not a "restaurant, type 1" as defined herein. This definition shall not include establishments where incidental prepared food and beverage service is accessory to a bakery, food establishment, convenience store, food store establishment, meat market, or similar principal use nor shall it include cafeterias that are accessory to hospitals, colleges, universities, schools or other similar principal uses. (Ord. 9-0-10)

Evanston's off-street parking requirements are the same for both types of restaurants:

Restaurants, type 1 and type 2:	4 spaces per 1,000 square feet gross floor area
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Skokie

Restaurant, carryout:	Any establishment where the primary purpose of the operation is the preparation and service of food and/or beverages for immediate consumption off the premises; however, up to 5 seats may be provided for patrons.
Restaurant, limited service:	An establishment that provides food services (except carryout restaurants) where patrons order or select items and pay before eating, including cafeterias, which use cafeteria-style serving equipment, a refrigerated area, and self-service beverage dispensing equipment, and which display food and drink items in

	a continuous cafeteria line. Some establishments in this subcategory may provide food services in combination with selling alcoholic beverages.
Restaurant, full-service:	An establishment that provides food services to patrons who order and are served while seated and pay after eating. They may provide this service in combination with selling alcoholic beverages, providing carryout services, or presenting live nontheatrical entertainment. Banquet halls with catering staff are considered a full-service restaurant for the purpose of this ordinance.

- Also, there is a requirement that “Drive-through facilities are prohibited at carryout and full-service restaurants.”

Skokie off-street parking requirements

Bars or Drinking Places:	1 parking space for each 100 ft ² of net floor area.
Caterer:	1 parking space for each 300 ft ² of net floor area, plus 1 parking space for each company owned, rented, or leased vehicle kept on site
Carryout restaurant:	1 parking space for each 300 ft ² of net floor area.
Food establishments (all categories)	1 parking space for each 300 ft ² of net floor area
Limited-service and full-service restaurants	1 parking space for each 100 ft ² of net floor area.

Glenview

Glenview uses two distinct terms to distinguish between a ‘restaurant’ and a ‘carryout food and beverage establishment’:

Restaurant:	A public eating place, where food is prepared and served to be consumed at a table or counter within the eating place, and served primarily in or on non-disposable containers by a waiter or waitress
Carryout food and beverage establishment	Any business principally engaged in the sale of food or beverages in a ready to consume state, sold in a disposable container principally for private consumption off the premises and which is not a drive-in food and beverage establishment as defined in this section.

Glenview Off-street parking requirements:

Establishments handling the sale and consumption, on the premises, of food, beverages and refreshments, one parking space for each three persons, based upon the maximum number of customers that can be accommodated at the same time in accordance with the designed capacity.

Not in code, but in first part of off-street parking standards: they have to provide adequate parking for all persons (employees), standard in case there's a problem

Niles

Full Service Restaurant <i>Type A:</i>	A public eating place or business establishment whose sole business is the preparation of food and beverages from a kitchen fully equipped for the preparation of meals by restaurant employees, where such food and beverages are sold, served and consumed only on the premises. Restaurant customers are normally provided with an individual menu and are seated at a table, booth or counter on the premises within the eating place, whether free-standing or part of a larger structure, which devotes no less than 50 percent of the total floor area of the business establishment to eating accommodations for not less than 75 patrons that are served on non-disposable or reusable dishes, containers and utensils, by a waiter or waitress and the incidental sale of ready-to-consume or prepared food in disposable containers for private consumption off the premises shall not exceed 25 percent of the gross sales of such business to maintain its restaurant classification. Upon petition of the owner of such restaurant, the president and Board of Trustees may grant a variance, on such terms and conditions as they deem appropriate, to permit the incidental sale of food items to be consumed off the premises up to 33 1/3 percent of gross sales and to grant a variance for seating accommodations. Live entertainment and dancing may also be permitted.
Full Service Restaurant <i>Type B:</i>	An eating establishment where the products sold are consumed entirely within a completely enclosed building, where the taking out of food and drink from such building is purely incidental, and where the consumption of food outside such completely enclosed building is prohibited. Live entertainment and dancing may also be permitted.
Drive-in Restaurant	A drive-in restaurant is any establishment where food, frozen dessert, or beverages are sold to the customer in a ready-to-eat state and where the customer consumes, or is permitted to

	consume, such food, frozen dessert or beverages in an automobile parked upon the premises or at other facilities which are provided for use of the customer for the purpose of consumption and which are located outside the building.
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Niles off-street parking requirements:

Restaurants (100 percent consumption on premises):	One and one-tenths parking spaces shall be provided for each two seats. The required parking shall be subject to review as a special use.
Restaurants (combination consumption on premises and carry-out):	One and one-fourth parking spaces shall be provided for each two seats, but not less than one parking space for every 100 square feet of gross floor area. The required parking shall be subject to review as a special use.
Restaurants (carryout only):	One parking space shall be provided for each 100 square feet of floor area. The required parking shall be subject to review as a special use.
Restaurants (drive in and/or refreshment stand where food is consumed in a vehicle on the premises):	One parking space for each 20 square feet of gross floor area, but not less than ten spaces. The required parking shall be subject to review as a special use.

Wilmette

Carry-out food service:	A service which is accessory to a full service restaurant or commercial retail establishment which sells food or beverages to the customer in a ready-to-consume state, and whose design or method of operation includes serving foods or beverages in edible containers or in paper, plastic, Styrofoam, or other disposable containers. This does not include temporary uses regulated by Article 6, Part 5 of this Chapter
Delivery, food service:	A service which is accessory to a full service restaurant or limited service restaurant which provides home delivery of food or beverages for immediate consumption and which has two (2) or more delivery vehicles.
Restaurant, full service:	A business whose principal purpose is the sale and on-site consumption of food or beverages, where items are ordered from an individual menu and served by wait staff on non-disposable

	tableware. This shall not include a limited service restaurant or convenience food mart.
Restaurant, limited service:	A business whose principal purpose is the sale of food or beverages where the food or beverages which is paid for before consumption, or are ordered from a fixed menu board, or are served in paper, plastic, Styrofoam, or other disposable containers for immediate consumption on or off the premises.

Wilmette off-street parking requirements:

Carry-out food service (accessory):	3 per cashier station (in addition to other requirements)
Carry-out food service (accessory) in the "VC" Zoning District east of Green Bay Road:	1.5 per cashier station (in addition to other requirements)
Food service delivery (accessory):	1 for first 2 vehicles + 1 for each vehicle over 2
Full Service Restaurants:	1 per 3 seats
Full Service Restaurants in the "VC" Zoning District east of Green Bay Road:	1 per 6 seats

Highland Park

Restaurant:	Any business, other than a boarding house, where food or meals are provided for compensation, for consumption on the premises, inside a building, including a cafe, cafeteria, coffee shop, dining room, lunchroom or tearoom, and including the serving of alcoholic beverages when served with and incidental to the serving of meals.
Restaurant, Drive-in:	A fast food or carry-out restaurant where food (including frozen desserts) may be ordered from a motor vehicle, or where a specific motor vehicle parking area is provided on the premises for the consumption of food.
Restaurant, fast food or carry-out:	Any business where the principal part of the business is providing food or meals for compensation in disposable wrappers or

Highland Park off-street parking requirements:

	Parking Spaces	Loading Spaces
Outdoor Restaurants:	20 spaces per 1,000 sq. ft. GFA	None for the first 10,000 sq. ft., then 1 per 30,000 sq. ft. up to 70,000 sq. ft. plus 1 per 80,000 sq. ft. thereafter
Restaurants, Fast-food or Carry-out parking space requirements:	20 spaces per 1,000 sq. ft. GFA for kitchen area, serving counter and waiting area, plus 0.5 spaces per seat	One with indoor seating area; none with no seating area provided
Restaurants, Excluding Dancing & Entertainment:	15 spaces per 1,000 sq. ft. GFA	
Restaurants, With Dancing & Entertainment:	20 spaces per 1,000 sq. ft. GFA plus banquet room and meeting rooms	

Morton Grove

Restaurant:	An establishment where food is prepared, served and consumed.
Restaurant- Carryout:	A restaurant where the majority of the food or drink is prepared and served for consumption off the premises
Restaurants- Drive-in:	A restaurant where food or beverages may be ordered from a motor vehicle or where an automobile parking area is provided on the premises for the consumption of goods and beverages.
Restaurant- Sit down:	A restaurant which provides food service to patrons who order and are served while seated and pay after eating.

Morton Grove off-street parking requirements

Restaurant:	1.0 space per 150 square feet of gross floor area
Restaurant - drive-in or carryout	1.0 space per 100 square feet of gross floor area



MEMORANDUM

TO: Chairman Eisterhold
Members of the Plan Commission

FROM: Aaron N. Cook, AICP
Development Manager

DATE: November 26, 2013

SUBJECT: **Comprehensive Plan Amendment – Review of Lincoln Avenue Task Force Report** *(Continued from October 23, 2013)*

Note: Below is the summary provided at the October 23, 2103 Plan Commission meeting. At the October 23rd meeting the Plan Commission heard from three members of the Lincoln Avenue Task Force. This matter was continued to the December 4th meeting where it is anticipated that initial Plan Commission discussion of the LATF Report will occur.

At the Committee of the Whole (COTW) meeting of July 16, 2013, the Committee discussed multi-family housing in the Lincoln Avenue corridor. The Zoning Code regulations for housing along Lincoln Avenue have their origins in the recommendation and vision adopted as part of the Lincoln Avenue Task Force (LATF) Report. Certain other recommendations of the LATF Report such as land use, design requirements, parking requirements, etc. have been incorporated into the Zoning Code. The LATF Report was adopted and made part of the Comprehensive Plan in May 2006.

At the July 16th COTW meeting, discussion included a possible prohibition on residential developments along Lincoln Avenue which is not consistent with the Zoning Code or the Comprehensive Plan. Trustee Cope indicated his concern over residential developments along Lincoln Avenue include excessive building height, increased traffic generation, and decreased property values. Rather than focus on the housing recommendations only, several trustees recommended a full review of the LATF Report. At the conclusion of the July 16th discussion, the COTW directed the Plan Commission to hold a public hearing to fully review the Lincoln Avenue Task Force Report. As part of this referral, the Village Board requests consideration by the Plan Commission to place a moratorium on residential development along the Lincoln Avenue corridor while the LATF Report is under review.

At the September 11th Plan Commission meeting the members should be prepared to 1) recommend to the Village Board on adopting a moratorium on residential development along the Lincoln Avenue corridor and 2) discuss the LATF Report beginning with the recommendations relative to residential development but also the report as a whole. Upon completion of the review of the LATF Report, if recommendations are made to change the findings of the Report, it is likely that the text of the Zoning Code will need to be amended to ensure consistency between the Comprehensive Plan and the Zoning Code.

Attachments:

1. July 16, 2013 Committee of the Whole Minutes
2. Ordinance No. 2006-2710: An Ordinance Amendment the Village of Lincolnwood's Comprehensive Plan to Incorporate the Report and Recommendations of the Lincoln Avenue Task Force

indicated that NCG does not object to expanding the TIF District. Mr. Elrod informed the Village Board that his staff would prepare a Resolution for consideration at the August 20 Village Board meeting which would confirm that NCG is paying for the study and authorizing staff to proceed.

3. Discussion Concerning the Purple Hotel Site Restoration Standards

The item was presented by Mr. Cook who indicated that the Pre-Development agreement between NCG and the Village for the Purple Hotel expired on July 1, 2013. NCG is requesting reinstatement of the agreement plus additional items. Staff is recommending that NCG be required to submit for land-use relief no later than December 1, 2013, receive land-use approval no later than July 1, 2014, and be permitted to extend site restoration waivers for the adjoining properties until July 1, 2014. Mr. Firsell reported that all asbestos had been abated from the Purple Hotel and the demolition contractor is ready to begin demolishing the building. Mr. Stein indicated that the only items which are pending are the pre-development agreement and the Illinois Department of Transportation's approval. Discussion ensued. The Village Board directed that the subcommittee of Trustees Elster and Patel convene a meeting to discuss the terms of the new pre-development agreement

4. Discussion Concerning the Design Standards for Non-Residential Structures

The item was presented by Mr. Cook. On April 16, 2013, the Village Board considered a recommendation by the Plan Commission concerning proposed changes to the Village's design standards for non-residential buildings. These design standards are commonly referred to as the Village's masonry requirements. In considering this matter at the April 16, 2013 meeting, the Village Board referred this item to the Committee on Ordinances, Rules & Buildings (CORB) for further deliberation. The Plan Commission recommendation on this matter included the following:

1. Eliminating "Masonry Only" requirement from the Lincoln Avenue Overlay District
2. Establish that the exterior walls of non-residential buildings be constructed with a minimum of 75% "high quality materials". This includes a requirement that from the ground level to the top of the first floor windows must be constructed entirely of "high quality materials"
3. Establish a list of permitted "high quality materials" which includes:
 - 1) Brick with a minimum thickness of 2.25 inches
 - 2) Natural stone
 - 3) Sandstone
 - 4) Other native stone
 - 5) Pre-cast decorative stone
 - 6) Glass
4. Add definitions for Brick, Decorative Concrete Block, Masonry, and Stone; and
5. Add *Exterior Insulation Finishing Systems ("EIFS")* and *metal and vinyl lap board siding* as specifically prohibited materials.

CORB considered this matter at its June 11, 2013 meeting and now seeks to have the COTW consider its recommendations on this matter. Discussion ensued. The Village Board referred CORB's recommendation to the Plan Commission for their consideration.

5. Discussion Concerning Multi-Family Housing Zoning in the Lincoln Avenue Corridor

The item was introduced by Mr. Wiberg who indicated that Trustee Cope requested the discussion of multi-family on Lincoln Avenue be discussed at the Committee of the Whole. Mr. Cook indicated that zoning for multi-family housing was the result of the Lincoln Avenue Task Force Plan and provided further background on the matter. Trustee Cope indicated his opposition to allowing the condo development on 6535 North Lincoln Avenue with concerns relating to height, traffic, and affecting other area property values. He proposed prohibiting such developments from Lincoln Avenue in the future and for the Village to place a moratorium in the immediate term. Trustee Patel suggested that the Plan Commission review the Lincoln Avenue Task Force Plan in its entirety. Mr. Cook recommended that the Comprehensive Plan be reviewed first. The Village Board concurred. The matter of reviewing the Plan and placing a moratorium on multi-family housing on Lincoln Avenue was referred to the Plan Commission

Adjournment

VILLAGE OF LINCOLNWOOD

ORDINANCE NO. 2006 2710

**AN ORDINANCE AMENDING THE VILLAGE OF LINCOLNWOOD'S COMPREHENSIVE
PLAN TO INCORPORATE THE REPORT AND RECOMMENDATIONS OF THE LINCOLN
AVENUE TASK FORCE**

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF LINCOLNWOOD
THIS 18TH DAY OF MAY, 2006

ORDINANCE NO. 2006-2710

AN ORDINANCE AMENDING THE VILLAGE OF LINCOLNWOOD'S COMPREHENSIVE PLAN TO INCORPORATE THE REPORT AND RECOMMENDATIONS OF THE LINCOLN AVENUE TASK FORCE

WHEREAS, the Village of Lincolnwood (the "Village") is a home rule municipality in accordance with Article VII Section 6(a) of the Constitution of the State of Illinois of 1970;

WHEREAS, the Village has the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs;

WHEREAS, on November 1, 2001, the Village Board adopted the Village of Lincolnwood Comprehensive Plan (the "Comprehensive Plan");

WHEREAS, the Comprehensive Plan includes, but is not limited to, a policy guide for future Village Board decisions concerning land use within the Village;

WHEREAS, subsequent to the adoption of the Comprehensive Plan, the Village created the Lincoln Avenue Task Force (the "Task Force") to propose a plan for retail redevelopment of properties along the Lincoln Avenue Corridor (the "Corridor") that would be attractive and image enhancing, providing residents with a safe, convenient and pedestrian-friendly environment;

WHEREAS, in November, 2005, the Task Force completed its report and recommendations, with exhibits (the "Report") for enhancement and redevelopment of the Corridor;

WHEREAS, on April 19, 2006, pursuant to a timely, legal notice of public hearing published in the *Lincolnwood Review*, the Task Force presented the Report to the Plan Commission for its review, consideration and recommendation to the Village Board regarding incorporating the Report into the Comprehensive Plan;

WHEREAS, at the April 19, 2006, public hearing all interested persons were allowed the opportunity to present their views regarding the Report, pro and con, to the Plan Commission;

WHEREAS, subsequent to the April 19, 2006, public hearing, the Plan Commission made a recommendation to the Village Board to incorporate the Report into the Comprehensive Plan;

WHEREAS, the Report is attached hereto and incorporated herein by reference as Exhibit A;

WHEREAS, the Village Board reviewed the Report and recommendation of the Plan Commission and determined that it is in the public interest and will promote the public health, safety and welfare of the Village and its residents if the Report is incorporated into the Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED by the President and the Trustees of the Village Board as follows:

Section 1. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

Section 2. The Report attached hereto as Exhibit A is hereby incorporated into and made a part of the Comprehensive Plan as Appendix G.

Section 3. In the event there are any inconsistencies between the Comprehensive Plan and the Report, the Report shall control.

Section 4. In all other respects, the Comprehensive Plan shall remain the same.

Section 5. If any section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

Section 6. This Ordinance shall be in full force and effect from and after its passage and approval according to law.

PASSED this 18th day of May, 2006.

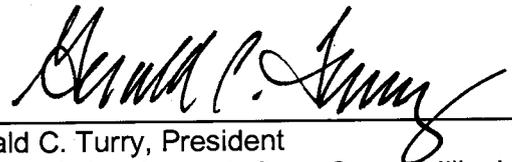
AYES: Trustees Froman, Heidtke, Lebovits, Elster, Sprogis-Marohn and Leftakes

NAYS: None

ABSENT: None

ABSTENTION: None

APPROVED by me this 18th day of May, 2006.



Gerald C. Turry, President
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office the
18th day of May, 2006.


Beryl Herman, Village Clerk
Village of Lincolnwood, Cook County, Illinois

EXHIBIT A

Copy of the Lincoln Avenue Corridor Report and Recommendations
of the Lincoln Avenue Task Force

(See Attached)

Lincoln Avenue Corridor



Report and Recommendations of the Lincoln Avenue Task Force

Village of Lincolnwood
November 2005

Lincoln Avenue Task Force Members

James V. Persino, Chairman

Member and Chair, Lincolnwood Economic Development Commission

Mary Couzin

Member, Lincolnwood Plan Commission and past Village Trustee

Maureen Ehrenberg

Member, Lincolnwood Economic Development Commission

Lawrence Elster

Village Trustee

Kenneth Klint

Member, Lincolnwood Plan Commission

Renee Silberman

Resident at -large

Renee Sprogis-Marohn

Village Trustee

Staff Assistance

Timothy M. Clarke, AICP
Community Development Director

Consultation Provided

Walter J. Magdziarz, AICP
Mahender Vasandani
Land Vision, Inc.

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Executive Summary

We present to you a bold and dynamic plan for Lincoln Avenue. When fully implemented, we believe this plan will result in an attractive corridor and desirable main street for our community. This report is intended to set out the necessary public actions and to guide private reinvestment and redevelopment in order to achieve the dynamic vision we have for the Corridor.

In formulating our recommendations, the Lincoln Avenue Task Force studied the redevelopment and revitalization efforts of a number of communities, including Park Ridge, Deerfield, Mount Prospect and Glenview. While our recommendations embody a bold and dynamic vision for the future of Lincoln Avenue, one which incorporates cutting-edge planning principles, these measures we recommend have been tested and proven successful elsewhere.

The central focus guiding our work has been to foster redevelopment of properties along the corridor which are both attractive and image enhancing, creating retail districts which provide residents with a safe, convenient, attractive and pedestrian friendly environment.

First, our plan calls for a dramatically different land use pattern for the corridor and we recommend significant land use changes to Village code. Specifically, we recommend creating three business districts along the Lincoln Avenue Corridor: one at Devon Avenue, another at Pratt and Crawford Avenues, and a third at Touhy Avenue. Pedestrian oriented retail is called for as the primary ground-floor use in these areas. We envision businesses such as bookstores, galleries, bistros, restaurants, coffee and ice cream shops, boutiques and other specialty retail stores enlivening these business nodes. Our plan also calls for mixed-use development in these business nodes, with upper floors of residential or office uses, to foster redevelopment and to encourage a lively, pedestrian-friendly atmosphere.

At Touhy Avenue, our plan envisions creation of a downtown center for our community, having ground floor retail, community gathering spaces and such anchor uses as a boutique hotel, sit-down restaurants, or entertainment venues. On upper floors, as well as between the three business nodes, our plan calls for introduction of residential development in the corridor.

Second, our plan calls for enhancements to the public right-of-way to improve public safety, create ambiance, and foster a strong sense of place. We recommend designating a parking lane on Lincoln Avenue; improving pedestrian crosswalks; and continuing efforts to restore parkways and to complete the median landscaping project. Most important, we call for a specific streetscape plan to be developed, which would include new streetlights and identifying street furniture and other urban design amenities and elements for the corridor. A bold but longer range component of our plan calls for creating new open spaces and focal points, such as towers or monuments in the corridor at key locations.

Third, we believe that the shape and form of new development in the corridor is critical. Therefore, our plan embraces neo-traditional planning and new urbanism concepts for new development along Lincoln Avenue. In this regard, we call for a set of new development regulations which will regulate the shape and the form of new buildings and private development in the corridor. These “form-based” recommendations for instance call for new buildings along Lincoln Avenue to be parallel to and positioned close to the street, with new off street parking located toward the rear. We recommend additional form based regulations in our report and to assist developers in meeting our vision, we also call for the creation of an illustrated architectural design handbook to guide new building development in the corridor.

Our vision for Lincoln Avenue is exciting and our work has set out many recommendations, both broad and specific. Execution will require a number of actions in order for our vision to become a reality. With Village government dedicated to the vision we present, we believe the Lincoln Avenue Corridor can truly become a main street for our community.

Report and Recommendations for a New Lincoln Avenue Corridor

Introduction

Background of Task Force

The Lincoln Avenue Task Force is an outgrowth of discussions first held in 2002 by the Village's Economic Development Commission. These discussions quickly expanded to include the Village's Plan Commission and a joint meeting of these bodies was held in the fall of 2002 to discuss Lincoln Avenue and its future. The result was a recommendation that a task force be established to consider the challenges, assets and possibilities for the Lincoln Avenue Corridor. President Peter Moy, with consent of the Village Board, subsequently established the Lincoln Avenue Task Force to undertake this work.

The seven-member appointed Task Force is comprised of two members from each of the following bodies: the Village Board, the Plan Commission, and the Economic Development Commission, with one citizen-at-large member completing the roster. Primary staff assistance to the Task Force has been provided by the Community Development Director, with technical and field support provided by key members of the Building Department. The work of the Task Force has been further assisted with an engagement of Land Vision Inc., an urban planning and design firm.

In performing its charge, the Task Force examined many elements. These ranged from conducting a windshield survey of current conditions along Lincoln Avenue; studying the redevelopment efforts of other communities such as Glenview, Deerfield, Park Ridge and Mount Prospect; seeking community input through an Image Preference Survey and conducting and soliciting additional public input in a Town Meeting setting.

The work of the Task Force has resulted in a bold and dynamic plan which will transform the Lincoln Avenue Corridor into a valuable asset for the community.

History of Corridor

Little is written about the origins of Lincoln Avenue. It is known that Lincoln Avenue began as one of the early roads linking Chicago northward to the rural farm areas of Illinois and beyond. Some of the very first businesses in the Village opened along this road, some reportedly to be out of the reach of city restrictions. As Chicago's population expanded outward and traffic increased, so did use of Lincoln Avenue and over time it became a major artery into and out of the City.

Although records are limited, most initial development along Lincoln Avenue in the Village appears to have occurred between the end of World War II and the mid 1960's. With the opening of the Edens Expressway in the 1950's however, Lincoln Avenue's role as a major thoroughfare declined. Just south of the Village, a string of 1950's-1960's era motels still can be found, testament to Lincoln Avenue's history as a major artery before the advent of the Edens.

Existing Development Pattern

The existing development pattern along Lincoln Avenue can be characterized as an auto dependent form of commercial strip. Much of the initial development of this strip occurred at a time when the automobile was beginning to exert a dominant force on land use in America. Unlike areas of Chicago, Evanston, or rail towns like Park Ridge, Lincolnwood and Lincoln Avenue developed without street cars, rail stations, mass transit or the influence of great numbers of pedestrians. With the lack of any significant mass transit, specific business hubs, or a semblance of a central gathering location, the corridor became a long, nearly continuous stretch of commercial development, dependent mainly on access by automobile.

This development pattern occurred prior to the now common phenomenon of multi-car families. Traffic and parking demands in the corridor at the time of its initial development were much less than they are today. Developments during this period often had only a limited number of off street parking spaces, generally arranged along the front of the building and sometimes evolving into a continuous curb cut onto Lincoln Avenue.

Although the Lincoln Avenue Corridor is nearly a continuous strip of businesses from Devon Avenue to Jarvis Avenue, the character of the street changes significantly, albeit gradually, from south to north. At its south end, near the border with Chicago, land uses along Lincoln Avenue tend to be more varied, including auto repair shops, older strip retail centers with continuous curb cuts, and a storage facility. Developments along this stretch of Lincoln Avenue tend to be older, more functionally obsolete in nature and contain more marginal and less intensive uses than areas north. The middle section of Lincoln Avenue, roughly from the rail crossing near Hamlin Avenue to Touhy Avenue, contains a mix of uses, including more current and intense development. This area has multi-story office and bank buildings, automobile dealerships, restaurants, renovated strip centers and community institutional uses such as Village Hall, the Library and Proesel Park. North of Touhy Avenue, to the Village's boundary with Skokie, Lincoln Avenue is primarily comprised of office buildings.

The Task Force found that, except for the office corridor north of Touhy Avenue, the existing development pattern on Lincoln Avenue was aging, many uses were marginal, and the corridor was not functioning as a vibrant main street of the community.

Challenges and Assets of Corridor

Lincoln Avenue presents a number of challenges and assets to its revitalization. First, Lincoln Avenue runs through the Village on a diagonal to the overall grid system of

streets. This results in a number of odd or irregularly shaped parcels at various corners which can inhibit typical development. Moreover, many of the parcels fronting along Lincoln have rather short depths, limiting to a degree their usefulness and redevelopment potential. This is compounded by the close proximity of single family homes to the corridor, some of which utilize shared alleyways with Lincoln Avenue properties and others which have no alley whatsoever.

Much of the existing development along the street was developed without adequate barriers or buffering measures with residential areas. This lack of buffering combined with short parcel depths and irregular parcel configurations can and often has produced land use conflicts. Recently however, the Village has strengthened its zoning code to require landscape buffering of business properties from residential areas. Where space is too constrained for landscape buffers, barrier walls are now required for new development. The implementation of these new standards for buffering should be continued and should help reduce land use conflicts within the corridor.

Lincoln Avenue itself is a relatively wide right-of-way corridor, averaging between 90 – 100 feet in width throughout its length in the Village. Existing conditions in the right-of-way, coupled with its physical width, currently inhibit safe pedestrian crossings and help aid in the dominance of the auto in the corridor. The conditions and width of this right-of-way, currently an impediment to a pedestrian friendly environment, can however be smartly designed to create a unique sense of place and a friendly pedestrian environment. With the creation of a designated parking lane for instance and a thoughtful streetscape design, this wide right-of-way can be utilized and tapped as an asset in the redevelopment of the corridor.

Another untapped asset of the corridor is the immediate market. Lincolnwood is an affluent community and with Lincoln Avenue running through its center, an attractive local market exists. Nonetheless, many marginal uses currently exist in the corridor. With changes to the Village's zoning code to encourage, for instance, restaurants and higher end retailers to locate in the corridor, this local market can be tapped to both serve the community and assist in the corridor's redevelopment.

A further asset which the Village can play upon is the recent and ongoing redevelopment and revitalization efforts occurring immediately south of the Village, along the corridor in the City of Chicago. Recently, a number of existing developments, including the Lincoln Village Shopping Center as well as the conversion of a Kmart store into a Home Depot, have resulted in significant revitalization. Moreover, the City of Chicago has recently acquired a few of the older motel properties, converting these to parks or other uses. And south of Peterson Avenue, new housing in the corridor has recently been constructed.

Vision for the New Lincoln Avenue Corridor

We envision the Lincoln Avenue corridor as a vibrant Main Street through our Village. We see it not only as the centerpiece and spine of the community; it is also the entryway into the many residential neighborhoods of the Village. Major Village institutions, such as Village government, the public library, community center and local schools, are located along the street or very nearby. Lincoln Avenue is central to life in the Village.

We envision that as Lincoln Avenue enters the Village from Chicago, the character of the street changes dramatically, being readily apparent to the passerby that they have left behind the big city and have entered a high quality suburb. A landscaped median, new street lights, attractive signs, public sculpture and pedestrian friendly features including easy to use crosswalks and a marked parking lane, are evident and add to the sense that Lincoln Avenue is the Main Street of an upscale community.

Instead of a long continuous commercial strip as presently exists, hubs of activity have been created along Lincoln Avenue, primarily located at major intersections. These activity hubs include ground level retail in high quality, architecturally significant buildings with adequate customer parking, tasteful business signs and attractive landscaping. Comprised of restaurants, ice cream and coffee shops and boutique retail stores, these areas serve the immediate neighboring residential areas and the community as a whole and may include second or third story residential units.

Between these hubs of retail dotting Lincoln Avenue, new housing has been added to already existing bank buildings and office complexes, to replace tired strip centers, auto garages, storage facilities or other obsolete buildings and uses. We envision this in-fill housing as no higher than three stories, with appropriate green space and comprised of attractive townhouse, 3-flat, or small condominium buildings and developments. We see this new low density in-fill housing as providing on-the-one-hand, an attractive entryway into the adjoining single family residential areas, and on-the-other hand, a buffering and transitional use from the business areas and Lincoln Avenue itself to the nearby single family neighborhoods.

While Lincoln Avenue is still a major thoroughfare through the community, through much work, it has been transformed to be more pedestrian friendly and less auto dominated. Instead of a rapid auto path akin to an expressway and a barrier separating Lincolnwood's neighborhoods, the new Lincoln Avenue links neighborhoods together, bringing the Village together at its major institutions and becoming the main street of our community.

Recommendations

The Task Force's recommendations below are divided into two major sections. The first section, Public Streets and Spaces, recommends actions and improvements in the public right-of-way which can help to create a pedestrian-friendly environment and foster a real sense of place. In this section, improved green space, wider sidewalks, new street lights, various urban design elements, as well as slower traffic speeds and eye-catching focal points are recommended to enhance the streetscape and invite residents and shoppers to the corridor. These are improvements which can be undertaken in the public right of way, by the Village in concert with the Illinois Department of Transportation (IDOT).

The second major section of our recommendations, Development Regulations and Guidelines, relates to controls on private property and new development in the corridor. The appearance, location and mix of businesses and residences along the corridor shape perceptions and use. To achieve our vision, this section recommends changes in the Village's existing land use regulations, creation of new form-based regulations and creation of design guidelines which will not only encourage private reinvestment, but will aid in shaping it. Together and in tandem, we believe these set of recommendations will help the Village create a new sense of place and achieve the vision we have for the Corridor.

I. Public Streets and Spaces

Creating an attractive, vibrant and pedestrian-oriented environment in the public right-of-way is an essential element of the Lincoln Avenue Corridor Plan. This plan reinforces many of the Village's ongoing and recently begun initiatives, such as median landscaping and parkway restoration. It also recommends a number of new initiatives, such as creating a designated parking lane and the creation of a coordinated streetscape, including installation of new street lights and street furniture. Long term, the plan calls for creating three public plazas and/or visual focal points along the corridor.

While the plan emphasizes pedestrian orientation and creating pedestrian spaces, it recognizes that Lincoln Avenue is and will remain a major and important thoroughfare in the community. By undertaking attractive pedestrian enhancements, along with the other recommendations of this plan, Lincoln Avenue can become the main street for the Village. Since it is a state controlled street, coordination with the Illinois Department of Transportation (IDOT) is essential and will be required to undertake and implement these recommendations to the right-of-way.

The following are specific recommendations regarding public streets and spaces.

- **Complete Median Landscaping**

In the late 1990's, the Village initiated landscape improvements for the medians of Lincoln Avenue. This multi-year project is continuing. Median landscaping enhances the attractiveness of the corridor and creates positive perceptions of the corridor and community.

Recommendation: Continue and complete median landscaping throughout the corridor.

- **Continue Parkway Restoration**

In 2002 the Village created standards for parkways which include the placement of trees every 25 feet in the parkway and a pervious surface of sod or vegetative ground cover. Until these standards were instituted, parkways in the Village's business areas, including Lincoln Avenue, were essentially allowed to be treated by the adjoining owner as they so desired, providing no cohesion in the corridor and producing a visually cluttered, haphazard, disjointed and unkempt appearance. Moreover, in some sections, parkway areas have been essentially confiscated and turned into long continuous driveway curb cuts that directly access off-street private parking spaces, creating large stretches of impervious surfaces devoid of street trees. This situation conflicts with pedestrian use of public sidewalks and severely affects pedestrian safety. The restoration of parkways and public sidewalks, consistent with the recently established parkway standards, is an essential element toward improving the corridor. Parkway restoration should be diligently pursued, undertaken and implemented whenever possible.

Recommendation: Diligently pursue parkway restoration whenever possible along Lincoln Avenue, including tree planting and sidewalk restoration.

- **Improve Pedestrian Crosswalks**

Currently, many of the marked crosswalks across Lincoln Avenue do not provide the pedestrian with the shortest possible crossing distance for safety. Pedestrians are in the path of traffic for longer periods of time than necessary. To enhance the pedestrian environment and safety, conscious efforts should be undertaken to create highly visible marked crosswalks utilizing the shortest distance possible. The creation of intersection bump outs (described below) will further aid in reducing crosswalk distances, improving public safety and encouraging pedestrian use.

Recommendation: Enhance crosswalk markings and designations, including signage.

- **Create a Designated Parking Lane**

Currently, parking is generally permitted along the entire length of the corridor, although it is not well marked as such. Only in a few concentrated areas, such as in the vicinity of Air Room, is street parking now commonplace. Creation of designated parking lanes on both sides of Lincoln Avenue would help slow traffic and support active retail uses.

The width of the Lincoln Avenue street corridor currently allows for creation of this parking lane. Initially, such a parking lane could be achieved relatively inexpensively through painted striping and signage. A more long term, lasting and beneficial

improvement is to create curbed “bump outs” at intersections. Such bump-out areas essentially bring the sidewalk/pedestrian area of the public right-of-way out into the parking lane, approximately 8-9 feet toward the traffic lanes. Bump outs increase public safety and enhance the pedestrian environment. Specifically, bump outs at intersections: 1) protect and better define the beginning and end of the parking lane between intersections; and, 2) physically shorten the distance for pedestrians crossing Lincoln Avenue. In some areas, additional mid-block bump outs might be desirable to visually break up long parking lane stretches. Moreover, certain urban design features could be added to these new pedestrian spaces. Items such as decorative brick pavers, lighting, benches, bicycle racks, additional landscaping, newspaper vending machines, or even public art could be incorporated into these spaces.

Recommendation: Create a designated, marked parking lane with pedestrian bump outs.

• Reduce Traffic Speed

High speed traffic is not conducive to either a pedestrian environment, or to residential or retail uses. Physical changes such as instituting a parking lane with bump outs, in and of itself, will likely reduce speed to some extent, both because driving lane widths will be perceived to be narrower and because of parking movement maneuvers slowing the speed of traffic.

Although no formal traffic study was commissioned as part of this work, traffic observations in the corridor suggest that much of existing Lincoln Avenue traffic, particularly during rush hour, is essentially “cut-through” traffic generated by Chicago residents seeking a quicker way to the Edens Expressway. This is suggested by two left turn lanes on Lincoln for westbound Touhy Avenue and two left turn lanes on Lincoln in Chicago for eastbound Peterson Avenue. Cut through traffic, particularly related to rush hour periods and home-to-work trips, typically consists of drivers intent on minimizing time. Slowing down Lincoln Avenue traffic in Lincolnwood would result in lengthened drive times for such drivers, deterring some traffic and making alternative routes more attractive.

By slowing down traffic, pedestrian safety is enhanced and greater visual observation by motorists is achieved. Businesses in the corridor will be more visible to the motorist and businesses will be better able to capitalize on impulse shopping and the customer base produced by the traffic volume. Therefore, slower traffic on Lincoln Avenue can help to contribute to the Village’s sales tax revenue.

The current posted traffic speed on Lincoln Avenue is 35 mph, although traffic appears to typically travel at speeds well in excess of the posted limit. Touhy Avenue west of Lincoln is posted at 30 mph, and a reduction in the posted speed limit on Lincoln Avenue to 30 mph should be seriously considered.

Recommendation: Take action to reduce the speed of traffic in the corridor, including physical street design changes and a reduction in the posted speed limit.

- **Reduce and Minimize Parkway Curb Cuts**

Throughout the corridor, particularly as new developments are reviewed, driveway curb cuts in the Parkway should be kept at a minimum and apron width limited to only that needed for vehicle ingress and egress. Where possible and particularly for residential development called for in this plan, driveway curb cuts should be located not on Lincoln Avenue itself, but on adjoining side streets. This would further improve pedestrian safety as well as the aesthetic appeal of the streetscape.

Recommendation: Reduce and minimize Parkway curb cuts along Lincoln and relocate as needed.

- **Create a Unified Corridor Streetscape Plan**

A specific streetscape plan should be created and implemented, specifying and delineating urban design elements that create an attractive, pedestrian scale and sense of place within the corridor. As envisioned, this streetscape plan would specify the style and identify the location of urban design and pedestrian friendly elements such as lighting, benches, bicycle racks, trash bins, and kiosks. This work could explore such other items as special signage, public art and sculptures, hanging flower containers and street banners. Use of brick pavers in sidewalks and crosswalks and specific designs for the recommended parking lane bump outs are other suggested elements that could be explored in development of this streetscape plan.

One critical component of the streetscape plan would be new streetlights for the entire corridor, to replace existing streetlights which are rapidly aging and appear to have exceeded their useful life. Our review suggests that new streetlights should not be installed in the medians as they are now, but along the sides of the street. However, this could be further investigated as the specific streetscape plan is developed. Creation of a specific streetscape plan would not only result in the identification of specific styles and designs for street furniture, sidewalks and light standards, but also would locate them in the corridor. The advantage to developing such a plan is twofold: it will help guide specific improvements in the public right-of-way at specific locations and it would allow the Village to seek Illinois Transportation Enhancement Program (ITEP) grants to undertake such improvements. We believe this is a critical component which should be budgeted within the next two fiscal years.

Recommendation: Create and implement a unified streetscape plan for the corridor.

- **Consider Vacating Portions of Intersecting Streets**

Lincoln Avenue cuts diagonally through Lincolnwood, resulting in many unusual lot configurations along the corridor. The angle of Lincoln Avenue, set against the Village's basic grid pattern of streets, also has produced a number of intersections in the corridor which vary from the typical 90 degree street intersection angle, some involving more than one intersecting street. Because such intersections are not standard or typical, they pose public safety concerns, particularly to those not familiar with the area. This situation also results in long stretches of pavement and active traffic for the pedestrian to confront.

Our plan suggests the vacation of portions of some of these intersecting side streets to eliminate such unusual intersections. Such street vacations also have the potential benefits of reducing traffic into adjoining residential neighborhoods as well as enlarging and improving the shape of development parcels in the corridor. Any vacation of a specific street, however, must be thoroughly examined as to its potential effects. This plan has not undertaken such an investigation and therefore is only suggestive in this regard.

Recommendation: Side street vacations should be explored and examined at appropriate locations.

• Create Public Space Focal Points

A more long term but bold component of this plan, is to consider creating new public space focal points at three locations in the corridor: 1) Lincoln/Touhy/Kostner; 2) Pratt/Lincoln/Crawford; and 3) Lincoln Avenue at Proesel Park.

The first two locations are triangular shaped sites surrounded on all sides by public streets. Converting these sites into public spaces would result in open vistas at these important intersections, producing natural focal points. Along with redevelopment of adjoining properties, these new public spaces would help create a unique sense of place. Based largely on results of an Image Preference Survey of residents, our plan suggests that in these spaces, tower-like monuments be constructed of similar design, potentially utilizing prairie style elements, to help bring continuity to the corridor. This is however only an initial suggestion. As the community moves forward with implementing this element of the plan, other focal point ideas could emerge or be incorporated into such designs. These spaces for instance could commemorate significant local or national events or persons, celebrate the multicultural diversity of the community, or become spaces for the remembrance of the holocaust or of war dead.

A third recommended focal point along the Lincoln Avenue corridor is at Proesel Park. Currently the park, a major asset of the community extends a relatively long distance along Lincoln Avenue. Our observation is that the current design of the park provides neither a welcoming presence nor much activity along the Lincoln Avenue corridor. Our plan suggests highlighting this community asset by creating a focal point on Lincoln Avenue at Proesel Park, similar to those proposed on the triangle parcels. Specifically, this suggestion is to widen and expand the current Lincoln Avenue median at this location and install a similar tower-like icon, visually unifying the three sites. Creating such an expanded median area would require moving and arcing the Lincoln Avenue traffic lanes somewhat, producing an oval shape. This would be another feature which would slow Lincoln Avenue traffic. This proposal obviously would require IDOT review and approval and likely would require some land acquisition.

Recommendation: Consider creating three public focal points at key corridor locations.

II. Development Regulations and Guidelines

In addition to improving the corridor through the appearance and use of public streets and spaces, the Task Force is recommending major changes to the Village's land use codes; the creation of new "form-based" regulations for new development; and, creation of design guidelines for new buildings. Below are the Task Force recommendations as they relate to private properties and their development in the Corridor.

• **Modify Land Use Codes to Encourage New Uses**

Land use in the corridor is a critical component to the plan. Except for that portion of Lincoln Avenue north of the Purple Hotel site, the plan recommends significant changes to the Village's current land use policies and zoning code. These changes, over time, will enhance and encourage a pedestrian environment for the corridor. Currently, the corridor is one long, mostly undistinguished strip of business properties. The plan proposes creation of three specific business activity hubs at key intersections, with the intersection of Lincoln and Touhy Avenues identified for higher density and activity, in an effort toward creating a downtown business district for the Village (described further below).

Currently, most of Lincoln Avenue is zoned B1 Restricted Business District. This zone permits office and bank facility developments. Retail is currently allowed only through special use designation. To achieve the vision for Lincoln Avenue, a significant change in land use, over time, is warranted. This plan calls for major changes in the zoning code regarding permitted and special uses. Under this plan, retail uses which cater to both Lincolnwood residents and the larger community should be encouraged to locate in designated business hubs. In such hubs, retail uses should either be exclusive uses on the ground level or predominant uses on the ground level to help achieve a pedestrian and retail oriented nexus. Book and drug stores, food specialty shops, coffee shops, sit-down restaurants, ice cream shops, dry cleaners, furniture, clothing and boutique stores should be encouraged and permitted to operate in such hub districts, subject only to complying with the community's development standards, buffering requirements with residential properties and the Village's off street parking requirements. Because office or bank uses generally do not contribute to cross-shopping, walk-in traffic, or a pedestrian environment, such uses in designated business hubs should be kept to a minimum or prohibited altogether on the ground level.

Similarly, specifically auto-oriented or auto-related businesses should be either prohibited altogether or kept to a minimum throughout the corridor. Automobile service and repair shops, oil change centers, gasoline stations, auto part stores and car washes do not contribute to either a pedestrian or shopping environment and should either be prohibited altogether, or highly limited. Where such uses may be authorized because of significant contributions to the tax base, such as automobile dealerships, careful attention to outdoor vehicle display and its effect on the streetscape is in order. Similarly, future drive-thru operations should be highly regulated, limited or prohibited altogether.

The plan presented for Lincoln Avenue embraces the concept of mixed use development, a term not currently found in the Village's Zoning Code. The plan envisions large development parcels, such as the Purple Hotel site, as including multiple land uses within its development. Individual buildings or smaller development parcels should also have

vertical multiple uses, namely retail on the ground floor and residential or office uses on upper floors.

In addition to permitting housing as part of certain mixed use developments, the plan also calls for the introduction of housing as an infill land use between the designated business hubs. Allowing housing as an in-fill land use will help demarcate the edges of the recommended business hubs and eliminate the current condition of a long, continuous strip of business properties. Moreover, development of in-fill housing between business hubs would visually extend the Village's residential neighborhoods into the corridor, thereby accentuating the residential persona of the community. In such in-fill areas, housing as a ground floor use should be permitted. Where housing is permitted, it is envisioned that residential uses in the corridor would be comprised of either multi-level townhouses or condominium buildings.

Recommendation: Modify the current land use code to allow for mixed use development and in-fill housing; and, to prohibit expansion of drive-thru operations and auto-oriented uses.

• Designate Business District Hubs

Related to the above changes being recommended, the Village should incorporate changes into its current zoning code to allow for development of the following proposed business hubs.

Lincoln-Touhy Business Hub

This business hub, centered on the intersection of Lincoln and Touhy Avenues, would include the Purple Hotel, Bank of Lincolnwood and Lincolnwood Produce sites, as well as nearby adjoining properties. This business hub is envisioned as the downtown for the community. Building height in this area is recommended to be limited to 5 floors, exceeding the 3 floor limitation recommended for the remainder of the corridor. Ground floor retail including restaurants, some with alfresco dining, would be a predominant ground floor use, with upper floors of residential and/or office space. Uses which encourage the public to gather, as well as strong or unique retail anchors, a boutique hotel or family entertainment venues, should be incorporated into specific parcel development plans. In addition, sculptures, fountains and plazas with outdoor seating should be designed into parcel redevelopments in this hub. It is envisioned that this business hub would have the highest development intensity in the corridor and potentially would require either underground parking, parking decks or a combination of both. Any parking structure should be well designed with public safety in mind and located so as to be unobtrusive to the primary use activities. For building sides located along Touhy Avenue, we suggest an exception to the recommended corridor build-to line of 5 feet. For such building sides, we recommend a build-to line of 15 feet or greater from the public right of way to account for high traffic volume on Touhy Avenue and pedestrian safety.

Lincoln-Pratt-Crawford Business Hub

This business hub is near the geographic center of the Village and a crossroads for Village residents. Functionally, this business area is expected to serve the more

immediate area and provide shopping convenience for residents. This area is recommended to include mixed use buildings having ground level retail, including such uses as book stores, bistros, drug stores, coffee shops, restaurants, dry cleaners and the like, as well as small outdoor gathering spaces. Two floors of residential units above the ground floor are also suggested for this area. Off street parking should be located toward the rear of properties.

Devon-Lincoln Business Hub

This business hub is an entryway into the community and a major gateway from Chicago. Uses in this business hub are recommended to be primarily retail uses on the ground level, with off street parking located toward the rear. Any development of 2nd or 3rd floors should be for office uses. Good building design, site planning and quality architecture, important throughout the corridor, is paramount in this gateway area for establishing the ambiance of the corridor. New developments in this hub should include strong anchors to provide identity and a sense of place.

Recommendation: Modify the Village Zoning Code to designate and regulate uses and encourage development in newly established business district hubs.

• Create Form-Based Development Regulations

The form and physical shape of private development is just as important as the type of uses which are permitted. Much of the existing development found in the corridor today is strip center in character, meaning that buildings are set back on the property and off street parking is provided directly in front of the building, toward the street. This form of development results in a scenery of endless parking lots, cars and freestanding signs for the passerby. Such an environment challenges any sense of place, and contributes to an auto dominated rather than pedestrian oriented environment. This plan recommends a very different approach and far different form for new development along the corridor.

Prior to modern conveniences, urban form generally took the shape of buildings built close to the public right-of-way, enclosing the street with buildings along it. Shop windows were large to let in light and also to display their products to the passerby.

Our plan embraces the essence of this earlier development pattern and seeks to update this earlier form for the 21st century. Our plan embraces the relatively new planning principles of Neo Traditional Development and New Urbanism, which seek to balance the needs of auto use with people and which assert that the form of development is as important as the permitted use of the property.

We recommend that, in addition to land use changes, applicable sections of the zoning code be created to contain form-based provisions applicable to new development along Lincoln Avenue. The following form-based provisions are recommended for the corridor (additional recommendations are contained in the addendum to this report).

Build-to Line: instead of a traditional setback line, where buildings are required to be setback from the front property line by a minimum distance, we recommend institution of a “Build-to line” that would require new buildings to be built-to. We suggest that this

build-to line should be no greater than 5 feet from the public right of way line. This recommendation would result in new buildings located very near the public sidewalk. For residential-only buildings this build-to line should be no greater than 10 feet from the right of way line, with a 4 foot wrought iron style fence, located 5 feet from the right of way.

Building Orientation: Because Lincoln Avenue travels through the Village at an angle, the orientation and facades of buildings in the corridor are critical and should be parallel to the street. Only in exceptional situations should the orientation of buildings and facades be at an angle to the Lincoln Avenue right-of-way line.

Building Height: Except for the Lincoln/Touhy Avenue Hub, the maximum height in the corridor should be 3 floors or 38 feet. In the Lincoln/Touhy downtown hub, a maximum height of 5 floors or 65 feet is recommended. Any building which is permitted to exceed 3 stories in height is recommended to have a building façade setback of 10 feet for all floors above 3 stories.

Building Corner Towers: Buildings located at corners, particularly at major intersections, should incorporate a turret or tower feature in harmony with the building's architecture. This tower feature component of the building may exceed the maximum height indicated, so as to give the building a distinctive form and focal point.

Façade Windows: Building facades fronting onto Lincoln Avenue, or onto major adjoining public streets or which otherwise are highly visible from the public right-of-way, should incorporate windows in their facades, particularly at the street level. Walls facing the public right of way which lack windows should be prohibited.

Recommendation: *Create form based development regulations as outlined here and elsewhere in this report.*

• **Create Building Design Guidelines**

Our report and the work of our consultant have suggested certain building design guidelines for new buildings in the corridor. The Task Force believes further work and additional design details are appropriate to help guide developers and architects and to illustrate design elements acceptable to the Village. It is envisioned that this work would result in a separate user friendly, heavily illustrated architectural design guideline handbook. To undertake this work, the Task Force recommends the formation of an Ad Hoc Committee of Village design professionals to help prepare this document.

Recommendation: *Create an Ad Hoc Village Design Committee to develop a Building Design Guideline Handbook.*

• **Regulate Off Street Parking Locations**

For new developments, off street parking should be prohibited from the front of new buildings along Lincoln Avenue. Such parking should be located toward the rear of the property. Related to this, the Village's recently adopted requirements ensuring buffering and screening of business properties with adjoining residential properties should be continued and required in all new developments.

The location of off street parking areas and the recommendation to prohibit them from the front of new buildings along Lincoln Avenue is a critical component of this plan and this new standard should only be varied in the most unusual circumstances. For some large scale developments, parking decks may be in order and these should be placed either behind the buildings they serve or with a level of activity, such as retail, located on the ground floor of the parking structure.

This plan does not recommend relaxation of the Village's off street parking standards at this time. These standards should be reviewed to determine their current adequacy for various uses and to investigate the feasibility of shared parking arrangements among uses.

Where new uses will occupy existing buildings, existing front yard parking areas should be screened from view with landscaping or a short screen wall along the public sidewalk. Recently, the Village adopted new code standards requiring such screening treatments for off street parking lots. Strict adherence to these standards is strongly recommended with variations granted only in the most unusual cases.

For the public right-of-way, this plan recommends the creation of a designated parking lane. Although the Task Force does not recommend that off street parking requirements be specifically relaxed, variations for certain desired proposed uses should be considered depending upon the degree of available nearby on-street parking. In the reuse of existing buildings, since there is a strong interplay between providing parking lot screening and providing off street parking spaces, where on-street parking exists and is generally available in the designated Lincoln Avenue parking lane, required parking lot screening should take precedence over the required number of off street parking stalls.

Recommendation: Prohibit new off-street parking lots in front of buildings along Lincoln Avenue. Continue to require landscape screening of existing parking areas.

• Improve Business Signage

The Village updated its Sign Code in the late 1990's to incorporate new community sign standards. This code encourages (but does not require) the use of monument signs instead of freestanding pole signs. With the greater emphasis on creating a pedestrian scale along Lincoln Avenue, consideration should be given to lowering the maximum height of monument signs, possibly to 8 feet, and either creating stronger incentives to use monument signs or reducing the maximum height of freestanding signs. Another option would be to allow only monument signs and not freestanding signs along Lincoln Avenue.

Recommendation: Explore stricter requirements for signs that would improve the pedestrian scale of the corridor.

Plan Implementation

To implement this plan, Village government must be focused at all levels and in all departments on achieving the enunciated goals and desired results of this plan. Each department and recommending body has a role in moving the Village forward toward achieving this plan. Below are the key elements of this plan and recommended implementation actions.

Streetscape Plan Development:

We recommend that funds be budgeted in the Village's Capital Improvement Plan for preparation of a streetscape plan for Lincoln Avenue. High priority consideration should be given for plan preparation in the next fiscal year, since this plan will help the Village seek grant funds for necessary streetscape improvements and provide reference for improvements which should take place as part of private development. In the actual development of this plan, where appropriate, input from various recommending bodies, should be sought.

Land Use and Form-Based Code Changes:

The land use changes and form based provisions recommended for Lincoln Avenue require changes to the Village's zoning code. Various options are available to achieve this result including overlay districts or separate zoning districts. We recommend that the consultant engaged to update the Village's Zoning Code also be charged with incorporating into this update, the recommendations of this report. Since this work may require further detailing and a variety of determinations, in concert with the Plan Commission, Task Force members have agreed to provide assistance in this work.

Village Departmental Actions

To achieve this plan, implementation will require the ongoing and concerted work of the entire Village organization. Coordinated through the Village Administrator's Office, departments must continue their current work such as median landscaping. These departments also must incorporate new activities called for in this report, such as improving crosswalks, into routine or scheduled work or maintenance plans. More significant improvements, such as those identified in the recommended streetscape plan, will require a strong working relationship and coordination between Village staff and IDOT for implementation.

Village Recommending Bodies

Citizen led recommending bodies to the Village Board have a very large role toward achieving and implementing this plan. Below are key Village Board recommending bodies having certain oversight, duties or expertise which can be utilized and employed to achieve the plan and vision for Lincoln Avenue.

Traffic Commission

Consider and provide input on the creation of the designated parking lane; the posted speed limit and other measures to reduce travel speeds in the corridor. It is possible that parking management in the corridor will become desirous in the future and parking restrictions and regulations for the parking lane may become appropriate. Further, the

Traffic Commission should study and provide input and recommendations regarding appropriate side street vacations, after first reviewing this report and clearly understanding its goals.

Plan Commission/Zoning Board of Appeals

Consider and include in the updated revised zoning code, the recommended use changes, the designation of new business district hubs and the addition of new form-based development regulations. Study and recommend changes to off-street parking requirements in this update. In the role as Zoning Board of Appeals, consider case-by-case variations to these new standards, only where unusual circumstances warrant.

Sculpture and Beautification Committees

Provide input and suggestions in the development of the recommended streetscape plan as well as suggestions on the selection of the specific styles of street furniture, street lights and monuments for the public space focal points.

Sign Appearance Review Board

Consider and review the existing Sign Code and consider recommending changes to the sign code that would enhance the pedestrian scale and environment of the corridor called for in this report.

Economic Development Commission

Study and provide recommendations which could assist in funding of corridor improvements including the long range component of new public open space, as well as measures which could further encourage new private reinvestment and corporate donations in the corridor.

Ad Hoc Building Design Guideline Committee

Study and create an illustrated architectural design guideline booklet which would communicate the building design elements and expectations of the community.

APPENDIX

LINCOLN AVENUE CORRIDOR URBAN DESIGN PLAN AND GUIDELINES

Lincoln Avenue Corridor Study
Lincolnwood, Illinois

**CORRIDOR URBAN DESIGN PLAN
& URBAN DESIGN GUIDELINES**



Prepared by Land Vision, Inc.
for
Lincoln Avenue Task Force
Final Report
November 16, 2005

Lincoln Avenue Corridor Study
**Corridor Urban Design Plan
& Urban Design Guidelines**

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Lincoln Avenue Corridor Study

Corridor Urban Design Plan & Urban Design Guidelines

Lincolnwood, Illinois

I. INTRODUCTION

The Village of Lincolnwood (the Village) and its Lincoln Avenue task Force (LATF) identified the Lincoln Avenue corridor as an opportunity for redevelopment. As the main street through the community, this strip could be transformed into a vibrant community centerpiece with a real sense of place. Land Vision, Incorporated (LVI) was retained in August 2004 to conduct the Lincoln Avenue Corridor Study that would assist the LATF in preparing an urban design plan and urban design guidelines to transform the corridor. Specifically, the LATF expected the Lincoln Avenue Corridor Study to focus on the following:

1. Identify activity centers and infill development opportunities in the corridor
2. Identify means of creating a unified image of the corridor
3. Apply principles of New Urbanism to identify appropriate building setbacks, heights and densities for new development
4. Identify areas for attractive gathering places
5. Recommend land uses and urban design guidelines to help achieve the corridor vision that can become the basis for updating the existing Village Comprehensive Plan and Zoning Ordinance
6. Provide development recommendations and guidelines for the hotel site at Lincoln and Touhy Avenues

To help accomplish these objectives, LVI invited input from Village citizens through an Image Preference Survey (IPS). Ninety-five citizens provided input, and the result of the survey showed strong preference for:

1. More traditional looking buildings than buildings with modern architecture
2. Two-to-four story mixed-use buildings with well-articulated architecture
3. Buildings with inviting, pedestrian-friendly, well-landscaped and safe sidewalks in front
4. Private developments with outdoor gathering places, such as sidewalk cafes, and pedestrian enclaves
5. Buildings located closer to residential areas with more complementary architecture
6. Unobtrusive signs, and
7. Parking areas that are well landscaped.

With the goals and objectives set by the Village and the design preferences identified by the Village citizens, LVI first prepared a Corridor Redevelopment Strategy, and overall Corridor Plan, and finally, a detailed set of Urban Design Guidelines that would govern the corridor redevelopment and enhance appearance of the existing properties.

LVI found that both the Village goals and residents' preferences coincided with the tenets of New Urbanism. New Urbanism is a modern planning movement that seeks to re-create a sense of place and foster walkable, human-scaled communities. It advocates for central downtowns, quality public spaces, diverse streetscapes, and location of stores, services, parks and schools within easy walking distance of homes.

LVI recommends that new buildings – regardless of their use or type – be placed at the front of the property, close to the street, with all parking located behind buildings. This is

principal tenet of New Urbanism; disallowing parking in front of buildings improves the street for pedestrians and enhances streetscape appearances.

Urban design guidelines will further direct the “form” of buildings: how they look, how they relate to the street and to one another, and how they, along with the streetscape, form a cohesive and well-designed urban environment. Such urban design guidelines, called for by New Urbanism, can be outlined in Village land use and zoning codes in what are called form-based regulations.

LVI strongly recommends that, as a follow-up to the adoption of the Corridor Plan and Urban Design Guidelines, the Village adopt a form-based code for the corridor. This will ensure that the vision for the Lincoln Avenue corridor is implemented consistently into the future.

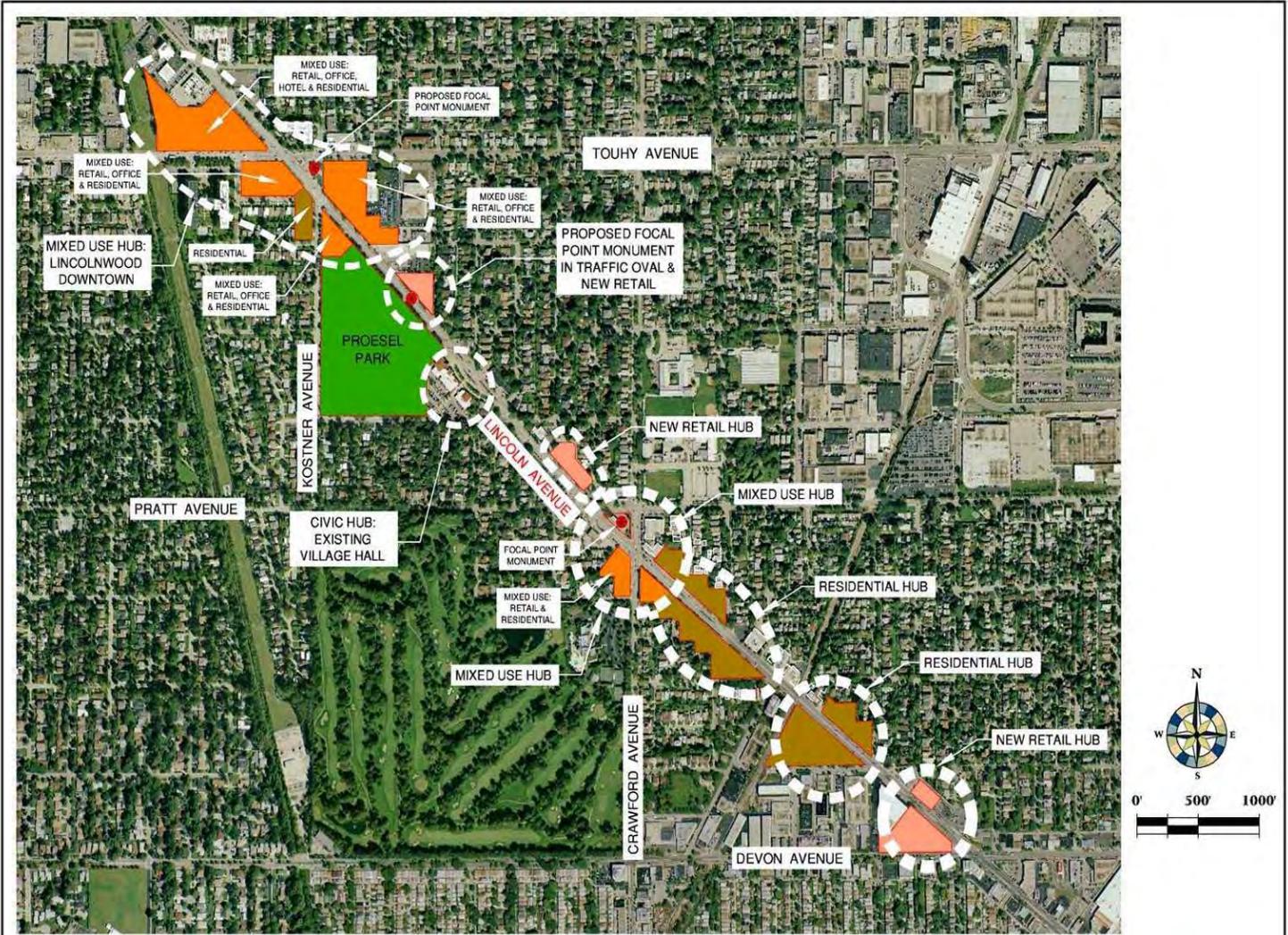
II. CORRIDOR REDEVELOPMENT STRATEGY

As many other strip commercial corridors in the Chicago region, Lincoln Avenue has evolved into a corridor consisting primarily of retail and commercial uses. The current Village regulations permit banks to locate in the corridor more easily than retail uses such that the corridor now has a preponderance of banks. Most of the properties fronting onto Lincoln Avenue are shallow, and many of the existing retail uses and businesses in the corridor are at best nominal. In conjunction with a lack of proper maintenance on some of the corridor properties and a lack of adequate parking on other, the LATF determined that the existing form of development in the corridor is outmoded and fails to exploit the corridor’s full potential.

Given these concerns, LATF identified specific areas of the corridor that could be considered as future hubs of activity with new uses replacing the old and consisting of either mixed-uses or single uses. As opposed to a continuous set of uses spread uniformly along the corridor, LATF determined that creating one main hub and other smaller hubs in the corridor would encourage the development of a potential downtown in Lincolnwood that could be used for creating key gathering places to attract the Village residents and give the village a new identity. LATF also indicated that the site with the “Purple” hotel at the northwest corner of Lincoln Avenue and Touhy Avenue should be given consideration for creating the “downtown” hub in the Village.

In response, LVI recommended a Corridor Redevelopment Strategy that built on the key ideas of the LATF. As shown in Figure A, some of the major recommendations LVI made include:

1. To create a downtown hub in the Village, consider redevelopment of the “Purple” hotel site, the Bank of Lincolnwood site, and the site for Lincolnwood Produce. While some of these recommendations – especially the Bank of Lincolnwood site -- may be implemented in the long-run (over a period of next ten years and beyond), LVI recommended that in order to create a critical mass for the new developments to function as a downtown, the Village would have to allow the redevelopment of more than just the “Purple” hotel site. The range of mixed uses for these sites will include residential, retail and office. The “Purple” hotel site, in addition, may also include a boutique hotel, should the market conditions favor such use to be feasible.



RECOMMENDED LAND-USE STRATEGY FOR LINCOLN AVENUE CORRIDOR REDEVELOPMENT

LINCOLNWOOD, ILLINOIS


 Series 1 of 1
 LAND PLANNING
 LAND DESIGN, INC.
 118 WEST MAIN STREET, SUITE 206
 ST. CHARLES, IL 60174
 (630) 584-0541 FAX: (630) 584-0992

Figure A: Recommended Corridor Redevelopment Strategy

2. LVI also recommended redeveloping the existing Tuffy site with a plaza and a focal-point monument in order to enhance the visual appearance of the major point of entry in to the Village from north. It would also serve as a key marker for the new downtown Lincolnwood
3. Directly in front of Proesel Park, along the park's frontage with Lincoln Avenue, LVI recommended installing another focal-point monument in the middle of the road with new pavements channeling around the monument in an oval form. From a transportation standpoint, this was recommended to calm the traffic along Lincoln Avenue, and as an urban design strategy this would create another key identifier that in conjunction with the monument at the Tuffy site would be the start of forming a cohesive image of the corridor. (See later discussion on Urban Design Guidelines for how these monuments should be treated architecturally).
4. At the site of existing Mobil gas station, located at the triangular site bounded by Lincoln Avenue, Crawford Avenue and Pratt Avenue, LVI recommended the installation of another focal monument, as part of a new mixed-use hub at this location. Surrounded by three major roads, the existing gas station creates adverse traffic conditions in the corridor that would be best ameliorated by its replacement with a public plaza (with the monument). From an urban design standpoint, since the Lincolnwood Public Library is located on Pratt Avenue, the triangular plaza in its front will provide an appropriate foreground for the civic building.
5. For the properties around the new triangular plaza along Lincoln Avenue, LVI recommended retail and residential uses, such that along with the existing public library, this area will become another mixed-use hub in the corridor. While the existing Grossinger Toyota (soon to become Grossinger Volvo) will remain an auto-oriented use at this hub, the rest of the uses will emphasize pedestrian access along with specific outdoor gathering places as part of the redevelopment projects.
6. For the next hub at the intersection of Devon Street and Lincoln Avenue, with the "Bunny Hutch" site providing a key redevelopment opportunity, LATF recommended that the new uses should primarily be commercial. This hub will include the site east of Lincoln Avenue that will be redeveloped into a new commercial use. This commercial hub at the southern end of the corridor will need to design consistency between individual buildings to create a strong sense of entry into the corridor.
7. For the intermediate redevelopment opportunities in the corridor, LVI recommended the primary use to be medium density residential. The key sites proposed for such residential redevelopment include the industrial area southwest of Lincoln Avenue and the railroad and the area east of Lincoln Avenue.
8. In conjunction with many of the above redevelopment projects, LVI recommended closing a number of street segments as they intersect with Lincoln Avenue. These are highlighted on the Corridor Plan for Lincoln Avenue that LVI developed after discussing with the LATF the specific types of medium-density residential and mixed-used projects that would be most appropriate for the corridor.

III. LINCOLN AVENUE CORRIDOR URBAN DESIGN PLAN

As the Corridor Redevelopment Strategy was finalized in discussion with the LATF, LVI prepared a detailed Corridor Urban Design Plan (Corridor Plan) to show how the individual properties or groups of properties may be redeveloped to consistent with the overall strategy. This Corridor Plan is depicted in Figure B (with larger versions of this plan available in poster form).

As Figure B shows, LVI has shown detailed building footprints and parking areas or parking garages that would be necessary to serve a redevelopment project. Many of the recommended projects will require consolidation of individual parcels and street closings. It will be critical for the Village to allow redevelopment of projects with all required parcels consolidated and not permit their individual, piecemeal development. Another major thrust of the recommendations is to “line” the front of the properties with buildings, .i.e. place all new buildings at a set maximum distance from the property line (see Urban Design Guidelines for more discussion). The Village should require all redevelopment projects to have such “liner” buildings with parking for the projects concealed behind the buildings.

While LVI prepared the individual site plans for redevelopment to demonstrate that the recommended projects will be feasible following the principles of New Urbanism, LVI and LATF expressly state that none of the redevelopment projects have to follow the footprints of buildings exactly as drawn by LVI. The Corridor Plan is CONCEPTUAL in nature and it is the intent of LATF to allow developers and builders who will undertake redevelopment in the corridor, a full measure of flexibility provided their projects follow the urban design guidelines. As and when the Village adopts a new form-based code that is based on the urban design guidelines recommended by LVI (see below), the project redevelopers will need to conform to the new ordinance regulations of the Village.

IV. URBAN DESIGN GUIDELINES

As stated by the LATF, the future Lincoln Avenue Corridor must have an overall image that is not haphazard but more uniform and cohesive. A mile-long corridor with an array of uses developed over many years has an image today that is disparate, outmoded (in visual terms as well, in addition to economic) and dysfunctional. The challenge of achieving the goal of cohesive redevelopment out of such conditions can be met by adopting the urban design guidelines recommended by LVI.

In order to meet the full scope of a new urban design for the corridor that also includes the citizens’ image preferences, LVI recommended urban design guidelines that cover not only the domain of the public street, but also the domain of private properties and how the buildings in the corridor relate to the street and to one another.

The public domain guidelines apply to properties that will not be redeveloped for the foreseeable future. These guidelines include the “interface” between the public and private domains, covering the area of private property directly adjacent to the right-of-way. The private domain guidelines apply to a property or a group of properties that is set for redevelopment. These guidelines will cover the portions of redevelopment project that include sidewalks, street furniture, planters and landscaping.

For the corridor as a whole, LVI also recommended that there be on-street parking – whether associated with existing uses or redevelopment projects. While the corridor already has on-street parking, this parking will need to be integrated into a new sidewalk system with “bump-outs” from the existing sidewalk line.

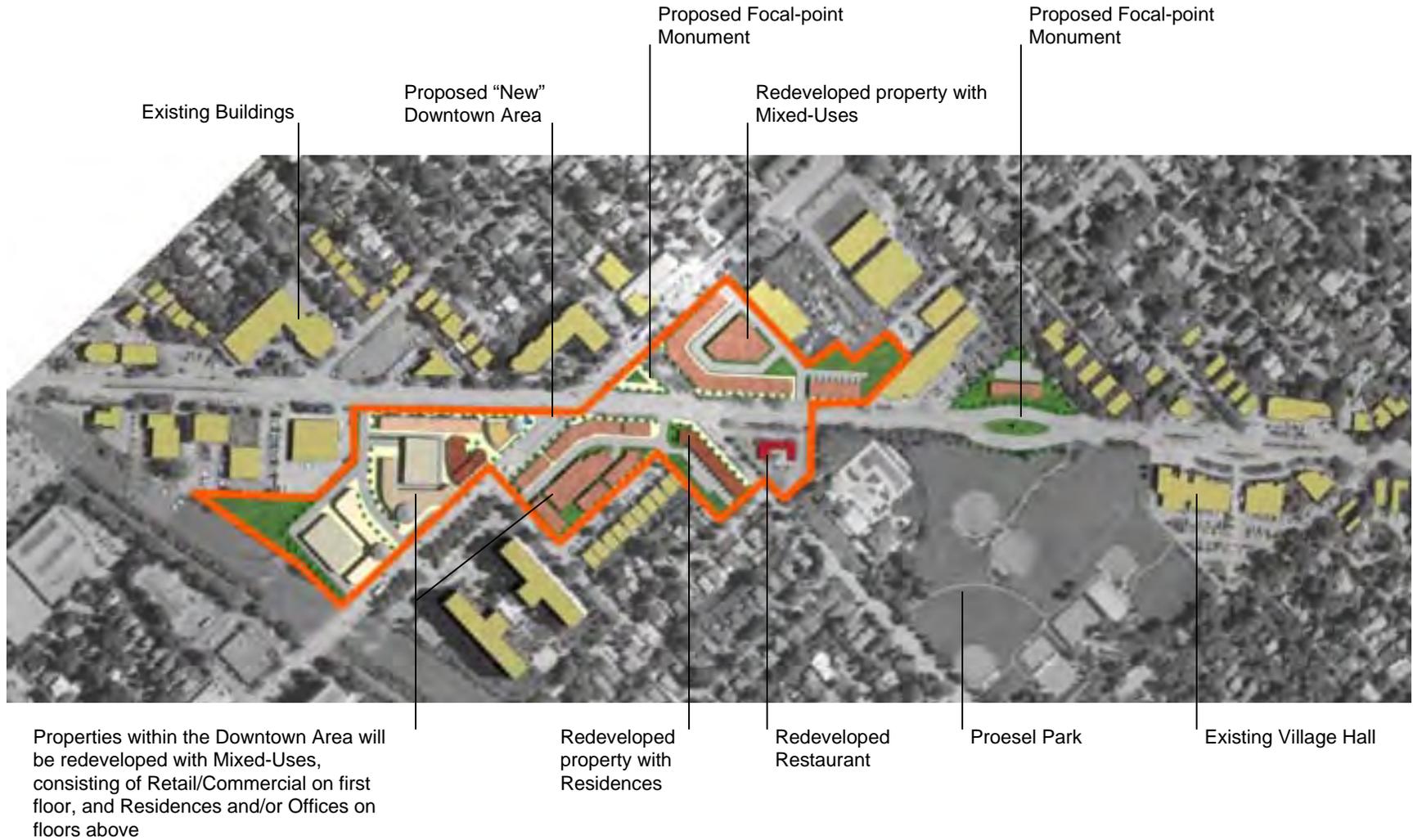


Figure B1: Illustrative Corridor Plan: North
 (Note: All site plans in this exhibit are shown for illustration only. Developers seeking to redevelop properties will follow the urban design guidelines)



Figure B2: Illustrative Corridor Plan: South
(Note: All site plans in this exhibit are shown for illustration only. Developers seeking to redevelop properties will follow the urban design guidelines)

The Village will need to prioritize the implementation of the urban design guidelines for the public domain based on the severity of existing conditions and availability of funding. If redevelopment is anticipated, then the urban design guidelines for the private domain (or the form-based code regulations) will be implemented at the time when new project is constructed. Regardless of the timing of when public or private improvements are implemented, in the long run, following the urban design guidelines (or form-based code regulations) will help the corridor achieve the desired cohesive image.

1. GUIDELINES FOR PUBLIC DOMAIN

Covering the area within the R.O.W., including these streetscape elements: Streets; Medians; Street curbs; Parkways; Sidewalks; Street signs; Private signs; Street lights; Median lights and landscaping

Taking into account the above streetscape elements, LVI identified several existing conditions that are typical of different sections of the corridor. For these corridor sections, LVI recommends a number of design guidelines that are illustrated in plan views and cross-sections below. LVI also recommends certain general guidelines that can be applied to any section in the corridor. The Village staff will need to determine the best fit between the existing conditions and the recommended guidelines to select the most appropriate streetscape improvements necessary for implementation in a given section. The recommended guidelines are not meant to supersede the existing, more restrictive zoning regulations that meet the design intent of the guidelines. What follows first is a description of the general urban design guidelines and then the more section-specific guidelines. The guidelines are described in no specific order of preference.

A. General Guidelines

1. **Parkway Trees:** All parkways within the Lincoln Avenue corridor with available space for landscaping should have trees planted at a minimum center-to-center distance of 25 feet (or, as per the existing Village ordinance)
2. **Median Landscaping:** Within the medians along the Lincoln Avenue Corridor, there should be adequate landscaping consisting of shrubs and other materials that are well-maintained
3. **Landscape Materials:** Selection of landscape materials to be used in the parkways, medians or sidewalks should be governed by their hardiness to road salt and with the goal of achieving consistency between one median landscaping to the next
4. **Sidewalk Materials:** Sidewalks in the corridor should have two different materials to better delineate the area used for pedestrians – especially when new sidewalks are built in conjunction with the redevelopment of properties. There should be consistency in the use of sidewalk materials from one property to another
5. **Pedestrian Buffers:** All pedestrian portions of sidewalks should be buffered from the street by landscape planters and/or row of trees
6. **Street Lights:** Selection of new light standards for the corridor should be based on how well they relate to the pedestrians without overwhelming them by their size, height or level of illumination. Examples from other communities such as Elmhurst where IDOT agreed to install special light fixtures in conjunction with a major roadway widening project, suggest that it should be possible for the Village to work with IDOT to have special light fixtures installed in the corridor. The light fixtures with special pedestrian oriented lighting should be located on both sides of the street and not in the median.

7. **Street Signs:** Street signs in the corridor should adopt a distinct new design that makes them stand out as compared to the regular street signs in the rest of the Village to create a special image of the corridor
8. **Street Furniture:** Street furniture, such as benches, information kiosks, telephone kiosks, waste receptacles and bicycle stands, should be provided along the municipal park where it meets the Lincoln Avenue corridor, mixed-use hubs and other areas of the corridor as later deemed appropriate. The design of street furniture in one area should match the street furniture design in another area to further reinforce the visual cohesiveness of the corridor
9. **Business Signs:** For free-standing signs advertising businesses located on the same property, their location, size, height and design should have a level of consistency that lends cohesiveness to the appearance of the corridor
10. **Focal-point Monuments:** The Corridor Plan recommends three focal-point monuments in the corridor: the first at the current Tuffy site (at Touhy and Lincoln Avenues); the second within the proposed bi-furcated roadway pavements of a "traffic oval" in front of Proesel Park, and the third at the current Mobil gas station site (at Crawford and Lincoln Avenue). The design of these monuments should be consistent in order to create a unified set of visual landmarks in the corridor. Of the three monuments the most significant in height and architectural treatment should be the tower in front of the Proesel Park. Because of its close proximity to the Village Hall that's built in Prairie Style architecture, the Village may consider requiring the design of this monument to be in Prairie style as well. In addition to visually tie these major identifiers together, the other two monuments may also be constructed in Prairie style architecture.

B. Section-specific Guidelines

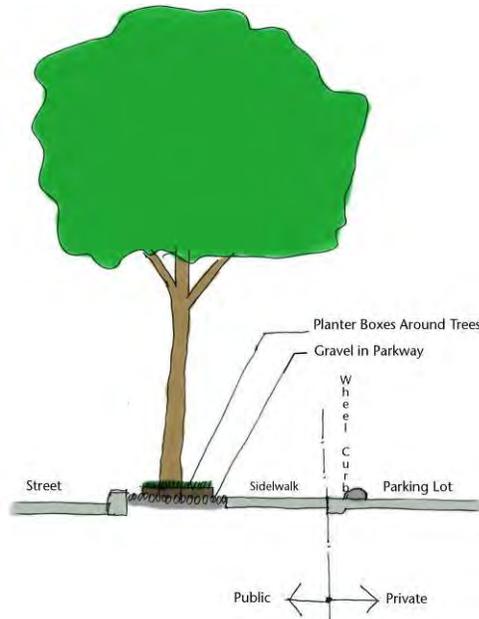
The use of these guidelines will vary from one section of the corridor to another. They are presented as illustrations that show the existing conditions needing improvement and the recommended guidelines to achieve better urban design. The guidelines also cover the interface where the private property abuts the right of way. This interface affects the visual perception of the corridor as much as the quality of the streetscape elements within the right-of-way. Until the time the buildings on a property remain the same – even if the uses in the buildings change – focusing on this interface between the public and private domains will be important. When properties redevelop, new buildings in the corridor will be located close to the street along with new sidewalks in front of the new buildings. This will create a new set of conditions that will be governed by the guidelines for Private Domain. Until change occurs on the private properties, the following design guidelines show how to treat the public domain and the edge of the private properties.

Section-specific Guidelines for Public Domain

NOTE: *These guidelines apply only to properties with existing buildings. For new or redevelopment projects, see Urban Design Guidelines for Private Domain*

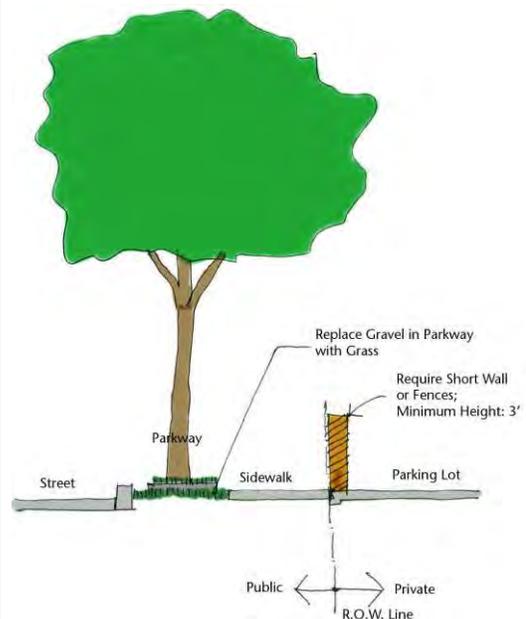
- Existing parkway has materials other than grass, and only wheel-stops exist between the sidewalk and adjoining parking lot

Figure 1: EXISTING CONDITIONS



- Appearance of gravel in the parkway is visually un-appealing and inconsistent with the rest of the properties in the corridor with grass in parkway
- With no other barrier than wheel curbs, cars in a parking lot are exposed to direct view of the motorists. This makes the corridor more unattractive

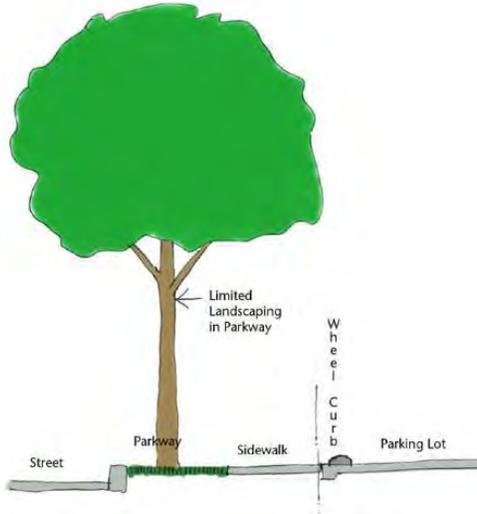
Figure 1A: RECOMMENDED GUIDELINES



- Replace gravel with grass in the parkway
- Require a short wall of no less than 3' to be installed at the property line to conceal the parked cars. Materials and color of wall should primarily match the materials and color of other walls along the corridor

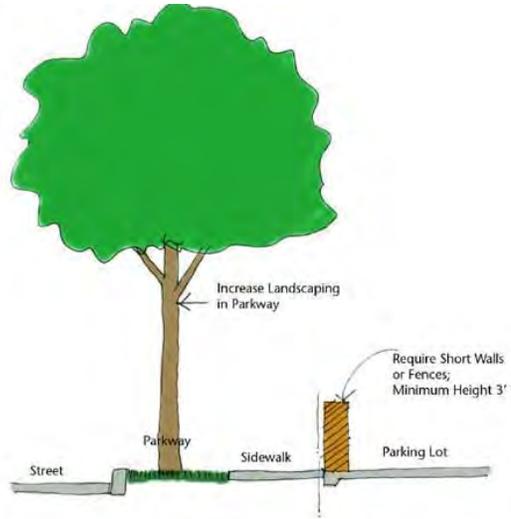
- Existing parkway has limited number of trees and like the first condition has no significant barrier between the sidewalk and the adjoining parking lot

Figure 2: EXISTING CONDITIONS



- Limited number of trees in the parkway fails to define the corridor edge effectively
- With no other barrier than wheel curbs, cars in a parking lot are exposed to direct view of the motorists makes the corridor more unattractive

Figure 2A: RECOMMENDED GUIDELINES



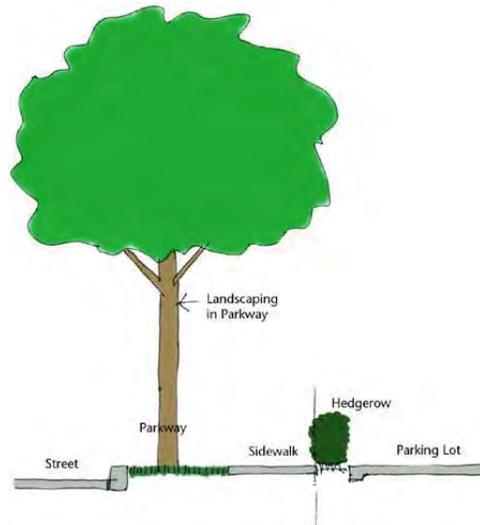
- Increase the number of trees in the parkway to be no more than 25' apart
- As in Recommendation 1, require short walls at the edge of the private property

Alternate to Short Walls (as shown in Recommendations '1' and '2')

Figure 3: EXISTING CONDITIONS

- Limited number of trees in the parkway fails to define the corridor edge effectively
- With no other barrier than wheel curbs, cars in a parking lot are exposed to direct view of the motorists. This makes the corridor more unattractive

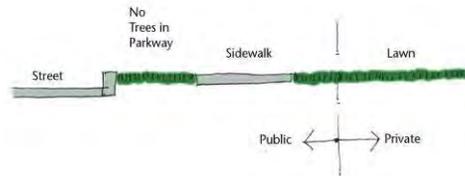
Figure 3A: RECOMMENDED GUIDELINES



- Increase the number of trees in the parkway to be no more than 25' apart
- Instead of short walls, require hedgerows at the edge of the private property in a way. This will not affect the overall parking supplied at the property. Hedgerows should be a minimum 3' tall

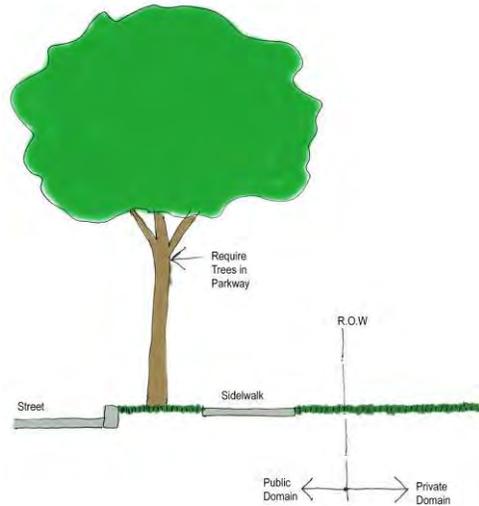
4. Existing parkway has no (or few) trees and the adjoining property has no parking lot

Figure 4: EXISTING CONDITIONS



1. Without the trees, even when the adjoining property has lawn in its front yard and no parking lot, the street lacks a defining edge.

Figure 4A: RECOMMENDED GUIDELINES



1. Require trees to be planted within the R.O.W. where there are no trees, OR when there are few trees,
2. Require trees in the parkway no less than 25' apart

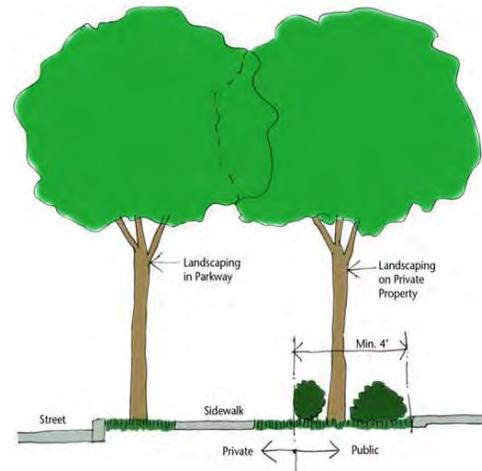
5. Ideal Condition for Landscaping on Private Property

Figure 5: Existing Conditions

When any of the following conditions exist on a property, i.e. if:

1. There are materials within the parkway that are not grass
2. There are limited number of trees in the parkway
3. There are no trees in the parkway at all, and when there are no physical elements separating the adjoining parking lots from the sidewalk

Figure 5A: Recommended Guidelines



1. Require parkway trees
2. On private property, require a landscape buffer no less than 4 feet wide for trees and shrubs. The double row of trees – one in the parkway, the other on private property – should be staggered.

(The Village of Lincolnwood already has examples of this type of streetscape along Devon Avenue near the intersection with Crawford Avenue).

2. GUIDELINES FOR PRIVATE DOMAIN

Covering the private property, including: Placement of buildings; Height of Buildings; Relation of building to street/sidewalk; Relation of building to buildings along one side of the street; Relation of buildings to buildings across the street; Treatment of building entryways; Relation of entryways of one building to the next; Treatment of building bulk; Treatment of special gathering places outside the building

The design guidelines for private domain are described in general terms and not on section-specific or site-specific basis. They are differentiated by categories of use and are based on the design preferences of the Village citizens and LATF members. The three categories of private domain guidelines are:

- A. All Buildings
- B. Residential Buildings
- C. Commercial and Mixed-use Buildings

A. Design Guidelines for All Buildings

1. ***Build-to Line for Placement of Commercial and Mixed-Use Buildings, and Residential Buildings****: The new commercial and mixed-use buildings in the Lincoln Avenue corridor should be located close to the front of property, at 5 feet from the right-of-way line, with parking concealed from view from Lincoln Avenue and located behind buildings. Residential buildings that do not provide fences in the front yard should also be located at 5 feet from the ROW line. (See Figure 6)

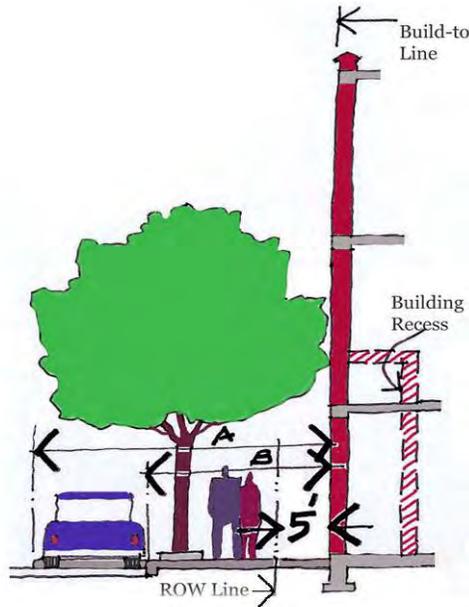


Figure 6: Illustrative Guidelines for Redevelopment of Properties

Maximum Distance from R.O.W to "Build-to" Line:	5 feet
'A': Maximum Distance from Exterior Wall to Street Curb, Including Parking Bay:	23-24 feet
'B': Maximum Distance from Exterior Wall to Street Curb, Excluding Parking Bay:	15 feet

* Applies to only Residential Buildings without fences in the front yard. For residential buildings with fences in the front yard, see guidelines for residential buildings

2. **Building Relationship to Street:** The relationship of new buildings (all commercial and mixed-use and some residential*) to the street and other street amenities is illustrated in Figure 7. The current right-of-way of Lincoln Avenue is 100 feet and the road pavement is 80 feet. The guidelines call for creating “bump-outs” from the existing sidewalk line of up to 8 feet or 9 feet to enclose parking bays within the sidewalk system. Recommended trees in the corridor will be installed at 25’ center-to-center. Buildings will be located at the “Build-to” line 5 feet from the Lincoln Avenue right-of-way. Touhy Avenue has the same right-of-way and pavement widths as Lincoln Avenue. The proposed guidelines will also apply for redevelopment of properties along Touhy Avenue within the recommended mixed-use/downtown hub.

(*Only for residential buildings without fences in the front yard)

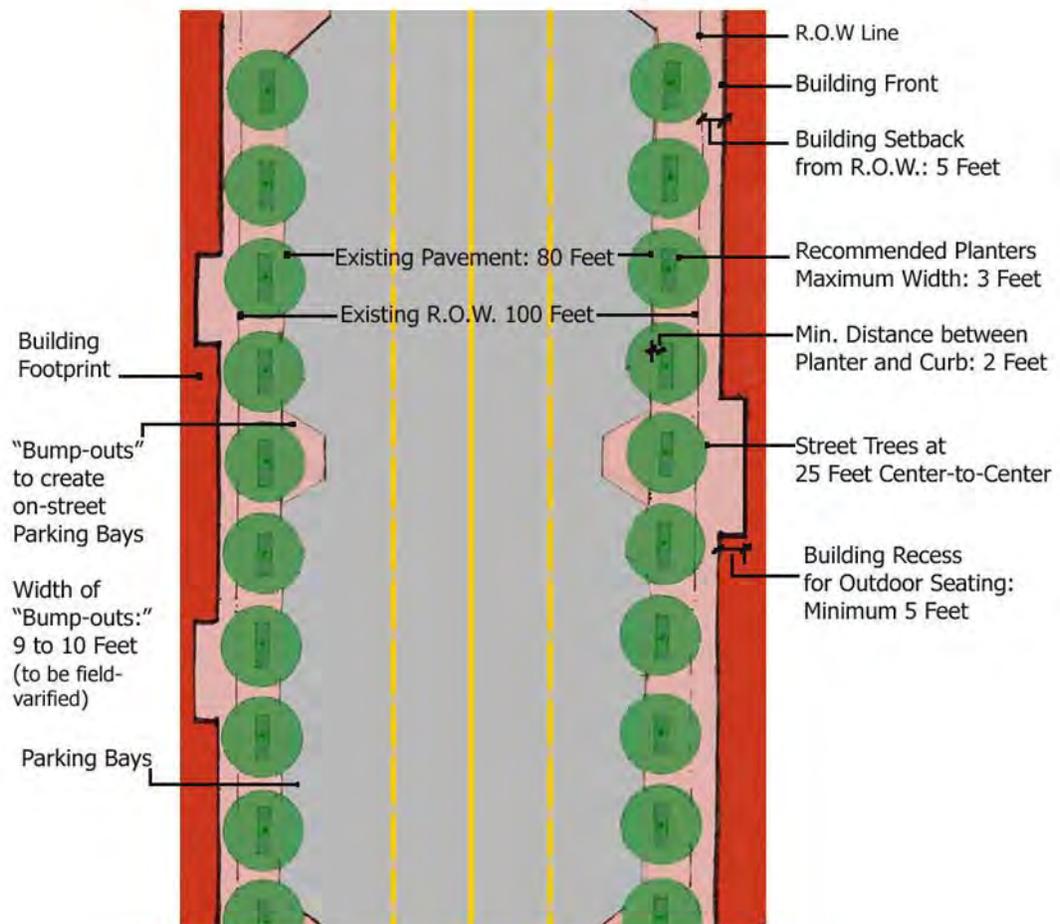


Figure 7: Lincoln Avenue Corridor Redevelopment Guidelines
 (Note: These guidelines also apply to Touhy Avenue Redevelopment, in proximity to Lincoln Avenue)

3. **Building Heights:** No building in Lincoln Avenue Corridor should have more than three floors, except in the recommended mixed-use/downtown hub where the buildings may be five stories tall. As shown in Figure 8, portions of building higher than three stories, should be recessed back a minimum of 10 feet.

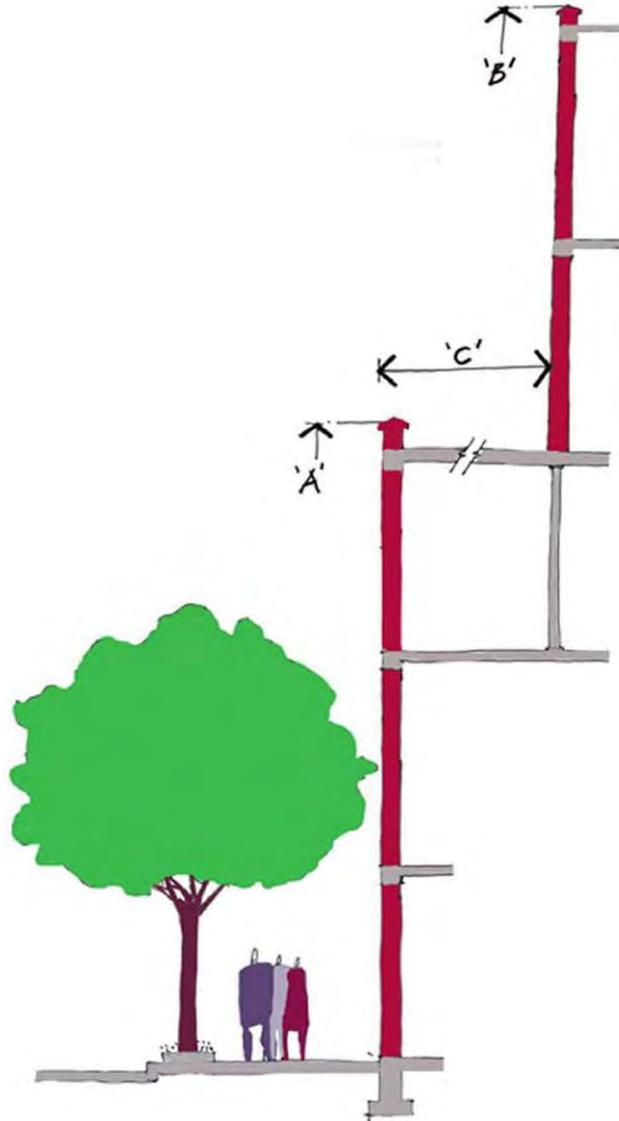


Figure 8: Illustrative Guidelines for Buildings Higher than Three Floors

- | | |
|--|------------------|
| 'A': Maximum Allowable Height Immediately Adjacent to Sidewalks: | 3 Floors/38 feet |
| (Measured to the top of eave from the top of the sidewalk) | |
| 'B': Maximum Allowable Height for Buildings: | 5 Floors/65 feet |
| (Measured to the top of the eave from the top of the sidewalk) | |
| 'C': Minimum Setback for Floors Above Three Floors: | 10 feet |

4. **Building Orientation and Elevation:** New buildings in the corridor should be located parallel to the street frontage. The mass of buildings should be broken up in a rhythmic fashion – well articulated -- so as not to create plain building facades. Balconies and other such elements may be used to create variety and interest and yet remain integral to the overall design of the building (See Image 1)



Image 1: An example of building placed parallel to Lincoln Avenue, with a well-articulated building elevation

5. **Angled Building Facades to Streets:** On an exceptional basis, provided there is a strong reason to do so, the Village may approve buildings with angled façade toward Lincoln Avenue. Image 1 is an example of angled buildings that may be considered acceptable on exceptional basis.



Image 2: An example of angled buildings facing a major street that may be acceptable

6. **Building Corner Towers:** Buildings located at a major intersection should have a tower feature at the corner that may emphasize key entrance to the building. These

corner towers should be in harmony with the building's architecture and will be allowed to exceed the maximum permitted building height so as to create the distinct appearance. (See Image 3 for illustration)



Image 3: An example of "Corner Tower" integral to the overall design of building

7. **On-street Parking:** For new buildings facing Lincoln Avenue there should be on-street parking as part of a sidewalk system that includes "bump-outs" from the existing sidewalk line. All required parking for a use should be provided behind the buildings. (See Figure 7 for parking "bump-outs.")
8. **Building to Building Relation Across or Along Lincoln Avenue:** Buildings located next to each other along the corridor, and buildings located across the street, should have a level of design consistency through either the use of similar materials and colors or distinct architectural elements such as cornices, dormers, balconies, brackets and pendants. It is not necessary for buildings to have the same architectural style to achieve design consistency, although it can help.
9. **Impacts on Adjoining Residential Uses:** Whenever the rear parking impacts the uses on adjoining properties, specific landscape buffers, fences or short walls, or a combination thereof, should be installed by the new building owners
10. **"Dead" Walls Along Streets:** While attractive landscaping can enhance the quality of streetscape, buildings with "dead" or blank walls along the sidewalks should be avoided (or minimized). Residential or other buildings with units above a terrace and parking below that create blank walls along the street should be avoided. (See Images 4 & 5 for comparison.)



Image 4: Example of attractive landscaping that enhances streetscape



Image 5 shows the same streetscape (as in Image 4) with buildings that create blank walls along a sidewalk. This is an example of building relation to street that should be discouraged.

B. Additional Design Guidelines for Residential Buildings

- 1. **Placement of Residential Buildings with Fences in Front Yard:** Residential buildings with fences in front yard should not be placed more than 10 feet from the right-of-way line. In such cases, the fence should be placed at 5 feet from the right-of-way line, with a hedgerow behind the fence toward the building side. The fences in the front yards should be wrought iron that are no more than 4' high. (See Image 6)



Image 6: An acceptable example of fence along residential buildings facing Lincoln Avenue

- 2. **Pedestrian Access to Residential Buildings:** Residential buildings should have direct access to units from the front street side, with strong entries to individual units emphasized by distinct architectural elements such as porticos. (See Image 7)



Image 7: Residential building along street with strong statement for entries to units

3. ***Vehicular Access to Residential Buildings from Lincoln Avenue:*** No residential building should be allowed to have garages facing Lincoln Avenue or driveways with direct vehicular access from Lincoln Avenue.
4. ***Garages in Residential Buildings:*** For residential buildings, the fronts of units at the rear of the property should not face the garages of the units in the building in front. (See Image 8 that is an example of what should not be allowed.)



Image 8 shows residential units facing garages. This should not be allowed in the corridor.

5. ***Pocket Parks in Residential Projects:*** For new residential projects on properties with shallow depth, pocket parks between buildings should be provided to create visual interest and on-site recreational opportunities. (See Image 9)



Image 9: Pocket parks for properties with shallow depth

C. Additional Design Guidelines for Commercial and Mixed-Use Buildings

1. **Outdoor Seating:** For commercial buildings that allow outdoor seating for their patrons, the portion of buildings that houses cafes, restaurants and other such uses should be set back 5' from the normal build-to line. (See Image 10)



Image 10: Additional building set back from build-to line to allow outdoor eating and other activities

2. **Minimum Height for Building Setbacks for Outdoor Seating:** For the outdoor seating areas created by the additional setback from the build-to line, the minimum height for “recesses” should be 10 feet. (See Figures 6 & 7 for building “recesses”)

Agenda Item #7



**Staff Report
Plan Commission**

December 4, 2013

Continued from November 6, 2013

Subject Property: N/A (Text Amendment)

Requested Action: Text amendment to Section 2.02 of the Zoning Code pertaining to definition of "Fence Material, Unacceptable" and Section 3.13 of the Zoning Code relative to fence design.

Petitioner: Village Board

Summary

At the November 6th meeting, the Plan Commission requested additional information on fence materials. More specifically custom products and bulk products. Staff has been unable to fully research this matter but enclosed is information from "CertainTeed" which appears to be the largest manufacturer of vinyl fences. Staff will continue to seek additional information on the specifications of PVC/vinyl fence material.

Note: Below is the text of the summary sent to the Plan Commission in advance of the November 6, 2013 hearing. This is for reference purposes.

Earlier this year, the Zoning Board of Appeals (ZBA) considered an application for a variation to permit a replacement fence manufactured from custom-blended polyvinyl chloride (PVC). This type of fence would be considered a plastic and/or synthetic fence. The Zoning Code defines Unacceptable Fence Material as (underline added for emphasis):

"FENCE MATERIAL, UNACCEPTABLE

Materials such as concrete block, cinder block, plank lumber over six inches in width, scrap lumber, scrap materials, barbed wire (except at the top of a fence in an M District where not abutting a residential lot or in any zoning district where used to enclose utility or telecommunications facilities), pallet lumber, plastic pipe, plastic or synthetic materials, exterior insulation finish systems, combinations of materials, "chicken wire mesh" (except as allowed immediately around compactly planted vegetable gardens, as seasonally needed in rear and side yards only, square wire farm fence, in residential zones welded wire fence with members less than 1/2 inches in diameter, fabric, burlap, plastic sheets (except approved synthetic composite materials), wood and plastic snow fence, rubble and debris and open fences with obstructions."

The ZBA recommended by a 3-2 vote approval of the requested variation. The Village Board during deliberation could not reach a consensus on the requested variation. The Board referred to the Plan Commission consideration of a possible Text Amendment relative to the list of Unacceptable Fence Materials. The Board continued the variation request to April 1, 2014 in order to allow the Plan Commission and opportunity to conduct the public hearing to consider appropriate fence materials.

Staff seeks consideration of a text amendment to modify the Unaccepted Fence Material definition and associated fence design requirements. More specifically, the Plan Commission is tasked with consideration of plastic or synthetic materials. The Plan Commission may consider the appropriateness of a material based on two primary factors: 1) aesthetics and 2) durability.

Research

Staff reviewed the Zoning Code requirements of the neighboring communities that are often reviewed when matters of Text Amendments are considered. Initial research of neighboring communities reveals:

1. One community (Evanston) permits PVC fences subject to certain criteria,
2. Seven communities do not clearly restrict PVC fencing, therefore presumed to permit,
3. Two communities do not permit PVC fencing (Glenview and Park Ridge) but do allow for other synthetic material such as “faux wood” and “simulated wood”.

Staff also conducted preliminary research on the advantages/disadvantages of PVC specifically. Below is an initial assessment however, staff continues to seek out industry professionals and standards to better assist with the “durability” consideration.

- PVC advantages:
 - Does not require painting or sealing,
 - Won't warp, rot, splinter or blister (per bobvila.com),
 - Easy to clean,
 - Higher initial cost compared to most woods, but less expensive over time,
 - Manufactured products, so it can be warrantied.
- PVC fence disadvantages:
 - Can break under force,
 - Limited number of styles,
 - Cannot replace discontinued parts,
 - Complicated construction,
 - Posts and rails may require metal stiffeners,
 - Considered environmentally unfriendly (per bobvila.com) because toxins are produced in its manufacture and the material can be difficult to recycle.

At the November 6, 2013 meeting staff seeks a discussion on the general appropriateness of plastic and synthetic fence materials. If the desire is to continue prohibiting such fence materials the motion to the Village Board is to recommend no change; if however, the desire is to permit plastic and synthetic materials the Plan Commission should discuss if all synthetic materials should be allowed or if a limitation on specific materials should be made (i.e. PVC only).

CertainTeed

Bufftech[®]

Vinyl Fence Products



Choosing a Quality Vinyl Fence
A Guide for Homeowners

Chesterfield CertaGrain™ in Sierra Blend

CertainTeed
SAINT-GOBAIN

Quality *matters*

When you don't buy a quality fence product, the color can fade dramatically, leaving you with a fence that could look like this...





Know *before you buy*

Before you invest in a fence, ask yourself the following questions:

- Has the fence system been designed and engineered to withstand the test of time?
- Are the rails reinforced to minimize sagging and bowing?
- How strong is the gate, and what type of hardware is used? Will it stand up to years of abuse?
- Is the fence designed for professional installation or is it Do-It-Yourself grade?
- What type of warranty is offered? Does it cover labor?
- Does the competitive product offering include dark color fade protection?
- Is the fence made in the U.S.A.?
- How long has the fence manufacturer been in business?
- Will the manufacturer still be around in 5, 10, 25 or 50 years to service a warranty claim?
- Does the fence manufacturer have complete control of the manufacturing process, from extrusion to fabrication of finished goods?

The Bufftech[®] difference

What makes Bufftech vinyl fence stand out from the competition?

No other vinyl fence brand can compare to Bufftech's innovative style, exceptional performance and long-standing history of quality and service.



Imperial Select Cedar with Midrail in Sierra Blend

Trust

A Tradition of Trust



Millbrook in White

Brand

Rated #1 With Builders and Remodelers



Chesterfield CertaStucco™ in Mission Ivory

Innovation

The Leader in Innovation

Bufftech® fence is proudly made in the USA by CertainTeed, a trusted name in building products since 1904.

- **High-quality products** including insulation, roofing, siding, fence, decking and railing
- A leading manufacturer for **more than 100 years**
- CertainTeed products work together for a **unified, coordinated look**



Made in the USA — state-of-the-art facility in Buffalo, NY.

CertainTeed is the number one-rated brand with builders and remodelers.

- **Exceptional product support** and a dedicated consumer hotline
- Advanced **contractor training** on proper installation techniques
- 5-Star Fence Contractor and Master Craftsman credential programs ensure contractors are **knowledgeable, experienced installers**

Bufftech leads the vinyl fence industry with the widest array of innovative styles, colors and textures.

- Choice of **smooth, woodgrain and stucco finishes**
- TrueTexture™ finish — **molded from real wood and stucco** to deliver the most authentic surfaces in the fence industry
- **12 designer fence colors**, including 7 multi-chromatic stain blends
- The **industry color leader**, with a shared color palette across many CertainTeed product lines
- **Everything you need** from one trusted source



"We chose Bufftech's CertaGrain texture and Sierra Blend color because of its uncanny resemblance to cedar. The Chesterfield fence is a beautiful, durable addition to our backyard that offers us complete privacy."

Tamara and Dennis M.,
Homeowners



Chesterfield CertaGrain in Arctic Blend



Chesterfield CertaGrain in Clay



Chesterfield CertaGrain in Sierra Blend

Performance

Exceptional Performance

Standards

Engineered to Exacting Standards

Design

Superior Design

Bufftech products are engineered for long-lasting performance, so you can rest assured your fence will endure whatever life throws at it.

- Heavy-duty internal **aluminum frame gates** offer outstanding strength, with an aluminum post insert for added durability



- **Stainless steel gate fasteners** prevent corrosion

- **High-quality gate hardware**, including self-closing hinges and safe, secure latches

- Gates tested to **withstand 300 lb. loads**

Bufftech conducts a variety of tests on features such as wind performance, impact resistance and load strength to ensure our products will stand up to real-world conditions.

- Designed to **ASTM requirements**
- Dynamic **wind load testing** up to 115 mph
- **WindZone™ performance** on fence styles engineered for use in high wind and hurricane conditions, approved by Miami-Dade County NOA #12-1106.11 (expires 3-13-2018)
- **Class A rating** for flame spread
- Styles approved for swimming pools **meet code requirements** for height, picket spacing and load

Bufftech fence is designed with unsurpassed strength and durability, including a host of premium features you won't find on competitive products.

- **High-quality raw materials** including rigid PVC (polyvinyl chloride) and an outer cap with 10 parts titanium dioxide to protect it from harmful UV rays
- **Reinforced rails** for a stronger, more rigid fence, which reduces the chances of sagging or bowing
- **Heavyweight pickets** deliver superior impact strength and resist the warping found in flat panel fence
- **Precision-routed rails** for safe, secure picket attachment
- **Routed fence posts** provide a more secure connection and allow for thermal expansion season after season
- **Concealed fasteners** for a sleek, clean look without brackets, screws or glue that can compromise safety and performance



"We looked at many vinyl fence products, and CertainTeed ranked the highest. Although CertainTeed cost more than what was quoted at my local home center, we were willing to make the investment upfront because of our confidence in the product."

Martha L.
Homeowner



Danbury Select Cedar in Sierra Blend

Value

A Better Value Over Time



Imperial Smooth in Almond

Protection

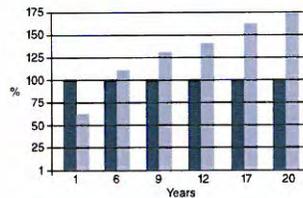
The Best Warranty in the Business



Victorian in White

Sustainable

Smart, Sustainable and Eco-friendly



■ Bufftech
■ Wood Fences

Cost includes fence price averaged over 20 years plus maintenance and repair costs. Cost is expressed as a percentage.

Contrary to what you might think, vinyl fence is actually less expensive than wood fence. Although investing in a vinyl fence will cost you more initially, this is where your expense ends.

- **No cost to maintain vinyl fence**
- **Saves time and money**
- **The best value over the life of the fence**

Bufftech fence is backed by CertainTeed's industry-leading warranty protection, for exceptional peace of mind.

- **Lifetime limited warranty** is transferable to future homeowners at no additional cost
- **Exclusive SureStart™ protection** covers warranted repair and replacement costs—including labor—for the first five years after installation
- **Proprietary ColorLast® fade protection** guarantees dark colors and stain blends won't fade more than 4 Delta E (Hunter) units



CertainTeed respects the environment through the responsible development of sustainable building products and systems.

- **Nearly 100% recyclable** fence products
- **Made in the USA** at a plant with 100% hydropower
- **GreenCircle Certified®**, a third-party auditing process to assure compliance with environmental and sustainability claims

Make a smart investment

Don't settle for anything less than the best.
Make sure your fence stacks up to Bufftech.

Use this checklist to compare performance features when deciding which fence gives you the most value for your money.

Performance Features	Bufftech Vinyl	Other Vinyl	Wood	Aluminum
Lifetime limited warranty	✓			
Transferable warranty	✓			
Parts and 5-year labor warranty	✓			
Dark color fade warranty	✓			
Made in the USA	✓			
Never needs painting or staining	✓			
Won't chip, peel, crack or splinter	✓			
Won't rot or support mold growth	✓			
Impervious to termites/ wood-boring insects	✓			
Lead free	✓			
No harmful chemicals	✓			
High quality raw materials	✓			
Concealed fasteners	✓			
Heavyweight pickets	✓			
Wide choice of colors	✓			
Wood grain and stucco textures	✓			
Steel reinforced rails	✓			
Routed rails and posts	✓			
Class A rating for flame spread	✓			
Self-extinguishing	✓			
Easy to assemble	✓			
Building code compliant	✓			
Meets ASTM standards	✓			

Why choose Bufftech?

Trust

Bufftech fence is a quality brand of CertainTeed, America's most trusted name in building materials for more than 100 years.

Brand

CertainTeed products are consistently rated #1 with builders and remodelers for their exceptional quality and outstanding customer support.

Innovation

Bufftech offers an industry-leading spectrum of innovative styles, colors and textures, including woodgrain and stucco finishes.

Performance

Bufftech conducts a variety of tests on our products to ensure they'll perform in real-world conditions.

Standards

Bufftech fence products are engineered to the highest standards for performance.

Design

The Bufftech product offering includes six fence categories — traditional, classic, contemporary, semi-private, privacy and post & rail — featuring 39 styles and 12 colors.

Value

Bufftech vinyl fence is a long-lasting, low-maintenance alternative to wood fence. When you factor in the time-consuming and costly upkeep of wood, a Bufftech fence provides excellent value.

Protection

Bufftech is the only fence brand to offer an industry-leading lifetime limited transferable warranty with CertainTeed's exclusive 5-year SureStart™ parts and labor protection.

Sustainable

Bufftech fence is GreenCircle Certified®, providing assurance that our products comply with environmental and sustainability claims.

Partnership

Bufftech dealers are CertainTeed's trusted partners in the fence business, dedicated to providing you with the best fence system possible. Our dealers are experienced and reputable professionals who you can turn to for sound advice on choosing a high-quality product that meets your needs.

"We've been a Bufftech dealer for years because Bufftech is the leader in design, color and now textures! With Bufftech's complete line of products from CertainTeed, I can offer fence options to homeowners that others only dream about, along with the assurance of superior quality and warranty protection."

Dave C.,
Bufftech Dealer

Manchester with Classic Impressions® Posts in White

[**Be Certain**] Confidence worth building on.

ASK ABOUT ALL OF OUR OTHER CERTAINTEED® PRODUCTS AND SYSTEMS:

ROOFING • SIDING • TRIM • DECKING • RAILING • FENCE • FOUNDATIONS
GYPSUM • CEILINGS • INSULATION • PIPE

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Agenda Item #8



Staff Report
Plan Commission
December 4, 2013

Subject Property:

**4500 & 4560 Touhy Avenue
7350, 7358, & 7366 Lincoln Avenue**

Zoning District: B3 Village Center PD
& O Office District

Petitioner: Neal Stein, w/ North
Capital Group, Property Owner and
Tzafon Investments, LLC, Property
Owner

Nature of Request: The petitioner
seeks Plat of Consolidation, Map
Amendment, and Preliminary & Final
Planned Unit Development approval for
the purposes of constructing a mixed use
development.



Notification: Notice of the December 4, 2013 meeting was published in the Lincolnwood Review on November 14, 2013. A Total of Five Public Hearing Signs were also installed at 4500 Touhy Avenue (One facing Lincoln Avenue and One facing Touhy Avenue), One at 4560 Touhy Avenue, One at 7350 Lincoln Avenue, One at 7358 Lincoln Avenue, One at 7366 Lincoln Avenue. Mailed notices were also issued on November 15, 2013 to all properties located within 250 Feet.

Summary of Request

North Capital Group seeks approval of a 1) Preliminary Plat of Consolidation, 2) Map Amendment, and 3) Preliminary Planned Unit Development (PUD) all for the purposes of constructing a multi-building mixed use development on approximately 10.7 acres at the intersection of Lincoln Avenue and Touhy Avenue. The Shoppes at Lincoln Pointe (“*Development*”) will be comprised of retail (restaurants and entertainment), office, health club and hotel uses. The Development includes a total of five buildings with internal streets, public space, and off-street parking.

The majority of the project is currently within the B3 Village Center PD District. The Lincolnwood Zoning Code Section 4.01(7) states,

“The B3 Village Center Planned Development District is established with the understanding that its role is to serve as the focal point of Lincolnwood’s downtown

activity... Similar to the B1 District, the district is intended to create a mixed-use commercial area and pedestrian friendly environment.”

As per the Zoning Code, new development within the B3 District requires a Planned Unit Development approval which includes a Preliminary PUD and a Final PUD approval. The applicant has filed for both Preliminary and Final PUD approval however at this time the information submitted is insufficient in detail for Final PUD review. The requested Plat of Consolidation is for the purpose of consolidating all the parcels to one lot of record for which the PUD is requested. Two of these parcels, 7358 and 7366 North Lincoln are within the O Office District and the applicant seeks a Map Amendment in order to rezone the two properties to the B3 District.

Specific Discussion Items

Traffic and Parking: At the December 4th meeting staff anticipates discussion to focus on traffic and parking. The applicant has engaged KLOA to review traffic and parking. KLOA has prepared a full traffic and parking report which has been included in the application binder. Additionally, based on the discussions between the applicant and local residents, KLOA has submitted a focused review of the traffic conditions on Chase Avenue. At the conclusion of this review KLOA recommends that Chase Avenue remain as a through street without any restrictions or modifications. Included in this same report are several traffic calming/traffic restrictions for the Plan Commission to consider. KLOA recommends these options be implemented only after monitoring traffic conditions after the Development is completed.

The Village Engineer will be present at the December 4th meeting.

Market Feasibility: Attached are two documents from the Village’s consultant, Kane McKenna and Associates, Inc. Kane McKenna reviewed the tax projections and fiscal impact report submitted by the Applicant. Separately, Kane McKenna also prepared an analysis relating to the projected TIF increment and ancillary tax generation from the proposed project. While no application has been made to date, it is anticipated that North Capital Group will make an application for economic incentives. Requests for economic incentives are heard by the Economic Development Commission who recommends to the Village Board.

Façade Design/Sign Design & Guidelines: As part of the PUD the Plan Commission will review and approve certain guidelines that will guide the initial tenant build-out of the lease spaces as well as future build-outs. Similarly, guidelines for future tenant signage should be reviewed and approved. These guidelines for the Development have been submitted by the applicant for Plan Commission review and approval.

Public Works Comments: Attached is a memorandum from the Public Works Department. Of primary concern from the Public Works Department:

- Village Code requires parkway trees planted every 25 feet within the right-of-way (ROW) and such trees must be at least 2 ½” in diameter. The plans submitted do not include any ROW plantings.
- Plans include planters within the ROW. Village Code prohibits structures within the ROW.
- Existing sidewalks should be replaced and new sidewalks installed between any gaps.

- Consideration should be given to loop the water connection to the new water main on Lincoln Avenue.

Also included is a memorandum from the Village Engineer. Staff has previously distributed comments made by the Development Review Team in August 2013. The applicant addressed a majority of the comments made at that time. For the Plan Commissions reference copied below are several of the Review Team's comments and the responses by the Applicant:

- It appears that as plans develop and restaurants and other more intensive uses are included, parking requirements for the development may be less than that required by Code. Staff notes that the ComEd property cannot be counted for required parking unless a covenant running with the land is recorded, ensuring the permanence of such parking. Should shared parking amongst uses in the development be contemplated to reduce the required minimum parking needed, documentation concerning the parking demand among uses is required.

“All required parking will be addressed on site and on the ComEd parcel. At any time that the ComEd parcel is no longer available for parking, additional on-site parking structure levels will be added to accommodate on-site parking needs.”

- Access and layout of the underground parking appears somewhat confusing. Additional details should be provided.

“Underground parking is being reworked for efficiency, access and way-finding, more detail will be provided.”

- Staff expresses concern that as conceived, the proposed east-west internal street does not allow eastbound vehicles the ability to circulate within the development. Creation of a roundabout, potentially near the illustrated green space could resolve this concern.

“It is not the development team's desire to include a roundabout or turn-around at this location. It works against the overall site vision and vehicular/pedestrian circulation and safety.”

- Shelters for PACE bus service should be incorporated into the development plans.

“PACE shelters will be added to the plans at locations agreeable by PACE and the village.”

- Pedestrian access from the remote ComEd parking lots is not indicated and should be provided. Links should further be provided to the Village planned bike trail along the ComEd property and enhanced crosswalks on interior and perimeter streets detailed in subsequent plans.

“Pedestrian sidewalks and bike paths have been added on the ComEd parcel for access to the development and Touhy Avenue for further review.”

- Plans should indicate the replacement of perimeter public sidewalk along Touhy and Lincoln Avenues.

“All existing curb, gutters and sidewalks throughout the development and Touhy/Lincoln edges will be replaced.”

- Fire Sprinklers are required throughout the project and driveways which traverse over underground parking structures must be engineered to withstand the weight of emergency vehicles.

“Below grade parking will conform to all fire protection requirements under all roadways and structures throughout the site.”

- Public safety in the development is of paramount concern especially in parking garages. Security systems should be considered and incorporated into the project.

“Security systems will be considered in all parking garages and throughout the development.”

Conclusion

The Plan Commission will conduct a public hearing to consider 1) Preliminary Plat of Consolidation, 2) Map Amendment, and 3) Preliminary Planned Unit Development (PUD) for the purposes of constructing a multi-building mixed use development at the intersection of Lincoln Avenue and Touhy Avenue. The Applicant and their team of experts will present their application on the meeting. Staff has identified several primary discussion items however the Preliminary Planned Unit Development consideration is not limited to these items. For the Plan Commission’s benefit, copied below are the standards for the Village to issue approval of the Planned Unit Development.

Section 8.04 of the Zoning Code

“The Plan Commission shall not recommend, and the Board of Trustees shall not approve, the issuance of a special use permit for a planned unit development except upon finding that the proposed PUD meets the following standards:

(1) Objectives. A planned unit development must conform with the intent of the objectives set forth in Section 8.02 of this article.

(2) Size and ownership. The site of the planned unit development must be under single ownership and/or unified control, and must be not less than two acres in area.

(3) Compatibility. The planned unit development must be of a type and location so as to (a) cause no undue detrimental influence upon surrounding properties, and (b) be compatible with surrounding uses.

(4) Land designation. The proposed planned unit development shall provide for the dedication of land for recreational purposes and permanent common open space. Alternatively, the Board of Trustees may accept a cash payment in lieu of actual land dedication, or may approve a combination of cash and land dedication.

a. Common open space. In residential or mixed-use residential planned unit developments, common open space shall be provided for recreational purposes. Such open space may be designed for active or passive recreational use. Common open space shall meet the following standards:

i. Each parcel of common open space intended for active recreation shall be at least 12,000 square feet. The minimum width of the common open space shall allow for the safe participation in the active recreational

- activities for which it is designed. For trail purposes, the minimum open space width shall be 20 feet.
 - ii. The common open space must be accessible to all the residents of the proposed residential planned unit development. Sidewalks, bike trails or pedestrian trails must link the parcels.
 - iii. The slope of the common open space must be appropriate for the activities for which the common open space is intended.
 - iv. Land dedicated to the Village may be included in the calculation of usable common open space.
- b. Areas excluded from common open space. Common open space provided to satisfy the requirements of this Section 8.04(4) shall not include:
- i. Areas reserved for the exclusive use or benefit of an individual tenant or owner;
 - ii. Dedicated streets, alleys, and other public rights-of-way;
 - iii. Required detention areas, floodplains or wetlands, unless the Village Board determines that any such natural features, such as a creek or lake, will be a substantial amenity for the development;
 - iv. Vehicular drives, or parking, loading and storage areas;
 - v. Irregular or unusable narrow strips of land less than 50 feet wide, unless containing a trail or bicycle path; and
 - vi. Existing permanent utility easements.
- (5) Need. The applicant must demonstrate the desirability of the plan and its benefit to the community.
- (6) Yards. The required yards along the periphery of the planned unit development shall be at least equal in width and depth to those required in the adjacent zoning district or districts, except as may be approved by the Board of Trustees.
- (7) Setbacks. Buildings of more than 24 feet in height shall provide a setback from any property line of a depth equal to or greater than the height of such buildings, except as may be approved by the Board of Trustees.
- (8) Parking requirements. Adequate parking shall be provided and in no event shall the parking be less than that required pursuant to this Zoning Ordinance, except as may be approved by the Board of Trustees.
- (9) Traffic. Adequate provision shall be made to provide ingress and egress to the PUD so as to minimize traffic congestion in the public streets and promote safety.
- (10) Design standards. The PUD shall adhere to the provisions of Article VI of this Zoning Ordinance, except as may be approved by the Board of Trustees.”

Documents Attached

1. Department of Public Works Staff Plan Review
2. Engineering Staff Plan Review
3. Kane, McKenna and Associates, Inc. Memorandum: Hotel Market and Feasibility Analysis; Fiscal Impact Report
4. Kane, McKenna and Associates, Inc. Executive Summary
5. Application Binder: The Shoppes at Lincoln Pointe

Department of Public Works
Staff Plan Review



MEMORANDUM

TO: Development Review Team

FROM: Ashley Engelmann, Assistant to the Public Works Director

DATE: November 22, 2013

SUBJECT: 4500 W Touhy Avenue

The Public Works Department has reviewed the information submitted by North Capital Group. The following comments are made for your consideration:

Trees and Perimeter Landscape

In general, the tree species that are proposed are acceptable to the Village. The Village's landscape requirements state that a tree must be planted every 25 feet within the right-of-way (ROW) and that the trees must be at least 2 ½" in diameter. The plan does not indicate any ROW tree plantings.

The plan calls for planters to be placed along the ROW. The Village code does not allow structures within the ROW. A metal fence is referenced on the plan. It is unclear the height of this fence. It appears that the fence will be anchored to the planter. More information needs to be provided regarding the proposed ROW planters and associated fence. Staff also has concerns regarding the planters and associated metal fence due to the fact that a water main runs on the west side of Lincoln within the ROW.

Public Sidewalk

The plan appears to indicate that new pavers and stamped concrete will be installed around the perimeter of the project. Should pavers be used in place of concrete sidewalk a concrete underlayment will be required. The Department has previously recommended that the perimeter sidewalk be replaced and that new sidewalk be installed within any gaps. The sidewalks, whether concrete or pavers must be at least five feet wide and follow all ADA requirements. Sidewalk also must meander around existing utilities.

Department of Public Works
Staff Plan Review

Potable Water

- Proposed connection locations for water are acceptable; however it is important to note that the connections on Touhy will be made to a main that is 87 years old that does have a history of water main breaks. In the event that a break occurs and water service needs to be temporarily interrupted the buildings that are serviced by the connection on Touhy will be without water. Consideration may want to be given to loop the connection to the main on Lincoln which is a new main.
- Public Works must be consulted regarding meters for specific buildings. Per Village Code water meters and RPZ's must be installed inside of a mechanical room with fire and domestic lines
- There are two domestic water lines from the 4500 Touhy building that still need to be disconnected, the disconnection should occur at the main in the street
- There is one fire line for 4500 Touhy that still needs to be disconnected, the disconnection should occur at the main in the street
- There is one fire line for 4560 Touhy that still needs to be disconnected, the disconnection should occur at the main in the street
- There is one fire line for 7350 Lincoln that still needs to be disconnected, the disconnection should occur at the main in the street

Sanitary Sewer

- Proposed connection locations for sewer are acceptable
- There are sewers that still need to be disconnected on Touhy and Lincoln from the old buildings. Public Works must be consulted to assist with their location. They need to be disconnected at the curb.

Do not hesitate to contact me with any questions you may have regarding this review.

Ashley Engelmann



MEMORANDUM

TO: Tim Clarke, Community Development Director

FROM: Jim Johnson, Village Engineer

DATE: November 25, 2013

SUBJECT: 4500 West Touhy Avenue

Following are my comments regarding the engineering documents provided in association with the proposed development at 4500 Touhy Avenue (i.e., The Shoppes at Lincoln Pointe):

Traffic and Parking

1. Traffic and Parking Study (by KLOA – October 31, 2013, Supplemental Memorandum – November 14, 2013)
 - a. It appears that the existing condition traffic counts were collected in conjunction with the previous proposed development.
 - b. The projected traffic distribution (p. 14) shows 5% to Chase associated with neighborhood traffic.
 - c. In the Supplemental Memorandum, KLOA discusses the impacts on Chase. I support the analysis and recommendations.
2. Plans (by Antunovich Associates – November 4, 2013)
 - a. The parking stalls noted on A1.01 adjacent to Building D and across from the west parking garage should be removed. This area serves as an intersection.
 - b. The applicant is relying on off-site parking from employees and overflow.
 - c. The vehicular plan (A1.05) shows a tractor-trailer, single unit service vehicle, a limousine, and a passenger vehicle. The Village's fire apparatus with the most restrictive turning capabilities should be included.
3. Preliminary Geometric Plan (by Spaceco – October 25, 2013)
 - a. Off-site Parking
 - i. Two-way travel lanes should be 24 feet (22 feet is shown).
 - ii. Parking stall width should be 9 feet (8.5 feet is shown).
 - b. On-street Parking
 - i. For 45 degree parking, the travel lane should be 16 feet (15 feet is shown).
 - ii. Parking stall width should be 9 feet (8.5 feet is shown).

Stormwater Management

1. Preliminary Stormwater Management Report (by Spaceco – November 4, 2013)
 - a. Spaceco should confirm the critical storm event as it differs from the Village's observations.
 - b. The applicant may want to consider the use of stormceptors and permeable pavers in lieu of the concrete detentions vaults.

Survey

1. Plat of Survey (by Spaceco – dated October 16, 2013)
 - a. No comments
2. Plat of Consolidation (by Spaceco – dated October 21, 2013)
 - a. No proposed easements are shown. All existing easement are abandoned.

Lighting

1. Photometric Plan (by Antunovich Associates – November 4, 2013)
 - a. There are multiple locations where the values exceed the Village maximum of 2.1.
 - b. There are no photometrics for the off-site parking.
 - c. Values on the east side of Lincoln and south side of Touhy should be included to identify impacts to the adjacent residential neighborhoods.

General

In general, I support the engineering concepts presented in the application.

If the applicant has questions or needs additional information, please have them contact me at jjohnson@lwd.org or 847-745-4862.



MEMO

TO: Timothy M. Clarke, AICP

FR: Kane, McKenna and Associates, Inc.

DT: November 20, 2013

RE: Purple Hotel – Hotel Market and Feasibility Analysis; Fiscal Impact Report

1. Introduction

At the request of the Village of Lincolnwood (the “Village”), Kane, McKenna and Associates, Inc. (“KMA”) reviewed the tax projections and fiscal impact report prepared by the Developer of the proposed “Purple Hotel” site – North Capital Group, LLC. The tax projections were prepared by the Laube Companies and dated November 12, 2013. In addition, KMA was also asked to review the feasibility study for a “Proposed Dual Branded Lincolnwood Hotel” prepared by HVS Consulting and Valuation Services (“HVS”) and dated July 12, 2013.

Under separate cover, KMA has prepared an analysis relating to both the projected TIF increment and ancillary tax generation from the proposed project (“Executive Summary – North Capital Group/Purple Hotel Redevelopment”). The analysis below identifies differences between the Laube Companies projections as well as comments regarding the fiscal impact report.

2. Limitations of Analysis Herein

KMA is not an appraiser or hotel feasibility consultant. KMA’s analysis was limited to a review of the Developer-provided material primarily in relation to consistency in terms of the identification of comparables, and the assumptions relating to long-term valuation (e.g., the methodology relating to assumed capitalization rates, net operating income estimates and financing assumptions).

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3. Analysis of HVS Market Study

The scope of the HVS Market Study includes a proposed re-use of a portion of the former Purple Hotel site as a dual-branded hotel: a portion of the hotel site would be re-used as an extended stay hotel whereas the other hotel would be a traditional limited stay hotel.

For revenue estimation purposes, key assumptions center on (a) assumed occupancy levels and (b) expected room rates. These two key assumptions rest in turn on certain fundamental assumptions such as market demand and supply factors. The two key assumptions appear to be reasonable in relation to the stated market “comps,” which appear relevant to the trade area (i.e., they do not pull from Lake County or other more distant trade areas that would not be directly applicable).

Key Assumptions	Assumed Value at Full Absorption	Comps (Average)
Projected Occupancy Level	71%	75%
Expected Room Rate	\$131	\$111 (today's dollars)

If the Village enters into a redevelopment agreement with the developer of the former Purple Hotel site, key risk factors for the Village would include the following:

1. Ability to execute the terms of the deal, including the securing of a binding agreement with a hotel brand that is comparable to the benchmarks used (i.e., SpringHill Suites, Hilton Garden Inn, Hampton Inn, Courtyard for the limited stay; Residence Inn and Staybridge Suites for the extended stay hotel);
2. Stability in the northern suburban hotel market (i.e., equilibrium between supply and demand, with no major disruptions on the demand side and no major increases in supply); and
3. Ability to achieve the expected room rate – the study assumes that the average room rates will start near the benchmark level but will then gradually expand to \$131.

Regarding item number 2 above, a key risk factor in the near term is the construction of new hotel space in neighboring communities. Although the HVS Market Study acknowledges that a new hotel is slated for construction and opening in the next eight months in Willmette, it does not appear to affect the projected occupancy level of 71%.

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A key underlying assumption that supports occupancy levels is the concept of “unaccommodated demand” (see pages 62-63). The HVS Market Study defines unaccommodated demand as rentable nights that are not achieved due to potential customers either deferring their stays or staying at a less desirable hotel or staying at a hotel outside the trade area. By capturing the currently unaccommodated demand, this factor alone accounts for over 10% of the room nights rented by the proposed Lincolnwood hotel.

Finally, the HVS Market Study assumes a revenue growth factor equal to the Consumer Price Index (CPI) (see page 84). While it may be reasonable to expect near-term increases in average room rates due to market penetration of a new hotel, in the out years of the ten year projection period it may be worth investigating if revenue growth will continue at all. The issue is underscored by the fact that recently built hotels such as the Hilton Garden Inn in Evanston have had to reinvest in room amenities to stay competitive – only ten years after the facility was constructed and opened.

In relation to proposed valuation, the HVS valuation portion of the report assumes that the hotel property would be valued at \$25,200,000 for financing purposes – given required returns to investors and lenders (see page 9). When compared to the estimated development cost of \$29,300,000, a “gap” of \$4,100,000 is identified. Assuming that project costs are accurate (or close to budgeted amounts), the hotel concept appears to require public assistance -- or in the absence of such assistance, would not be financeable, and thus serves as a “feasibility gap.” The \$25,200,000 funding level is based on a number of assumptions including an estimate of projected mortgage and equity components. One concern then relates to the long term viability of the operation based on the cost assumptions that are part of the proposal. Why is there a disparity between the financing structure and costs? This would require additional review with the Developer.

The analysis concludes that the supportable mortgaged and equity amounts total \$25,200,000. **However, in the event that project costs are reduced or if actual lender/equity returns are adjusted, the analysis of the “feasibility gap” could be revised. In particular, if the hotel valuation/capitalization rate was less than the 9% rate forecast, this could have a positive impact on the projections.**



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3. Fiscal Impact Report

The report prepared by the Laube Companies includes the same project size assumptions utilized by KMA in its Executive Summary.

North Capital Group, LLC has proposed to redevelop the property commonly known as the Purple Hotel and certain surrounding properties located at 7350-60 N. Lincoln, 4500 W. Touhy, 4560 W. Touhy, and 7358 to 7360 N. Lincoln in the Village which development would principally consist of:

Component	Rooms/s.f.
Spring Hill Suites	120
Extended Stay Hotel	90
Grocery Store Anchor	30,309
Retail Shop Space	89,292
Restaurants	35,000
Health Club	22,730
Office Space	31,252

Overall, basic valuation and growth estimates are similar between the Laube Companies and KMA, but KMA assumed an average property tax rate (rather than the most recent rate, because of recent volatility with respect to the tax rate) as well as more conservative retail valuation and sales assumptions given the lack of commitments for retail or commercial users. The reports are compared below.

	Laube Companies (20 years)	KMA (21 years)*
Gross Property Taxes (before application of base, e.g. non TIF)	\$54,251,407	\$52,094,322
Gross Sales Taxes	25,084,711	19,158,669**
Gross Hotel Taxes	11,553,944	11,763,535
Gross Food and Beverage Taxes	3,853,567	2,734,690**

* Includes last year of TIF payment (24th year)

** The difference primarily relates to the use of industry averages since end users have not been specifically identified.



Memorandum
Page Five
November 20, 2013

The utility tax estimates prepared by the Laube Companies appear to be reasonable.

However, the Village may want to revisit or evaluate if police, fire, or ambulance costs/services would be affected by the project. The Laube Companies report indicates that these costs should be minimal, and no cost estimate/burden is provided, but the Village may want to review internal information related to service of the 210 room hotel and over 200,000 s.f. of commercial/retail property on one site.

The "Direct and Indirect Revenue" estimates are not as relevant to the Village as the direct tax estimates included in the Executive Summary. It is not clear if all of the retail spending will have the net direct economic impact forecast within the Village boundaries, and the application of the required multiplier suggests that "indirect" economic impact is most likely a truly regional impact or outside of the Village boundaries.

EXECUTIVE SUMMARY

**VILLAGE OF LINCOLNWOOD, ILLINOIS – NORTH CAPITAL GROUP/PURPLE
HOTEL REDEVELOPMENT**

November 20, 2013

Introduction

North Capital Group, LLC (the “Developer”) has proposed to redevelop the property commonly known as the Purple Hotel and certain surrounding properties located at 7350-60 N. Lincoln, 4500 W. Touhy, 4560 W. Touhy, and 7358 to 7360 N. Lincoln in Lincolnwood, Illinois (the “Property”) which development would principally consist of:

<u>Component</u>	<u>Rooms/s.f.</u>
Spring Hill Suites	120
Extended Stay Hotel	90
Grocery Store Anchor	30,309
Retail Shop Space	89,292
Restaurants	35,000
Health Club	22,730
Office Space	31,252

A hotel market study prepared by HVS Consulting and Valuation Service (“HVS”) was submitted to the Village of Lincolnwood (the “Village”). No other retail market study or letters of intent for any users were submitted by the Developer.

The Village of Lincolnwood, Illinois (the “Village”) has designated the Property as part of a “Redevelopment Project Area” (the “TIF”) pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1, as amended (the “TIF Act”) thereby allowing the Village to use the property tax increment generated thereby to pay for certain eligible redevelopment costs as defined in 65 ILCS 5/11-74.4-3(q) (the “Eligible Costs”). The Developer has also requested the Village to consider an amendment to the TIF in order to include two parcels north of the existing boundaries and one parcel to the west. The proposed hotel use is largely located outside of the current TIF boundary. The Village also anticipates that the Development will generate additional taxes to be received by the Village pursuant to the Retailer’s Occupation Tax Act, Service Occupation Tax Act, Use Tax Act and the Service Use Tax Act (collectively, the “Local Sales Taxes”) and pursuant to the Home Rule Municipal Retailer’s Occupation Tax Act and the Home Rule Municipal Service Occupation Tax Act (collectively, the “Home Rule Sales Taxes”) (the Local Sales Taxes and Home Rule Sales Taxes are hereinafter collectively referred to as the “Sales Taxes”) and the Village local 7% hotel tax (the “Hotel Tax”). The Village also can levy a 1% food and beverage tax (the “Food and Beverage Tax”).

The TIF Act requires that the Village set aside (i) 27% of any incremental property taxes related to residential development that has benefited from the TIF to reimburse Lincolnwood School District #74 (“District #74”) for any children that are new to District #74 and that reside in the residential development, (ii) 13% of any incremental property taxes related to residential development that has benefited from the TIF to reimburse Niles Township High School District #219 (“District #219 (“District #219”) for any children that are new to District #219 and that reside in the residential development and (iii) 2% of any incremental property taxes related to residential development that has benefited from the TIF to reimburse Lincolnwood Public Library District (the “Library District”) for the net increase in the number of persons eligible to obtain a library card in the District who reside in housing units within the Development. **No housing units are projected as part of the Development and these amounts are not included in the analysis.**

The attached Exhibit A provides a description of the general assumptions that are used in the analyses related herein. The analyses herein provide a projection of (i) Sales Taxes projected to be generated by the Development, (ii) Hotel Taxes, (iii) Food and Beverage Taxes, (iv) incremental property taxes that would be generated by the Development (the “Incremental Property Taxes”), and (iv) the Incremental Property Taxes assuming the current TIF boundaries and the proposed amended TIF boundaries.

Kane, McKenna and Associates, Inc. (“Kane, McKenna”) has reviewed the materials in relation to available file material, industry reports and comparables. The assumptions with respect to estimated market value of the Development for assessment purposes is based on the Developer’s description of the Development, as well as comparable hotel products and are subject to change based on revisions to the Developer assumptions. Certain general assumptions described herein have been provided by the Developer, the Village, the Cook County Assessor and the Cook County Clerk. No attempt was made to independently verify room revenue estimates, sales estimates, occupancy levels or other market information submitted by the Developer. The purpose of this analysis contained herein is to determine the potential revenue benefits derived from the Development. The analysis herein may be supplemented by additional cost data, engineering reports, market information expected to be provided by the Developer, the Village, the Cook County Assessor and the Cook County Clerk.

Preliminary Analysis of Sales Taxes

Attached as Exhibit B are preliminary analyses of the Sales Taxes that would be generated if the Development is constructed on the Property.

The following is a general description of the attached exhibits relating to Exhibit B.

Exhibit B-1 provides an analysis of the projected Sales Taxes that would be generated by the Development during the absorption period (through 2016).

Exhibit B-2 provides an analysis of the projected amount of Sales Taxes that will be generated by the Development over the term of the TIF (through 2035).

Preliminary Analysis of Hotel Taxes

Attached as Exhibit C are preliminary analyses of the Hotel Taxes that would be generated if the Development is constructed on the Property.

The following is a general description of the attached exhibits relating to Exhibit C.

Exhibit C-1 provides an analysis of the projected Hotel Taxes that would be generated by the Development during the absorption period (through 2016).

Exhibit C-2 provides an analysis of the projected amount of Hotel Taxes that will be generated by the Development over the term of the TIF (through 2035).

Preliminary Analysis of Food and Beverage Taxes

Attached as Exhibit D are preliminary analyses of the Food and Beverage Taxes that would be generated if the Development.

The following is a general description of the attached exhibits relating to Exhibit D.

Exhibit D-1 provides an analysis of the projected Food and Beverage Taxes that would be generated by the Development during the absorption period (through 2016).

Exhibit D-2 provides an analysis of the projected amount of Food and Beverage Taxes that will be generated by the Development over the term of the TIF (through 2035).

Preliminary Analysis of Incremental Property Taxes

Attached as Exhibit E are preliminary analyses of the projected amount of Incremental Property Taxes that would be generated by the Development upon completion of rehabilitation assuming estimates of market value that would be used by the Cook County Assessor for assessment purposes.

The following is a general description of the attached exhibits relating to Exhibit E:

Exhibit E-1 provides an analysis of the projected equalized assessed valuation of the Development during the acquisition, rehabilitation and construction period (through 2016); and

Exhibit E-2 provides an analysis of the projected amount of Incremental Property Taxes that will be generated by the Development.

Exhibits F-1 and F-2 include estimates of the projected amount of Incremental Property Taxes assuming the amendment of the TIF District boundaries to include the hotel site (assuming that only 8% of the proposed hotel footprint is located in the current boundaries).

Summary of Analysis

The following Table 1 is a summary of the total Incremental Property Taxes projected to be generated by the Development.

Table 1

	Final Collection Year ended <u>12/31/2035</u>
Cumulative Incremental Property Taxes without the TIF Amendment	\$31,167,760
Cumulative Incremental Property Taxes with the TIF Amendment	\$43,470,573

The following Table 2 is a summary of the total Sales Taxes, Hotel Taxes, and Food and Beverage Taxes projected to be generated by the Development.

Table 2

	Final Collection Year ended <u>12/31/2035</u>
Cumulative Sales Taxes	\$19,158,669
Cumulative Hotel Taxes	\$11,763,535
Cumulative Food and Beverage Taxes	\$2,734,690

GENERAL ASSUMPTIONS

EXHIBIT A

Development Assumptions

- (a) The following are the assumptions relating to the size and type of components of the Development and the projected initial occupancy date as provided by the Developer and the estimated market value for property tax assessment purposes, the sales per square foot and the amount of sales subject to Local Sales Taxes and the Food and Beverage Taxes.

Project Description	Initial Occupancy Date	Building Sq. Ft./ # Units	Avg. Initial Market Value Sq. Ft./Unit	Sq. Ft. Gen. Sales Tax (GLA)	Avg. Initial Sales Sq. Ft./Unit	% Sales Taxable (Local Sales Tax)	% Sales Taxable (Home Rule Sales Taxes)
SpringHill Suites	September 30, 2015	120 *	4,000.00	0	0	0%	0%
Extended Stay Hotel	September 30, 2015	90 *	4,000.00	0	0	100%	100%
Grocery Store Anchor	September 30, 2015	30,309	100.00	30,309	350	100%	25%
Retail Shop Space	September 30, 2015	89,292	120.00	80,363***	250	100%	100%
Restaurant	September 30, 2015	35,000 **	150.00	35,000	300	100%	100%
Health Club	September 30, 2015	22,730	100.00	22,730	5	100%	100%
Office Space	September 30, 2015	31,252	100.00	0	0	0%	0%

Project Description	Units Gen. Hotel Tax	Avg. Daily Rm. Rate	Sq. Ft./Units Gen. Food/Bev Tax	Avg. Sales (Sq. Ft./Unit)
SpringHill Suites	120	122.00	0	0
Extended Stay Hotel	90	122.00	0	0
Grocery Store Anchor	0	0.00	0	0
Retail Shop Space	0	0.00	0	0
Restaurant	0	0.00	35,000	300
Health Club	0	0.00	0	0
Office Space	0	0.00	0	0

- *Subject to Hotel Tax.
 **Also subject to Food and Beverage Tax.
 ***Assumes 10% non Sales Tax generating space.

Other Tax Assumptions

- (a) Local Sales Taxes = 1% of sales that are subject to Local Sales Taxes
 (b) Home Rule Sales Taxes = 1% of sales that are subject to Home Rule Sales Taxes
 (c) Annual growth rate for sales = 2%
 (d) Lag in sales tax collections adjusted by assuming current year sales tax collections equal 25% of sales taxes for prior year and 75% of sales taxes for current year
 (e) Hotel Taxes = 7% of room revenues; assume average 69% occupancy
 (f) Food and Beverage Tax = 1% of applicable sales

Property Tax Assumptions

- (a) Annual growth rate for property assessments = 2.0%
- (b) Tax collection – one year in arrears, e.g., 2014 taxes collected in 2015
- (c) Cook County assessment rate of 25% was used to determine the assessed value of the commercial/retail portion of the Development
- (d) Two Year Average Tax Rate for TIF area
- (e) Two Year Average State Multiplier applied to Assessed Value estimates
- (f) All components are assumed to be assessed at 25% of their assessed value in the initial tax year
- (g) The Development includes additional property as part of the TIF District for property tax assessment purposes in one scenario attached as Exhibit F
- (h) Market values for the commercial portion of the Development were determined based on the examination by KMA of comparable properties and the prior EAV information

Incremental Property Tax Assumptions

- (a) The Base EAV is based on the following parcels (serving as a footprint for the Development):

<u>PIN</u>	<u>2009 EAV</u>
10-27-317-051	768,413
10-27-317-052	19,617
10-27-317-049	817,158
10-27-317-050	156,325
10-27-317-055	2,019,971
Amended Area (2012 EAV)	
10-27-307-017	41,251
10-27-317-047	Not Included
10-27-317-048	1,190,489
Amended Area Totals	5,013,225
No Amendments Totals	3,781,485

SALES TAX PROJECTIONS – ABSORPTION PERIOD

EXHIBIT B-1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
Purple Hotel Development Project
Sales Tax Analysis

Component Name		Project Description	Class Code	Sq. Ft. Generating Sales Tax	Avg. Sales Sq. Ft./Unit	% Occupied for Year	% Occupancy	Sales Tax Inflation Factor	Total Sales	Local Sales Tax Rate	% Taxable (Local Sales Tax Rate)	Local Sales Taxes	Home Rule Sales Tax Rate	% Taxable (Home Rule Sales Tax Rate)	Home Rule Sales Taxes	Total Sales Taxes Collected
I		SpringHill Suites	1	0	0	0.00%	0.00%	100.00%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
II		Extended Stay Hotel	1	0	0	0.00%	0.00%	100.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
III		Grocery Store Anchor	3	30,309	350	0.00%	0.00%	100.00%	0	1.0%	100.0%	0	1.00%	25.0%	0	0
IV		Retail Shop Space	3	80,363	250	0.00%	0.00%	100.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
V		Restaurant	3	35,000	300	0.00%	0.00%	100.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
VI		Health Club	3	22,730	5	0.00%	0.00%	100.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
VII		Office Space	3	0	0	0.00%	0.00%	100.00%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
Totals									0			0			0	0

Component Name		Project Description	Class Code	Sq. Ft. Generating Sales Tax	Avg. Sales Sq. Ft./Unit	% Occupied for Year	% Occupancy	Sales Tax Inflation Factor	Total Sales	Local Sales Tax Rate	% Taxable (Local Sales Tax Rate)	Local Sales Taxes	Home Rule Sales Tax Rate	% Taxable (Home Rule Sales Tax Rate)	Home Rule Sales Taxes	Total Sales Taxes Collected
I		SpringHill Suites	1	0	0	0.00%	0.00%	102.00%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
II		Extended Stay Hotel	1	0	0	0.00%	0.00%	102.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
III		Grocery Store Anchor	3	30,309	350	0.00%	0.00%	102.00%	0	1.0%	100.0%	0	1.00%	25.0%	0	0
IV		Retail Shop Space	3	80,363	250	0.00%	0.00%	102.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
V		Restaurant	3	35,000	300	0.00%	0.00%	102.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
VI		Health Club	3	22,730	5	0.00%	0.00%	102.00%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
VII		Office Space	3	0	0	0.00%	0.00%	102.00%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
Totals									0			0			0	0

Component Name		Project Description	Class Code	Sq. Ft. Generating Sales Tax	Avg. Sales Sq. Ft./Unit	% Occupied for Year	% Occupancy	Sales Tax Inflation Factor	Total Sales	Local Sales Tax Rate	% Taxable (Local Sales Tax Rate)	Local Sales Taxes	Home Rule Sales Tax Rate	% Taxable (Home Rule Sales Tax Rate)	Home Rule Sales Taxes	Total Sales Taxes Collected
I		SpringHill Suites	1	0	0	25.00%	100.00%	104.04%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
II		Extended Stay Hotel	1	0	0	25.00%	100.00%	104.04%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
III		Grocery Store Anchor	3	30,309	350	25.00%	100.00%	104.04%	2,759,180	1.0%	100.0%	27,692	1.00%	25.0%	6,898	34,490
IV		Retail Shop Space	3	80,363	250	25.00%	100.00%	104.04%	5,225,591	1.0%	100.0%	52,256	1.00%	100.0%	52,256	104,512
V		Restaurant	3	35,000	300	25.00%	100.00%	104.04%	2,731,050	1.0%	100.0%	27,311	1.00%	100.0%	27,311	54,621
VI		Health Club	3	22,730	5	25.00%	100.00%	104.04%	29,560	1.0%	100.0%	296	1.00%	100.0%	296	591
VII		Office Space	3	0	0	25.00%	100.00%	104.04%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
Totals									10,745,381			107,454			86,760	194,214

B-1.1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
Purple Hotel Development Project
Sales Tax Analysis

Component Name		Project Description	Class Code	Sq. Ft. Generating Sales Tax	Avg. Sales Sq. Ft./Unit	% Occupied for Year	% Occupancy	Sales Tax Inflation Factor	Total Sales	Local Sales Tax Rate	% Taxable (Local Sales Tax Rate)	Local Sales Taxes	Home Rule Sales Tax Rate	% Taxable (Home Rule Sales Tax Rate)	Home Rule Sales Taxes	Total Sales Taxes Collected
Estimated Sales Taxes for Tax Collection Year: 2016																
I	SpringHill Suites		1	0	0	100.00%	100.00%	106.12%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
II	Extended Stay Hotel		1	0	0	100.00%	100.00%	106.12%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
III	Grocery Store Anchor		3	30,309	350	100.00%	100.00%	106.12%	11,257,454	1.0%	100.0%	112,575	1.00%	25.0%	28,144	140,718
IV	Retail Shop Space		3	80,363	250	100.00%	100.00%	106.12%	21,320,412	1.0%	100.0%	213,204	1.00%	100.0%	213,204	426,408
V	Restaurant		3	35,000	300	100.00%	100.00%	106.12%	11,142,654	1.0%	100.0%	111,427	1.00%	100.0%	111,427	222,854
VI	Health Club		3	22,730	5	100.00%	100.00%	106.12%	120,605	1.0%	100.0%	1,205	1.00%	100.0%	1,205	2,412
VII	Office Space		3	0	0	100.00%	100.00%	106.12%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
Totals									43,841,156			438,412			353,981	792,392

Component Name		Project Description	Class Code	Sq. Ft. Generating Sales Tax	Avg. Sales Sq. Ft./Unit	% Occupied for Year	% Occupancy	Sales Tax Inflation Factor	Total Sales	Local Sales Tax Rate	% Taxable (Local Sales Tax Rate)	Local Sales Taxes	Home Rule Sales Tax Rate	% Taxable (Home Rule Sales Tax Rate)	Home Rule Sales Taxes	Total Sales Taxes Collected
Estimated Sales Taxes for Tax Collection Year: 2017																
I	SpringHill Suites		1	0	0	100.00%	100.00%	108.24%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
II	Extended Stay Hotel		1	0	0	100.00%	100.00%	108.24%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
III	Grocery Store Anchor		3	30,309	350	100.00%	100.00%	108.24%	11,482,603	1.0%	100.0%	114,826	1.00%	25.0%	28,707	143,533
IV	Retail Shop Space		3	80,363	250	100.00%	100.00%	108.24%	21,746,820	1.0%	100.0%	217,468	1.00%	100.0%	217,468	434,936
V	Restaurant		3	35,000	300	100.00%	100.00%	108.24%	11,365,538	1.0%	100.0%	113,655	1.00%	100.0%	113,655	227,311
VI	Health Club		3	22,730	5	100.00%	100.00%	108.24%	123,018	1.0%	100.0%	1,230	1.00%	100.0%	1,230	2,460
VII	Office Space		3	0	0	100.00%	100.00%	108.24%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
Totals									44,717,979			447,160			361,060	808,240

Component Name		Project Description	Class Code	Sq. Ft. Generating Sales Tax	Avg. Sales Sq. Ft./Unit	% Occupied for Year	% Occupancy	Sales Tax Inflation Factor	Total Sales	Local Sales Tax Rate	% Taxable (Local Sales Tax Rate)	Local Sales Taxes	Home Rule Sales Tax Rate	% Taxable (Home Rule Sales Tax Rate)	Home Rule Sales Taxes	Total Sales Taxes Collected
Estimated Sales Taxes for Tax Collection Year: 2018																
I	SpringHill Suites		1	0	0	100.00%	100.00%	110.41%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
II	Extended Stay Hotel		1	0	0	100.00%	100.00%	110.41%	0	1.0%	100.0%	0	1.00%	100.0%	0	0
III	Grocery Store Anchor		3	30,309	350	100.00%	100.00%	110.41%	11,712,255	1.0%	100.0%	117,123	1.00%	25.0%	29,281	146,403
IV	Retail Shop Space		3	80,363	250	100.00%	100.00%	110.41%	22,181,756	1.0%	100.0%	221,818	1.00%	100.0%	221,818	443,635
V	Restaurant		3	35,000	300	100.00%	100.00%	110.41%	11,592,848	1.0%	100.0%	115,928	1.00%	100.0%	115,928	231,857
VI	Health Club		3	22,730	5	100.00%	100.00%	110.41%	125,479	1.0%	100.0%	1,255	1.00%	100.0%	1,255	2,510
VII	Office Space		3	0	0	100.00%	100.00%	110.41%	0	1.0%	0.0%	0	1.00%	0.0%	0	0
Totals									45,612,338			456,123			368,281	824,405

B-1.2

SALES TAX PROJECTIONS TO TERM OF TIF

EXHIBIT B-2

Village of Lincolnwood, Illinois
 Purple Hotel Development Project
 Preliminary User Assumptions .

Calendar Year: 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit												
Sales Taxes																
a) Est. Total Sales					0	0	10,745,381	43,841,156	44,717,979	45,612,338	46,524,585	47,455,077	48,404,178	49,372,262	50,359,707	51,366,901
b) Sales Taxes w/Tax Rate = 2%					0	0	194,214	792,392	808,240	824,405	840,893	857,711	874,865	892,362	910,210	928,414
c) Base Sales Taxes					0	0	0	0	0	0	0	0	0	0	0	0
d) Incremental Sales Taxes					0	0	194,214	792,392	808,240	824,405	840,893	857,711	874,865	892,362	910,210	928,414
e) Incr. Sales Tax Collected (25% From Prior Year/75% From Current Year)					0	0	145,660	642,848	804,278	820,364	836,771	853,508	870,576	887,988	905,748	923,863
f) Cumulative Incremental Sales Tax Collected					0	0	145,660	788,508	1,592,786	2,413,150	3,249,921	4,103,427	4,974,003	5,861,991	6,767,739	7,691,602
g) NPV of Incr. Sales Taxes Collected @ 5.0%					0	0	125,827	654,699	1,294,872	1,897,040	2,491,718	3,089,404	3,630,586	4,175,733	4,705,305	5,219,747

B-2.1

Village of Lincolnwood, Illinois
 Purple Hotel Development Project
 Preliminary User Assumptions

TIF Ends Last Pmt.

Calendar Year: 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit											
Sales Taxes															
a) Est. Total Sales					52,394,239	53,442,124	54,510,966	55,601,166	56,713,209	57,847,474	59,004,423	60,184,512	61,388,202	62,615,966	63,868,285
b) Sales Taxes w/Tax Rate = 2%					946,982	965,922	985,240	1,004,945	1,025,044	1,045,545	1,066,456	1,087,785	1,109,540	1,131,731	1,154,366
c) Base Sales Taxes					0	0	0	0	0	0	0	0	0	0	0
d) Incremental Sales Taxes					946,982	965,922	985,240	1,004,945	1,025,044	1,045,545	1,066,456	1,087,785	1,109,540	1,131,731	1,154,366
e) Incr. Sales Tax Collected (25% From Prior Year/75% From Current Year)					942,340	961,187	980,411	1,000,019	1,020,019	1,040,419	1,061,228	1,082,452	1,104,101	1,126,183	1,148,707
f) Cumulative Incremental Sales Tax Collected					8,633,942	9,595,129	10,575,539	11,575,558	12,595,577	13,635,996	14,697,224	15,779,677	16,883,778	18,009,962	19,158,659
g) NPV of Incr. Sales Taxes Collected @ 5.0%					5,719,480	6,204,954	6,678,548	7,134,668	7,579,699	8,012,015	8,431,979	8,839,944	9,236,253	9,621,238	9,995,225

B-2.2

HOTEL TAXES – ABSORPTION PERIOD

EXHIBIT C-1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
Purple Hotel Development Project
Hotel Tax Analysis

Estimated Hotel Taxes for Tax Collection Year:			2013									
Component Name	Project Description	Class Code	Units							Total Ann. Hotel Revenues	Local Hotel Tax Rate	Local Hotel Taxes
			Generating Hotel Tax	Avg. Daily Room Rate	% Avail. For Occupancy	Hotel Vacancy Rate	Est. Ann. Occupancy	Days In Service	Hotel Tax Inflation Factor			
I	SpringHill Suites	1	120	122	0.00%	31.00%	0.00%	365	100.00%	0	7.0%	0
II	Extended Stay Hotel	1	90	122	0.00%	31.00%	0.00%	365	100.00%	0	7.0%	0
Totals										0		0

Estimated Hotel Taxes for Tax Collection Year:			2014									
Component Name	Project Description	Class Code	Units							Total Ann. Hotel Revenues	Local Hotel Tax Rate	Local Hotel Taxes
			Generating Hotel Tax	Avg. Daily Room Rate	% Avail. For Occupancy	Hotel Vacancy Rate	Est. Ann. Occupancy	Days In Service	Hotel Tax Inflation Factor			
I	SpringHill Suites	1	120	122	0.00%	31.00%	0.00%	365	102.00%	0	7.0%	0
II	Extended Stay Hotel	1	90	122	0.00%	31.00%	0.00%	365	102.00%	0	7.0%	0
Totals										0		0

Estimated Hotel Taxes for Tax Collection Year:			2015									
Component Name	Project Description	Class Code	Units							Total Ann. Hotel Revenues	Local Hotel Tax Rate	Local Hotel Taxes
			Generating Hotel Tax	Avg. Daily Room Rate	% Avail. For Occupancy	Hotel Vacancy Rate	Est. Ann. Occupancy	Days In Service	Hotel Tax Inflation Factor			
I	SpringHill Suites	1	120	122	100.00%	31.00%	69.00%	365	104.04%	3,836,042	7.0%	268,523
II	Extended Stay Hotel	1	90	122	100.00%	31.00%	69.00%	365	104.04%	2,877,032	7.0%	201,392
Totals										6,713,074		469,915
										partial year		117,479

Estimated Hotel Taxes for Tax Collection Year:			2016									
Component Name	Project Description	Class Code	Units							Total Ann. Hotel Revenues	Local Hotel Tax Rate	Local Hotel Taxes
			Generating Hotel Tax	Avg. Daily Room Rate	% Avail. For Occupancy	Hotel Vacancy Rate	Est. Ann. Occupancy	Days In Service	Hotel Tax Inflation Factor			
I	SpringHill Suites	1	120	122	100.00%	31.00%	69.00%	365	106.12%	3,912,763	7.0%	273,893
II	Extended Stay Hotel	1	90	122	100.00%	31.00%	69.00%	365	106.12%	2,934,572	7.0%	205,420
Totals										6,847,335		479,313

C-1.1

HOTEL TAXES TO TERM OF TIF

EXHIBIT C-2

Calendar Year: 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit												
Hotel Taxes																
a) Est. Total Hotel Room Revenues					0	0	1,678,268	6,847,335	6,964,262	7,123,968	7,268,447	7,411,776	7,560,011	7,711,212	7,865,436	8,022,745
b) Hotel Taxes					0	0	117,479	479,313	488,900	498,678	508,651	518,824	529,201	539,785	550,581	561,592
c) Base Hotel Taxes					0	0	0	0	0	0	0	0	0	0	0	0
d) Incremental Hotel Taxes					0	0	117,479	479,313	488,900	498,678	508,651	518,824	529,201	539,785	550,581	561,592
e) Cumulative Incremental Hotel Taxes Collected					0	0	117,479	596,792	1,085,692	1,584,370	2,093,021	2,611,845	3,141,046	3,680,831	4,231,411	4,793,004
f) NPV of Incremental Hotel Taxes @ 5.0%					0	0	101,483	495,815	878,881	1,251,002	1,612,491	1,963,651	2,304,779	2,636,160	2,958,073	3,270,789

C-2.1

Calendar Year: 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035

TIF Ends Last Pmt.

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit											
Hotel Taxes															
a) Est. Total Hotel Room Revenues					8,183,200	8,346,864	8,513,801	8,684,077	8,857,758	9,034,914	9,215,612	9,399,924	9,587,923	9,779,881	9,975,275
b) Hotel Taxes					572,824	584,280	595,966	607,885	620,043	632,444	645,093	657,995	671,155	684,578	698,269
c) Base Hotel Taxes					0	0	0	0	0	0	0	0	0	0	0
d) Incremental Hotel Taxes					572,824	584,280	595,966	607,885	620,043	632,444	645,093	657,995	671,155	684,578	698,269
e) Cumulative Incremental Hotel Taxes Collected					5,365,828	5,950,108	6,546,074	7,153,959	7,774,003	8,406,446	9,051,539	9,709,534	10,380,689	11,065,266	11,763,535
f) NPV of Incremental Hotel Taxes @ 5.0%					3,574,569	3,869,671	4,156,341	4,434,820	4,705,343	4,968,138	5,223,421	5,471,413	5,712,318	5,946,341	6,173,678

C-2.2

FOOD AND BEVERAGE TAXES – ABSORPTION PERIOD

· EXHIBIT D-1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
Purple Hotel Development Project
Food/Beverage Tax Analysis

Estimated Food/Beverage Taxes for Tax Collection Year:		2016								
Component Name	Project Description	Class Code	Sq. Ft./Units				Food/Bev. Tax Inflation Factor	Total Sales	Food/Bev. Tax Rate	Total Food/Bev. Taxes Collected
			Generating Food/Bev Tax	Sales Per Sq. Ft./Unit	% Occupied for Year	% Occupancy				
I	SpringHill Suites	1	0	0	100.00%	100.00%	106.12%	0	1.0%	0
II	Extended Stay Hotel	1	0	0	100.00%	100.00%	106.12%	0	1.0%	0
III	Grocery Store Anchor	3	0	0	100.00%	100.00%	106.12%	0	1.0%	0
IV	Retail Shop Space	3	0	10	100.00%	100.00%	106.12%	0	1.0%	0
V	Restaurant	3	35,000	300	100.00%	100.00%	106.12%	11,142,684	1.0%	111,427
VI	Health Club	3	0	0	100.00%	100.00%	106.12%	0	1.0%	0
VII	Office Space	3	0	0	100.00%	100.00%	106.12%	0	1.0%	0
Totals								11,142,684		111,427

Estimated Food/Beverage Taxes for Tax Collection Year:		2017								
Component Name	Project Description	Class Code	Sq. Ft./Units				Food/Bev. Tax Inflation Factor	Total Sales	Food/Bev. Tax Rate	Total Food/Bev. Taxes Collected
			Generating Food/Bev Tax	Sales Per Sq. Ft./Unit	% Occupied for Year	% Occupancy				
I	SpringHill Suites	1	0	0	100.00%	100.00%	108.24%	0	1.0%	0
II	Extended Stay Hotel	1	0	0	100.00%	100.00%	108.24%	0	1.0%	0
III	Grocery Store Anchor	3	0	0	100.00%	100.00%	108.24%	0	1.0%	0
IV	Retail Shop Space	3	0	10	100.00%	100.00%	108.24%	0	1.0%	0
V	Restaurant	3	35,000	300	100.00%	100.00%	108.24%	11,365,538	1.0%	113,655
VI	Health Club	3	0	0	100.00%	100.00%	108.24%	0	1.0%	0
VII	Office Space	3	0	0	100.00%	100.00%	108.24%	0	1.0%	0
Totals								11,365,538		113,655

Estimated Food/Beverage Taxes for Tax Collection Year:		2018								
Component Name	Project Description	Class Code	Sq. Ft./Units				Food/Bev. Tax Inflation Factor	Total Sales	Food/Bev. Tax Rate	Total Food/Bev. Taxes Collected
			Generating Food/Bev Tax	Sales Per Sq. Ft./Unit	% Occupied for Year	% Occupancy				
I	SpringHill Suites	1	0	0	100.00%	100.00%	110.41%	0	1.0%	0
II	Extended Stay Hotel	1	0	0	100.00%	100.00%	110.41%	0	1.0%	0
III	Grocery Store Anchor	3	0	0	100.00%	100.00%	110.41%	0	1.0%	0
IV	Retail Shop Space	3	0	10	100.00%	100.00%	110.41%	0	1.0%	0
V	Restaurant	3	35,000	300	100.00%	100.00%	110.41%	11,592,848	1.0%	115,928
VI	Health Club	3	0	0	100.00%	100.00%	110.41%	0	1.0%	0
VII	Office Space	3	0	0	100.00%	100.00%	110.41%	0	1.0%	0
Totals								11,592,848		115,928

D-1.1

FOOD AND BEVERAGE TAXES TO TERM OF TIF

EXHIBIT D-2

Calendar Year: 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit												
Food/Beverage Taxes																
a) Est. Total Sales					0	0	2,731,050	11,142,684	11,365,538	11,592,648	11,824,705	12,061,200	12,302,424	12,548,472	12,799,441	13,055,430
b) Est. Food/Beverage Taxes w/Tax Rate = 1%					0	0	27,311	111,427	113,655	115,928	118,247	120,612	123,024	125,485	127,994	130,554
c) Base Food/Beverage Taxes					0	0	0	0	0	0	0	0	0	0	0	0
d) Incremental Food/Beverage Taxes					0	0	27,311	111,427	113,655	115,928	118,247	120,612	123,024	125,485	127,994	130,554
e) Cumulative Incremental Food/Beverage Taxes Collected					0	0	27,311	138,737	252,393	368,321	486,568	607,180	730,204	855,689	983,684	1,114,238
f) NPV of Incr. Food/Beverage Taxes @ 5.0%					0	0	23,592	115,263	204,315	290,823	374,859	456,493	535,796	612,833	687,668	760,366

D-2.1

Calendar Year: 2025 2026 2027 2028 2029 2030 2031 2032 2033 TIF Ends 2034 Last Pmt. 2035

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit											
Food/Beverage Taxes															
a) Est. Total Sales					13,316,539	13,582,870	13,854,527	14,131,818	14,414,250	14,702,535	14,996,586	15,286,517	15,602,448	15,914,497	16,232,787
b) Est. Food/Beverage Taxes w/Tax Rate = 1%					133,165	135,829	138,545	141,316	144,142	147,025	149,966	152,965	156,024	159,145	162,328
c) Base Food/Beverage Taxes					0	0	0	0	0	0	0	0	0	0	0
d) Incremental Food/Beverage Taxes					133,165	135,829	138,545	141,316	144,142	147,025	149,966	152,965	156,024	159,145	162,328
e) Cumulative Incremental Food/Beverage Taxes Collected					1,247,403	1,383,232	1,521,777	1,663,093	1,807,236	1,954,261	2,104,227	2,257,192	2,413,217	2,572,362	2,734,690
f) NPV of incr. Food/Beverage Taxes @ 5.0%					830,986	899,589	966,232	1,030,970	1,093,859	1,154,951	1,214,298	1,271,949	1,327,953	1,382,358	1,435,206

D-2.2

**INCREMENTAL PROPERTY TAXES WITHOUT TIF AMENDMENT –
ABSORPTION PERIOD**

EXHIBIT E-1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
 Purple Hotel Development Project
 Estimate of Equalized Assessed Valuation

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2013													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	4,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
II	Extended Stay Hotel	1	90	4,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
III	Grocery Store Anchor	3	30,309	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
IV	Retail Shop Space	3	89,292	120.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
V	Restaurant	3	35,000	150.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
VI	Health Club	3	22,730	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
VII	Office Space	3	31,252	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
Totals								0				0		0	

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2014													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	4,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
II	Extended Stay Hotel	1	90	4,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
III	Grocery Store Anchor	3	30,309	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
IV	Retail Shop Space	3	89,292	120.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
V	Restaurant	3	35,000	150.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
VI	Health Club	3	22,730	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
VII	Office Space	3	31,252	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0	
Totals								0				0		0	

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2015													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	4,000.00	25.00%	100.00%	100.00%	120,000	25.00%	30,000	2.88810	86,643	8.601%	7,452	
II	Extended Stay Hotel	1	90	4,000.00	25.00%	100.00%	100.00%	90,000	25.00%	22,500	2.88810	64,982	8.601%	5,589	
III	Grocery Store Anchor	3	30,309	100.00	25.00%	100.00%	100.00%	757,725	25.00%	189,431	2.88810	547,096	8.601%	47,056	
IV	Retail Shop Space	3	89,292	120.00	25.00%	100.00%	100.00%	2,878,760	25.00%	669,690	2.88810	1,934,132	8.601%	166,355	
V	Restaurant	3	35,000	150.00	25.00%	100.00%	100.00%	1,312,500	25.00%	328,125	2.88810	947,658	8.601%	81,508	
VI	Health Club	3	22,730	100.00	25.00%	100.00%	100.00%	568,250	25.00%	142,063	2.88810	410,291	8.601%	35,289	
VII	Office Space	3	31,252	100.00	25.00%	100.00%	100.00%	781,300	25.00%	195,325	2.88810	564,118	8.601%	48,520	
Totals								6,308,535				4,554,920		391,769	

E-1.1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
 Purple Hotel Development Project
 Estimate of Equalized Assessed Valuation

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2016													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	4,000.00	100.00%	100.00%	106.12%	509,380	25.00%	127,345	2.88810	367,785	8.601%	31,633	
II	Extended Stay Hotel	1	90	4,000.00	100.00%	100.00%	106.12%	382,035	25.00%	95,509	2.88810	275,839	8.601%	23,725	
III	Grocery Store Anchor	3	30,309	100.00	100.00%	100.00%	106.12%	3,216,415	25.00%	804,104	2.88810	2,322,332	8.601%	199,744	
IV	Retail Shop Space	3	89,292	120.00	100.00%	100.00%	106.12%	11,370,886	25.00%	2,842,722	2.88810	8,210,064	8.601%	706,148	
V	Restaurant	3	35,000	150.00	100.00%	100.00%	106.12%	5,571,342	25.00%	1,392,836	2.88810	4,022,648	8.601%	345,988	
VI	Health Club	3	22,730	100.00	100.00%	100.00%	106.12%	2,412,126	25.00%	603,031	2.88810	1,741,615	8.601%	149,796	
VII	Office Space	3	31,252	100.00	100.00%	100.00%	106.12%	3,316,487	25.00%	829,122	2.88810	2,394,587	8.601%	205,958	
Totals								26,778,671		6,694,668		19,334,870		1,662,992	

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2017													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	4,000.00	100.00%	100.00%	106.12%	509,380	25.00%	127,345	2.88810	367,785	8.601%	31,633	
II	Extended Stay Hotel	1	90	4,000.00	100.00%	100.00%	106.12%	382,035	25.00%	95,509	2.88810	275,839	8.601%	23,725	
III	Grocery Store Anchor	3	30,309	100.00	100.00%	100.00%	106.12%	3,216,415	25.00%	804,104	2.88810	2,322,332	8.601%	199,744	
IV	Retail Shop Space	3	89,292	120.00	100.00%	100.00%	106.12%	11,370,886	25.00%	2,842,722	2.88810	8,210,064	8.601%	706,148	
V	Restaurant	3	35,000	150.00	100.00%	100.00%	106.12%	5,571,342	25.00%	1,392,836	2.88810	4,022,648	8.601%	345,988	
VI	Health Club	3	22,730	100.00	100.00%	100.00%	106.12%	2,412,126	25.00%	603,031	2.88810	1,741,615	8.601%	149,796	
VII	Office Space	3	31,252	100.00	100.00%	100.00%	106.12%	3,316,487	25.00%	829,122	2.88810	2,394,587	8.601%	205,958	
Totals								26,778,671				19,334,870		1,662,992	

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2018													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	4,000.00	100.00%	100.00%	106.12%	509,380	25.00%	127,345	2.88810	367,785	8.601%	31,633	
II	Extended Stay Hotel	1	90	4,000.00	100.00%	100.00%	106.12%	382,035	25.00%	95,509	2.88810	275,839	8.601%	23,725	
III	Grocery Store Anchor	3	30,309	100.00	100.00%	100.00%	106.12%	3,216,415	25.00%	804,104	2.88810	2,322,332	8.601%	199,744	
IV	Retail Shop Space	3	89,292	120.00	100.00%	100.00%	106.12%	11,370,886	25.00%	2,842,722	2.88810	8,210,064	8.601%	706,148	
V	Restaurant	3	35,000	150.00	100.00%	100.00%	106.12%	5,571,342	25.00%	1,392,836	2.88810	4,022,648	8.601%	345,988	
VI	Health Club	3	22,730	100.00	100.00%	100.00%	106.12%	2,412,126	25.00%	603,031	2.88810	1,741,615	8.601%	149,796	
VII	Office Space	3	31,252	100.00	100.00%	100.00%	106.12%	3,316,487	25.00%	829,122	2.88810	2,394,587	8.601%	205,958	
Totals								26,778,671				19,334,870		1,662,992	

E-1.2

INCREMENTAL PROPERTY TAXES WITHOUT TIF AMENDMENT

EXHIBIT E-2

Village of Lincolnwood, Illinois
 Purple Hotel Development Project
 Preliminary User Assumptions No TIF Amendment

Calendar Year: 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit														
I	SpringHill Suites	1	120	4,000.00	0	0	86,843	367,785	367,785	367,785	390,296	390,296	390,296	414,186	414,186	414,186		
II	Extended Stay Hotel	1	90	4,000.00	0	0	84,982	275,839	275,839	275,839	292,722	292,722	292,722	310,639	310,639	310,639		
III	Grocery Store Anchor	3	30,309	100.00	0	0	547,096	2,322,332	2,322,332	2,322,332	2,464,478	2,464,478	2,464,478	2,615,323	2,615,323	2,615,323		
IV	Retail Shop Space	3	89,292	120.00	0	0	1,934,132	8,210,064	8,210,064	8,210,064	8,712,596	8,712,596	8,712,596	9,245,866	9,245,866	9,245,866		
V	Restaurant	3	35,000	150.00	0	0	947,658	4,022,648	4,022,648	4,022,648	4,268,866	4,268,866	4,268,866	4,530,155	4,530,155	4,530,155		
VI	Health Club	3	22,730	100.00	0	0	410,291	1,741,615	1,741,615	1,741,615	1,848,216	1,848,216	1,848,216	1,961,341	1,961,341	1,961,341		
VII	Office Space	3	31,252	100.00	0	0	564,118	2,394,587	2,394,587	2,394,587	2,541,155	2,541,155	2,541,155	2,696,694	2,696,694	2,696,694		
Total EAV All Components					0	0	4,554,920	19,334,870	19,334,870	19,334,870	20,518,319	20,518,319	20,518,319	21,774,204	21,774,204	21,774,204		
Incremental Property Taxes																		
a) Base EAV					3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	
b) Incremental EAV					0	0	773,435	15,553,385	15,553,385	15,553,385	16,736,834	16,736,834	16,736,834	17,992,719	17,992,719	17,992,719		
c) Incremental Property Taxes w/Tax Rate = 8.6010%					0	0	0	66,523	1,337,747	1,337,747	1,337,747	1,439,535	1,439,535	1,439,535	1,547,554	1,547,554		
d) Cumulative Incremental Property Taxes					0	0	0	66,523	1,404,270	2,742,017	4,079,763	5,519,298	6,958,833	8,398,368	9,945,922	11,493,476		
e) NPV of Incremental Property Taxes @ 5.0%					0	0	0	54,729	1,102,888	2,101,135	3,051,847	4,026,181	4,954,118	5,837,868	6,742,691	7,604,426		

B-2.1

Calendar Year: 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035
 TIF Ends Last Prnt.

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit											
I	SpringHill Suites	1	120	4,000.00	439,537	439,537	439,537	466,440	466,440	466,440	494,990	494,990	494,990	525,288	525,288
II	Extended Stay Hotel	1	90	4,000.00	329,653	329,653	329,653	349,830	349,830	349,830	371,243	371,243	371,243	393,966	393,966
III	Grocery Store Anchor	3	30,309	100.00	2,775,402	2,775,402	2,775,402	2,945,279	2,945,279	2,945,279	3,125,553	3,125,553	3,125,553	3,316,862	3,316,862
IV	Retail Shop Space	3	89,292	120.00	9,811,787	9,811,787	9,811,787	10,412,346	10,412,346	10,412,346	11,049,665	11,049,665	11,049,665	11,725,993	11,725,993
V	Restaurant	3	35,000	150.00	4,807,437	4,807,437	4,807,437	5,101,691	5,101,691	5,101,691	5,413,955	5,413,955	5,413,955	5,745,332	5,745,332
VI	Health Club	3	22,730	100.00	2,081,391	2,081,391	2,081,391	2,208,789	2,208,789	2,208,789	2,343,985	2,343,985	2,343,985	2,487,455	2,487,455
VII	Office Space	3	31,252	100.00	2,861,753	2,861,753	2,861,753	3,036,915	3,036,915	3,036,915	3,222,798	3,222,798	3,222,798	3,420,059	3,420,059
Total EAV All Components					23,106,960	23,106,960	23,106,960	24,521,290	24,521,290	24,521,290	26,022,189	26,022,189	26,022,189	27,614,956	27,614,956
incremental Property Taxes															
a) Base EAV					3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485	3,781,485
b) Incremental EAV					19,325,475	19,325,475	19,325,475	20,739,806	20,739,806	20,739,806	22,240,705	22,240,705	22,240,705	23,833,471	23,833,471
c) Incremental Property Taxes w/Tax Rate = 8.6010%					1,547,554	1,662,184	1,662,184	1,662,184	1,783,831	1,783,831	1,912,923	1,912,923	1,912,923	1,912,923	2,049,917
d) Cumulative Incremental Property Taxes					13,041,030	14,703,214	16,365,398	18,027,582	19,811,413	21,595,244	23,379,074	25,291,997	27,204,920	29,117,843	31,167,760
e) NPV of Incremental Property Taxes @ 5.0%					8,425,127	9,264,643	10,064,182	10,825,648	11,603,927	12,345,146	13,051,068	13,772,029	14,456,658	15,112,590	15,779,984

E-2.2

INCREMENTAL PROPERTY TAXES WITH TIF AMENDMENT

EXHIBIT F-1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
Purple Hotel Development Project
Estimate of Equalized Assessed Valuation

Component Name		Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes
Estimated Equalized Assessed Valuation for Tax Assessment Year: 2013															
I	SpringHill Suites		1	120	50,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
II	Extended Stay Hotel		1	90	50,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
III	Grocery Store Anchor		3	30,309	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
IV	Retail Shop Space		3	89,292	120.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
V	Restaurant		3	35,000	150.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
VI	Health Club		3	22,730	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
VII	Office Space		3	31,252	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
Totals									0				0		0

Component Name		Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes
Estimated Equalized Assessed Valuation for Tax Assessment Year: 2014															
I	SpringHill Suites		1	120	50,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
II	Extended Stay Hotel		1	90	50,000.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
III	Grocery Store Anchor		3	30,309	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
IV	Retail Shop Space		3	89,292	120.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
V	Restaurant		3	35,000	150.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
VI	Health Club		3	22,730	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
VII	Office Space		3	31,252	100.00	0.00%	0.00%	100.00%	0	25.00%	0	2.88810	0	8.601%	0
Totals									0				0		0

Component Name		Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes
Estimated Equalized Assessed Valuation for Tax Assessment Year: 2015															
I	SpringHill Suites		1	120	50,000.00	25.00%	100.00%	100.00%	1,500,000	25.00%	375,000	2.88810	1,083,038	8.601%	93,152
II	Extended Stay Hotel		1	90	50,000.00	25.00%	100.00%	100.00%	1,125,000	25.00%	281,250	2.88810	812,278	8.601%	69,864
III	Grocery Store Anchor		3	30,309	100.00	25.00%	100.00%	100.00%	757,725	25.00%	189,431	2.88810	547,096	8.601%	47,056
IV	Retail Shop Space		3	89,292	120.00	25.00%	100.00%	100.00%	2,678,760	25.00%	669,690	2.88810	1,934,132	8.601%	166,355
V	Restaurant		3	35,000	150.00	25.00%	100.00%	100.00%	1,312,500	25.00%	328,125	2.88810	947,658	8.601%	81,508
VI	Health Club		3	22,730	100.00	25.00%	100.00%	100.00%	568,250	25.00%	142,063	2.88810	410,291	8.601%	35,289
VII	Office Space		3	31,252	100.00	25.00%	100.00%	100.00%	781,300	25.00%	195,325	2.88810	564,118	8.601%	48,520
Totals									8,723,535				6,298,610		541,743

E-1.1

FOR DISCUSSION PURPOSES ONLY

Village of Lincolnwood, Illinois
 Purple Hotel Development Project
 Estimate of Equalized Assessed Valuation

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2016													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	50,000.00	100.00%	100.00%	106.12%	6,367,248	25.00%	1,591,812	2.88810	4,597,312	8.601%	395,415	
II	Extended Stay Hotel	1	90	50,000.00	100.00%	100.00%	106.12%	4,775,436	25.00%	1,193,859	2.88810	3,447,984	8.601%	296,561	
III	Grocery Store Anchor	3	30,309	100.00	100.00%	100.00%	106.12%	3,216,415	25.00%	804,104	2.88810	2,322,332	8.601%	199,744	
IV	Retail Shop Space	3	89,292	120.00	100.00%	100.00%	106.12%	11,370,888	25.00%	2,842,722	2.88810	8,210,064	8.601%	706,148	
V	Restaurant	3	35,000	150.00	100.00%	100.00%	106.12%	5,571,342	25.00%	1,392,836	2.88810	4,022,648	8.601%	345,988	
VI	Health Club	3	22,730	100.00	100.00%	100.00%	106.12%	2,412,126	25.00%	603,031	2.88810	1,741,615	8.601%	149,796	
VII	Office Space	3	31,252	100.00	100.00%	100.00%	106.12%	3,316,487	25.00%	829,122	2.88810	2,394,587	8.601%	205,958	
Totals								37,029,941		9,257,485		26,736,543		2,299,610	

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2017													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	50,000.00	100.00%	100.00%	106.12%	6,367,248	25.00%	1,591,812	2.88810	4,597,312	8.601%	395,415	
II	Extended Stay Hotel	1	90	50,000.00	100.00%	100.00%	106.12%	4,775,436	25.00%	1,193,859	2.88810	3,447,984	8.601%	296,561	
III	Grocery Store Anchor	3	30,309	100.00	100.00%	100.00%	106.12%	3,216,415	25.00%	804,104	2.88810	2,322,332	8.601%	199,744	
IV	Retail Shop Space	3	89,292	120.00	100.00%	100.00%	106.12%	11,370,888	25.00%	2,842,722	2.88810	8,210,064	8.601%	706,148	
V	Restaurant	3	35,000	150.00	100.00%	100.00%	106.12%	5,571,342	25.00%	1,392,836	2.88810	4,022,648	8.601%	345,988	
VI	Health Club	3	22,730	100.00	100.00%	100.00%	106.12%	2,412,126	25.00%	603,031	2.88810	1,741,615	8.601%	149,796	
VII	Office Space	3	31,252	100.00	100.00%	100.00%	106.12%	3,316,487	25.00%	829,122	2.88810	2,394,587	8.601%	205,958	
Totals								37,029,941				26,736,543		2,299,610	

Estimated Equalized Assessed Valuation for Tax Assessment Year:		2018													
Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit	% Occupied for Year	% Occupancy	Reassmnt. Factor	Property Value	Assessment Level	Assessed Value	Equalization Factor	Equalized Assessed Value	Tax Rate	Real Estate Taxes	
I	SpringHill Suites	1	120	50,000.00	100.00%	100.00%	106.12%	6,367,248	25.00%	1,591,812	2.88810	4,597,312	8.601%	395,415	
II	Extended Stay Hotel	1	90	50,000.00	100.00%	100.00%	106.12%	4,775,436	25.00%	1,193,859	2.88810	3,447,984	8.601%	296,561	
III	Grocery Store Anchor	3	30,309	100.00	100.00%	100.00%	106.12%	3,216,415	25.00%	804,104	2.88810	2,322,332	8.601%	199,744	
IV	Retail Shop Space	3	89,292	120.00	100.00%	100.00%	106.12%	11,370,888	25.00%	2,842,722	2.88810	8,210,064	8.601%	706,148	
V	Restaurant	3	35,000	150.00	100.00%	100.00%	106.12%	5,571,342	25.00%	1,392,836	2.88810	4,022,648	8.601%	345,988	
VI	Health Club	3	22,730	100.00	100.00%	100.00%	106.12%	2,412,126	25.00%	603,031	2.88810	1,741,615	8.601%	149,796	
VII	Office Space	3	31,252	100.00	100.00%	100.00%	106.12%	3,316,487	25.00%	829,122	2.88810	2,394,587	8.601%	205,958	
Totals								37,029,941				26,736,543		2,299,610	

F-1.2

INCREMENTAL PROPERTY TAXES WITH TIF AMENDMENT

EXHIBIT F-2

Village of Lincolnwood, Illinois
 Purple Hotel Development Project
 Preliminary User Assumptions With TIF Amendment

Calendar Year: 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit												
I	SpringHill Suites	1	120	50,000.00	0	0	1,083,038	4,597,312	4,597,312	4,597,312	4,878,705	4,878,705	4,878,705	5,177,320	5,177,320	5,177,320
II	Extended Stay Hotel	1	90	50,000.00	0	0	812,278	3,447,984	3,447,984	3,447,984	3,659,028	3,659,028	3,659,028	3,882,990	3,882,990	3,882,990
III	Grocery Store Anchor	3	30,309	100.00	0	0	547,096	2,322,332	2,322,332	2,322,332	2,464,478	2,464,478	2,464,478	2,615,323	2,615,323	2,615,323
IV	Retail Shop Space	3	89,292	120.00	0	0	1,934,132	8,210,064	8,210,064	8,210,064	8,712,586	8,712,586	8,712,586	9,245,866	9,245,866	9,245,866
V	Restaurant	3	35,000	150.00	0	0	947,658	4,022,648	4,022,648	4,022,648	4,268,866	4,268,866	4,268,866	4,530,155	4,530,155	4,530,155
VI	Health Club	3	22,730	100.00	0	0	410,291	1,741,615	1,741,615	1,741,615	1,848,216	1,848,216	1,848,216	1,961,341	1,961,341	1,961,341
VII	Office Space	3	31,252	100.00	0	0	564,118	2,394,587	2,394,587	2,394,587	2,541,155	2,541,155	2,541,155	2,696,894	2,696,894	2,696,894
Total EAV All Components					0	0	6,298,610	26,736,543	26,736,543	26,736,543	28,373,033	28,373,033	28,373,033	30,109,690	30,109,690	30,109,690
Incremental Property Taxes																
a) Base EAV					5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225
b) incremental EAV					0	0	1,285,386	21,723,318	21,723,318	21,723,318	23,359,808	23,359,808	23,359,808	25,096,465	25,096,465	25,096,465
c) Incremental Property Taxes w/Tax Rate = 8.6010%					0	0	0	110,556	1,868,423	1,868,423	1,868,423	2,009,177	2,009,177	2,009,177	2,158,547	2,158,547
d) Cumulative Incremental Property Taxes					0	0	0	110,556	1,978,979	3,847,401	5,715,824	7,725,001	9,734,178	11,743,355	13,901,902	16,060,449
e) NPV of Incremental Property Taxes @ 5.0%					0	0	0	90,955	1,554,913	2,949,158	4,277,011	5,636,902	6,932,035	8,165,496	9,427,553	10,629,513

F-2.1

Calendar Year: 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 TIF Ends Last Pmt.

Component Name	Project Description	Class Code	Sq. Ft./ # Units	Market Value Sq. Ft./Unit											
I	SpringHill Suites	1	120	50,000.00	5,494,214	5,494,214	5,494,214	5,830,504	5,830,504	5,830,504	6,187,377	6,187,377	6,187,377	6,566,094	6,566,094
II	Extended Stay Hotel	1	90	50,000.00	4,120,660	4,120,660	4,120,660	4,372,878	4,372,878	4,372,878	4,640,533	4,640,533	4,640,533	4,924,570	4,924,570
III	Grocery Store Anchor	3	30,309	100.00	2,775,402	2,775,402	2,775,402	2,945,279	2,945,279	2,945,279	3,125,553	3,125,553	3,125,553	3,316,862	3,316,862
IV	Retail Shop Space	3	89,292	120.00	9,811,787	9,811,787	9,811,787	10,412,346	10,412,346	10,412,346	11,049,665	11,049,665	11,049,665	11,725,993	11,725,993
V	Restaurant	3	35,000	150.00	4,807,437	4,807,437	4,807,437	5,101,691	5,101,691	5,101,691	5,413,955	5,413,955	5,413,955	5,745,332	5,745,332
VI	Health Club	3	22,730	100.00	2,081,391	2,081,391	2,081,391	2,208,789	2,208,789	2,208,789	2,343,985	2,343,985	2,343,985	2,487,455	2,487,455
VII	Office Space	3	31,252	100.00	2,861,753	2,861,753	2,861,753	3,036,915	3,036,915	3,036,915	3,222,798	3,222,798	3,222,798	3,420,059	3,420,059
Total EAV All Components					31,952,644	31,952,644	31,952,644	33,908,401	33,908,401	33,908,401	35,983,866	35,983,866	35,983,866	38,186,367	38,186,367
Incremental Property Taxes															
a) Base EAV					5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225	5,013,225
b) Incremental EAV					26,939,419	26,939,419	26,939,419	28,895,176	28,895,176	28,895,176	30,970,642	30,970,642	30,970,642	33,173,142	33,173,142
c) Incremental Property Taxes w/Tax Rate = 8.6010%					2,158,547	2,317,059	2,317,059	2,317,059	2,485,274	2,485,274	2,663,785	2,663,785	2,663,785	2,853,222	2,853,222
d) Cumulative Incremental Property Taxes					18,218,996	20,536,055	22,853,115	25,170,174	27,655,448	30,140,722	32,625,997	35,289,781	37,953,566	40,617,351	43,470,573
e) NPV of Incremental Property Taxes @ 5.0%					11,774,237	12,944,509	14,059,054	15,120,526	16,204,843	17,237,525	18,221,033	19,224,985	20,181,130	21,091,745	22,020,672