



Village of Lincolnwood Plan Commission

Meeting
Wednesday July 23, 2014
7:00 P.M.

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

Agenda

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**
3. **Approval of Minutes**
June 11, 2014 Meeting Minutes, June 25, 2014 Meeting Minutes, and
July 2, 2014 Meeting Minutes
4. **Public Hearing: Medical Cannabis Dispensaries and Cultivation Centers – Zoning Code Text Amendment**
(Continued from June 25, 2014 and June 11, 2014)
Request: Text Amendment to Definitions Set Forth in Article II Concerning Medical Cannabis Dispensaries and Cultivation Centers, and Similar Uses; Consideration of Medical Cannabis Dispensaries and Cultivation Centers as a Special Use in the O-1, B-1, B-2, B-3, and M-B Districts, Subject to Certain Restrictions; and Establishing Off-Street Parking Requirements for Medical Cannabis Dispensaries and Cultivation Centers, or Other Similar Uses
5. **Public Hearing: Lincoln Avenue Plan – Amendment to Comprehensive Plan**
(Continued from June 25, 2014, April 23, 2014, April 2, 2014, February 26, 2014, January 22, 2014, December 4, 2013, and October 23, 2013)
Request: An Amendment to Comprehensive Plan Concerning the Lincoln Avenue Subarea Including but Not Limited to Multi-Family Housing
6. **Next Meeting**
7. **Public Comment**
8. **Adjournment**

DRAFT MEETING MINUTES OF THE
PLAN COMMISSION
JUNE 11, 2014 – 7:00 P.M.

LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712

MEMBERS PRESENT:

Chairman Paul Eisterhold
Irving Fishman
Patricia Goldfein
Steven Jakubowski
Don Sampen
Mark Yohanna

MEMBERS ABSENT:

Suzanne Auerbach

STAFF PRESENT:

Aaron N. Cook, AICP, Community Development Manager
Hart Passman, Village Attorney, Holland & Knight

I. CALL TO ORDER

Chairman Eisterhold noted a quorum of five members and called the meeting to order at 7:05 p.m. Commissioner Jakubowski arrived at 7:10 p.m.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF MINUTES

Motion to recommend approval of the modified May 7, 2014 meeting minutes was made by Commissioner Fishman, and seconded by Commissioner Goldfein.

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

Nay: None

Motion Approved: 6-0

IV. Public Hearing: 6700 North Lincoln Avenue – Special Use and Variation

Chairman Eisterhold swore in the Petitioners, Mike Kolodny of Hallmark & Johnson Property Management, and Abraham Berkman of Pearls of Chicago.

Mr. Cook began his presentation with slides of the vacant property at 6700 North Lincoln from the north, south, and rear of the property. The current available parking does not meet the minimum requirements for off-street parking spaces. The entirety of the parking spaces

and access aisle must be completely located on private property per the current Code. The plat of survey showed that the lot line runs through the drive aisle and, therefore, cannot be counted as legal off-street parking. At the present time, zero legal off-street parking spaces are provided on the property.

The proposed floor plan was presented and showed the delineation of the two interior spaces. The majority of the use will be utilized by the beauty salon, and the photo studio will occupy the rear of the property. Properties categorized as Personal Service Establishments in the B-1 District greater than 2,000-square feet require Special Use approval. The existing parking calculations for salons and beauty/barber shops or spas require 4 spaces per 1,000-square feet of space. The proposed photo studio will require 3.3 spaces per 1,000-square feet of space.

The proposed new uses would require a total of 12 off-street parking spaces. There are currently 10 on-street parking spaces on Lincoln Avenue. To calculate the correct number of legal parking spaces, staff included all existing uses for the building. The building's other occupant, Forever Young, is an elderly development center requiring 48 off-street parking spaces. The existing and proposed new uses together would require 60 total off-street parking spaces.

Staff indicated two telephone calls were received that were opposed to the proposed zoning relief.

There was discussion if it would be prudent to retroactively look at existing uses and make adjustments to conform with current Village Codes. Staff explained that the off-street parking requirements for this use is specific to Pearls of Chicago and not an existing business.

The Commissioners inquired about parking problems for the existing use. There are general concerns with traffic and parking behind the building in the alley. Chairman Eisterhold asked if the rear of the property could be striped for additional parking. Staff responded that it would add volume, but would not change the required number of spaces from a zoning perspective. The back of the property is considered a loading berth. Even if the loading berths are closed off, they cannot be obstructed by required parking according to the Village Code. If this area was to be considered as legal parking, there are additional design requirements that would be applicable, including perimeter and foundation landscaping, parking islands, minimum stall widths, etc.

Mr. Kolodny told the Commission that this property has been vacant since 2006. The hours for the current tenant, Forever Young, are 9:00 a.m. to 2:00 p.m. Their customers are bussed in so the parking can be used for another use even during the hours that Forever Young is open. There are ten spaces in front of 6700 Lincoln Avenue and five spaces in front of Meatheads that can be used. Mr. Kolodny said that there are usually only two or three cars parked on Lincoln Avenue during the day and after 2:00 p.m., there is usually about a dozen spaces available. He doesn't believe there will be an issue with parking.

Mr. Kolodny indicated that he would be willing to close two of the loading docks for additional parking, with the building owner's approval, to facilitate another tenant. The

loading area now is primarily used for bus parking. There is also the possibility of using the Brickyard Bank parking lot for overflow parking.

The Petitioner, Abraham Berkman of Pearls of Chicago, told the Commission that due to the off-street parking requirements, they feel this is the best space for them due to the fact that there are very few overlapping hours between them and Forever Young. They plan on being open from 12:00 p.m. to 8:00 p.m. most days. They will be closed on Saturday and open all day Sunday which they envision being their busiest day. Forever Young is not open on Sunday. They will be starting out with a four-chair salon with two nail stations. The photography studio is by appointment only. The employees are willing to park a block or two away so as not to use the limited parking that is available.

Chairman Eisterhold asked if anyone in the audience would like to speak on this proposal.

Mr. Ionesco, of 6657 North Crawford, stated he lives off the alley to the west and is glad that there will be another tenant for this building. There are some issues with Forever Young employees parking in the alley. Usually one bus and the minivan are parked behind the building overnight. There are visibility problems as well. They have inquired as to the installation of speed bumps as a way to slow down traffic. Mr. Ionesco indicated that there was a mirror on the back of the building to help with the visibility issue, but it has not been there for some time. A concept of a one-way alley was also introduced.

Mrs. Geraldine Kesselman, of 3939 Wallen Avenue, voiced her objection. With Crawford being closed, the parking situation is even worse. Bank and golf club employees use the street for parking which makes getting in and out of her driveway difficult. Chairman Eisterhold told Mrs. Kesselman that the Crawford Avenue construction is temporary and when it is finished, the parking should be even better than before.

Motion to recommend approval of a Special Use and Variation for a Personal Service Establishment Greater than 2,000-Square Feet in Area and an Off-Street Parking Variation was made by Commissioner Jakubowski, and Seconded by Commissioner Yohanna with the following conditions:

A mirror will be installed and maintained by the property owner, with the location and proper angle of the mirror as directed by the Police Department, and the removal of the tree within a reasonable timeframe. The property manager will additionally stripe the northeast corner of the property to delineate where the alley and private property are divided.

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

Nay: None

Motion Approved: 6-0

V. Public Hearing: 7366 North Lincoln Avenue – Special Use and Variation for a Wireless Communication Facility

Chairman Eisterhold swore in Ray Shinkle and Shane Hennessy-York, representatives for Sprint, the Petitioner. Staff told the Commissioners that there is no need for a variation for

panel height so only the proposed Special Use will be discussed. All new wireless sites require Special Use approval. A rooftop plan was presented and three raised panels are proposed. The building elevations and renderings have been submitted, and the antennas are on slide mounts which are affixed to the roof. They are set back 15 feet from the building's edge. Mr. Cook noted that he received questions from Commissioner Light, who is a member of the Telecommunications Commission, and that the Telecommunications Commission has recently begun reviewing these applications and would like the applicants to provide comments to their questions.

- 1) What is the coverage area for this wireless communication site? Mr. Shinkle stated that in 2011, they were unable to relocate the facilities previously located atop the Purple Hotel to the Republic Bank building. They have been using a temporary facility ever since. The current proposal is the best and only option to cover the area.
- 2) How are these areas currently served? Mr. Shinkle explained that they have been operating a temporary facility when they relocated off the Purple Hotel. It is currently located in the back parking lot of the hotel property.
- 3) Has the applicant taken into consideration that the Purple Hotel development plans indicate a high rise hotel to the south of this location which would impact their southern coverage area? Mr. Shinkle explained that there will be no disruption or interference and that they have a signed lease with Neal Stein of North Capital Group, owner of the development site for the new hotel.
- 4) Has the applicant considered locating the facility within the ComEd right-of-way? Mr. Shinkle said that ComEd will not grant the consents required by the Village, and therefore, that the right-of-way has not been considered.
- 5) What other alternate sites were considered by the applicant and why are those other sites not viable? Mr. Shinkle explained that this is the closest spot to their previous tower that is not residentially zoned, and that he believes this site to be their best and only option.

Mr. Shinkle was asked if it is aesthetically possible to position the antenna farther back on the roof. Mr. Shinkle responded that the farther back you go, the higher the antenna has to be. The placement of the antenna is very important. Mr. Shinkle responded to Commissioner Yohanna's question about whether the antennas could be painted to make them less noticeable. Mr. Shinkle stated that Sprint would be willing to paint them any color that the Village wanted but noted that neutral colors work best and would be less obtrusive.

Chairman Eisterhold asked if anyone in the audience would like to speak on this Special Use. He noted that no one came forward.

Mr. Passman, the Village attorney, asked Mr. Shinkle if Sprint's proposal includes the repeal of their Special Use permit for the Republic Bank site. Mr. Shinkle confirmed that Sprint intends that the previously-issued approval for the Republic Bank site be repealed as part of the approval of the Special Use permit for the current proposal.

Motion to recommend approval of a Special Use for a New Wireless Communications Facility on an Existing Office Building and Variation to Exceed Maximum Permitted Panel Height was made by Commissioner Yohanna, and seconded by Commissioner Fishman.

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

Nay: None

Motion Approved: 6-0

VI. Public Hearing: Accessory Structures – Zoning Code Text Amendment

Mr. Cook commenced the presentation by noting that the draft language presented does summarize and capture the direction provided by the Plan Commission at the prior hearing, and that Staff recommends that the Commission vote upon the language proposed.

The Commission discussed the proposed text amendments, and noted that, currently, terraces and open patios are defined and regulated together but should be treated differently. There was much discussion as to the definition of a terrace and what should and shouldn't be allowed. It was the Commission's consensus to direct staff to come up with a clearer terrace definition. Front yard patios were also discussed. Currently, front yard patios are allowed. Staff will rework the language for terraces and patios per the Commission's suggestions.

The draft language for balconies was presented. The policy direction for balconies are as follows: 1) balconies shall be permitted on front and rear elevations; 2) they shall not exceed three feet from the front building elevation and four feet from the rear building elevations; 3) balconies shall not extend more than four feet into the required front and rear yards; and 4) the elimination of balconies as a Special Use.

Draft language of porches remains intact. Porch will be defined as an unenclosed structure that projects from the exterior wall of a building, has direct access to the street level, and is covered by a roof or eaves. Currently, porches are allowed at least four feet from a side and rear property lines.

Chairman Eisterhold asked if anyone in the audience would like to speak on this Special Use. He noted that no one came forward.

Motion to continue the public hearing to the Plan Commission meeting scheduled for Wednesday, June 25, 2014 was made by Commissioner Fishman, and seconded by Commissioner Goldfein.

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

Nay: None

Motion Approved: 6-0

VII. Public Hearing: Medical Cannabis Dispensaries and Cultivation Centers – Zoning Code Text Amendment

Staff presented a basic agenda to include a policy discussion, to deliberate which Zoning Districts are appropriate for cultivation centers and dispensaries, and the approval process to consider whether these should be a Permitted or Special Use. Staff presented example ordinances from Lake Bluff, Des Plaines, and Lake County. The Lake County Operational Standards were presented to provide a model of how other forms of government are regulating this matter.

State law on medical marijuana use is already in effect. There are no cultivation centers or dispensaries yet, but the first such businesses are expected to open no later than the early part of 2015. The statute states that local government may not unreasonably prohibit these uses; a blanket prohibition would not be compliant with this statute. The Plan Commission needs to contemplate these uses somewhere in the Village. There is a 2,500-foot distance requirement from residentially-zoned areas for cultivation centers. Since Lincolnwood is almost entirely residential, under state law, a cultivation centers could not be placed in the Village. According to the statute, there will only be one cultivation center in all of Cook County.

The proposed statute calls for 60 dispensaries to be dispersed around the state. There will be one dispensary in either Evanston Township or Niles Township. There are no residential distance requirements for dispensaries; the only distance requirement pertains to schools and day care centers. There are many potential locations around the Village where a dispensary could be situated. This should be the Village's focus. Mr. Passman's recommendation is to get some regulations on the books in the next few months to close any unintended loopholes in the current Zoning Ordinance.

The Commissioners discussed at great length whether this is a use that should be allowed in the Village given the size and density of the community. Commissioner Sampen questioned if this use should be regulated the same as drug stores and liquor stores.

There was a discussion as to the appropriateness of this use in great detail with some Commissioners opposed to this use and some Commissioners feel it is a medical need that should be available. By making it a Special Use and within a specific Zoning District, that would enable the Village to review each specific application.

Mr. Ionesco of 6657 North Crawford addressed the Commission with the statement that he doesn't believe that these uses will be problematic.

Commissioner Yohanna left the meeting at 10:10 p.m.

Motion to continue the public hearing to the Plan Commission meeting scheduled for Wednesday, June 25, 2014 was made by Commissioner Sampen, and seconded by Commissioner Fishman.

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

Nay: None

Motion Approved: 5-0

VIII. NEXT MEETING:

Chairman Eisterhold declared that the next Plan Commission meeting will be held on Wednesday, June 25, 2014.

IX. ADJOURNMENT:

Hearing no further business, **motion to adjourn** was made by Commissioner Fishman, and seconded by Commissioner Goldfein. Meeting adjourned at 10:15 p.m.

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

Nay: None

Motion Approved 5-0

Respectfully Submitted,

Kathryn M. Kasprzyk
Community Development Coordinator

DRAFT MEETING MINUTES OF THE
PLAN COMMISSION WORKSHOP
JUNE 25, 2014 – 7:00 P.M.

LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712

MEMBERS PRESENT:

Chairman Paul Eisterhold
Suzanne Auerbach
Irving Fishman
Patricia Goldfein
Steven Jakubowski
Don Sampen

MEMBERS ABSENT:

Mark Yohanna

STAFF PRESENT:

Timothy M. Clarke, Community Development Director
Aaron N. Cook, AICP, Community Development Manager
Hart Passman, Village Attorney, Holland & Knight

I. CALL TO ORDER

Chairman Eisterhold noted a quorum of five members and called the meeting to order at 7:05 p.m. Commissioner Jakubowski arrived at 7:18 p.m.

II. PLEDGE OF ALLEGIANCE

III. Public Hearing: Accessory Structures – Zoning Code Text Amendment

The Commissioners discussed the imperviousness of different materials and if the draft definitions for patios and terraces should be revised further to include brick pavers or stones.

The Commissioners next discussed at length whether a balcony should be three or four feet on the front elevation. The draft language currently states that balconies are to be three feet on the front elevation and four feet on the back elevation. After a straw vote, the Commissioners agreed to a four-foot balcony on the front and rear elevations.

Chairman Eisterhold asked if anyone in the audience would like to speak regarding this Public Hearing. Let the record state that no one came forward.

Motion to recommend approval to the Village Board to adopt the proposed amendments to the Zoning Ordinance, amended to: (i) add to the definitions of patios and terraces, “after an impervious surface or substantially impervious surface”; (ii) revise the permitted size of a balcony in front yards to extend four feet into a setback; and (iii) strike "eaves" from the definition of porch. Motion made by Commissioner Sampen, and seconded by Commissioner Fishman.

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

Nay: None

Motion Approved: 6-0

IV. Public Hearing: Medical Cannabis Dispensaries and Cultivation Centers – Zoning Code Text Amendment

Village Attorney, Hart Passman, addressed the Plan Commission on the need to have policy decisions in place regarding medical marijuana-related uses. Mr. Passman noted that the state law does not allow the Village to "unreasonably prohibit" such uses, but that the Village can restrict where they can be located within the Village. Mr. Passman noted that, in accordance with state law, there is no place in the Village where a cultivation center can be placed.

Mr. Passman continued that a dispensary could be located in the Village, and that according to the most-recent draft of state regulations, there will be one dispensary in either Evanston Township or Niles Township. The new regulations also prohibit location of dispensaries in exclusive-residential districts, but permit their location in business districts that may allow residential uses on upper floors - such as the Village's B-1 Traditional Business District. Mr. Passman noted that most communities have put restrictions on where dispensaries can be placed and are restricting them to light industrial areas versus retail districts to discourage their use.

The similarities between a drug store and a dispensary were discussed in detail. The Commissioners debated the possible exclusion of a dispensary when drug stores like Walgreens dispense narcotics as well. Commissioner Sampen stated his opinion that both are medical dispensaries. The Commission also discussed concerns related to tax revenue generation and traffic. The fact that marijuana is still illegal makes this a unique situation.

The Commissioners discussed whether a dispensary should be a Permitted Use, a Special Use, or a Prohibited Use. They went through the districts listed below one by one. There was agreement that a Special Use would make the most sense as they would like some oversight as to who would be the dispensary operator. Commissioner Sampen believes that they should have the same restrictions as a drug store. He also believes that people who have a medical need for medical marijuana should have the right to it and have relatively easy access to it.

After discussion, the Commissioners voted as follows with respect to each non-residential zoning district in the Village.

Medical Cannabis Dispensary

Zoning District	Permitted	Special Use	Prohibited
B-1 Traditional Business	0	4	2
B-2 General Business	0	1	5
B-3 Village Center PD	0	2	4
O Office	0	0	6
M-B Light Manufacturing/Business	0	2	4
M-B Retail Overlay	0	6	0

In addition, the Commission reached a consensus to amend the Zoning Code to state that, pursuant to state law, cultivation centers are prohibited throughout Lincolnwood. Mr. Passman will present a draft amendment that would authorize dispensaries as a Special Use in the B-1 and M-B Overlay Districts only.

The Commissioners then discussed possible additional standards, if any, for both cultivation centers and dispensaries. Examples of the additional standards discussed are found below with any specific comments regarding any of the additional standard types.

Additional Standard Type	Cultivation Center		Dispensary	
	Yes	No	Yes	No
Distance Requirements	X	X	5	1
Separation Between Same Uses	X	X	5	1
Single Use at a Property	X	X	5	1
Exterior Display Limitations	X	X	5	1
Signage Restrictions	X	X	6	0
Drive-Through Window Prohibition	X	X	6	0
Product Packaging Regulations	X	X	0	6
Security Plan Requirement	X	X	6	0
Onsite Conduct	X	X	5	1
Others:	X	X		

The Commissioners tentatively agreed to distance requirements of: 1,000 feet from schools, which is a state regulation; 500 feet from parks; 250 feet from residential uses; and 250 feet from houses of worship. They agreed to a one-mile separation between dispensaries. The Commission also agreed to include conditions pertain to hours of operation and parking restrictions.

Chairman Eisterhold asked if anyone in the audience would like to speak regarding this Public Hearing. No one came forward.

Motion to continue the public hearing to the Plan Commission meeting scheduled for Wednesday, July 23, 2014 was made by Commissioner Sampen, and seconded by Commissioner Jakubowski.

Aye: Sampen, Jakubowski, Auerbach, Fishman, Goldfein, and Eisterhold
Nay: None
Motion Approved: 6-0

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

Motion to continue the public hearing to the Plan Commission meeting scheduled for Wednesday, July 23, 2014 was made by Commissioner Sampen, and seconded by Commissioner Jakubowski.

Aye: Sampen, Jakubowski, Auerbach, Fishman, Goldfein, and Eisterhold
Nay: None
Motion Approved: 6-0

Commissioner Auerbach announced that she has tendered her resignation as a member of the Plan Commission.

VI. NEXT MEETING:

Chairman Eisterhold declared that the next Plan Commission meeting will be held on Wednesday, July 2, 2014.

VII. ADJOURNMENT:

Hearing no further business, **motion to adjourn** was made by Commissioner Sampen, and seconded by Commissioner Auerbach. Meeting adjourned at 9:30 p.m.

Aye: Sampen, Auerbach, Fishman, Goldfein, Jakubowski, and Eisterhold
Nay: None
Motion Approved: 6-0

Respectfully Submitted,

Kathryn M. Kasprzyk
Community Development Coordinator

DRAFT MEETING MINUTES OF THE
PLAN COMMISSION
JULY 2, 2014 – 7:00 P.M.

LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712

MEMBERS PRESENT:

Chairman Paul Eisterhold
Irving Fishman
Patricia Goldfein
Don Sampen
Mark Yohanna

MEMBERS ABSENT:

Steven Jakubowski

STAFF PRESENT:

Aaron N. Cook, AICP, Community Development Manager

I. CALL TO ORDER

Chairman Eisterhold noted a quorum of five members and called the meeting to order at 7:07 p.m.

II. PLEDGE OF ALLEGIANCE

III. Public Hearing: 6530 North Lincoln Avenue – Map Amendment, Special Uses, and Variations

Chairman Eisterhold swore in the Petitioners John Myefski and Shane Cary of Myefski Architects, and Mimi Salas and Patricia Godinez of Brickyard Bank.

Mr. Cook outlined the requested actions for Brickyard Bank. The Map Amendment is requested to solve a zoning map anomaly. The subject property is currently in both the B-1 Business/Residential Transition District and the M-B Light Manufacturing/Business District. The Petitioner would like to consolidate into the B-1 Zoning Business/Residential Transition District. The bank building is in one Zoning District and the parking lot is in another.

The first of two requested Special Uses is to relocate within the B-1 Business/Residential Transition Area. Banks are currently not permitted in the B-1 District. The Village Board last month approved a Text Amendment allowing existing nonconforming banks to move within this Zoning District via a Special Use. The second Special Use request is to allow a drive-through at this location. Any drive-through would require Special Use approval. Currently, there are seven banks and four other uses either approved or already in place that have drive-throughs.

Mr. Cook then presented the Variation requests. The first request is for perimeter landscaping along the southeast lot line. The Zoning Code requires an 8-foot perimeter landscape area, and they are proposing 4 1/2 feet. The second Variation concerns the foundation plantings in the area adjacent to the drive-through. Foundation plantings are required, but with the drive-through, there are practical difficulties of installing the plantings next to the building. The third request is for a fence Variation. A fence would have to be installed along the entire frontage of Lincoln Avenue between the building and the right-of-way. Staff believes this is intended to be regulation that is applicable to residential development and not for commercial. The fourth Variation is to permit a commercial development to exceed the maximum first floor area of 2,500-square feet. The 2,500-square foot maximum is believed to be intended to limit the size of any one space within a multi-tenant space. No one user should be dominant in a multi-tenant building. The fifth and final Variation is to remove the requirement for second floor residential use. There will be no residential units with this use.

Mr. Myefski, the Petitioner, submitted revised site plans to the Commission. The six curb cuts were reduced to three. They have reduced the curb cuts along Arthur Avenue from two to one. The perimeter landscape plan has been updated. They have provided more screening and separation than previously for the drive-through. They have narrowed the exit onto Lincoln Avenue for one-way traffic only. There will be no traffic turning in from Lincoln Avenue. There will be entrances on Hamlin and Arthur Avenues. Landscaping will be located across the building and around the perimeter which would sufficiently screen the building. The perimeter sidewalk was originally planned to be adjacent to the street, but now it will be placed adjacent to the property line.

The Petitioners will submit a detailed landscape plan at the time of permits. A photometric plan will be submitted at that time as well. All plans will be submitted with the date of July 2, 2014. All sidewalks will be new. There were no comments to the Petitioners' written answers on the applications. The Commissioners also agreed that with the number of positive changes, the Petitioners do not need to submit a traffic study.

Chairman Eisterhold asked if anyone in the audience would like to speak regarding this Public Hearing. Let the record state that no one came forward.

Motion to recommend approval was made by Commissioner Yohanna, and seconded by Commissioner Fishman for the following:

- A Map Amendment to consolidate the property into the B-1 Business/Residential Transition District;
- Special Use approval for the bank relocation and the installation of the drive-through;
- Variations approval including the reduction in the width of the landscaping on the southeast side from 8 feet to 4 1/2 feet, removal of the fencing requirement, drive-through plantings, and the removal of the required second floor residential use;

The motion was made with subject to the following conditions:

- Approval will also be based upon the plans dated July 2, 2014, subject to staff approval of a corrected floor plan, landscaping plan, and photometric plan, egress configuration approval from staff and IDOT, and signage approval. A full set of updated building and elevation plans are to be submitted in advance of Village Board consideration, and all other documents that were referenced be available before permit issuance; and
- Compliance with all police and fire recommendations.

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

Nay: None

Motion Approved: 5-0

IV. NEXT MEETING:

Chairman Eisterhold declared that the next Plan Commission meeting will be held on Wednesday, July 23, 2014.

V. ADJOURNMENT:

Hearing no further business, **motion to adjourn** was made by Commissioner Yohanna, and seconded by Commissioner Goldfein. Meeting adjourned at 7:59 p.m.

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

Nay: None

Motion Approved: 5-0

Respectfully Submitted,

Kathryn M. Kasprzyk
Community Development Coordinator

Agenda Item #4



**Staff Report
Plan Commission
July 23, 2014**

*(Continued from June 25, 2014 and June 11, 2014.
Also Discussed on May 7, 2014 and April 2, 2014)*

Subject Property: N/A (Text Amendment)

Zoning District: Non-Residentially Zoned and Non-Residentially Used Properties

Nature of Request: Consideration of possible Zoning Ordinance amendments governing medical cannabis-related uses.

Petitioner: Village Board

Summary:

At the June 25th Plan Commission meeting, the Commission provided staff and the Village Attorney direction relative to regulations for “Medical Cannabis Dispensary”. The Plan Commission also generally concluded that the Village should not adopt regulations relative to “Medical Cannabis Cultivation Centers”.

Attached are draft regulations prepared by the Village Attorney commensurate with the general direction provided by the Plan Commission at the June 25th meeting. The draft regulations are similar in nature and modeled after the Lake Bluff ordinance.

The draft regulations include permitting “Medical Cannabis Dispensary” as a Special Use in the B-1 General Business District and M-B District Retail Overlay District. Additional regulations include a list of application requirements, separation requirements, single-use requirement, exterior display limits, signage restrictions, hours of operation limits, drive-through window prohibition, and on-site conduct requirements.

An open item for discussion includes consideration of the appropriate off-street parking requirements. Off-street parking requirements adopted as part of the current Zoning Ordinance that may be applicable are found below:

<u>Land Use</u>	<u>Off-Street Parking Requirement</u>
“All commercial uses”	3.3 spaces per 1,000 square feet
“General retail sales”	3.3 spaces per 1,000 square feet

Attachments

1. Draft Zoning Ordinance Amendments
2. Lake Bluff Ordinance adopting Zoning Ordinance regulations
3. Village of Lincolnwood Zoning Map

DRAFT ZONING ORDINANCE TEXT AMENDMENTS

Medical Cannabis Uses

Section 2.02 Definitions:

Add the following new definitions:

MEDICAL CANNABIS CULTIVATION CENTER: A facility operated by an organization or business that is registered by the Illinois Department of Agriculture to perform necessary activities to provide only registered medical cannabis dispensaries with usable medical cannabis.

MEDICAL CANNABIS DISPENSARY: A facility operated by an organization or business that is registered by the Illinois Department of Financial and Professional Regulation to acquire medical cannabis from a registered medical cannabis cultivation center for the purpose of dispensing cannabis, paraphernalia, or related supplies and educational materials to registered qualifying patients (as that term is defined in the Illinois Compassionate Use of Medical Cannabis Pilot Program Act, 410 ILCS 130/1 *et seq.*).

Table 4.01.1 Permitted and Special Uses in All Zoning Districts:

Add the following use category and new Note 9:

Use Category	Zoning Districts										
	Residential				Business				Manufacturing/ Business	Public	Standard
	R-1	R-2	R-3	R-4	B-1	B-2	B-3 PD	O-1	M-B	P	
COMMERCIAL											
<u>Medical Cannabis Dispensary</u>	=	=	=	=	<u>S</u>	=	=	=	<u>S (Note 9)</u>	=	<u>§ 4.07(16)</u>

Note 9: Medical Cannabis Dispensaries are only permitted within that portion of the M-B District located within the MBROZ Overlay Zone, and only upon issuance of a special use permit therefor.

Section 4.07 Additional Use Standards for Business and Office Districts:

“4.07. Additional Use Standards for Business and Office Districts:

* * *

(16) Medical Cannabis Uses.

- (a) Definitions. For purposes of this Section 4.07(16), any term not defined in this Zoning Ordinance shall have the meaning set forth in the Illinois Compassionate Use of Medical Cannabis Pilot Program Act, 410 ILCS 130/1 et seq. ("Medical Cannabis Act").
- (b) Medical Cannabis Cultivation Centers Prohibited. Pursuant to Section 105(c) of the Medical Cannabis Act, medical cannabis cultivation centers may not be located within 2,500 feet of the property line of a pre-existing public or private preschool or elementary or secondary school or day care center, day care home, group day care home, part day child care facility, or an area zoned for residential use. Accordingly, medical cannabis cultivation centers are prohibited throughout the Village.
- (c) Standards for Approval. The Village shall not issue a special use permit for a medical cannabis dispensary that does not satisfy, at a minimum, the standards and requirements set forth in this Section 4.07(16).
- (d) Additional Application Requirements. In addition to the requirements set forth in Article V of this Zoning Ordinance for special use permits, applicants for a special use permit for a medical cannabis dispensary must submit the following additional documents and information:
- i. A statement containing the name, address, and telephone number of all officers, directors, partners, managers, and owners of at least five percent of the stock or equitable or beneficial interest of the applicant;
 - ii. A complete statement of the legal entity of ownership of the applicant;
 - iii. A statement of whether the applicant, or any of the persons identified in the statement required pursuant to Section 4.07(16)(d)(i) of this Zoning Ordinance, have operated or are currently operating any medical cannabis cultivation centers or medical cannabis dispensaries, and if so:
 - A. The location(s) of those facilities;
 - B. A statement of whether the operator or any of the persons identified have been cited or found liable by any unit of government for any violations of law in connection with the operation of those facilities;

Additions are bold and double-underlined; deletions are struck through.

C. A statement of whether any license or certification issued for those facilities to the operator or any of the persons identified has been suspended or revoked.

iv. Identification of all lenders (secured or unsecured) and secured creditors of the applicant;

v. A statement of whether the applicant, or any of the persons identified in the statement required pursuant to Section 4.07(16)(d)(i) of this Ordinance, has ever been convicted of a felony under the laws of the United States or any political subdivision thereof, and if so, the particulars of such conviction;

vi. A proposed sign plan, which plan must comply with regulations set forth in Section 4.07(16)(h) of this Ordinance; and

vii. A proposed security plan, as required pursuant to Section 4.07(16)(k) of this Ordinance.

(e) Restricted Locations. No medical cannabis dispensary shall be located on any lot that is: (i) less than 250 feet from any lot located in a Residential Zoning District; (ii) less than 250 feet from any lot used for a pre-existing religious institution; (iii) less than 500 feet from any lot located in the P Public Open Space - Recreation - Park Zoning District; (iv) less than 1000 feet from any lot used for a pre-existing public or private preschool or elementary or secondary school or day care center, day care home, group day care home, or part day child care facility; or (v) less than one mile from any other existing and operating medical cannabis dispensary. The distance requirements set forth in this Section 4.07(16)(c) are to be measured from lot line to lot line.

(f) Single Use Property. No medical cannabis dispensary shall be established in a multiple use or multiple-tenant property, or on a site that shares parking with other uses.

(g) Exterior Display.

i. No medical cannabis dispensary shall be maintained or operated in a manner that causes, creates or allows the public viewing of medical cannabis, medical cannabis infused products or cannabis paraphernalia or similar products from any sidewalk, public or private right-of-way or any property other than the lot on which the dispensary is located.

Additions are bold and double-underlined; deletions are struck through.

- ii. No portion of the exterior of the dispensary shall utilize or contain any flashing lights, search lights, spot lights, or any similar lighting system.
- (h) Signage. Notwithstanding any provision of this Zoning Ordinance to the contrary, the following signage requirements are required for medical cannabis dispensaries:
 - i. All commercial signage for a medical cannabis dispensary shall be limited to one flat wall sign not to exceed 10 square feet in area, and one identifying sign, not to exceed two square feet in area, which may only include the dispensary address.
 - ii. No signs may be directly illuminated.
 - iii. Exterior signs on the dispensary building shall not obstruct the entrance or windows on the dispensary.
 - iv. Electronic message boards and temporary signs are not permitted in connection with a dispensary.
 - v. Signage shall not contain cannabis imagery such as cannabis leaves, plants, smoke, paraphernalia, or cartoonish imagery oriented toward youth, or language referencing cannabis.
- (i) Hours of Operation. Medical cannabis dispensaries shall operate only between 6:00 a.m. and 8:00 p.m.
- (j) Drive-Through Windows and Facilities Prohibited. Medical cannabis dispensaries shall not have drive-through facilities or provide drive-through service.
- (k) Security and Video Surveillance. Each medical cannabis dispensary must provide security and video surveillance: (i) as required by applicable state laws and regulations; and (ii) in conformance with a security plan approved in advance by the Village Chief of Police.
- (l) On-Site Conduct.
 - i. Loitering is prohibited on any lot used for medical cannabis dispensary.
 - ii. It shall be prohibited to smoke, inhale or consume cannabis products in the medical cannabis dispensary or anywhere on the lot used for the dispensary.

Additions are bold and double-underlined; deletions are struck through.

(m) Insurance Required. The Village shall not issue a special use permit for a medical cannabis dispensary unless the applicant has procured comprehensive general liability and property insurance policies, in minimum amounts of \$5,000,000 in aggregate, which policies must name the Village as an additional insured party."

Section 4.08 Additional Use Standards for M-B Light Manufacturing/Business District:

“4.08. Additional Use Standards for M-B - Light Manufacturing/Business District:

* * *

(6) Medical Cannabis Dispensaries. Medical Cannabis Dispensaries located in any M-B District are allowed only within the MBROZ Overlay Zone, and only upon issuance of a special use permit therefor. Medical Cannabis Dispensaries are subject to the standards set forth in Section 4.07(16) of this Zoning Ordinance."

Table 7.10.01 Off-street parking schedule:

Use Category	Required Parking Spaces
Commercial Uses	
<u>Medical Cannabis Dispensary</u>	<i>[FOR DISCUSSION - Default in Zoning Ordinance is 3.3 spaces per 1,000 square feet of gross floor area]</i>

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Additions are bold and double-underlined; ~~deletions are struck through.~~

**AN ORDINANCE AMENDING THE LAKE BLUFF ZONING REGULATIONS
TO ESTABLISH MEDICAL CANNABIS DISPENSARIES AS A SPECIAL USE
IN THE L-1 LIGHT INDUSTRY DISTRICT**

WHEREAS, Section 10-7A-2 of the Village's Zoning Regulations establishes permitted and special uses in the L-1 Light Industry District, which uses are listed in the Zoning Use Table at Section 10-13-3 of the Zoning Regulations; and

WHEREAS, the Illinois Compassionate Use of Medical Cannabis Pilot Program Act ("Act") establishes a four-year pilot program ("**Program**") for the purpose of authorizing the cultivation and dispensing of medical cannabis to qualifying patients within the state of Illinois; and

WHEREAS, the Act provides for the registration and establishment of certain facilities relating to the operation of the Program, including medical cannabis dispensing organizations authorized to fulfill medical cannabis prescriptions ("**Dispensaries**") and medical cannabis cultivation centers authorized to grow medical cannabis ("**Cultivation Centers**") (collectively, "**Distribution Facilities**"); and

WHEREAS, the Act authorizes the Illinois Department of Financial and Professional Regulation to register up to 60 Dispensaries, which must comply with certain location restrictions under the Act, including that Dispensaries: must be "geographically dispersed" within the state; may not be located within 1,000 feet of the property line of a pre-existing public or private preschool or elementary or secondary school or day care center, day care home, group day care home, or part day child care facility; and may not be located in a house, apartment, condominium, or an area zoned for residential use; and

WHEREAS, the Act authorizes the Illinois Department of Agriculture to register up to 22 Cultivation Centers, which must comply with certain location restrictions under the Act, including that: no more than one Cultivation Center may be registered within any Illinois State Police District Boundary; no Cultivation Center may be located within 2,500 feet of the property line of a pre-existing public or private preschool or elementary or secondary school or day care center, day care home, group day care home, part day child care facility, or an area zoned for residential use, and that Cultivation Centers must be enclosed, locked facilities accessible only by agents working for the Cultivation Center; and

WHEREAS, the Act authorizes units of local government to enact reasonable zoning ordinances or resolutions not in conflict with the Act or its related administrative rules, provided that no unit of local government, including home rule units, may either regulate Dispensaries or Cultivation Centers other than as provided in the Act, or unreasonably prohibit the cultivation, dispensing, and use of medical cannabis authorized by the Act; and

WHEREAS, Village staff have evaluated the location restrictions applicable to Dispensaries and Cultivation Centers under the Act and determined that those location restrictions would preclude the operation of a Cultivation Center within the Village but would allow Dispensaries in certain parts of the Village's L-1 Light Industry District; and

WHEREAS, pursuant to Resolution 2012-66, the President and Board of Trustees directed the Joint Plan Commission and Zoning Board of Appeals of the Village (the "**PCZBA**") to evaluate the classification of Distribution Facilities and recommend whether

Distribution Facilities should be considered special uses under the Village’s Zoning Code, as well as any other related regulations as may be necessary, important, or beneficial to the Village (“**Proposed Amendments**”); and

WHEREAS, pursuant to the direction of the Village Board, the PCZBA, pursuant to proper notice, conducted a public hearing to consider the Proposed Amendments on January 15, 2014, which hearing continued on March 5, 2014 and March 19, 2014, and concluded on April 16, 2014; and

WHEREAS, at the close of the public hearing, pursuant to Section 10-2-9D3 of the Zoning Regulations, the PCZBA recommended that the Village Board approve the Proposed Amendments as set forth in this Ordinance; and

WHEREAS, the Board of Trustees has determined that adoption of the Proposed Amendments as set forth in this Ordinance is in the best interests of the Village;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LAKE BLUFF, LAKE COUNTY, ILLINOIS, AS FOLLOWS:

Section 1. Recitals.

The foregoing recitals are incorporated herein as findings and determinations of the Board of Trustees.

Section 2. Public Hearing.

A public hearing on the Proposed Amendments was duly advertised on or before December 30, 2013 in the *News-Sun*. The public hearing was commenced by the PCZBA on January 15, 2014, continued on March 5, 2014 and March 19, 2014, and concluded on April 16, 2014, on which date the PCZBA recommended that the Board of Trustees adopt the Proposed Amendments.

Section 3. Amendment to the Zoning Use Table

Pursuant to Section 10-2-9 of the Zoning Regulations, the text of Section 10-13-3 of the Zoning Regulations is hereby amended to include "Medical Cannabis Dispensary" as a special use in the L-1 Light Industry District by inserting the following entry in correct alphabetical order as follows:

Use Category	SIC Code*	ZONING DISTRICTS														
		<i>P = Permitted Use</i>										<i>S = Special Use</i>				
		Residential								Commercial/Non-residential						
C-E	E-1	E-2	R-1	R-2	R-3	R-4	R-5	R-6	CBD	O&R	AP-1	L-1	L-2	S	R	
<u>Medical Cannabis Dispensary</u>													<u>S</u>			

Section 4. Amendments to Section 10-4-2E2b of the Zoning Regulations

Pursuant to Section 10-2-9 of the Zoning Regulations, the text of Section 10-4-2E2b of the Zoning Regulations is hereby amended to include the following conditions specific

to Medical Cannabis Dispensing Organizations by inserting the following entry in correct alphabetical order as follows:

“10-4-2: STANDARDS, USE RESTRICTIONS
GENERALLY:

* * *

E. Special Uses:

* * *

2. Protective Restrictions and Conditions:

* * *

b. Conditions Specific to Certain Special Uses: In addition to any protective restrictions and conditions imposed by the village board pursuant to this subsection E2, the following special uses are subject to the following additional conditions:

* * *

Medical Cannabis Dispensaries: All medical cannabis dispensaries shall be subject to the following conditions and restrictions:

- 1) **Definitions: For purposes of this Subsection, the following terms shall have the following meanings:**
 - a. **Cardholder: a qualifying patient or a designated caregiver who has been issued and possesses a valid registry identification card by the Department of Public Health pursuant to the Compassionate Use of Medical Cannabis Pilot Program Act, 410 ILCS 130/1 et seq.**
 - b. **Designated caregiver: a person who: (1) is at least 21 years of age; (2) has agreed to assist with a patient’s medical use of cannabis; (3) has not been convicted of an excluded offense; and (4) assists no more than one registered qualifying patient with his or her medical use of cannabis.**
 - c. **Enclosed, locked facility: a room, building or other enclosed are equipped with locks or other security devices that permit access only by a cultivation center’s agents or a dispensing organization’s agent working for the registered cultivation center or the registered dispensing**

organization to cultivate, store, and distribute cannabis for registered qualifying patients.

- d. Medical cannabis infused product: food, oils, ointments, or other products containing usable cannabis that are not smoked.
- e. Medical cannabis container: a sealed, traceable, food compliant, tamper resistant, tamper evident container or package used for the purpose of containing medical cannabis from a cultivation center to a dispensing organization
- f. Medical cannabis cultivation center: a facility operated by an organization or business that is registered by the Illinois Department of Agriculture to perform necessary activities to provide only registered medical cannabis dispensing organizations with usable medical cannabis.
- g. Medical cannabis dispensing organization: “dispensing organization”, or “dispensary organization” or “dispensary”: a facility operated by an organization or business that is registered by the Illinois Department of Financial and Professional Regulation to acquire medical cannabis from a registered cultivation center for the purpose of dispensing cannabis, paraphernalia, or related supplies and educational materials to registered qualifying patients.
- h. State rules and regulations: all Illinois statutes, regulations, and other requirements of law applicable to medical cannabis cultivation centers and dispensing organizations, including without limitation the provisions of all applicable state law, including without limitation the Illinois Compassionate Use of Medical Cannabis Pilot Program Act, 430 ILCS 130/1 et seq., the Illinois Drug Paraphernalia Control Act, 720 ILCS 600/1 et seq., and all rules and regulations adopted in accordance thereto.”

2) Minimum Distance from Protected Uses:

No medical cannabis dispensary shall be established, maintained, or operated on any lot that has a property line within 1,000 feet of the property

line of a pre-existing public or private preschool or elementary or secondary school or day care center, day care home, group day care home, or part day child care facility. For the purposes of this Paragraph 1, distances shall be measured in a straight line, without regard to intervening structures or objects, from the nearest point on the property line of the lot on which the medical cannabis dispensary is located, to the nearest point on any property line of any use identified in this paragraph.

- 3) Site Plan Review: Approval by the village's architectural board of review of a site plan and supporting plans (to scale), pursuant to the procedures set forth in Section 10-2-8 of this title, shall be required prior to the establishment, maintenance, or operation of a medical cannabis dispensary.
- 4) Compliance With State Rules and Regulations: All medical cannabis dispensaries shall comply with all applicable State Rules and Regulations.
- 5) Single Use Property: No medical cannabis dispensary shall be established in a multiple use or multiple-tenant property or on a site that shares parking with other uses.
- 6) Setbacks: Setbacks for a medical cannabis dispensary must be consistent with the required setbacks of the applicable zoning district.
- 7) Buffering from Other Medical Cannabis Dispensaries: Each medical cannabis dispensary shall be located a minimum of 1,000 feet from all other medical cannabis dispensaries as measured from the applicable property lines.
- 8) Parking:
 - a. Parking shall be located in an area which is visible from a public road or private road that is accessible to the public.
 - b. Parking areas shall be screened as required by the applicable zoning district and in compliance with the State Rules and Regulations.

9) Exterior Display:

- a. No medical cannabis dispensary shall be maintained or operated in a manner that causes, creates or allows the public viewing of medical cannabis, medical cannabis infused products or cannabis paraphernalia or similar products from any sidewalk, public or private right-of-way or any property other than the lot on which the dispensary is located.
- b. No portion of the exterior of the dispensary shall utilize or contain any flashing lights, search lights, spot lights, or any similar lighting system.

10) Signage: Notwithstanding any contrary provisions of this code, the following signage requirements are required for medical cannabis dispensaries:

- a. All commercial signage for a medical cannabis dispensary shall be limited to one flat wall sign not to exceed 10 square feet in area, and one identifying sign, not to exceed two square feet in area, which may only include the dispensary address.
- b. No signs may be directly illuminated.
- c. Exterior signs on the dispensary building shall not obstruct the entrance or windows on the dispensary.
- d. Electronic message boards and temporary signs are not permitted in connection with a dispensary.
- e. Signage shall not contain cannabis imagery such as cannabis leaves, plants, smoke, paraphernalia, or cartoonish imagery oriented toward youth, or language referencing cannabis.

11) Hours of Operation: Medical cannabis dispensaries shall operate only between 6:00 a.m. and 8:00 p.m.

12) Drive-Through Windows: Medical cannabis dispensaries shall not have drive-through facilities or provide drive-through service.

13) Security and Video Surveillance:

- a. Each medical cannabis dispensary must provide security and video surveillance as required by the State Rules and Regulations.

14) Conduct On Site

- a. Loitering is prohibited on the dispensary property
- b. It shall be prohibited to smoke, inhale or consume cannabis products in the medical cannabis dispensary or anywhere on the property occupied by the dispensary.”

Section 5. Effective Date.

This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this ____ day of _____, 2014, by vote of the Board of Trustees of the Village of Lake Bluff, as follows:

AYES:

NAYS:

ABSTAIN:

ABSENT:

APPROVED this ____ day of _____, 2014.

Village President

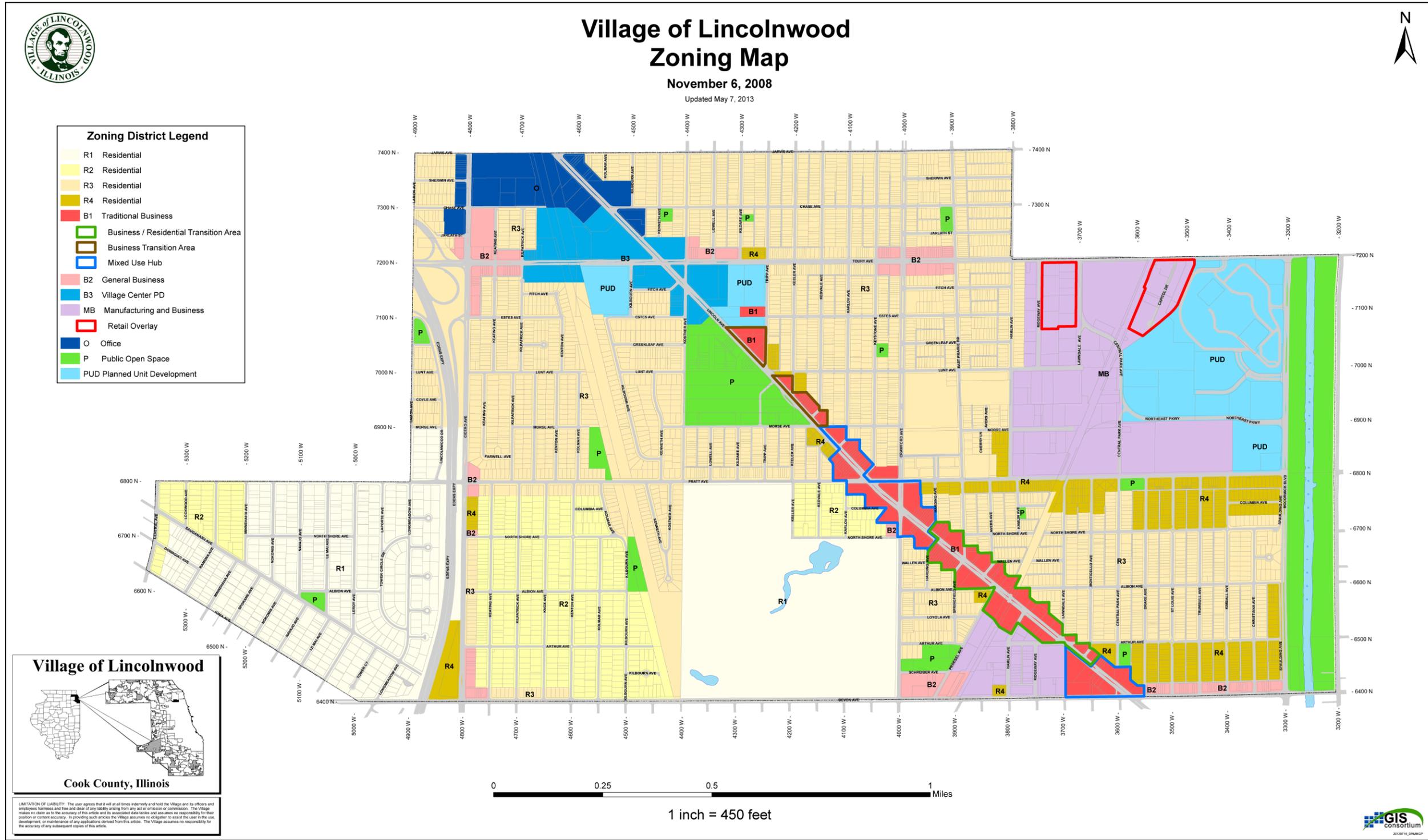
ATTEST:

Village Clerk

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ZONING

15 Attachment 5





MEMORANDUM

TO: Chairman Eisterhold
Members of the Plan Commission

FROM: Aaron N. Cook, AICP
Development Manager

DATE: July 18, 2014

SUBJECT: **Comprehensive Plan Amendment – Review of Lincoln Avenue Task Force Report** (Continued from June 25, 2014, April 23, 2014, April 2, 2014, February 26, 2014, January 22, 2014, December 4, 2013, October 23, 2013, and September 11, 2013)

Note: Below is the summary provided at the June 25, 2014 Plan Commission meeting. At this meeting, the Plan Commission continued this matter without discussion to the July 23, 2014 meeting.

At the April 23rd Plan Commission meeting, staff was given direction to identify the areas of the Lincoln Avenue Task Force (LATF) Report which the Commission should focus on first. Staff believes beginning with the Second Section of Recommendations, “Development Regulations and Design Standards” is appropriate. This section contains the LATF Report recommendation relative to residential development. The LATF Report “Executive Summary” and “Vision for the New Lincoln Avenue Corridor” contain statements encouraging the development of residential along Lincoln Avenue.

As you recall, the Committee of the Whole (COTW) at their July 16, 2013 meeting directed specific review of residential development along Lincoln Avenue. Trustee Cope indicated his concern over residential developments along Lincoln Avenue include excessive building height, increased traffic generation, and decreased property values.

The COTW directed the Plan Commission to hold a Public Hearing to fully review the Lincoln Avenue Task Force Report. However, the referral originated with a discussion to possibly prohibit residential developments along Lincoln Avenue. The Plan Commission should be prepared to address fully the LATF Report recommendations relative to modify land use codes

and encourage new uses; however, given the origins of this matter, staff believes the discussion should begin with deliberation on residential uses within the corridor. Two subsections specifically address residential as an encouraged land use. Below is a brief summary and excerpt of these references.

Modify Land Use Codes to Encourage New Uses

The first recommendation of the “Development Regulations and Guidelines” is to modify land use codes to encourage new uses. Within this section, the report encourages mixed use development with residential uses on upper floors. The LATF Report encourages housing as an infill land use between designated business hubs. Below are excerpts from the LATF Report addressing the recommendation to allow housing:

“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.”

“...development of in-fill housing between business hubs would visually extend the Village’s residential neighborhood into the corridor, thereby accentuating the residential persona of the community.”

The recommendation of the LATF relative to modify land use codes to encourage new uses is: *“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

The second recommendation of the “Development Regulations and Guidelines” is to designate business district hubs. Within this section, the report encourages the establishment of business hubs in the areas at the intersections of Lincoln-Touhy, Lincoln-Pratt-Crawford, and Devon-Lincoln. The LATF Report encourages residential units above ground floor in the Lincoln-Touhy Business Hub and Lincoln-Pratt-Crawford Business Hub. Below are excerpts from the LATF Report addressing the recommendation to allow housing:

Lincoln-Touhy Business Hub

“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.”

Lincoln-Pratt-Crawford Business Hub

“Two floors of residential units above the ground floor are also suggested for this area.”

The recommendation of the LATF relative to designate business district hubs is: *“Modify the Village Zoning Code to designate and regulate uses and encourage development in newly established business district hubs.”*

Update on Moratorium: The Plan Commission forwarded to the Village Board a recommendation to not enact a moratorium on residential development along Lincoln Avenue.

At the Village Board meeting of June 17th, the Village Board directed the Village Attorney to prepare an Ordinance enacting a moratorium for a period of 180 days. It is expected that this Ordinance will be prepared and presented to the Village Board at their July 15th regular meeting.

Conclusion

While this referral from the Village Board is to review the entire LATF Report, given the pending moratorium on residential development, the Plan Commission should review and comment on the LATF Report recommendations relative to residential. The recommendations of the LATF Report have been incorporated into the Village's Zoning Code. 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.

Staff has attached to this memorandum, two PowerPoint presentations that were used during the LATF Report process. These will also be available at the June 25, 2014 Plan Commission meeting.

Attachments:

1. 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
2. PowerPoint Presentation: "Lincoln Avenue Corridor - LATF Report and Recommendations"
3. PowerPoint Presentation: "Lincoln Avenue Corridor Urban Design Plan & Design Guidelines" prepared by Land Vision, Inc.

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.

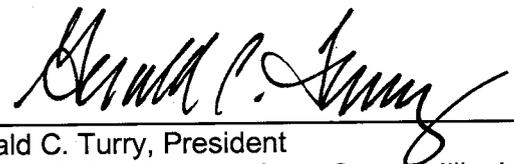
AYES: Trustees Froman, Heidtke, Lebovits, Elster, Sprogis-Marohn
and Leftakes

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.

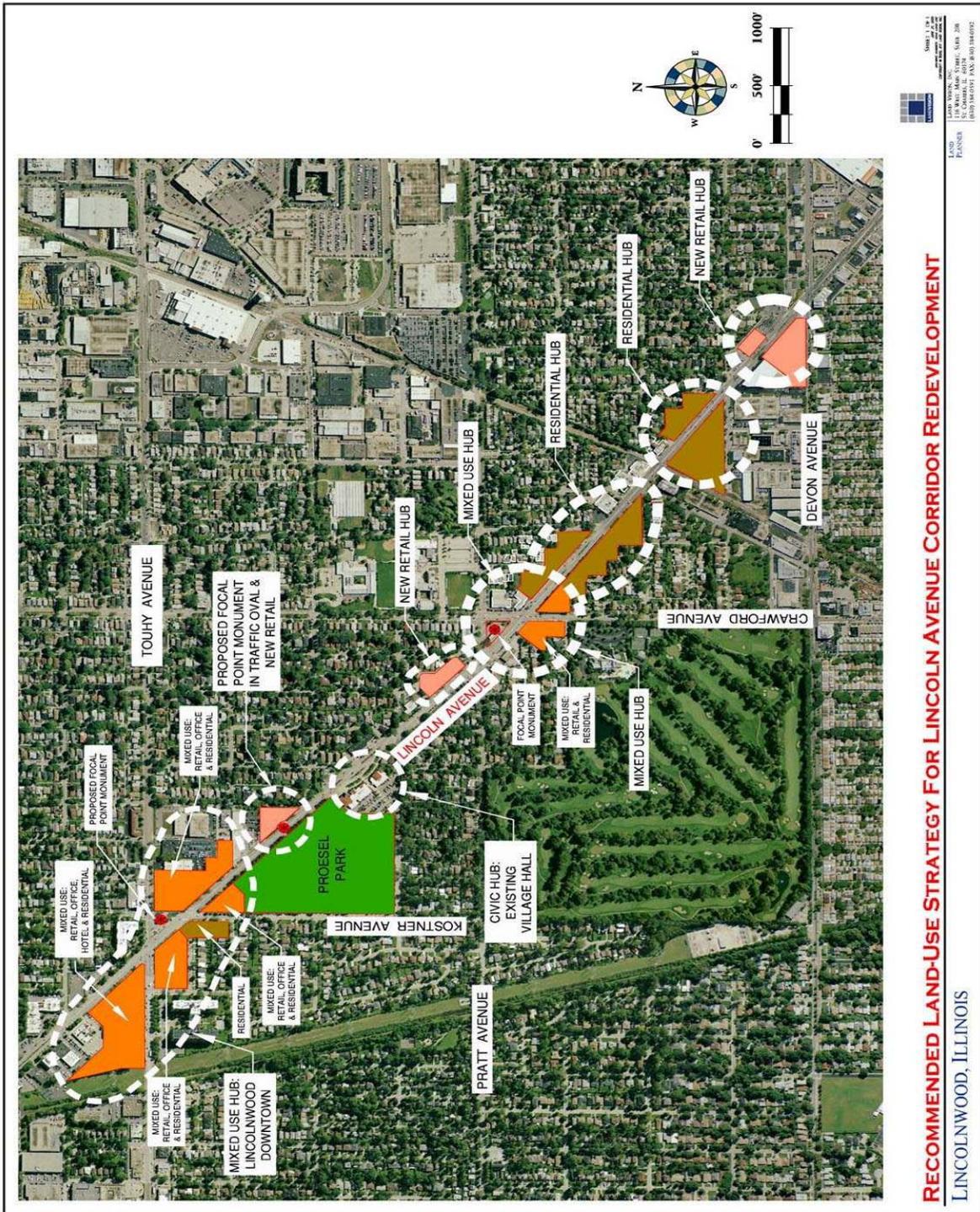


Figure A: Recommended Corridor Redevelopment Strategy

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.

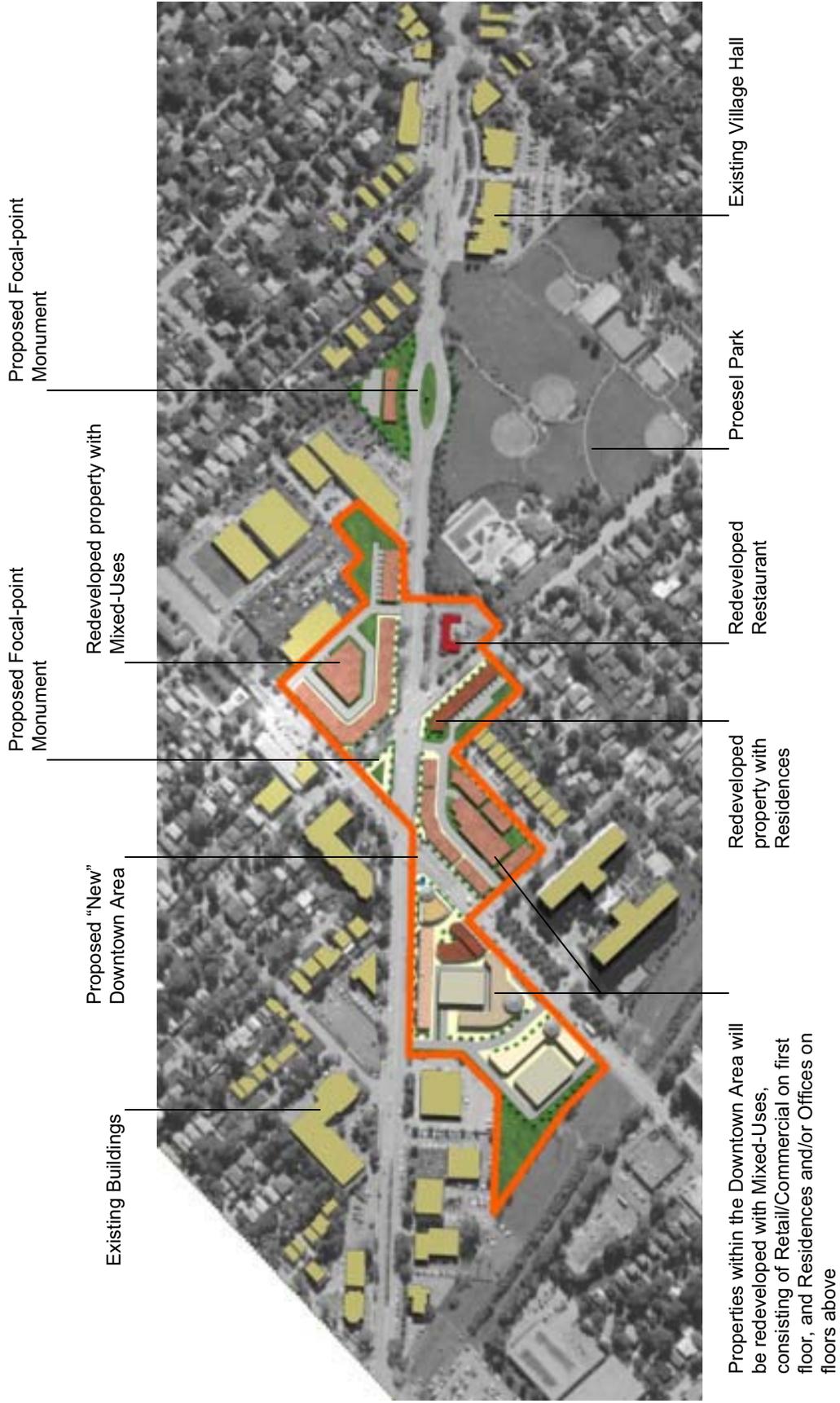


Figure B1: Illustrative Corridor Plan: North
 (Note: All site plans in this exhibit are shown for illustration only. Developers seeking to redevelop properties will follow the urban design guidelines)

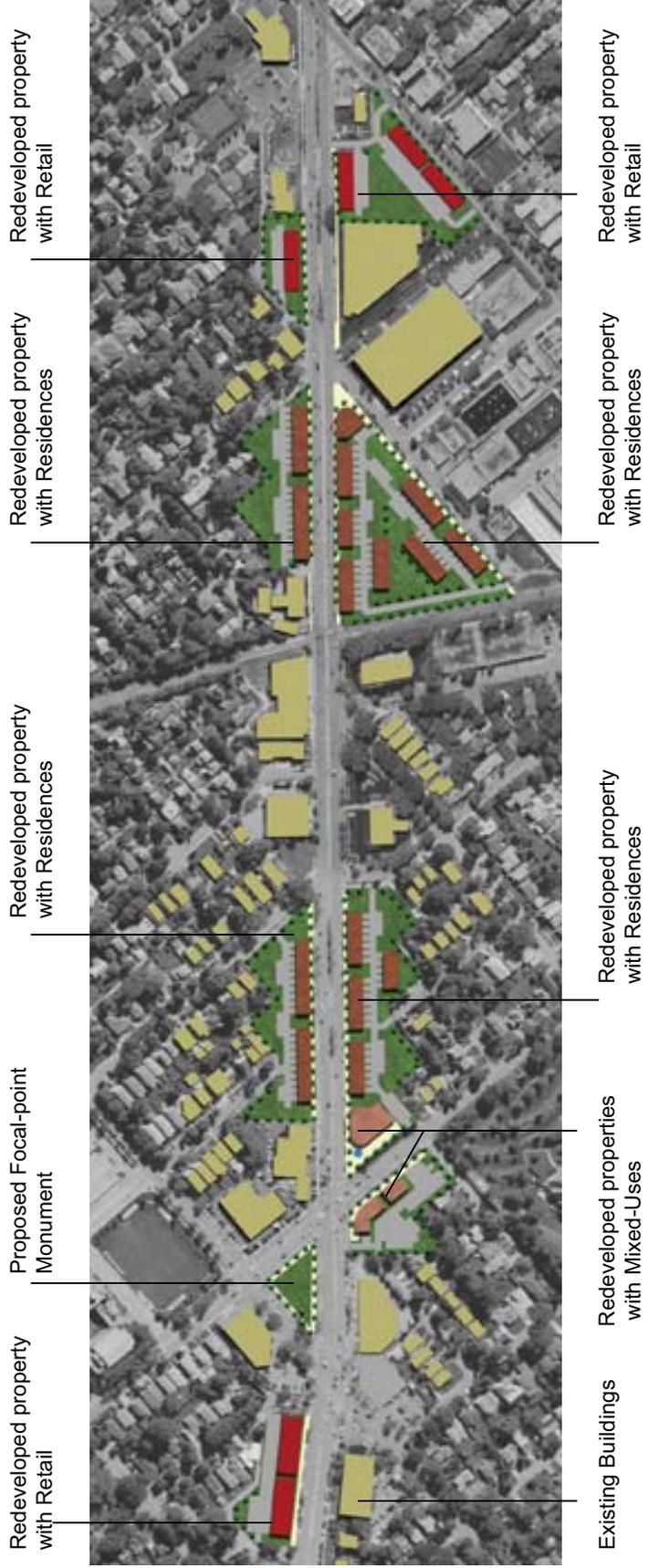


Figure B2: Illustrative Corridor Plan: South
 (Note: All site plans in this exhibit are shown for illustration only. Developers seeking to redevelop properties will follow the urban design guidelines)

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

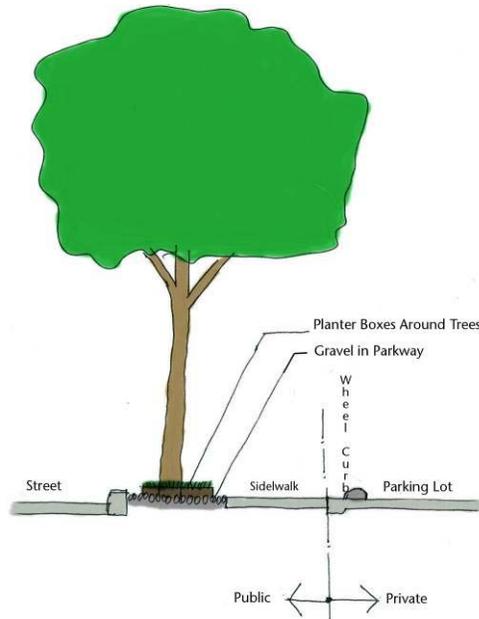
The use of these guidelines will vary from one section of the corridor to another. They are presented as illustrations that show the existing conditions needing improvement and the recommended guidelines to achieve better urban design. The guidelines also cover the interface where the private property 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*

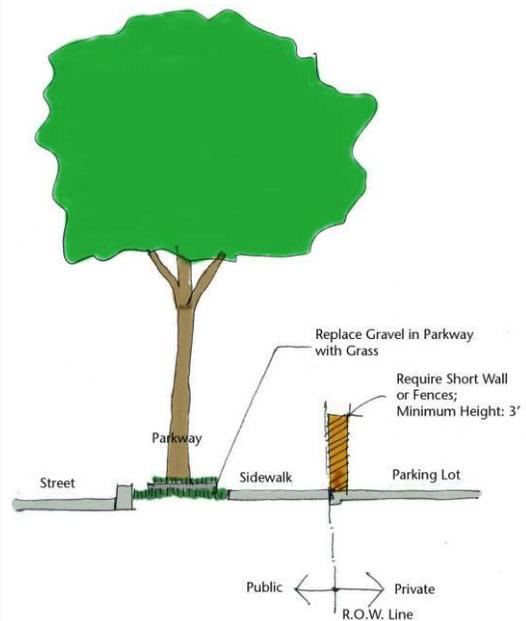
- Existing parkway has materials other than grass, and only wheel-stops exist between the sidewalk and adjoining parking lot

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

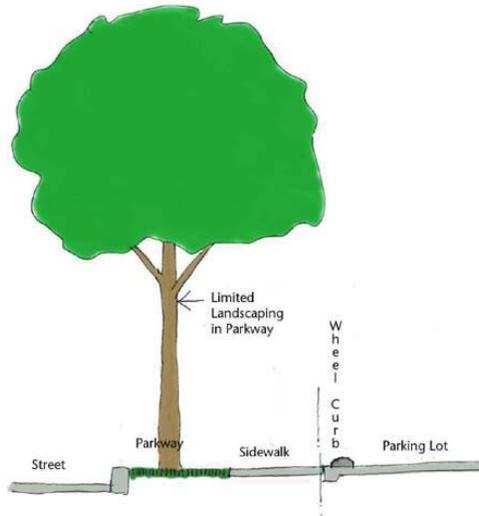
Figure 1A: RECOMMENDED GUIDELINES



- 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

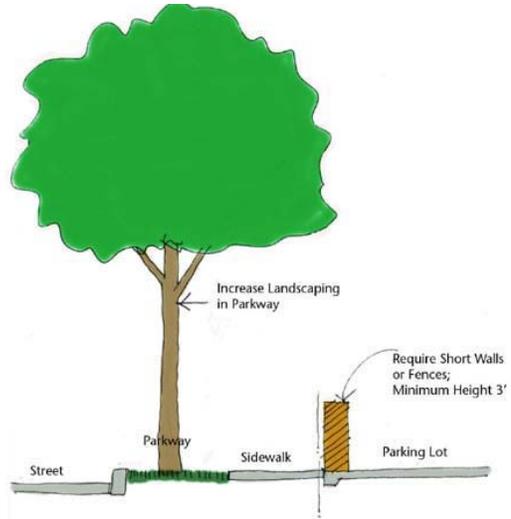
- Existing parkway has limited number of trees and like the first condition has no significant barrier between the sidewalk and the adjoining parking lot

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



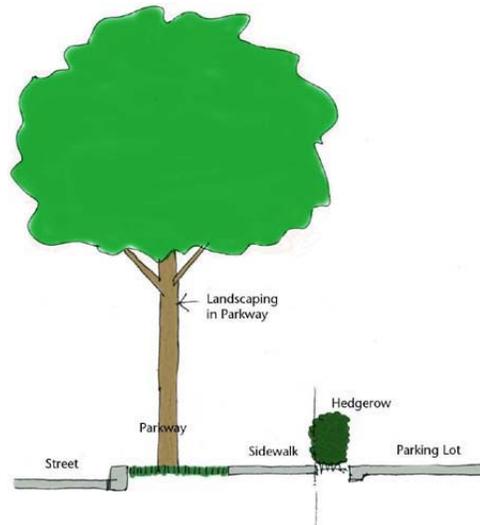
- Increase the number of trees in the parkway to be no more than 25' apart
- As in Recommendation 1, require short walls at the edge of the private property

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

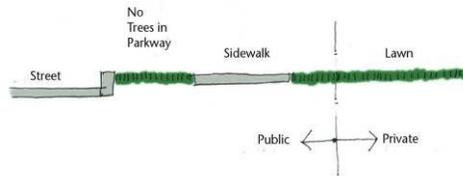
Figure 3A: RECOMMENDED GUIDELINES



- 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

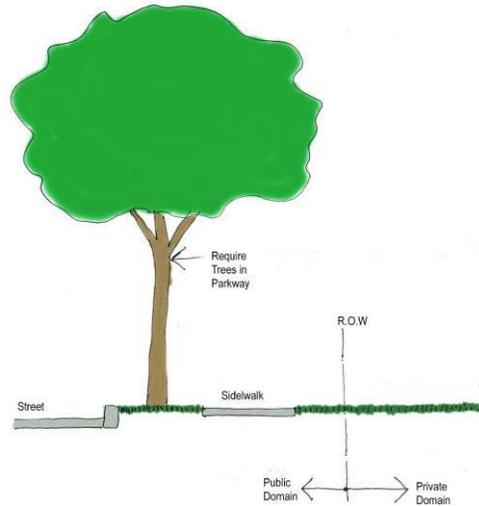
4. Existing parkway has no (or few) trees and the adjoining property has no parking lot

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

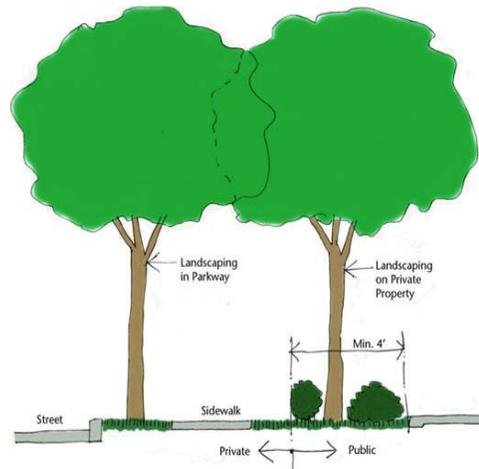
5. Ideal Condition for Landscaping on Private Property

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)

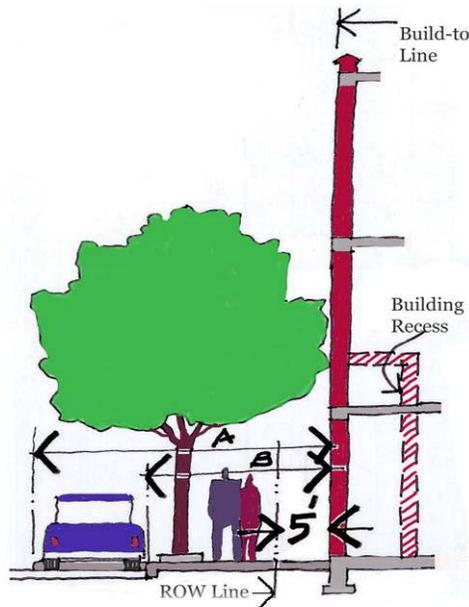


Figure 6: Illustrative Guidelines for Redevelopment of Properties

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)

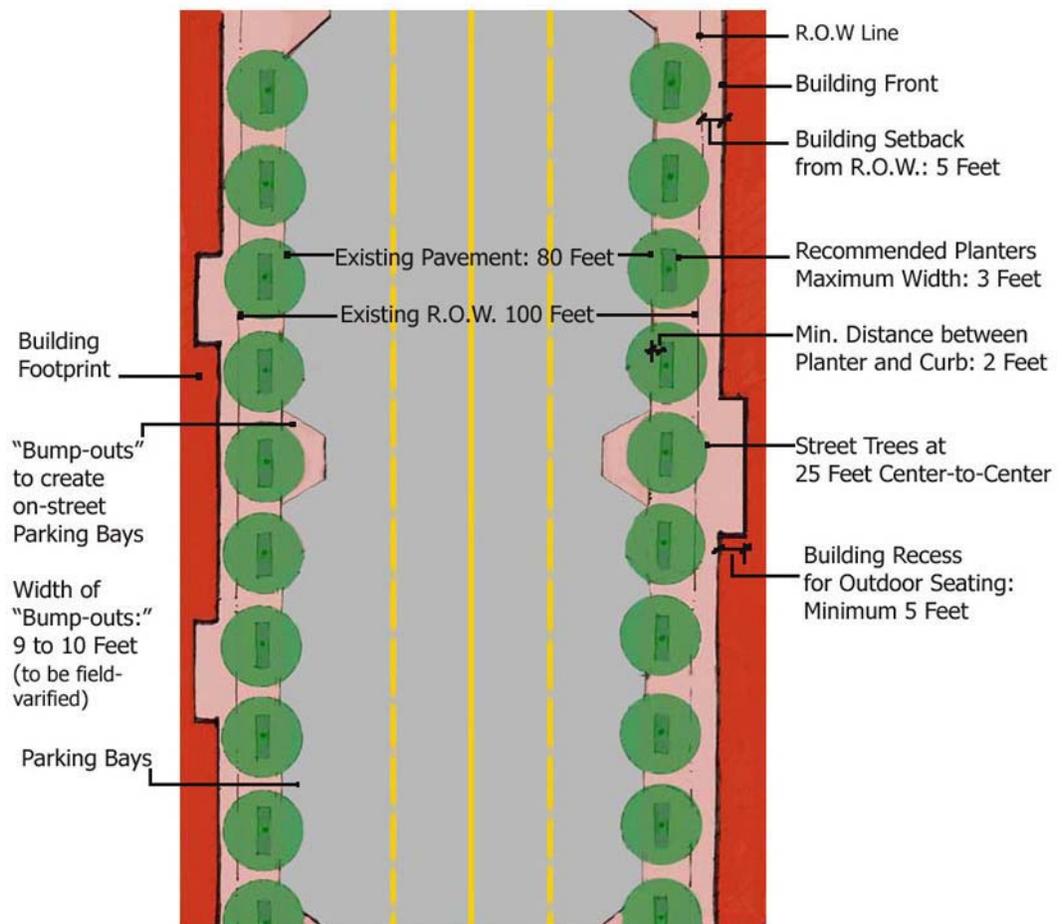


Figure 7: Lincoln Avenue Corridor Redevelopment Guidelines
 (Note: These guidelines also apply to Touhy Avenue Redevelopment, in proximity to Lincoln Avenue)

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.

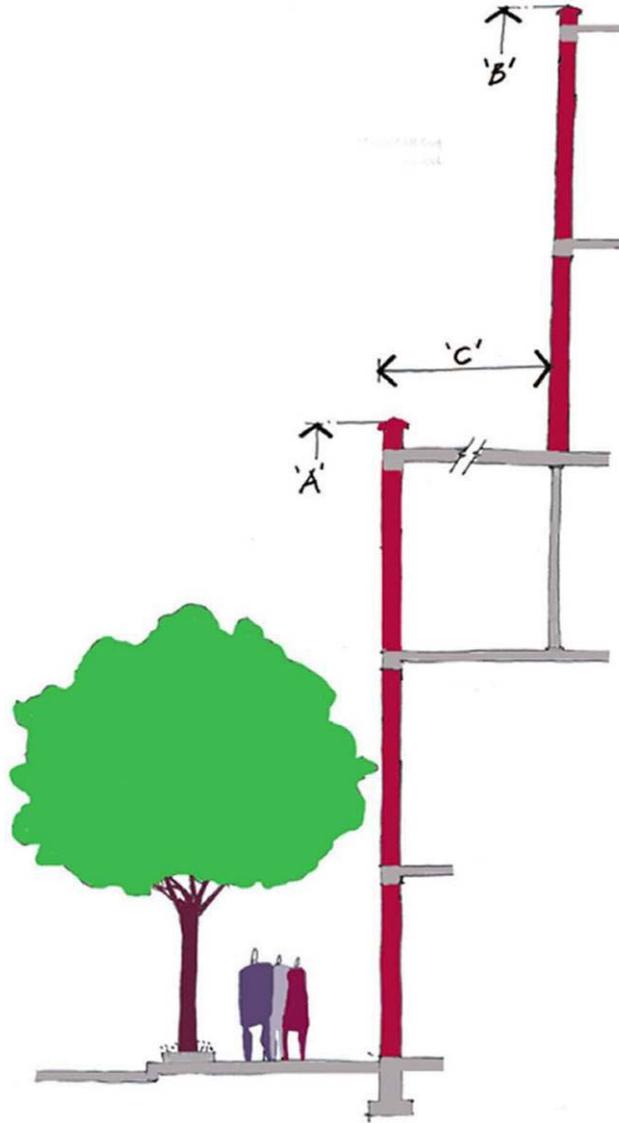


Figure 8: Illustrative Guidelines for Buildings Higher than Three Floors

- | | |
|--|------------------|
| '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”)

Lincoln Avenue Corridor

**Lincoln Avenue Task Force
Report and
Recommendations**
Village of Lincolnwood



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

Task Force Assisted by

- Mahender Vasandani, Land Vision, Inc.
- Village Staff
- Input from Residents and Businesses

Purpose of Task Force

- To Consider Challenges, Assets and Possibilities for the Lincoln Avenue Corridor
- To Provide Recommendations

Task Force Work

- Undertook Windshield Survey - Assessment of Current Conditions
- Studied Revitalization Efforts - Other Communities
- Solicited Citizen Feedback Via Innovative Citizen Image Preference Survey
- Gathered Input through Town Meeting
- Examined Cutting Edge Planning Tools

Initial Finding of Task Force

- Except for Office Corridor North of Touhy, development pattern aging, many existing uses marginal and corridor not functioning as vibrant asset of the community

VISION for Corridor

- Centerpiece of community and vibrant main street
- Attractive and pedestrian friendly
- Sense of place created
- Lively and useful shopping and business environment

Concepts and Terms

- Business Hubs –Downtown Center
- Mixed Use Development
- Ground Floor Retail
- Residential In-Fill
- Pedestrian Friendly Environment
- Designated Parking Lane-bump outs
- Traffic Calming
- Streetscape Improvements
- Build-to lines
- Building Design Guidelines
- Building Corner-Towers
- Civic focal points
- Form-based regulations
- New Urbanism

Recommendations

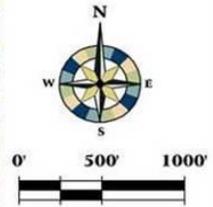
Public Streets and Spaces

- Complete Median Landscaping and Parkway Restoration
- Improve Pedestrian Crosswalks
- Create Designated Parking Lane and “Bump Outs”
- Reduce Traffic Speed
- Reduce and Minimize Parkway Curb Cuts
- Create a Unified Corridor Streetscape Plan
- Consider Vacating Select Intersecting Streets
- Create Public Focal Points

Recommendations

Development Regulations and Design Standards

- Modify Land Use Code to Encourage New Desired Uses
- Establish Business District Hubs
- Create “Form-Based” Regulations
- Create Building Design Guidelines
- Regulate Off-Street Parking Locations
- Improve Business Signage



RECOMMENDED LAND-USE STRATEGY FOR LINCOLN AVENUE CORRIDOR REDEVELOPMENT

LINCOLNWOOD, ILLINOIS

Next Steps

- Develop Streetscape Plan
- Implement Zoning Code Changes
- Continue Median/Parkway Enhancements
- Develop Building Design Guidelines
- Pursue Traffic Calming Measures

Implementation

- Plan Commission
- Traffic Commission
- Economic Development Commission
- Sculpture and Beautification Committees
- Sign Appearance Review Board
- Design Guideline Committee
- Village Departments

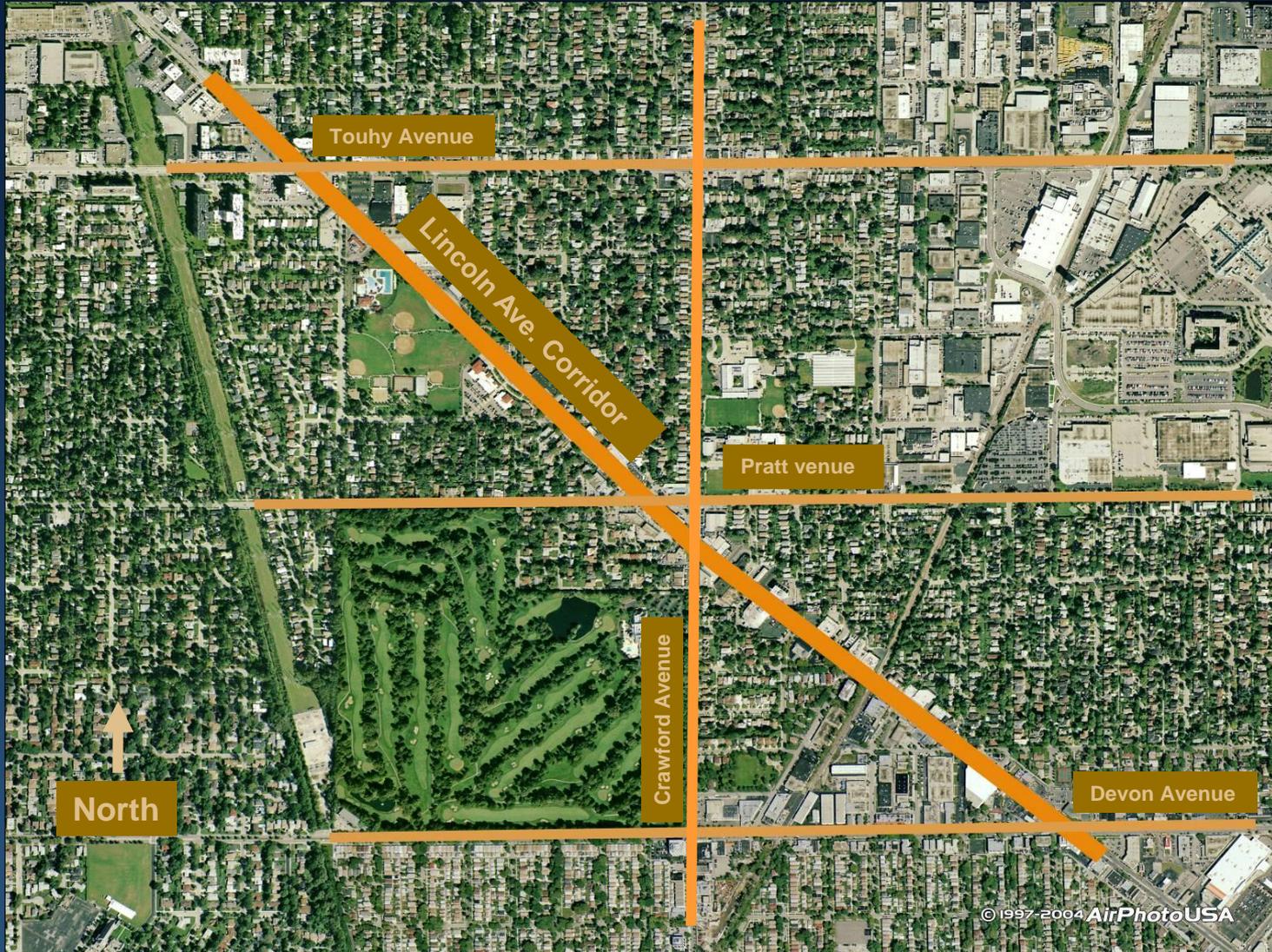
Lincoln Avenue Corridor Urban Design Plan & Design Guidelines

Prepared for the Village of Lincolnwood
Lincoln Avenue Task Force

By
Land Vision, Inc.
February 9, 2006



The Lincoln Avenue Corridor



Existing Corridor Conditions



The Corridor Issues

- **Outmoded Form of Development**
- **Can Not Exploit Full Potential**
- **No Hubs/Community Gathering Places**
- **Excessive Banks**
- **Lack of Positive Identity**
- **No Design Cohesiveness**

The Corridor Goals

- **Revitalize Corridor with New/Appropriate Form of Development**
- **Create Hubs of Activities/Gathering Places**
- **Allow In-fill Housing**
- **Create A Cohesive Image for the Corridor**
- **Add Market Value to Corridor Properties**

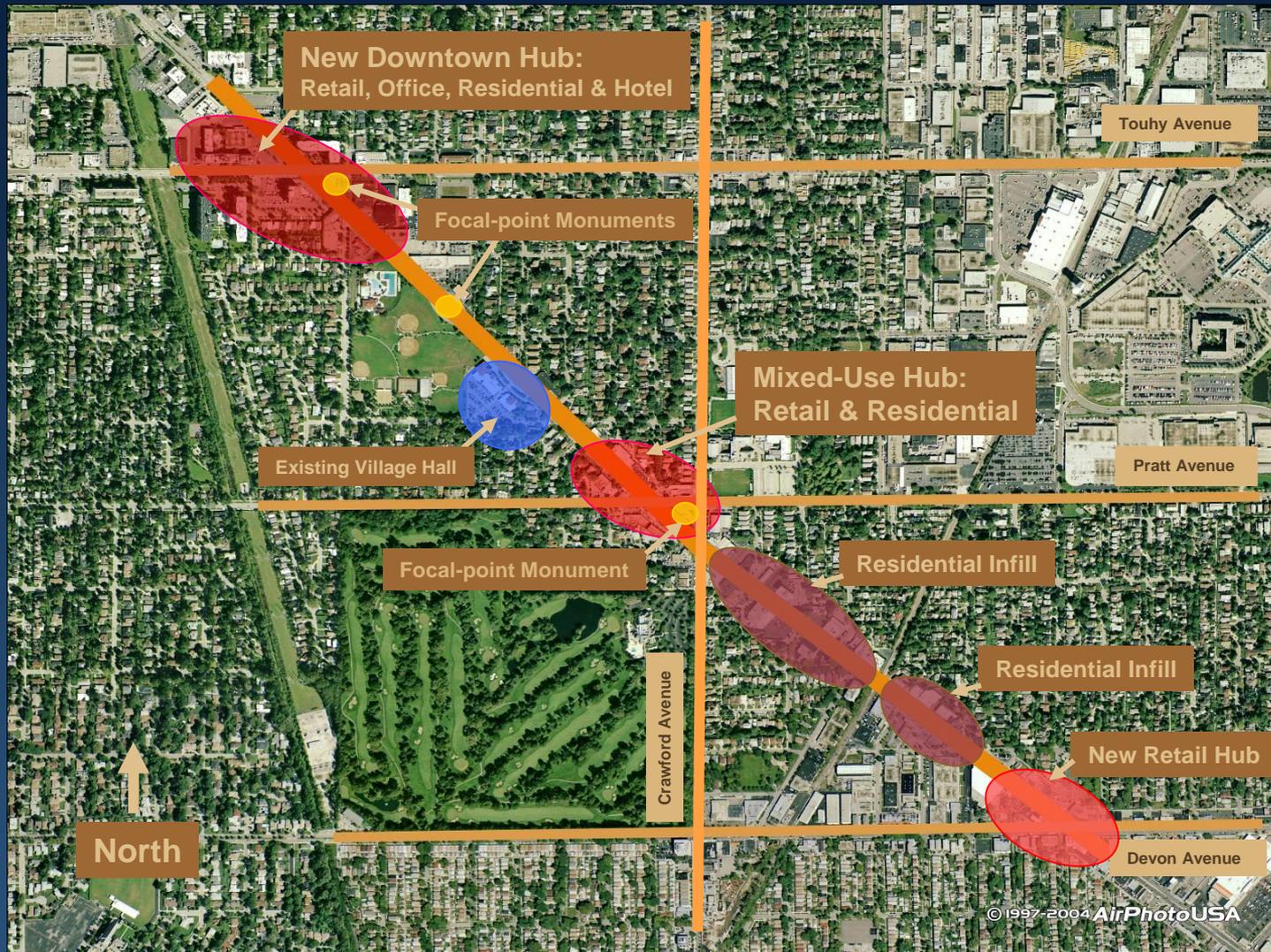
The Planning/Design Approach

- **Image Preference Survey/Development Form**
- **Existing Conditions: Land-Use; Figure/Ground Analysis**
- **Redevelopment Strategy**
 - Create Mixed-Use and Retail Hubs
 - Create A Major Hub/ A New “Downtown”
 - Create In-Fill Housing
- **New Urbanist Corridor Development Form**
- **Corridor Urban Design Plan/Design Guidelines**
- **A New Downtown Plan**
- **Recommend Adoption of Form-Based Code**

New Urbanist Development Form

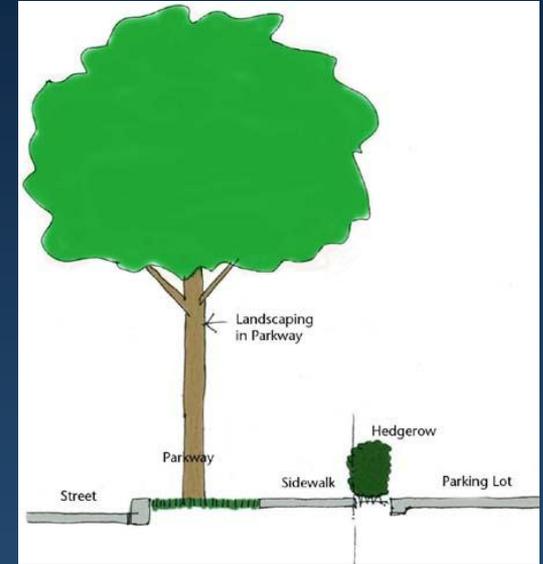
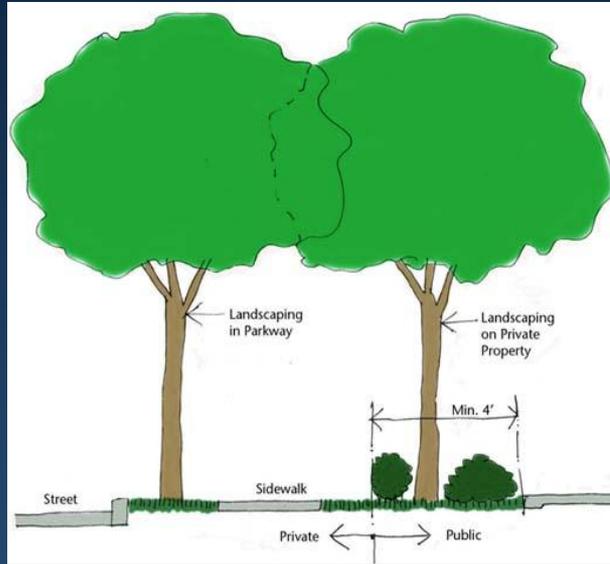
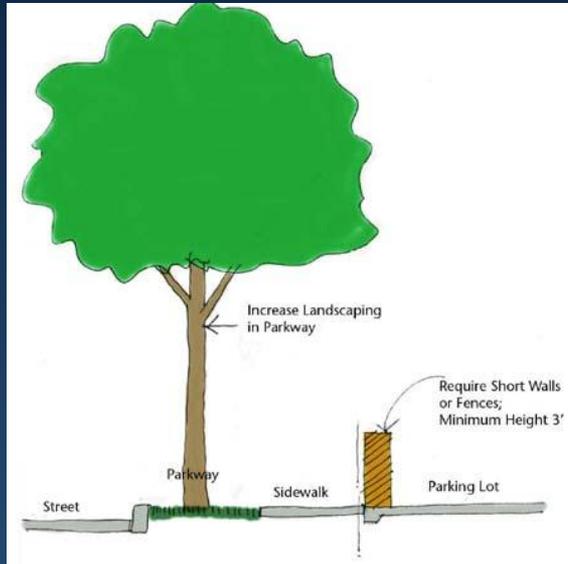


Corridor Redevelopment Strategy



Corridor Urban Design Guidelines

Public Right-of-Way



Parkway Landscaping Guidelines



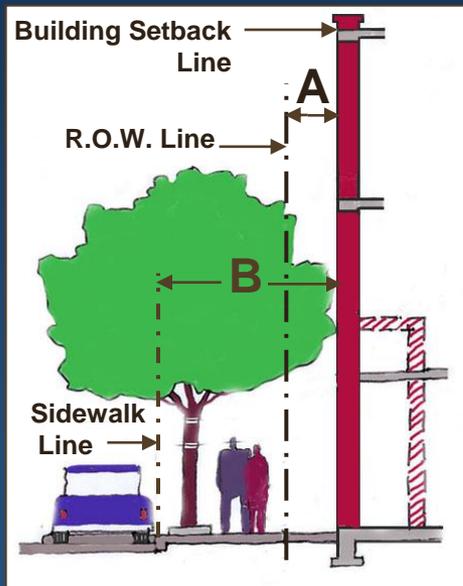
Corridor Urban Design Guidelines

Private Properties

“A”: Maximum Building Setback: 5 Feet

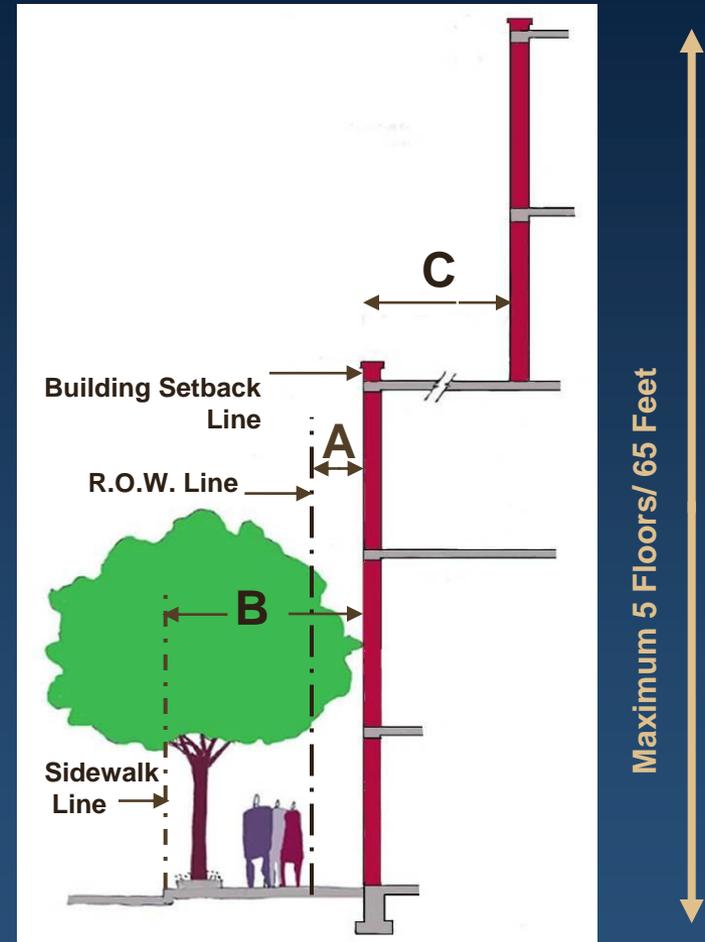
“B”: Max. Distance to Sidewalk: 15 Feet

“C”: Min. Setback Above 3 Floors: 10 Feet



3-Story Buildings

All Buildings Adjoining Sidewalk



5-Story Buildings: Downtown Area



Corridor Focus: New “Downtown”



Downtown Plan: Phase I



Conceptual Development Form: View from Touhy Avenue
Redevelopment of "Purple" Hotel Site

Downtown Plan: Phase I



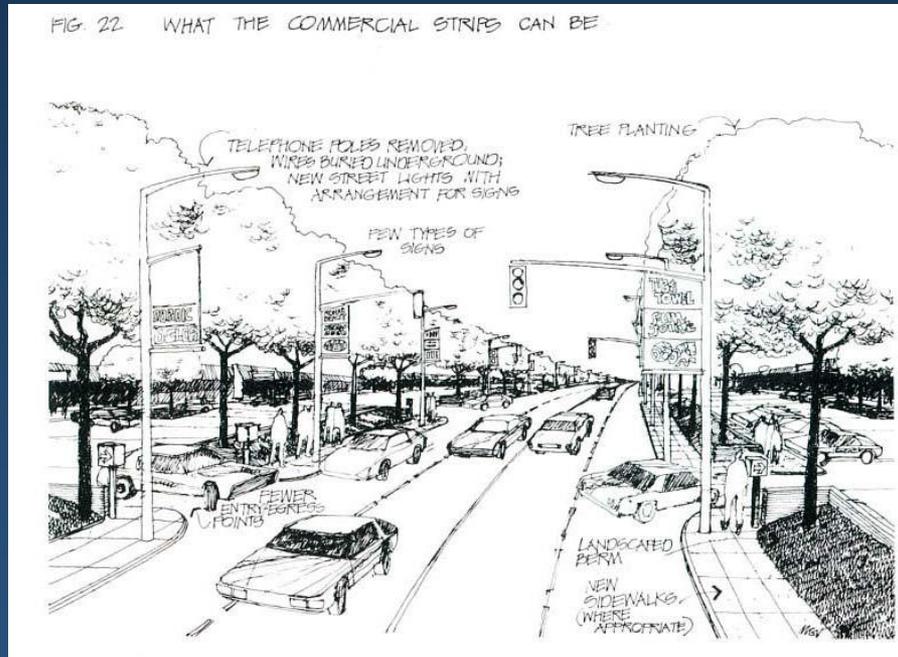
Conceptual Development Form: View from Lincoln Avenue
Redevelopment of "Purple" Hotel Site

Conventional Approach

Emphasis on Public Domain:

- Parkway Trees
- Landscaped Berms/Walls
- Coordinated Signs
- Driveways Consolidation

FIG. 22 WHAT THE COMMERCIAL STRIPS CAN BE



New Urbanist Approach

Emphasis on both Public & Private Domains:

- **Placement of Buildings Close to Street**
- **Building/Development Form**
- **Outdoor “Rooms” As Formed By Buildings**
- **RECOMMEND Adoption of Form-Based Code**

