



**VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
COMMITTEE OF THE WHOLE MEETING
VILLAGE HALL COUNCIL CHAMBERS
6:30 P.M. FEBRUARY 7, 2017**

AGENDA

- I) Call to Order**
- II) Roll Call**
- III) Minutes – Committee of the Whole Meeting – January 17, 2017**
- IV) Regular Business**
 - 1) Discussion Concerning Any Questions on Village Board Meeting Agenda Items (6:30 – 6:35 p.m.)
 - 2) Discussion Concerning the Installation of New Street Lights on Devon Avenue (6:35 – 7:00 p.m.)
 - 3) Discussion Concerning a Recommended Implementation Plan for the Recently Approved Comprehensive Plan (7:00 – 7:30 p.m.)
- V) Public Comment**
- VI) Adjournment**

DATE POSTED: February 3, 2017

**VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
COMMITTEE OF THE WHOLE MEETING
VILLAGE HALL COUNCIL CHAMBERS
JANUARY 17, 2017**

DRAFT

Call to Order

President Turry called the Committee of the Whole meeting of the Lincolnwood Board of Trustees to order at 7:00 P.M., Tuesday, January 17, 2017, in the Council Chambers of the Municipal Complex, 6900 North Lincoln Avenue, Village of Lincolnwood, County of Cook and State of Illinois.

Roll Call

On roll call by Village Clerk Beryl Herman the following were:

PRESENT: President Turry, Trustees Elster, Spino, Klatzco, Cope, Patel

ABSENT: Trustee Bass

A quorum was present. Also present: Timothy Wiberg, Village Manager, Ashley Engelmann, Assistant Village Manager; Charles Greenstein, Village Treasurer; Andrew Letson, Acting Public Works Director; Steven McNellis, Director of Community Development; Heather McFarland, Management Analyst.

Approval of Minutes

Minutes of the January 3, 2017 Committee of the Whole meetings were distributed in advance of the meeting and were examined. Trustee Patel moved to approve the minutes. Trustee Klatzco seconded the motion. The motion passed with a Voice Vote.

Regular Business

1. Discussion Concerning Any Questions on Village Board Meeting Agenda Items

Trustee Patel requested information regarding Village Population.

Mr. Wiberg stated that as of the 2010 Census, the population was 12,590.

Trustee Klatzco questioned whether the Village currently, or at any time in the recent past has had a deficit budget.

Mr. Wiberg stated that there have been only planned deficits for specific projects. He also noted that after next year the Village's General Fund will have no general bond obligation debt.

Village Bond Rating is AA1, second from the top rating.

2. Discussion Concerning the Installation of New Street Lights on Devon Avenue

This item was presented by Andrew Letson using PowerPoint.

The purpose of this discussion is to seek feedback on the final year of the Village's Street light Improvement Program

Background

*2007 – Village Board endorsed a five year plan to replace existing concrete street light poles and expand the system on arterial roadways

*Street lights have been installed on:

- Cicero Avenue (replacement)
- McCormick Blvd (new lights)
- Lincoln Avenue *(replacement)
- Pratt Avenue (replacement)
- Crawford Avenue (replacement)
- Touhy Ave (ongoing replacement)

*Lincoln Avenue, north of Kostner was omitted in anticipation of possible geometry changes due to the development of the northwest corner of Touhy and Lincoln

LED Fixtures

*During the first year of construction (2009), LED fixtures were not permitted on IDOT routes

- Cicero Avenue and McCormick Blvd north of Pratt Ave have new poles with metal halide fixtures
- Metal halide fixtures are currently being replaced on Touhy Ave

*All other projects have been constructed with LED fixtures

*LED fixtures are more energy efficient and have a longer lifespan than metal halide bulbs

- Village engineer estimates that retrofitting existing poles has a 14 year payback

Devon Avenue

*Devon Avenue is scheduled to be the final street in the program

*Devon Avenue does not currently have street lights on the Lincolnwood side of the street

- Chicago has previously stated that they would replace the lights on the south side of the street, but it has not yet occurred

*Street lights will be included in the Devon Avenue Enhancement Project between Lincoln Avenue and McCormick Blvd

*Properties west of Crawford include the Bryn Mawr Country Club and primarily R1, R2 and R3 zoning districts

- One business is located at Devon/Cicero
- Intersection was lit as part of the Cicero Avenue project

*Properties east of Crawford are in the B1, B2, MB, and R4 zoning districts

*Two Options

- Option 1: Install new street lights from Lincoln Avenue to Longmeadow Ave
- Option 2: Install street lights from Lincoln Ave to Crawford Ave and retrofit Cicero Ave and McCormick Blvd lights with LED fixtures

Renderings of street light placements for both Option 1 and Option 2 were exhibited.

Installing Lights West of Crawford

Pros

*Initial goal of the program was to install new lights on arterial streets

*Enhances safety for pedestrians

*Lights currently exist on the south side of the street ; as well as on the north side of the street, west of the Village limits

Cons

*Primarily residential area: residents may not be favorable to new lights

*5/10 blocks plus golf course, Do not have sidewalks

*Funds could be used for retrofitting existing lights

*Additional lights require additional maintenance

Cost Estimate

<u>Item</u>	<u>Cost Estimate</u>
<u>Option 1 (Lincoln to Longmeadow)</u>	<u>\$1,354,000</u>
<u>Option 2 (Lincoln to Crawford + Retrofit)</u>	<u>\$670,000</u>
<u>Difference</u>	<u>\$684,000</u>

Estimated costs include engineering and construction

Proposed Timeline

*2017 – Project Design

*2018 – Construction

Village Board Direction

Should new street lights be installed on Devon Avenue west of Crawford Ave or should funds be reallocated to retrofit existing lights on Cicero Ave and McCormick Blvd with LED fixtures.

Discussion ensued regarding placement of lights, effects on residents and types of lights to be installed.

Consensus of majority of trustees seated was to look at different types and to proceed with Option 2.

Adjournment

At 7:30 P.M. Trustee Cope moved to adjourn Committee of the Whole, seconded by Trustee Spino.
The motion passed with a Voice Vote.

Respectfully Submitted,

Beryl Herman
Village Clerk

MEMORANDUM

TO: President Turry and Members of the Village Board

FROM: Timothy C. Wiberg, Village Manager

DATE: February 3, 2017

SUBJECT: **February 7 Committee of the Whole Meeting**

As a reminder, the Committee of the Whole (COTW) meeting is scheduled for **6:30 p.m.** on Tuesday evening. Dinner will be available beginning at 5:45 p.m. in the Village Hall Board Conference Room. Please find below a summary of the items for discussion:

1) **Discussion Concerning Any Questions on Village Board Meeting Agenda Items (6:30 – 6:35 p.m.)**

The Mayor has requested that time be devoted at each COTW meeting for staff to address any questions the Board may have concerning any item on the Village Board meeting agenda.

2) **Discussion Concerning the Installation of New Street Lights on Devon Avenue (6:35 – 7:00 p.m.)**

The fifth and final year of our Street Light Replacement Project includes installing street Lights on Devon Avenue, from Lincoln to the Village's western corporate limits. The lights on Devon east of Lincoln will be installed as part of the Devon Avenue Streetscape Project, in cooperation with the City of Chicago, and currently in the design phase. At its last meeting, the Board requested additional research into the options staff presented for installing lights on Devon between Longmeadow and Crawford. [Attached](#) is a memorandum from the Acting Public Works Director providing additional information concerning these options.

3) **Discuss Concerning a Recommended Implementation Plan for the Recently Approved Comprehensive Plan (7:00 – 7:30 p.m.)**

In October, the Village Board approved a new Comprehensive Plan which will guide development in the Village for many years to come. In order to implement the many goals contained in the plan, various initiatives need to be pursued. [Attached](#) is a memorandum from the Community Development Director providing an overview of an Implementation Plan which will allow the Village to begin moving forward towards achieving the goals. Formal approval of this plan is included on the Village Board agenda.

If you should have any questions concerning these matters, please feel free to contact me.



MEMORANDUM

TO: Timothy C. Wiberg, Village Manager

FROM: Andrew Letson, Acting Public Works Director

DATE: February 7, 2017

SUBJECT: Street Light Improvements – Follow Up

Background: At the January 17, 2017 Committee of the Whole meeting, staff presented options for the final year of the street light improvement program; including, installing street lights along the entire stretch of Devon Avenue or omitting the section west of Crawford Avenue and using a portion of the remaining funds to retrofit existing lights on Cicero Avenue and McCormick Boulevard with LED fixtures. At the meeting, the Village Board requested that staff investigate installing lights only at intersections west of Crawford Avenue.

Purpose: Since the January 17, 2017 Committee of the Whole meeting, the Village's engineering firm, Christopher B. Burke Engineering, Ltd. (CBBEL) has reviewed the Village Board's request for lights at the intersections west of Crawford Avenue. The Illinois Department of Transportation (IDOT) requires that gaps in lighted sections of the roadway be a minimum of 500 feet. The blocks west of the Bryn Mawr Country Club are about 300 feet wide, so installing lights only at the intersections would not be allowable based on IDOT standards as there is not enough space to constitute a gap in the lighting. In order to meet IDOT's requirements for consistency of brightness along the roadway, some of the blocks would need to receive lights at intersections, some will have poles mid-block, and some will have two poles on a block. Lighting each of the intersections would require completing the full project west of the Country Club.

CBBEL has suggested an alternative option of lighting the intersections with traffic signals and the crossing of the Valley Line Trail. This option would provide lighting at the Valley Line Trail, Kenton Avenue, and Cicero Avenue. Significantly fewer poles would be needed to provide lighting at these intersections compared to the entire stretch of Devon Avenue west of Crawford Avenue. Kenton Avenue is the only intersection between Crawford and Cicero Avenues with pedestrian crosswalks that cross Devon Avenue. Providing lighting at this location would improve safety for pedestrians using this crosswalk.

Based on the work performed by CBBEL, there are three options for installing street lights on Devon Avenue.

1. Lights to be installed along the entire stretch of Devon Avenue between Lincoln and Longmeadow Avenues.
2. Lights to be installed along the entire stretch of Devon Avenue between Lincoln and Longmeadow Avenues, except along Bryn Mawr Country Club.
3. Lights to be installed between Lincoln and Crawford Avenues and at intersections with traffic signals (Kenton and Cicero Avenues) and the Valley Line Trail.
4. No lights to be installed west of Crawford Avenue.

Table 1. Cost Comparison	
Project	Cost Estimate
<i>Option 1</i>	
Devon Avenue – Lincoln to Longmeadow	\$1,354,000
<i>Option 2*</i>	
Devon Avenue – Lincoln to Longmeadow (omitting Bryn Mawr)	\$931,810
Cicero Avenue/McCormick Boulevard Retrofit	\$260,000
Total for Option 2	\$1,191,810
<i>Savings compared to Option 1</i>	<i>\$162,190</i>
<i>Option 3*</i>	
Devon Avenue – Lincoln to Crawford and Kenton Ave, Cicero Ave intersections, and path crossing	\$688,160
Cicero Avenue/McCormick Boulevard Retrofit	\$260,000
Total for Option 2	\$948,160
<i>Savings compared to Option 1</i>	<i>\$405,840</i>
<i>Option 4*</i>	
Devon Avenue – Lincoln to Crawford	\$478,560
Cicero Avenue/McCormick Boulevard Retrofit	\$260,000
Total for Option 2	\$738,560
<i>Savings compared to Option 1</i>	<i>\$615,440</i>

**Please note that Options 2-4 include lighting both of the Pratt Avenue path crossings.*

Proposed Timeline: This project will be designed in 2017, with construction expected to begin in the spring of 2018.

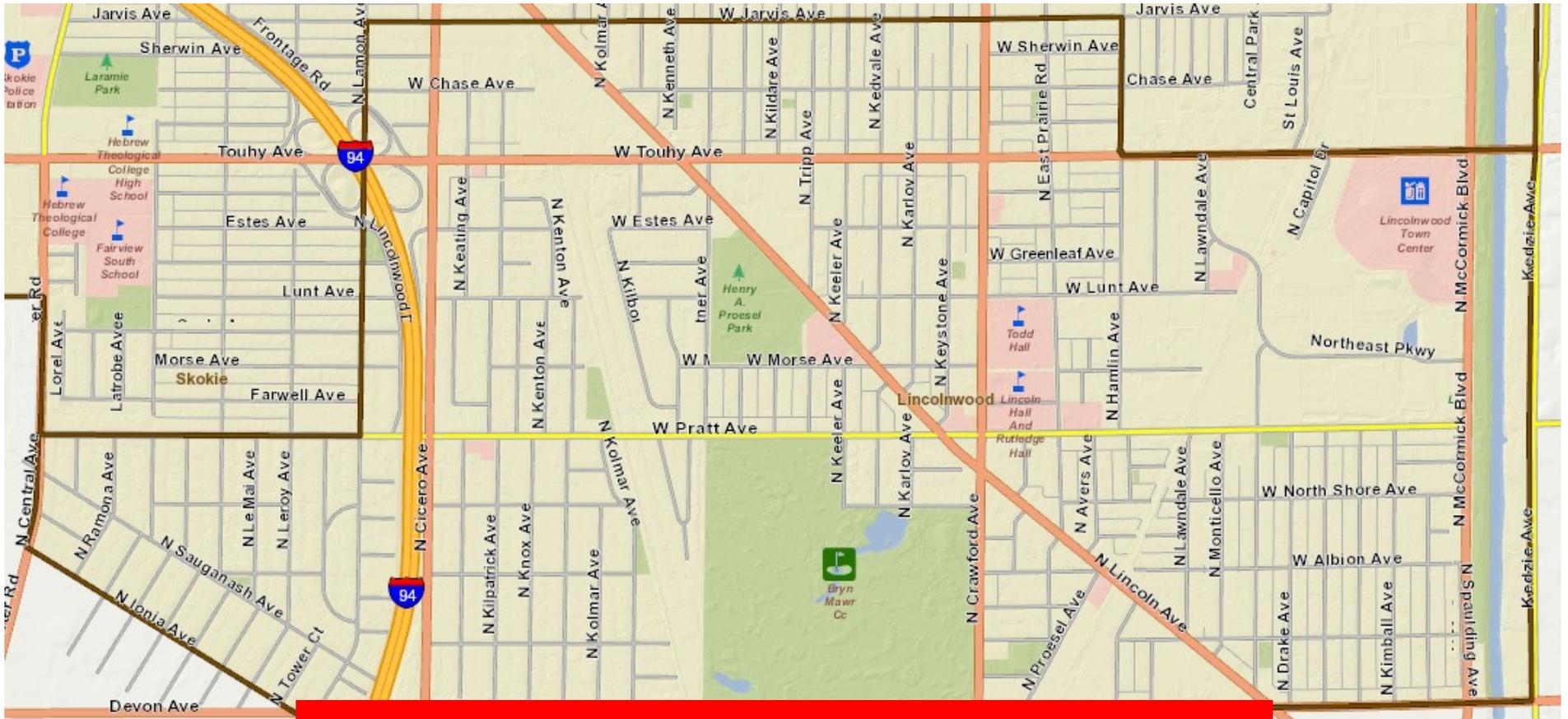
Staff Direction: Staff is seeking direction from the Village Board regarding whether new street lights should be installed on Devon Avenue west of Crawford Avenue, at the signalized intersections west of Crawford Avenue, or if no lights should be installed on Devon Avenue west of Crawford Avenue.

Attachments:

- Maps of Project Locations
- Street Light Improvements Memo dated January 17, 2017

Option #1

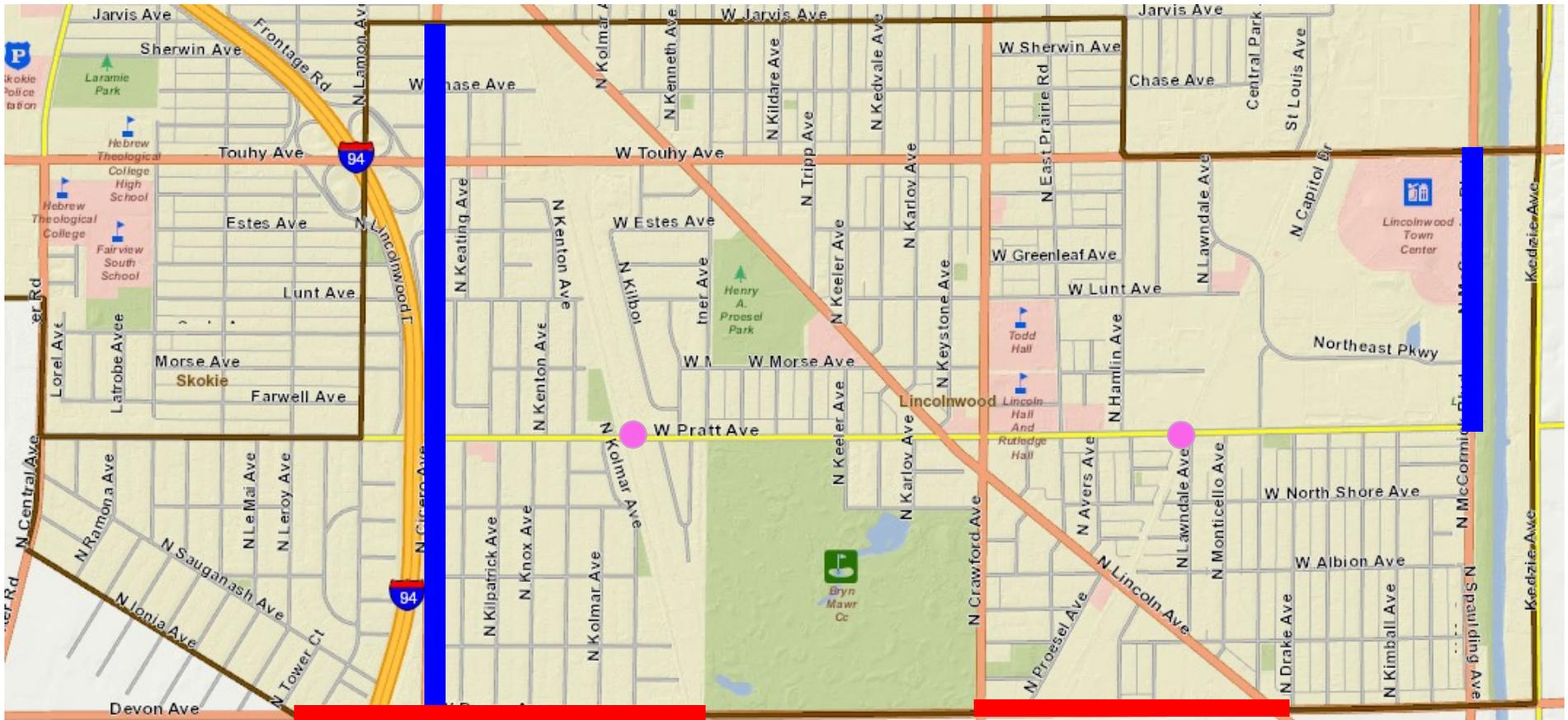
Location Map



■ New Street Lights on Devon Avenue between Lincoln and Longmeadow

Option #2

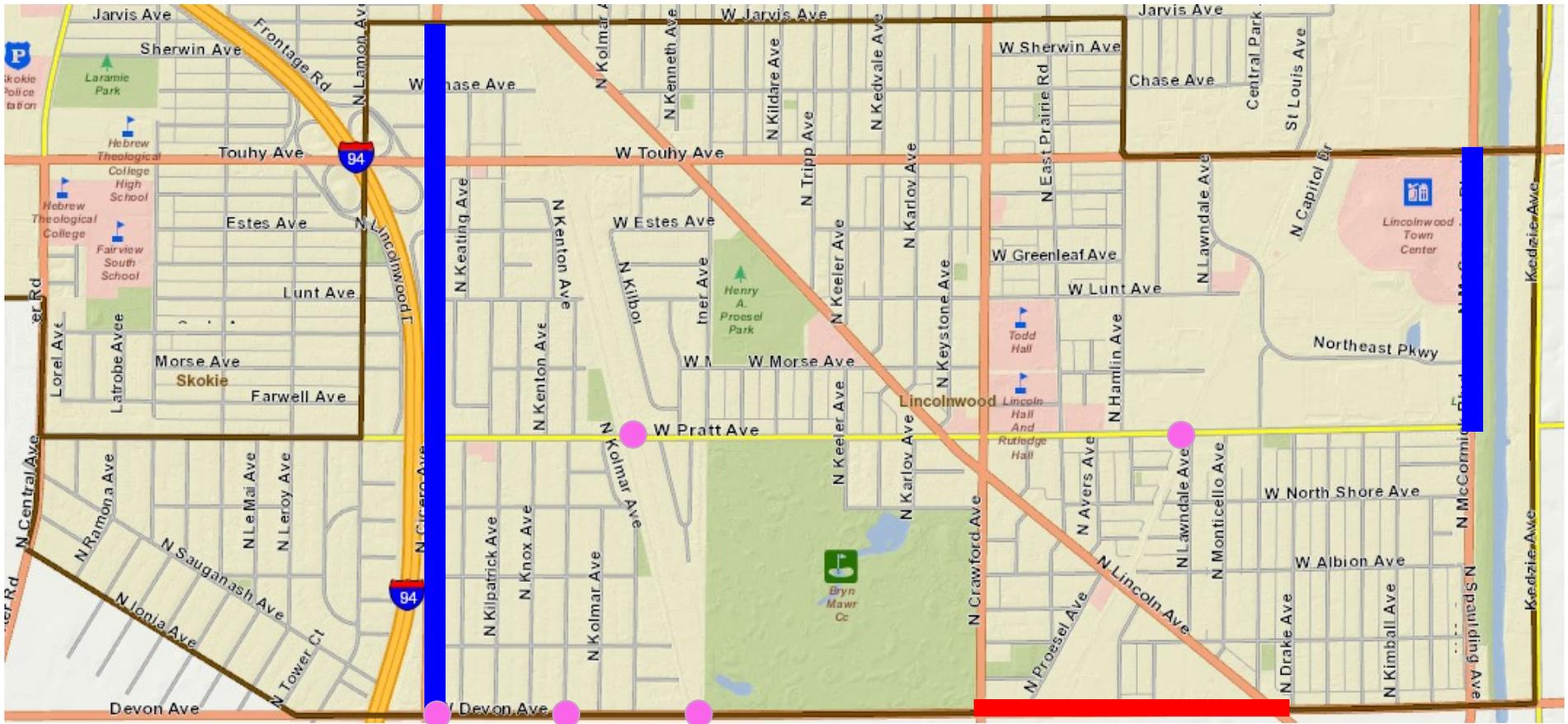
Location Map



- New Street Lights on Devon Avenue between Lincoln and Longmeadow (omitting Bryn Mawr)
- Retrofit Existing Street Lights on Cicero Avenue and McCormick Boulevard with LED Fixtures
- New Street Lights at Path Crossings

Option #3

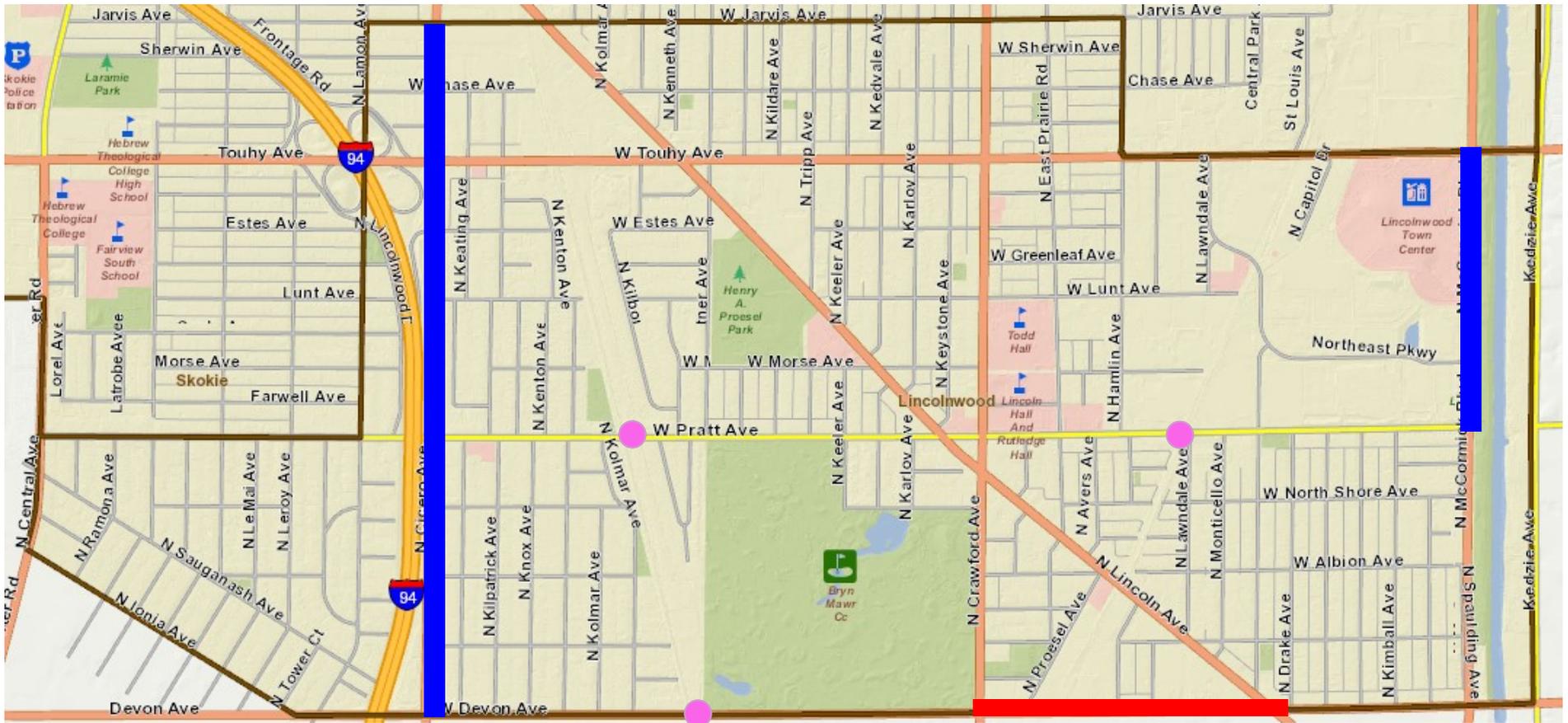
Location Map



- New Street Lights on Devon Avenue between Lincoln Crawford
- Retrofit Existing Street Lights on Cicero Avenue and McCormick Boulevard with LED Fixtures
- New Street Lights at Signalized Intersections (Kenton and Cicero) and Path Crossings

Option #4

Location Map



- New Street Lights on Devon Avenue between Lincoln and Crawford
- Retrofit Existing Street Lights on Cicero Avenue and McCormick Boulevard with LED Fixtures
- New Street Lights at Path Crossings



MEMORANDUM

TO: Timothy C. Wiberg, Village Manager

FROM: Andrew Letson, Acting Public Works Director

DATE: January 17, 2017

SUBJECT: Street Light Improvements

Background: In 2007, the Village Board endorsed a five year street light replacement program. The program was intended to replace street lights along the Village's arterial roadways in order to meet current safety standards and install new lights in areas where they did not previously exist. To date, the entire program is either complete or under construction except for Devon Avenue, Lincoln Avenue north of Touhy, and Touhy Avenue east of Hamlin. Devon Avenue is scheduled for construction in 2018. Lincoln Avenue north of Touhy was deferred in anticipation of roadway geometry changes as part of the ultimate development of the former Purple Hotel site. Touhy Avenue east of Hamlin cannot be completed without coordination from the Village of Skokie, as the north side of the street is within their corporate limits. Skokie has indicated that at this time, they are not interested in moving forward with a project.

The first year of the project included the installation of lights on Cicero Avenue and McCormick Boulevard north of Pratt. In 2009 when this project was constructed, LED fixtures were not approved for Illinois Department of Transportation (IDOT) routes. Since then, LED fixtures have been approved and installed on Lincoln Avenue, McCormick Boulevard south of Pratt, and are currently being installed on Touhy Avenue west of Hamlin. As part of the Touhy Avenue project, existing light poles at the Touhy/Crawford intersection are being retrofitted with LED fixtures. Prior to the construction of the project, the Village's engineering firm, Christopher B. Burke Engineering, Ltd. (CBBEL), performed an analysis of the cost associated with retrofitting the existing poles and determined that the project would pay for itself in approximately 14 years based on energy savings and the longer lifespan of LED bulbs.

Purpose: The final phase of the street light improvement program will include the installation of street lights on Devon Avenue between Longmeadow and Lincoln Avenues. The section of Devon Avenue between Lincoln Avenue and McCormick Boulevard will receive street lights as part of the Devon Avenue improvement project that is being jointly pursued with the City of Chicago.

The section of Devon Avenue between Longmeadow and Lincoln Avenues does not currently have street lights on the north side of the street. The City of Chicago has installed street lights on the south side of the street and has previously indicated that they would replace those poles at some point in the future. To ensure uniform pole spacing, the City and Village improvements should occur concurrently as dissimilar lighting may not be permitted by IDOT. The Village Engineer estimates that it will cost approximately \$1,354,000 to install new street lights on Devon Avenue between Longmeadow and Lincoln Avenues (including engineering).

The uses adjacent to Devon Avenue west of Crawford Avenue are primarily single family residential, composing of R1, R2, and R3 Zoning Districts. There is one business in this area, a gas station, located at the corner of Cicero and Devon Avenues. This intersection was lit as part of the Cicero Avenue street light replacement project. Due to the residential nature of this stretch of Devon Avenue, an option that staff would like to discuss with the Village Board would be to only install new street lights on Devon Avenue east of Crawford Avenue. This section of Devon consists of uses within the B1, B2, MB, and R4 Zoning Districts.

The original purpose of the street lighting improvement program was to replace all of the existing concrete poles and install new lights on arterial roadways where they did not exist.

Pros of Installing Lights West of Crawford	Cons of Installing Lights West of Crawford
<ul style="list-style-type: none"> • Meets the initial goal of the program of installing new lights on arterial streets where they do not exist • Additional lighting enhances safety for pedestrians • Street lights currently exist on the south side of Devon (adjacent to Lincolnwood) and the north side of Devon west of Lincolnwood's boarder with Chicago 	<ul style="list-style-type: none"> • This area is primarily a residential use and residents may not be favorable to street lights • 5 of the 10 blocks (plus the golf course) along this section of Devon do not have sidewalks • Funds could be used for retrofitting existing lights • Additional lights require additional maintenance by staff

If the Village Board were to decide to not move forward with installing street lights west of Crawford Avenue, funds could be reallocated to retrofitting street lights on McCormick Boulevard (north of Pratt) and Cicero Avenue with LED fixtures. This would provide a long term cost savings compared to leaving the existing metal halide fixtures in place.

Table 1 provides a comparison of the up-front costs associated with constructing the project as initially planned compared to installing lights only east of Crawford Avenue and retrofitting the lights on McCormick Boulevard and Cicero Avenue. Removing the new street lights west of Crawford Avenue from the project scope and reallocating funds for the retrofitting of existing poles on Cicero Avenue and McCormick Boulevard with LED heads would save approximately \$684,000.

Table 1. Cost Comparison	
Project	Cost Estimate
<i>Option 1</i>	
Devon Avenue – Lincoln to Longmeadow	\$1,354,000
<i>Option 2</i>	
Devon Avenue – Lincoln to Crawford	\$410,000
Cicero Avenue/McCormick Boulevard Retrofit	\$260,000
Total for Option 2	\$670,000
Difference	\$684,000

Proposed Timeline: This project will be designed in 2017, with construction expected to begin in the spring of 2018.

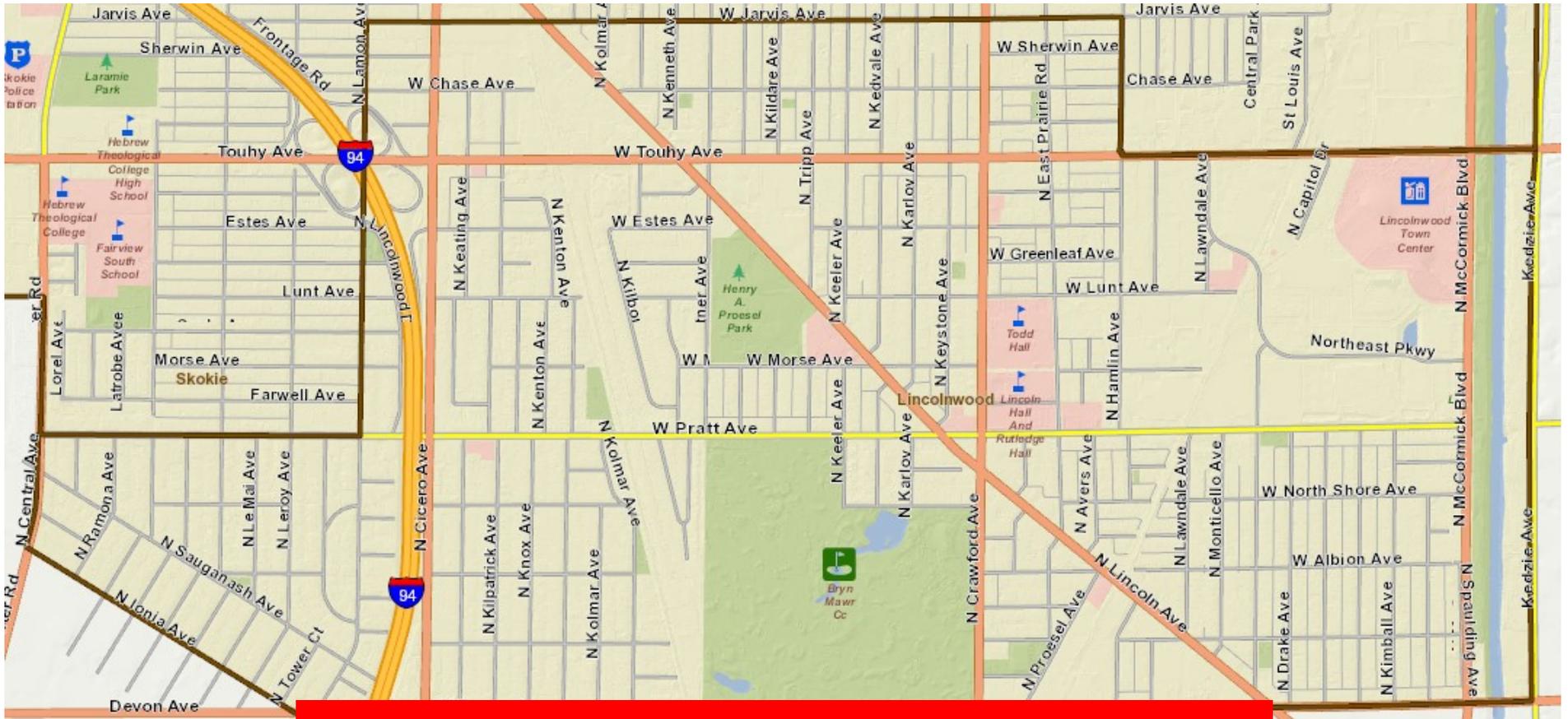
Staff Direction: Staff is seeking direction from the Village Board regarding whether new street lights should be installed on Devon Avenue west of Crawford Avenue or if funds should be reallocated for retrofitting existing street lights with LED heads.

Attachments:

- Aerial Maps of Project Locations

Option #1

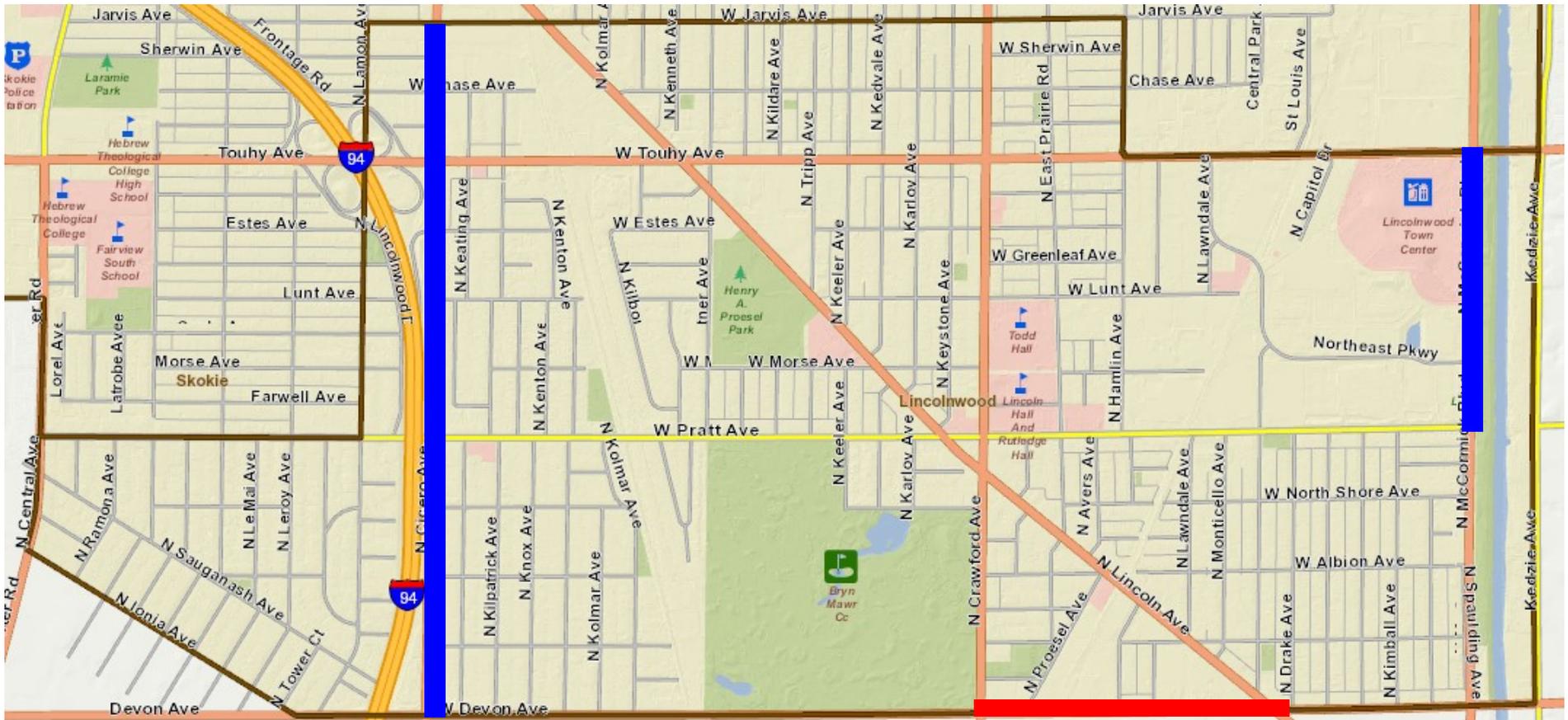
Location Map



■ New Street Lights on Devon Avenue between Lincoln and Longmeadow

Option #2

Location Map



- New Street Lights on Devon Avenue between Lincoln Crawford
- Retrofit Existing Street Lights on Cicero Avenue and McCormick Boulevard with LED Fixtures



MEMORANDUM

TO: Timothy Wiberg, Village Manager

FROM: Steve McNellis, Community Development Director

DATE: February 7, 2017

SUBJECT: Consideration of an Implementation Plan Addressing the Goals in the Adopted 2016 Comprehensive Plan for the Village of Lincolnwood

At the October 20, 2016 Village Board meeting, a new Comprehensive Plan was adopted. This Plan was the culmination of over 18 months of research, community engagement, and thoughtful discussion and analysis by the Comprehensive Plan Committee, Village Board, Plan Commission, and Village staff. The end product encompassed multiple goals and directives in its vision for Lincolnwood over the next 15 years.

In order to carry out the goals described in the Comprehensive Plan, staff has prepared the attached Implementation Plan. The Plan has been divided into the following categories, based upon the description of each goal, policy, and objective:

Residential Development	Commercial Development
Parking/Property Access	Design/Appearance Standards & Code Amendments
Transportation & Streets/Alleys	Pedestrian/Bicycle Mobility
Parks	Stormwater Management
Code Enforcement	Miscellaneous

The Implementation Plan lists various goals under each category, and provides the following information:

- **Responsibility** – This denotes the department with responsibility for implementing the goal. Departments listed include Community Development (CD), Police Department (PD), Public Works (PW), Administration (ADMIN), Engineering (ENG), and Parks & Recreation (PARK). Several goals require the cooperation of multiple departments, as is noted.

- **Timeframe** – The projected timeframe for beginning and ending work on each goal is noted. Some goals are ongoing throughout the life of this document and others have distinct beginnings and ends. The Quarter or Year in which a goal begins and ends is marked with an “X”. For those goals in which multiple quarters or years will be necessary for completion, the “X” notation will be repeated several times.
- **Budget Needed** – The funds necessary to complete each goal are noted. Funding necessities are described as being either: 1) Not Applicable (N/A), as no budgeted funds will be necessary outside of staff time; 2) \$ (under \$20,000), which is considered a small project that does not require formal bidding; 3) \$\$ (\$20,000-\$50,000), a medium-sized project which requires formal bidding; and 4) \$\$\$ (over \$50,000), which would entail a Capital project.
- **Comprehensive Plan Goal** – This is the goal language taken directly from the Comprehensive Plan. There is also a reference to the section of the plan in which each goal is located. Finally, the notation at the end of the line translates as follows: (P) = Policy, (CA) = Code Amendment, and (A) = Action (must be taken).

It should be noted that in the case of a “Code Amendment” or “Action”, a process will be followed which sometimes involves a review process, but always involves Village Board authorization. In the case of a policy, there will be no formal action as these policies have been authorized as part of the adopted Comprehensive Plan.

DOCUMENTS ATTACHED:

1. Proposed Implementation Plan
2. Comprehensive Plan Dated October 2016

New Comprehensive Plan Implementation Plan

CD=Community Development; PD=Police Department; PW=Public Works;
 ADMIN=Administration; ENG=Engineering; PARK=Parks & Recreation
 P=Policy, CA=Code Amendment, A=Action Step
 \$=Under \$20,000 \$\$=\$20,000-\$50,000 \$\$\$=Over \$50,000

1/25/17

Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Residential Development												
Multi-Family Development Along Commercial Corridors	CD	X									N/A	Support the redevelopment of obsolete or non-viable commercial lots along Lincoln Avenue to multi-family or townhouse uses that enhance housing variety and create a more appropriate transition to existing neighborhoods. (Commercial Area Goal 2.2 pg 33) (P)
	CD			X	X						N/A	Amend the Village's zoning map to allow for quality multi-family redevelopment within and adjacent to commercial corridors as part of a larger economic development vision (See Commercial Objective 2.1) (Residential Area Goal 1.2 page 29) (CA)
	CD			X	X						N/A	Amend the Village's zoning ordinance to allow for appropriate residential development as a component of mixed-use projects along commercial corridors. (Residential Area Goal 1.4 page 29) (CA)
Commercial Development												
Property acquisition for Commercial Redevelopment & Improvement	CD	X									N/A	As teardowns occur, encourage developers to purchase existing properties in such a manner that there are not small "leftover" lots between larger teardown lots. (Residential Area Goal 1.1 page 29) (P)
	CD	X									N/A	Encourage the market-driven acquisition and redevelopment of residential lots adjacent to Lincoln Avenue commercial uses in order to create more viable commercial blocks. Commercial Area Goal 2.1 page 32) (P)
	CD, ENG, ADMIN, PW						X	X	X	X	\$\$\$ (TIF)	Encourage and support local property owners to improve Capitol Drive for public truck traffic and provide an industrial circulator road between the end of Capitol Drive and Central Park Avenue. (Industrial Area Goal 1.1 page 35) (P)
Redevelopment of Residential Properties	CD	X									N/A	Encourage land-locked residential blocks on Keating Avenue and Kilpatrick Avenue to transition to uses compatible with surrounding development. Residential Area Goal 1.6 page 30) (P)
Maximize Open Space via Planned Unit Development approval process	CD	X									N/A	Utilize the approval process for the Purple Hotel site as an opportunity to maximize public benefits related to open spaces, walkability, and design character. (Commercial Area Goal 1.2 page 31) (P)
	CD	X									N/A	Utilize the Planned Unit Development approval process to integrate quality, usable open spaces into larger development and redevelopment throughout the Village. (Parks & Open Spaces Goal 2.3 page 51) (CA)
Improve Existing Business & Attract New Businesses	CD	X									N/A	Continue to implement the Lincolnwood Business Park Retail Analysis and Feasibility Report in order to improve existing businesses and attract new development to the Town Center area. (Commercial Area Goal 1.3 page 31) (P)
	CD			X	X	X	X	X	X	X	N/A	Market the success of the Village's façade improvement program and encourage greater participation among business owners. Commercial Area Goal 1.4 page 32) (P)

New Comprehensive Plan Implementation Plan

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1/25/17

Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal	
		Ongoing	2017				2018	2019	2020	2021			
			1Q	2Q	3Q	4Q							
Parking/Property Access													
Increase Off-Street Parking	CD	X										N/A	Encourage the use of obsolete or vacant commercial properties as opportunities for parking that supports nearby commerce. (Commercial Area Goal 2.3 page 33) (P)
	CD, ENG, ADMIN, PW	X				X	X	X				\$	Identify opportunities where the rear portions of blocks with commercial frontage or underutilized commercial lots can be used for additional parking. (Vehicular Traffic & Circulation Goal 2.1 page 42) (P)
	CD, ENG, PW	X						X				\$\$\$ (TIF)	Expand parking opportunities in the Northeast Business Park through the installation of additional surface lots and/or the addition of angle parking along the public streets under the Village's jurisdiction. (Vehicular Traffic & Circulation Goal 1.6 page 43) (A)
	CD, ADMIN, PW				X	X	X	X					\$
Improvement of Existing Off-Street Parking	CD	X										N/A	As parking lot improvements are made, work with property owners to improve parking lots in a way that best meets the community objectives. (Commercial Area Goal 1.5 page 32) (CA)
Property Access	CD	X										N/A	Encourage vehicular cross-access between adjacent commercial parking lots. (Commercial Area Goal 3.4 page 34) (P)
	CD	X										N/A	Prohibit back-out parking on to major roadways. (Commercial Area Goal 3.1 page 33) (CA)
	CD	X										N/A	Limit vehicular access from major streets, instead relying on side streets and alleys for parking ingress and egress. (Commercial Area Goal 3.3 page 33) (CA)
	CD, ENG	X										N/A	Continue to use development review and approval as a means of ensuring that large development projects provide logical connections to surrounding streets. (Vehicular Traffic & Circulation Goal 1.4 page 42) (A)
Design/Appearance Standards & Code Amendments													
Create Residential Design Book	CD			X	X	X	X					N/A	Establish a residential pattern book to guide the design of infill housing related to bulk and scale, massing, and architectural detail. (Residential Area Goal 2.1 page 30) (CA)
Eliminate Certain Alleys	CD, ADMIN, PW					X	X					N/A	In blocks where alleys exist, require new residential development to provide vehicular access from the public street where feasible so that alleys can be vacated over time. (Residential Area Goal 1.7 (page 30) (CA)
Review Circular Driveway Regulations	CD								X			N/A	Modify design standards for front yard circular driveways in order to minimize the visual impacts on neighborhood character. (Residential Area Goal 2.2 page 31) (CA)
Review Design Regulations for Industrial Properties Facing Residential	CD				X							N/A	Improve the aesthetics of industrial properties that face residential areas or open spaces. (Industrial Area Goal 1.1 page 35) (CA)
Adopt PACE Design Standards	CD				X							N/A	Amend zoning regulations to reference Pace's Design Review Assistance for Transit (DRAFT) program for development projects abutting bus transit alignments. (Transit Goal 1.4 page 45) (CA)

New Comprehensive Plan Implementation Plan

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 ADMIN=Administration; ENG=Engineering; PARK=Parks & Recreation
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1/25/17

Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Transportation & Streets/Alleys												
Eliminate Access Points of Vacated Alleys	PW					X	X	X	X	\$\$\$	Remove access points to vacated alleys (Vehicular Traffic & Circulation Goal 1.3 page 41) (A)	
Access to Former Purple Hotel Property	CD, ENG	X								N/A	Monitor the status of the Purple Hotel redevelopment plan, and work with IDOT on improvements on Lincoln Avenue and Touhy Avenue to maximize access to the site. (Commercial Area Goal 1.1 page 31) (A)	
Review and Improve Traffic Circulation in Touhy/Cicero Area	ADMIN, PW, ENG								X	\$\$\$	Dedicate Chase Avenue (east of Cicero Avenue) as public street and upgrade the street to Village standards. (Vehicular Traffic & Circulation Goal 1.4 page 41) (A)	
	CD, ENG, PW								X	\$\$\$	Modify the local circulation pattern of Chase Avenue, Keating Avenue, and Kilpatrick Avenue as the area north of Touhy transitions from residential uses to commercial or office/industrial uses. (Vehicular Traffic & Circulation Goal 1.6 page 41) (A)	
Review of Speed Limits in Residential Areas	PD					X	X	X	X	\$	Lower the speed of traffic on Lincolnwood's neighborhood streets. (Vehicular Traffic & Circulation Goal 1.5 page 41) (A)	
Modification of Streets	CD, PW, ENG	X				X	X	X	X	\$	To the extent possible, eliminate excess curb cuts or curb cuts that are unnecessarily wide. (Commercial Area Goal 3.5 page 34) (P)	
	CD, ENG, PW	X				X	X	X	X	\$\$\$	Where feasible, install diagonal parking and intersection bump outs on streets that intersect commercial streets. (Vehicular Traffic & Circulation Goal 1.2 page 42) (A)	
	CD, ENG, PW					X	X	X	X	\$\$\$	Where feasible, convert awkward intersecting street segments to parking areas. (Vehicular Traffic & Circulation Goal 1.3 page 42) (A)	
Regional Traffic Coordination	CD, ENG, PW	X								N/A	Continue to work with Cook County and IDOT to coordinate traffic management technologies to maximize efficiency in Lincolnwood and throughout the regional roadway network. (Vehicular Traffic & Circulation Goal 1.5 page 42) (A)	
	ADMIN, PW, ENG	X								N/A	Coordinate with regional transportation organizations to ensure that, as roadway improvements are implemented, appropriate considerations are given to transit infrastructure. (Transit Goal 1.1 page 45) (A)	
	ADMIN	X								N/A	Continue to coordinate with Pace and CTA to assess potential service improvements in Lincolnwood that would benefit local residents. (Transit Goal 1.2 page 45) (A)	
	ADMIN	X								N/A	Work with Pace to assess the viability of local or subregional transit circulator service. (Transit Goal 1.3 page 45) (A)	
	ENG, PW	X								N/A	Coordinate with IDOT and Cook County to implement local infrastructure modernization as arterial roadway improvements are made. (Community Facilities Goal 2.3 page 59) (A)	

New Comprehensive Plan Implementation Plan

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 \$=Under \$20,000 \$\$=\$20,000-\$50,000 \$\$\$=Over \$50,000

1/25/17

Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Pedestrian/Bicycle Mobility												
Pedestrian/Bicycle Path & Crossing Improvements	PD, PW						X	X	X	X	\$	Install stop signs at intersecting residential streets where bike lanes and transit routes are implemented. (Vehicular Traffic & Circulation Goal 1.2 (page 41) (A))
	CD, ENG, PW	X					X	X	X	X	\$\$\$	Work with IDOT and Cook County to implement pedestrian crossing improvements. (Bicycle & Pedestrian Mobility Goal 1.2 page 43) (A)
	PARK, PW				X	X	X	X	X	X	\$\$\$	Work with IDOT and Cook County to implement bicycle crossing improvements where designated trails and bike lanes cross major roadways. (Bicycle & Pedestrian Mobility Goal 2.4 page 44) (A)
	ENG, PW						X	X	X	X	\$\$\$	Work with IDOT to improve pedestrian crossings at intersections between Lincoln Avenue, Pratt Avenue, and Crawford Avenue adjacent to the Lincolnwood Library and school campus. (Community Facilities Goal 1.4 page 58) (A)
	PARK, PW	X					X	X			\$	Complete the conversion of the Village's two rail corridors into dedicated bike trails. (Bicycle & Pedestrian Mobility Goal 2.2 page 44) (A)
Bicycle Parking Zoning Amendment	CD					X	X				N/A	Amend zoning regulations to require a ratio of on-site bicycle parking for commercial properties based upon the required amount of vehicular parking. (Bicycle & Pedestrian Mobility Goal 2.3 page 44) (CA)
Sidewalk and Bicycle Connectivity	CD, ENG, PW				X	X	X				\$	Establish a long-term sidewalk infill program. (Bicycle & Pedestrian Mobility Goal 1.1 page 43) (A)
	ENG, PW									X	\$\$\$	Where feasible, provide pedestrian pass-throughs to future bike trail corridors from residential cul-de-sacs and adjacent parks. (Bicycle & Pedestrian Mobility Goal 1.3 page 43) (A)
	CD, ENG, PW						X	X	X	X	\$\$\$	Where possible, shorten pedestrian crossing distances through crosswalk configurations that are perpendicular to traffic flow. (Bicycle & Pedestrian Mobility Goal 1.4 page 43) (A)
Bikeway Plan and Education Programs	PARK	X									N/A	Continue to implement the 2006 Bikeway Plan. (Bicycle & Pedestrian Mobility Goal 2.1 page 44) (A)
	PARK	X			X	X	X				\$	Work with local service providers to develop an education and awareness program for bicycle use. (Bicycle & Pedestrian Mobility Goal 2.5 page 44) (A)
	PW, PARK, ENG				X	X	X	X			\$	Coordinate with the Forest Preserves District of Cook County, IDOT, CTA and Pace to enhance sidewalk, trail, and transit access to Forest Preserve properties west and southwest of Lincolnwood. (Parks & Open Spaces Goal 2.2 page 51) (A)
	PARK, PW	X					X	X	X	X	\$\$\$	Expand and improve local bicycle and pedestrian facilities, prioritizing areas around destinations often used by senior citizens, youth, and other residents. (Community Facilities Goal 1.1 page 58) (A)

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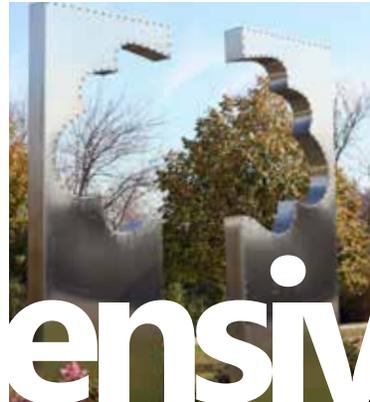
Description	Responsibility	Timeframe										Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021			
			1Q	2Q	3Q	4Q							
Parks													
Property Acquisition Opportunities	CD, PARKS	X										N/A	Monitor the availability of properties adjacent to existing parks, and where appropriate, acquire such property to accommodate park expansion. (Parks & Open Spaces Goal 1.5 page 50) (P)
Implementation and Support of Existing Programs and Parks Master Plan	PARK	X										N/A	Continue to support the Playground Replacement Program, prioritizing playgrounds that are not accessible or are experiencing disrepair. (Parks & Open Spaces Goal 1.1 page 50) (A)
	PARK	X										N/A	Continue to implement the 2011 Comprehensive Parks and Recreation Master Plan. (Parks & Open Spaces Goal 1.2 page 50) (A)
Monitor Trends and Demographics to Provide Quality Equipment and Meet Evolving Needs	PARK	X										N/A	Continue to monitor national and regional trends in playground amenities, and modify capital programs and design standards to integrate state-of-the-art facilities and equipment. (Parks & Open Spaces Goal 1.3 page 50) (A)
	PARK	X										N/A	Continue to monitor local demographics, and modify parks and open space programming to reflect the evolving needs of Lincolnwood's diverse population. (Parks & Open Spaces Goal 1.4 page 50) (A)
Establish Agreement with School District for shared use of facilities	PARK	X										N/A	Establish formal agreements with School District 74 for the shared use of indoor and outdoor recreational facilities. (Parks & Open Spaces Goal 2.1 page 51) (A)
Stormwater Management													
Encourage and support private investment and solutions	ENG, PW	X										N/A	Support residents and businesses in reducing local stormwater run-off and flooding. (Environmental Features Goal 2.1 page 52) (P)
	CD, ENG					X	X					\$	Encourage the use of stormwater management and filtration techniques on residential lots. (Community Facilities Goal 2.1 page 59) (CA)
Develop Stormwater Management Plan identifying infrastructure improvements & opportunities	ENG, PW	X	X	X	X	X	X	X				\$\$\$	Identify and implement strategic infrastructure upgrades that would increase stormwater capacity and overcome physical barriers to the transmission of water. (Environmental Features Goal 2.2 page 52) (A)
	ENG, PW	X	X	X	X	X	X	X				\$\$\$	Utilize Village-owned open spaces as short-term detention areas for surrounding development. (Environmental Features Goal 2.3 page 52) (A)
	ENG, PW								X	X	X	\$\$\$	Establish a short and long term capital improvement strategy for addressing localized flooding in flood-prone neighborhoods. (Community Facilities Goal 2.2 page 59) (A)
Code Enforcement													
Enforce Property Maintenance Code in Residential Areas	CD & PD	X										N/A	Strictly enforce maintenance requirements for multi-family buildings, especially those owned by absentee landlords. (Residential Area Goal 1.3 page 29) (P)
	CD				X							N/A	Adopt and enforce maintenance standards for single-family rental properties or vacant housing structures. (Residential Area Goal 1.5 page 29) (CA)
Enforce Traffic Restrictions in Residential Area	PD	X										N/A	Continue to strictly enforce truck traffic bans in all residential areas. (Industrial Area Goal 1.1 page 34) (A)
	PD	X										N/A	Continue to monitor and enforce truck traffic restrictions in residential areas adjacent to industrial or commercial development. (Vehicular Traffic & Circulation Goal 1.1 page 41) (A)

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1/25/17

Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal	
		Ongoing	2017				2018	2019	2020	2021			
			1Q	2Q	3Q	4Q							
Coordinate Enforcement in Centennial Park	PD	X									N/A	Work closely with the City of Chicago to enforce littering and dumping regulations along Centennial Park. (Environmental Features Goal 1.1 page 51) (A)	
Maintain a Safe Community	PD	X									N/A	Continue to keep Lincolnwood safe. (Community Facilities Goal 1.3 page 58) (P)	
Miscellaneous													
Improve Services to Residents	ADMIN	X										N/A	Support Library District and School District in procuring high-speed fiber optic telecommunications services. (Community Facilities Goal 1.2 page 58) (P)
	ADMIN	X										N/A	Support ongoing coordination among local service providers to maximize both the effectiveness and efficiency of public services. (Community Facilities Goal 3.1 page 59) (P)
	ADMIN	X										N/A	Continue to utilize multiple service provider networks to maintain open communication with Lincolnwood residents and businesses. (Community Facilities Goal 3.2 page 59) (A)
	ADMIN	X										N/A	Continue to work with other service providers to establish a central calendar of community events that is easily accessible to all residents. (Community Facilities Goal 3.3 page 59) (A)
	ADMIN & PARK	X										N/A	Work with service providers whose district boundaries go beyond those of the Village to ensure Lincolnwood residents enjoy a high level of access and quality of service. (Community Facilities Goal 3.4 page 59) (A)
Tree Planting and Replacement	PW	X										\$\$	Plant new street trees throughout the Village, prioritizing blocks with little or no tree cover. (Residential Area Goal 2.3 page 31) (A)
	PW	X										N/A	Continue to support the Village's Tree Replacement Program, and establish benchmarks for the tree population on a block-by-block basis. (Environmental Features Goal 1.2 page 51) (A)
	PW	X					X					N/A	Implement a tree planting program along Lincoln Avenue, Devon Avenue, Pratt Avenue, Touhy Avenue, Cicero Avenue, Crawford Avenue, and McCormick Boulevard. (Environmental Features Goal 1.3 page 52) (A)
Grants for Improvement to Minimize Noise impacts of O'Hare Airport	CD, ADMIN		X									N/A	Identify municipal funding or outside grants to support window upgrades to minimize the impacts of O'Hare International Airport air traffic noises. (Environmental Features Goal 2.4 page 52) (A)



Comprehensive Plan

Village of Lincolnwood, IL
Adopted October 2016

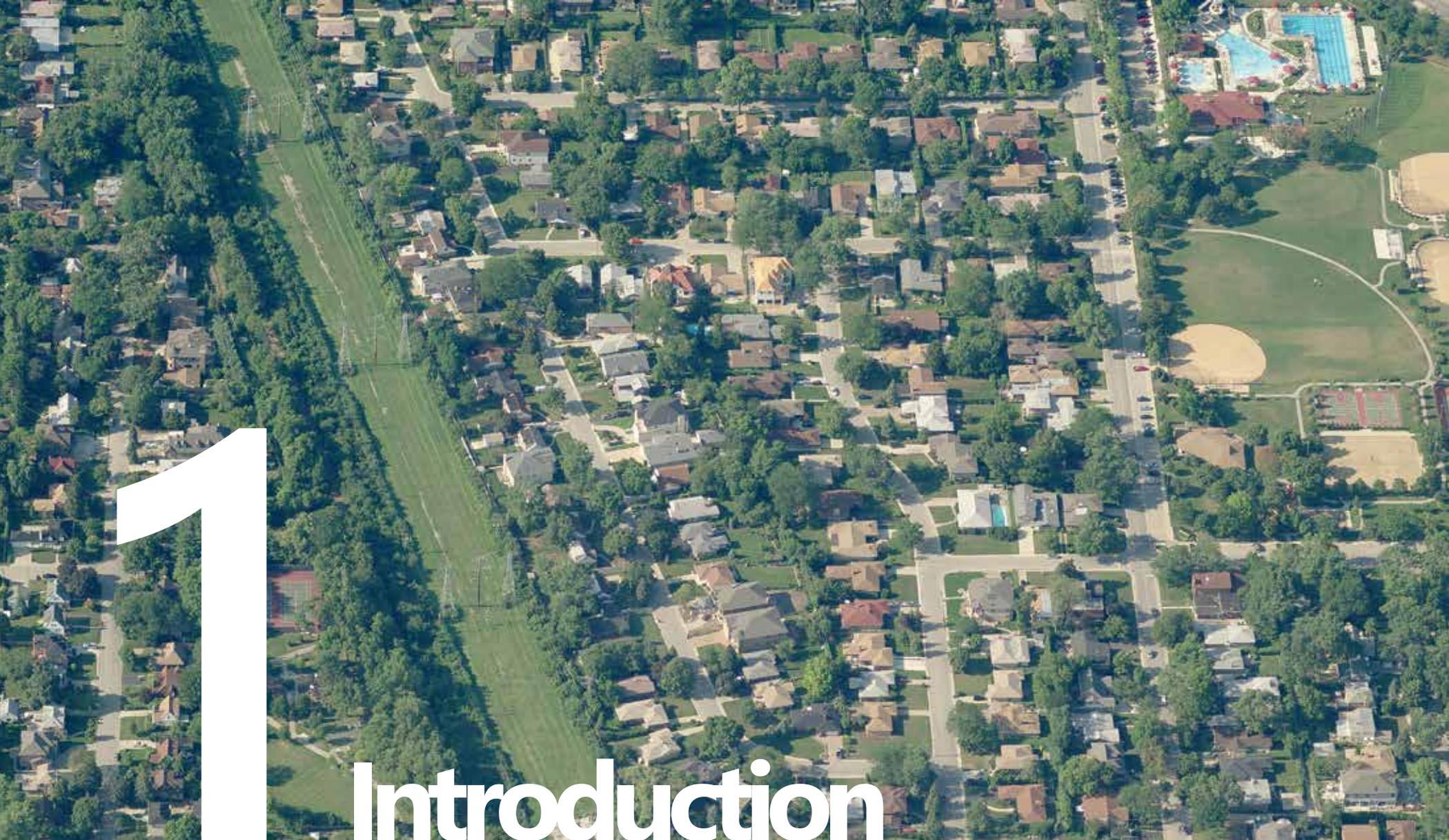


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Prepared by





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Introduction

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Purpose of the
Comprehensive Plan

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Planning Process



The Village of Lincolnwood is a central Chicago suburb located in the heart of the Chicago Metropolitan Area. Nestled between the City of Chicago and various northern Chicago municipalities, Lincolnwood has reached full build-out, placing emphasis on internal growth. In March of 2015, the Village initiated a 12 month process to develop a new Comprehensive Plan that would help guide reinvestment within the community and ensure the continued high quality of life in Lincolnwood. The Plan will establish a community vision, providing recommendations and policy regarding land use and development; residential neighborhoods; commercial and industrial areas; transportation and mobility; recreation, open space, and environmental features; and community facilities.

Purpose of the Comprehensive Plan

A Comprehensive Plan offers guidance for growth, development, and physical improvement within a municipality. The document is reflective of the local community, utilizing community input to identify a vision for the future supported by all key stakeholders. Based on foundational analysis, the Comprehensive Plan is able to identify tangible actions that can be enacted to achieve this vision.

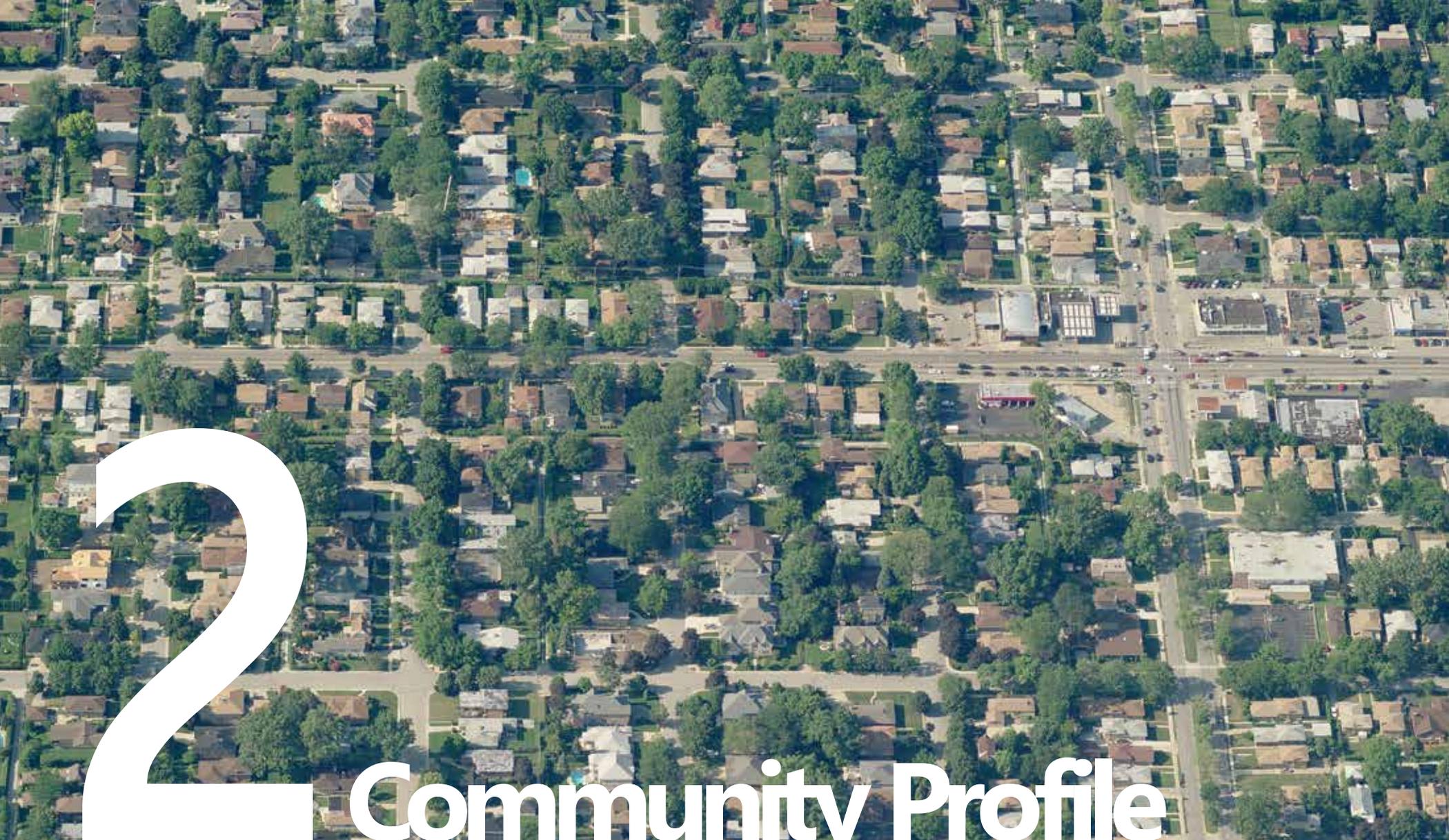
At its most basic, a Comprehensive Plan is a “how-to” guide, assisting with land use patterns, neighborhood cohesiveness, business growth, mobility and accessibility, maintenance of community facilities, and management of parks and recreational opportunities. Opportunities were provided for residents to voice their opinions, provide feedback, and share ideas. Both in-person events and online tools were employed throughout the planning process to gather invaluable public opinion, ensuring the Comprehensive Plan is representative of the community it serves.

Planning Process

The planning process was designed to collect community input, review existing conditions, establish a clear vision, and generate recommendations and strategies for the Village moving forward. The process included five separate steps, aimed at developing the plan over a 12 month period. Overall, the process was structured around the collection of community input through various outreach opportunities, helping to ensure the Comprehensive Plan is applicable to the community it serves.

The planning process included the following five steps:

- Step 1:**
Project Initiation & Outreach
- Step 2:**
Existing Conditions Analysis
- Step 3:**
Community Vision, Goals & Objectives
- Step 4:**
Community-Wide Plans & Policies
- Step 5:**
Plan Documents & Adoption



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Community Profile

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Regional Settings

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Community History

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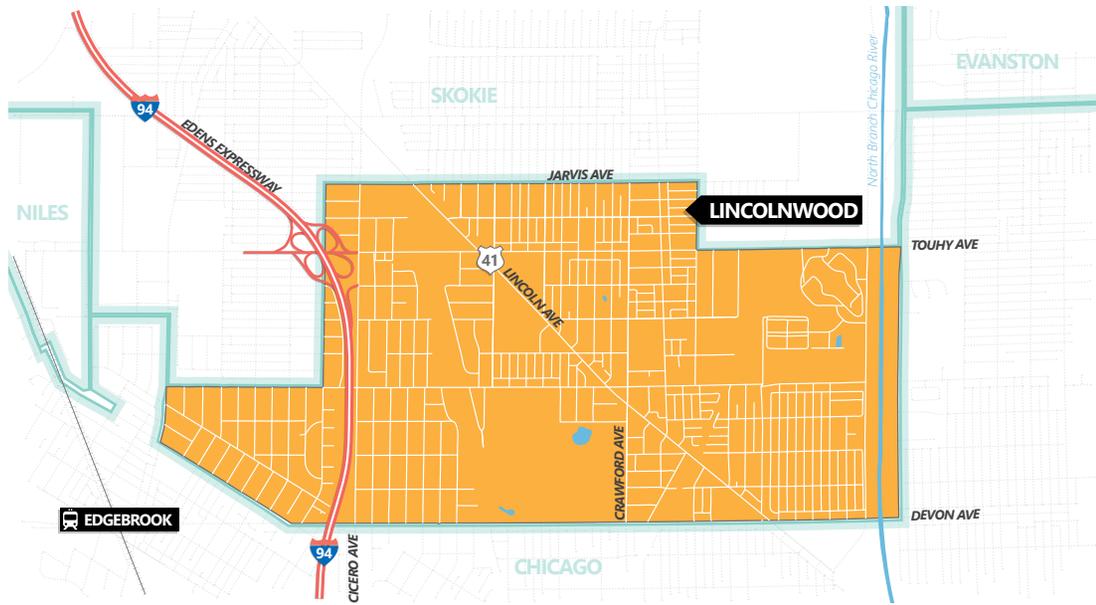
Past Plans, Studies & Reports

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Demographics

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Existing Land Use



The community profile establishes a baseline understanding of the Village of Lincolnwood, creating a foundation for the recommendations and strategies of the Comprehensive Plan. This includes an overview of the Village’s regional setting, history, past planning efforts, demographics, land use, development regulations, transportation, parks system, and community facilities. This information defines a background for the community and outlines current existing conditions, ensuring that the Comprehensive Plan is readily applicable to Lincolnwood today and in the future.

Regional Setting

The Village of Lincolnwood is a community of approximately 12,500 residents located in Cook County, Northern Illinois, at the heart of the Chicago Metropolitan Region. Lincolnwood is comprised of 2.69 square miles nestled within the City of Chicago’s diverse neighborhoods as one of the first communities directly north of Chicago. Lincolnwood is bordered by Chicago to the east and south and the Village of Skokie to the north and west.

Lincolnwood’s location provides direct access to the City of Chicago and greater Chicago region. Interstate 94, the Edens Expressway, runs north to south through the west side of the community, connecting the Village to other municipalities in the region, central Chicago, and O’Hare International Airport. In addition, the Chicago Transit Authority (CTA) operates a variety of transit options connecting Lincolnwood with Downtown Chicago and numerous Chicago neighborhoods. Closely knit into the urban fabric of Chicago, Lincolnwood offers a suburban community in an urban setting.





Lincolnwood in 1999. Source: U.S. Geological Survey

Community History

That land that would become Lincolnwood was originally home to Potawatomi Native Americans, who were forced to vacate the land due to the Indian Boundary Treaty of 1816. The region was settled by farmers in the 1840s and 1850s, most prominently German immigrants George Proesel, whose grandson would become the Village's mayor in the 1930s, and Johann Tess, for whom the Village would be named during the 1800s and early 1900s.

With abundant land, the area saw steady growth as an agrarian community. The Halfway House Saloon was the community's first commercial development, built in 1873. Further population growth was spurred by the completion of a Chicago & North Western Railway station in adjacent Niles Center (now Skokie) in 1891 and the North Shore Channel in 1909. With additional saloons and taverns developing, 359 residents incorporated as the Village of Tessville in 1911, giving the community power to grant liquor licenses. The Village remained largely rural until the extension of an electric rail service to Niles Center in the mid-1920s.

During the American Prohibition, the Village of Tessville gained a reputation as a haven for drinking and gambling, with numerous speakeasies popping up in the community. This image would persist until the efforts of Henry A. Proesel, George Proesel's grandson and the Village's longest-serving president. Proesel coordinated with the federal government to hire the entire unemployed workforce in Tessville for a public works project, planting over approximately 10,000 elm trees on Village streets. In 1934 Proesel helped pass a liquor license law which limited the number of licenses allowable within the municipality. This would become a model for other communities across the nation. Perhaps his most lasting action, in 1936 Proesel changed the Village's name to Lincolnwood.

Through the 1950s Lincolnwood was able to reduce taxes by fostering growth of industry and commercial uses, bringing in major companies like Bell & Howell. The Village saw significant population growth with the opening of the Edens Expressway (I-94) in 1951. The community's population grew rapidly, from just over 3,000 in 1950 to almost 13,000 in 1970. In the late 1900s Lincolnwood accomplished many firsts in terms of elected representation, including Madeleine Grant becoming the Village's first female president in 1993 and Peter Moy becoming the first Asian American to serve as a mayor in Illinois in 2000.

Past Plans, Studies & Reports

Past plans, studies, and reports represent efforts conducted by the Village and other local bodies that will help guide the recommendations of the Lincolnwood Comprehensive Plan. In many cases, the issues and opportunities addressed in previous planning efforts are still relevant today and can assist with development of new strategies for the community. Where appropriate, the Comprehensive Plan will integrate or build upon the recommendations of previous plans and provide a broader context for coordinated decision making.

Northeast Industrial District Redevelopment Plan and Project (1996)

The Northeast Industrial District Redevelopment Plan and Project outlines the details of establishing a tax increment financing (TIF) redevelopment project area for a northeast industrial district, including various parcels north of Pratt Avenue and east of Hamlin Avenue. The plan aimed to encourage reinvestment in the district as an important economic base, recommending improvements to public infrastructure, rehabilitation of aging facilities, utility improvements, and necessary land acquisition. The document enabled the establishment of the Northeast Industrial District TIF. Implementation of recommendations included the construction of the Northeast Parkway and extension of North Central Park Avenue to improve circulation and provide better access on the site.

Lincolnwood Vision 2020 (1997)

The Lincolnwood Vision 2020 established a strategic plan for the Village's future through the year 2020. The planning process included extensive community outreach to create a vision for the Village guided by residents, businesses, officials, and community stakeholders. Focusing on six key elements, the plan outlines future trends and recommendations to guide municipal decision making. The six key focus areas include:

- Education
- Government
- Community Diversity
- Community Development
- Economic Development
- The Environment

Touhy-Lawndale District Redevelopment Plan and Project (1998)

The Touhy-Lawndale District Redevelopment Plan and Project outlines the details of establishing a TIF redevelopment project area for the site southeast of the intersection of Touhy Avenue and Lawndale Avenue. The plan recommended redevelopment of the two structures on the site into a single planned commercial or special use. The document enabled the establishment of the Touhy-Lawndale TIF district. General recommendations of the plan were implemented, with the site currently containing a Lowe's Home Improvement store.

Northeast Business Park Improvement Plan (2000)

As a follow-up to the establishment of the Northeast Industrial and Touhy-Lawndale TIF Districts, the Northeast Business Park Improvement Plan was developed. The Plan unified the entire area bounded by Pratt Avenue, McCormick Boulevard, Touhy Avenue, and Hamlin Avenue, with the exception of residential uses along Hamlin Avenue, as the Northeast Business Park. Identified improvements include street circulation projects, expanded employee parking, short-term truck parking, coordinate landscape treatments, façade upgrades, and lighting treatments, and gateway signage.

Lincoln Avenue Corridor Plan (2005)

The Lincoln Avenue Corridor Plan provides analysis and recommendations to benefit the Lincoln Avenue Corridor and create a lively, attractive main street within the community. The plan reviews similar municipalities in the area and establishes a vision for reinvestment and redevelopment along Lincoln Avenue. The document further focuses on three overarching concepts for the corridor:

- Changes to land use to establish three business districts at major intersections along Lincoln Avenue
- Enhancements to the public right-of-way to improve public safety and foster a strong sense of place
- Development regulations that control the shape and force of new structures, based in neo-traditional planning and new urbanism concepts

Though the plan has not yet been entirely implemented, a Lincoln Avenue overlay zoning district was established.

Lincolnwood Comprehensive Plan (2006)

The Village's previous comprehensive plan was adopted in 2001, with subsequent amendments made in 2006. The plan provides land use and development recommendations, focusing on a review of development regulations and specific focus areas to be addressed within the Village. Many of these focus areas have been addressed in separate plans and reports, both prior to and after the development of the 2001 Comprehensive Plan.

Lincolnwood Bikeway Plan (2006)

The Bikeway Plan provides specific recommendations for establishing a thorough and dedicated bikeway in Lincolnwood. The Plan emphasized that Lincolnwood is in a central position to contribute to a larger regional bicycle system linked to paths in Chicago and Skokie. This included general guidelines for development of bicycle infrastructure and identification of potential on-street and off-street bicycle routes.

Lincoln Avenue Streetscape Master Plan (2009)

The Lincoln Avenue Streetscape Master Plan was completed as a follow-up to the Lincoln Avenue Corridor Plan, providing specific streetscape improvements and visualizations based on recommendations of the Corridor Plan. Improvements focus on a road diet, curb bump-outs, bike lanes, and other measures to slow down cars and increase pedestrian safety. In addition, landscaped medians, entry monuments, and other pedestrian amenities were identified to aid with improving the physical appearance of the corridor.

Comprehensive Parks and Recreation Master Plan (2011)

The Comprehensive Parks and Recreation Master Plan was established to inventory, analyze, and provide recommendations for all elements of the Parks and Recreation Department. The Plan offers recommendations to continue high quality programs and services and maximize recreational opportunities for residents while managing the fiscal constraints of the department. The detailed focus of the Plan allows for park-by-park specific recommendations for improved maintenance and programming, and the development of various scenarios and options for creation of new parks and facilities. Individual recommendations of the implementation plan are prioritized on a schedule extending from 2011 to 2021.

Lincolnwood Parks and Recreation Department Strategic Plan 2012-2015 (2011)

The Lincolnwood Parks and Recreation Department Strategic Plan establishes a vision, goals, and objectives for the department between the years 2012 and 2015. The Plan was part of a series of strategic and long term plans developed to provide guidance for the department. Specific objectives were included in the plan, with responsibility attached to members of the department and a fiscal year targeted for completion. Given Lincolnwood's size and position relative to neighboring communities, implementation largely focused on improved programming and services.

Lincoln-Touhy TIF Redevelopment Plan (2011)

Prior to the termination of the Lincoln-Touhy TIF in 2015, improvements in its boundaries were guided by the 2011 Lincoln-Touhy TIF Redevelopment Plan. This TIF Redevelopment Plan was completed as part of establishing the Lincoln-Touhy TIF District, which included parcels around the intersection of Lincoln Avenue and Touhy Avenue. The Plan demonstrated the need for redevelopment and improvement in the area, noting issues within the district, citing supporting policy from the 2006 Comprehensive Plan, and providing specific cost estimates and action steps for improvements. The main focus of the Lincoln-Touhy TIF District is the redevelopment of the Purple Hotel site.

Devon Avenue Corridor-Technical Assistance Panel Report (2013)

The Devon Avenue Corridor-Technical Assistance Panel Report was a joint planning effort initiated by the City of Chicago and Village of Lincolnwood, completed by the Urban Land Institute (ULI). The report identifies recent concerns with the Devon Avenue Corridor following the closing of anchor retailers in the area. Further, the split between Lincolnwood on the north and Chicago on the south creates additional challenges in the area. The plan identifies preferred land uses, including specific types of retailers that could benefit the local market, streetscape improvements, and parking options.

Lincolnwood Strategic Plan Report 2014-2016 (2014)

The Lincolnwood Strategic Plan Report provides a vision with specific core values and goals for the Village between the years 2014 and 2016. The Strategic Plan offers direction for Village staff and elected officials to help with important decision making and policy choices. The expressed core values help define areas of emphasis within the Village, including:

- Education
- Diversity
- Business Development
- Integration of Neighborhoods
- Parks and Open Space
- Sound/Professional Government
- Customer Service

Devon-Lincoln TIF Redevelopment Plan (2014)

The Devon-Lincoln TIF Redevelopment Plan was completed as part of establishing the Devon-Lincoln TIF District. This area includes, with a few exceptions, parcels adjacent to and contained within the triangle formed by Devon Avenue, Lincoln Avenue, and Proesel Avenue as well as parcels north of Devon Avenue from Lincoln Avenue to McCormick Boulevard. The Plan demonstrates the need for redevelopment and improvement in the area, noting issues within the district, citing supporting policy from the 2006 Comprehensive Plan, and providing specific cost estimates and action steps for improvements. The main focus of the Devon-Lincoln TIF District will be commercial uses along the two corridors.

Demographics

The following summarizes and highlights existing and projected demographic, housing, and employment data for the Village of Lincolnwood. This information provides context for existing conditions and helps to inform the planning process moving forward.

Demographic Characteristics

The Village of Lincolnwood’s population is stable and projected to grow slightly over the next several years. The Village is also getting older with the median age projected to continue to increase to 47 in 2020 up from 45 in 2010. While the 65 and older population is projected to experience the largest increase, the 25 to 44 year old age cohort is expected to grow as well. This is a key segment of the population in that it represents households with children which is a positive indication of the stability of the community and its future. While the County is also aging, it is doing so at a slower rate and has a projected median age of 37, ten years less than that of Lincolnwood.

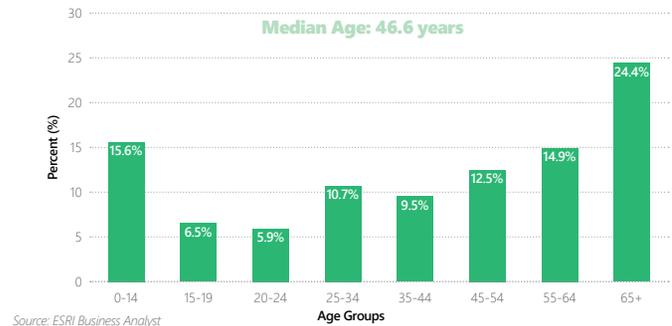
Median household income continues to increase. Currently at \$89,720 it is expected to increase to \$104,723 by 2020. This is considerably higher than that of Cook County at \$53,284 and \$60,807 respectively. Growth is projected in all upper end income groups above \$100,000.

The Village is currently and projected to continue to be largely white (as defined by the US Census), while there is continued growth in the Asian population which will account for approximately one-third of the total population by 2020. The White population is generally comparable to that of Cook County, but other segments align much differently. Most notably, Lincolnwood’s black population accounts for only 1% of the population versus 23% for Cook County; the Hispanic population represents 25% of the County population but only 7% of Lincolnwood. The Asian population in particular represents the largest disparity, being four times greater in terms of total population in Lincolnwood versus the rest of Cook County.

It should be noted that the racial and ethnic categories discussed are defined by the U.S. Census. Per the U.S. Census definition, those individuals who identify themselves as “Hispanic” (which is an ethnicity) also identify with a racial category such as “White” or “Black.” As such, the Hispanic category cannot be added to the sum of the racial categories.

The combination of unique demographic characteristics including the increasing presence of young families, seniors, diversity of ethnicities, and higher incomes should be embraced by the Village. These characteristics can be leveraged in terms of future housing and commercial opportunities as well as services and programming.

Age Distribution (2015)
Lincolnwood

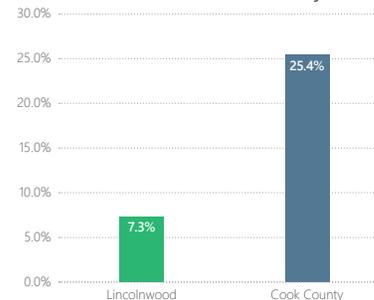


Demographic Summary (2010-2020)

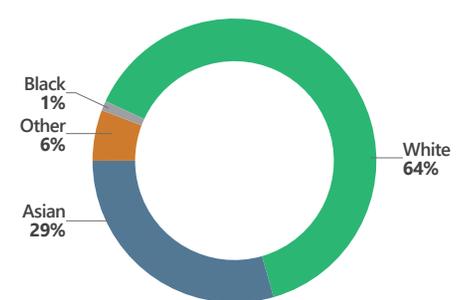
	2010	2015	2020
Lincolnwood			
Population	12,590	12,576	12,601
Households	4,341	4,330	4,339
Median Household Income	--	\$89,720	\$104,723

Source: ESRI Business Analyst; Chicago Metropolitan Agency for Planning; Houseal Lavigne Associates
Median household income data unavailable for 2010

Hispanic Population (2015)
Lincolnwood & Cook County



Racial Composition (2015)
Lincolnwood





Housing

There are approximately 4,639 housing units in Lincolnwood with the most common being an owner occupied detached single-family home. Over 75% of homes in the Village are single-family detached and more than 87% of all units (including multi-family) are owner occupied. Just 13% of the Village's housing is rental. This is a much higher home ownership than Cook County which currently has about a 50% ownership rate.

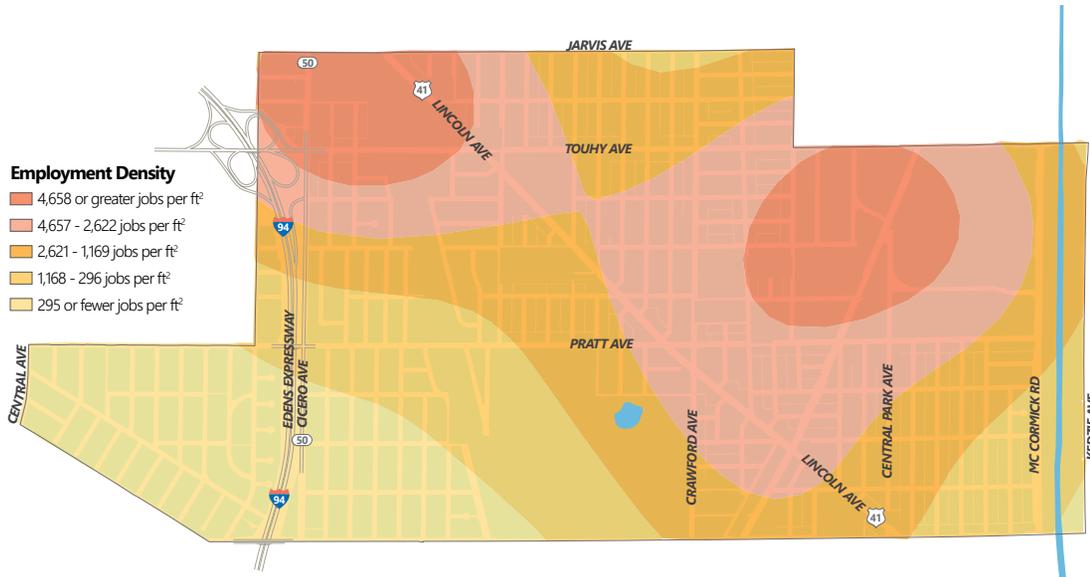
During the early 2000's, the Village experienced some reinvestment in the housing stock through tear-downs of older single-family homes. While the Village had 26 single-family building permits issued in 2004 that number dropped to zero in 2010 as a result of the downturn in the economy and the real estate market. Recently, the number of permits issued for new single-family homes has begun to increase with a total of 7 being issued in 2014. Although those figures are well behind that of the early 2000's it is an indication that the housing market is improving. Still, only 5% of the total housing stock was constructed in the past 15 years.

While the housing stock is older, with nearly 75% having been built before 1970, most homes are well maintained. The Village does have a variety of single family product available although there is less availability in the single-family attached (townhomes, rowhomes) and newer multi-family. Over 100 building permits have been issued for single-family homes in the past 10 years.

Given the Village's location proximate to the City of Chicago, access to mass transit, major arterials, quality schools, and other assets, it is generally well positioned to attract young professionals. On the other end of the spectrum, the Village and the market area's population is aging. During the public outreach process, many older residents stated that they continue to live in single-family attached homes, in part by choice, but also due to the lack of available alternative housing options. There may be an opportunity for the Village to accommodate additional attached housing and multi-family (both for-sale and rental) catering to both the younger and older segments of the market.

Employment

Lincolnwood has a strong employment base given its relatively limited geography and resident population. According to the latest data available from the U.S. Census Bureau there are approximately 9,000 primary jobs (positions that are the jobholders primary source of income) based in the Village. In 2008 the Village, like most of the region, suffered a loss in total employment as businesses closed, reduced staff, or consolidated. While there has been recovery and some segments such as Healthcare are experiencing continued growth, losses in other jobs such as manufacturing continue to languish.



The Village's diverse economic base, which includes retail, restaurants and entertainment, as well as industrial and manufacturing businesses, accounts for a range of employment options not found in other communities. The Village should continue to support and encourage this business mix to ensure a diversified tax base, business retention and attraction, maintain a daytime population to support retail and restaurant uses, and position the Village as a destination for new residents.

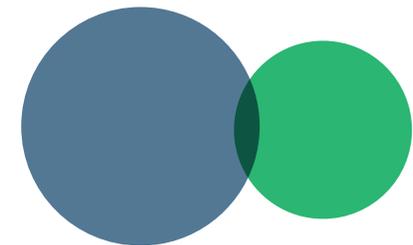
Currently, most jobs located in Lincolnwood are held by individuals from outside of the community and the majority of Lincolnwood residents are employed in the City of Chicago and surrounding areas. Only 221 individuals both live and work in Lincolnwood, while each day over 5,000 residents leave the Village for work and approximately 8,700 non-residents commute to the Village for work.

Total Employment (2007-2011) Lincolnwood

	2007	2008	2009	2010	2011
	Count	Count	Count	Count	Count
Total Primary Jobs	9,863	9,820	8,876	9,072	9,001
	Share	Share	Share	Share	Share
Agriculture, Forestry, Fishing and Hunting	0.1%	0.1%	0.1%	0.2%	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	0.1%	0.0%	0.0%	0.0%
Utilities	0.0%	0.0%	0.0%	0.1%	0.0%
Construction	2.2%	2.3%	2.7%	2.3%	2.1%
Manufacturing	14.0%	13.2%	11.5%	11.4%	12.2%
Wholesale Trade	4.9%	5.2%	5.1%	4.7%	5.5%
Retail Trade	15.7%	17.4%	17.0%	19.4%	18.4%
Transportation and Warehousing	0.8%	1.2%	1.3%	0.8%	1.1%
Information	6.4%	6.5%	6.7%	6.7%	4.5%
Finance and Insurance	4.2%	2.3%	2.3%	2.0%	2.2%
Real Estate and Rental and Leasing	1.9%	1.5%	1.6%	1.5%	1.7%
Professional, Scientific, and Technical Services	6.6%	6.4%	6.5%	6.4%	6.2%
Management of Companies and Enterprises	0.2%	0.1%	0.1%	0.1%	0.1%
Administration & Support, Waste Management and Remediation	18.9%	18.3%	19.1%	18.8%	19.6%
Educational Services	3.9%	4.0%	2.1%	3.9%	3.7%
Health Care and Social Assistance	6.8%	8.1%	10.9%	11.8%	12.8%
Arts, Entertainment, and Recreation	1.0%	1.0%	1.0%	1.1%	1.2%
Accommodation and Food Services	7.6%	7.6%	7.4%	3.9%	4.5%
Other Services (excluding Public Administration)	3.7%	3.5%	3.6%	3.8%	3.0%
Public Administration	1.1%	1.0%	1.0%	1.1%	1.1%

Source: U.S. Census "On the Map"; Housecall Lavigne Associates

Inflow/Outflow Job Counts (2011) Lincolnwood



- 8,780 - People who Work in Lincolnwood, but Live elsewhere
- 5,027 - People who Live in Lincolnwood, but Work elsewhere
- 221 - People who Live and Work in Lincolnwood

Existing Land Use

Land use within the Village of Lincolnwood has been categorized into 9 land use designations, including a variety of uses, structures, and development types. All parcels within the Village's municipal boundary have been inventoried and reviewed using a combination of existing data and field reconnaissance.

Residential

Single-Family Detached: Single-family detached residential is a land use type of free-standing residential dwellings. The single-family residential areas of the Village include a wide range of lot sizes and housing types. Homes in the community range from modest, smaller, post-WWII homes to very large, newer homes that reflect the trend toward maximizing allowed building height, floor area, and lot coverage.

Single-Family Attached: Single-family attached residential are single-family homes which share a common wall. Examples of this could include side-by-side duplexes, townhomes and rowhomes. Single-family attached are primarily located along Pratt Avenue east of the abandoned rail corridor.

Multi-Family: Multi-family residential is a land use that contains multiple residential dwellings in the same building. Examples include duplexes, apartments and condominiums. As it relates to land use, senior housing is considered multi-family. Multi-family uses are found along the Village's busier corridors, where they help transition between commercial uses and higher volumes of traffic, to quieter traditional neighborhoods.

Commercial

General/Corridor Commercial. General/corridor commercial uses provide employment opportunities and goods to primarily serve the daily needs of Lincolnwood residents; however, their positioning along busy regional roadways makes them well positioned to serve a larger market. Most of these uses are found along Lincoln Avenue, Devon Avenue, and Touhy Avenue. These corridors offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, car washes, cleaners and service stations. (One exception to this is the Urhausen Greenhouses nursery located at Prairie Road and Lunt Avenue.) General/corridor commercial uses in the Village are located in both multi-tenant and standalone buildings, and generally provide parking on-site.

Regional Commercial. Regional commercial areas consist of uses, parcels, and areas that rely on the ability to draw a customer base from the larger region. These uses are primarily situated in two locations given proximity to the Edens Expressway and the City of Chicago: around the Lincolnwood Town Center, an enclosed regional shopping mall in the northeast corner of the Village, and the area near the Touhy Avenue/Edens Expressway interchange, including the former "Purple Hotel" property. These areas consist of large shopping centers, big box development, auto dealers, and higher intensity office.

Light Industrial/ Business Park

Industrial land uses are those involved in the manufacture or distribution of goods to businesses (rather than the general public). There are three large general areas of industrial land uses in the Village, each located adjacent to an abandoned rail corridor. The largest concentration of light industrial uses is the Lincolnwood Business Park, located south and west of Lincolnwood Town Center.

Public/Semi-Public

Public/Semi-Public land uses include publicly and privately owned facilities such as Village-owned facilities, schools and religious institutions. These uses are found throughout the Village and are typically located based on their need to serve their constituents, members, or targeted population.

Parks/Open Spaces

Parks/Open Spaces land uses include public or privately owned sites used for parks and recreational purposes, or lands intentionally preserved in a natural state. These land uses are located throughout the Village and range in size and purpose, from small tot-lots, to Henry A. Proesel Park. The Bryn Mawr Country Club is also classified as parks and open space.

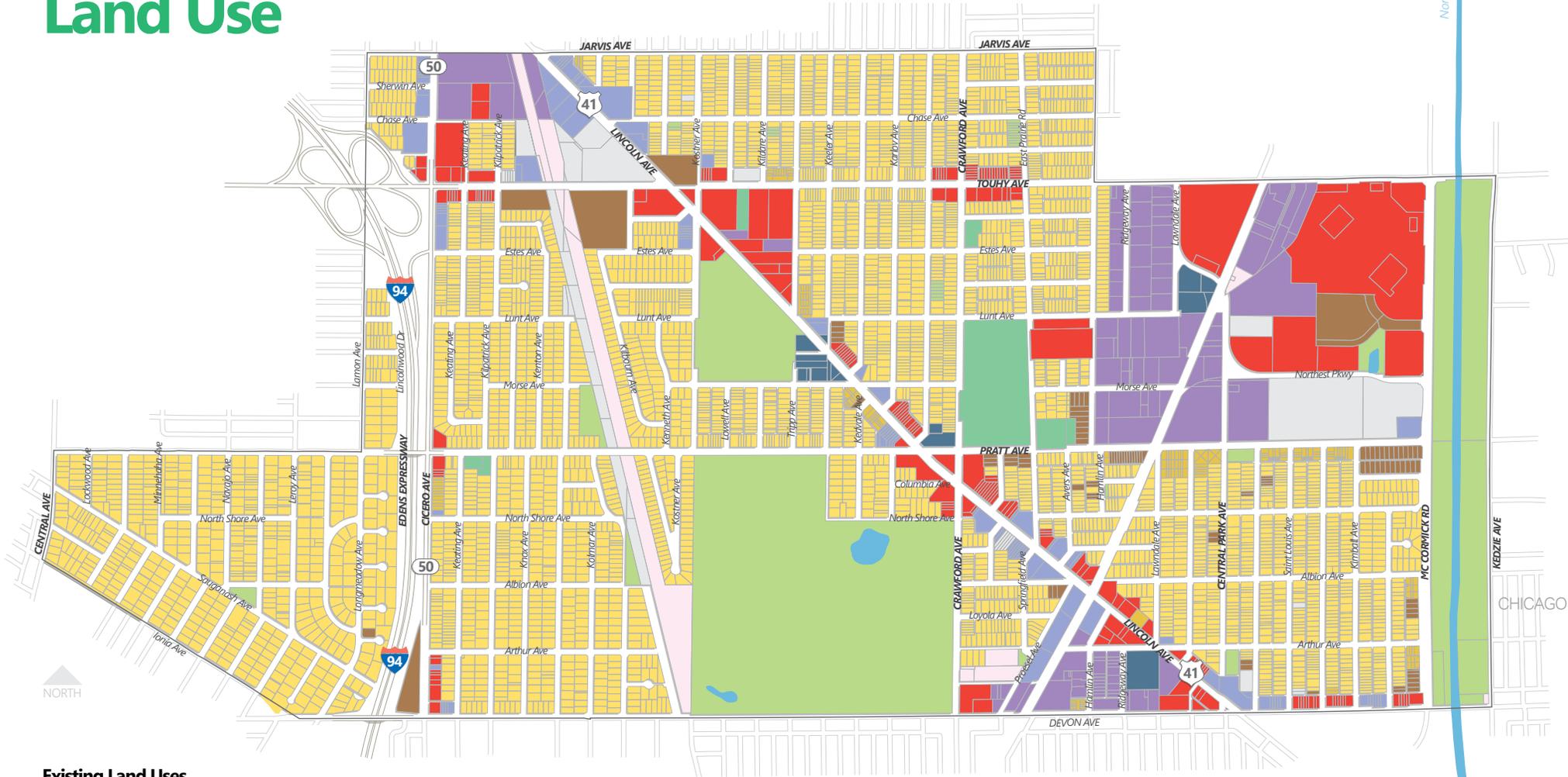
Utilities

Utilities are the structures, facilities, parcels, and corridors that accommodate necessary infrastructure. Utilities may be publicly or privately owned and are located throughout the Village based on service needs.

Existing Land Use

SKOKIE

North Branch Chicago River



Existing Land Uses

- | | | |
|--|--|--|
|  Single-Family Detached |  Office |  Parks/Open Space |
|  Single-Family Attached |  Light Industrial |  Utility |
|  Multi-Family Residential |  Public/Semi-Public |  Vacant |
|  Commercial |  Schools | |



Issues & Opportunities

Analysis of the Village's existing land use has identified several characteristics in Lincolnwood that present either challenges or opportunities for future investment. Given the importance of land use, these provided a basis on which further analysis of the community has been established and helped guide recommendations for land use and development in Lincolnwood. Issues related to existing land uses include:

Teardowns and resulting neighborhood character. Throughout the 1990's and 2000's, Lincolnwood experienced residential reinvestment as developers consolidated lots and built larger homes. This represents a positive trend in terms of housing value and quality. However, it also poses challenges related to maintaining a consistent community character and resulting "leftover" lots between teardowns that cannot be redeveloped.

Isolated residential areas. There are several areas in Lincolnwood where awkward block configurations along Lincoln Avenue or surrounding land uses isolate some residential areas. These areas may experience disinvestment over time and should be considered for other land uses that create commercial or employment opportunities.

Industrial/residential buffers. Several industrial properties abut residential areas or front on the same street as homes. Creating an appropriate buffer will be important in order to maintain the long-term attractiveness of these homes.

Reinvestment in strong residential building stock. Lincolnwood's neighborhoods are generally in good condition, with only a few cases of poor maintenance. These are typically associated with rental properties or vacant structures. This has a profound impact on the street character and aesthetics of several neighborhoods.

Small lots on commercial corridors. Lincolnwood's commercial corridor (Lincoln, Touhy, Devon and Cicero) have a typical lot depth of 110-125'. This makes it difficult to accommodate all the required components of site design (i.e. parking, landscaping, sidewalks, etc.) As a result, several sites have "shoehorned" these elements onto the site, often creating additional challenges related to site access, circulation, or safety. In some areas, there are opportunities for commercial lot expansion, while others, such as Touhy Avenue, are more tightly constrained by surrounding residences.

Multi-family maintenance. Many multi-family properties in Lincolnwood are well-kept and attractive. However, others are showing signs of neglect and disrepair. This could be a significant barrier in attracting young families and providing quality housing for the aging population.

Purple Hotel site and context. The site of the former Purple Hotel is currently under review for a development plan. Emerging recommendations of the Comprehensive Plan should be considered during plan review, and surrounding roadways and development should aim to maximize the potential of the site and its possible benefits to the rest of the community.

Awkward block configurations along Lincoln Avenue. The diagonal alignment of Lincoln Avenue creates awkward block intersections with side streets. These often result in meandering alleys, inefficient commercial layouts, and isolated residential lots.

Vacated rail corridors. The Village has two vacated rail corridors that run through the community from north to south. These represent an opportunity for trail connections, local circulators, or active land uses that could support existing development.



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Community Outreach

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Comprehensive Plan
Citizen Committee

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Community
Workshop

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Online
Questionnaires



Public outreach is an invaluable step in the planning process which enables engagement with residents, business owners, city staff, elected officials, and key stakeholders. Through public events and outreach tools, the Lincolnwood community is able to provide their input, thoughts, ideas, concerns, and feedback, helping to guide the development of the Comprehensive Plan. Issues and opportunities identified by community members will directly impact goals, objectives, and recommendations of the document. This document summarizes and provides analysis of public outreach efforts conducted as part of the Lincolnwood Comprehensive Plan.

To best engage Lincolnwood residents and stakeholders, the following outreach opportunities were provided:

- Community Workshop
- Online Questionnaires
- sMap-Online mapping tool

Comprehensive Plan Citizen Committee

The Comprehensive Plan Citizen Committee (CPCC) was established as the first line of public engagement to help guide the comprehensive planning process. Consisting of dedicated community members, the CPCC first met on March 12, 2015 at the kick-off meeting. This event provided an early opportunity for City Staff, the CPCC, and members of the consultant team to discuss issues and opportunities facing the Village. The CPCC continued to aid with development of the plan through review of plan recommendations and interim documents, ensuring that the final plan document is a direct reflection of the community it will serve.

Community Workshop

On April 9, 2015, members of the Lincolnwood community participated in a Community Workshop which took place at Village Hall beginning at 7:00 p.m. The workshop included an exercise designed to facilitate discussion and collect public opinion from a local perspective. First, those in attendance were asked to identify five issues that are most important to the Village of Lincolnwood. Participants were then broken into groups and asked to form a “vision” for Lincolnwood, coming up with solutions to identified issues and envisioning a preferred “future” for the Village. Each group was given a large map of the Village and colored markers, enabling them to graphically draw their ideas directly on the map. The following is a summary of the thoughts, comments, and opinions voiced during both parts of the Community Workshop exercise.

Issues & Concerns

Residents discussed a wide range of issues; however, many comments centered on a group of related themes. Though not representing the full extent of issues identified, the following is a summary of the central themes most commonly discussed as important elements for the Comprehensive Plan to address:

Empty Commercial Sites

Participants consistently emphasized the numerous empty commercial sites within Lincolnwood as a central issue. A large amount of discussion was given to the Purple Hotel site and the importance of repurposing this site, amongst others. Community members felt that these large lots create an image of vacancy and emptiness which negatively affects the Village and local market power. These sites also represent a loss in potential tax revenue while taking up space that could be put to better use. Respondents called for greater focus on the timely development and repurposing of these sites to benefit the local community.

Business Retention & Attraction

Closely linked to the prevalence of empty commercial sites, residents identified business retention and attraction as an important issue. Participants felt that commercial areas throughout the Village had trouble retaining businesses and attracting new, high quality companies to Lincolnwood. Larger lots, such as the Purple Hotel site, the vacant Dominick’s site, or the vacant lots between Pratt Avenue and Northeast Parkway, were regularly identified, but respondents also noted other areas with similar issues. Some community members argued that the failure to maintain and attract businesses in Lincolnwood is shifting the local tax burden to residential uses. New business development, especially high quality and locally demanded commercial options, were desired to ensure a healthy and balanced tax base.



Aging Infrastructure

Workshop attendees highlighted a variety of infrastructure issues, largely discussing areas where infrastructure was aging and needed improvement or replacement. Infrastructure issues included the poor appearance and maintenance of transportation corridors, stormwater and flooding issues, and numerous streetscaping concerns. In addition, the general inconsistency of infrastructure quality between different areas was acknowledged. Also widely discussed was water quality within the Village. Some residents expressed concerns about maintaining the long-term supply and quality of water from the City of Chicago.

Streetscape Character

As a large component of infrastructure, participants emphasized the Village's streetscape character as a specific concern. Issues focused on two elements of local streetscaping. First, respondents noted a number of maintenance issues, such as aging street signs or low safety, which create an unfavorable image of the Village. Residents felt that new or improved streetscaping would help counter this image and create larger market appeal for commercial properties within the area. Second, participants hoped for greater accessibility and mobility for both pedestrians and bicycles. This includes a call for trails and paths, bike lanes, medians and other pedestrian safety features, and overall greater consistency in the maintenance and appearance of streetscape facilities.

Property Maintenance

Both commercial and residential property within Lincolnwood was noted as being poorly maintained, which creates an unfavorable outward appearance. Participants suggested that a review of regulations and more strict application of local ordinances may help ensure the Village maintains a high quality of commercial and housing stock. Maintenance of commercial areas was closely linked to attracting new businesses. Similarly, many felt that ensuring residential areas are of a high quality and well maintained will strengthen the local market demand and encourage renewed investment.

Parking & Transportation

Residents noted difficult limitations on parking throughout Lincolnwood, with particular emphasis on the difficulties of finding overnight parking in certain residential neighborhoods. Respondents mentioned that it was often difficult to find parking within the Village beyond the large commercial parking lots. Some felt that parking restrictions, especially on-street parking regulations, are too strict, and penalties and fines are too severe. Other residents were concerned about individuals not from the local neighborhood parking on streets overnight or for extended periods of time. Related to parking issues, a number of workshop attendees called for greater public transportation options and expanded bus schedules and routes, with the particular goal of connecting Lincolnwood to larger Chicago transit options.

Image & Identity

Residents generally felt that the local image and identity of Lincolnwood is an important issue. Participants discussed various limitations that a poor image can place on business development, reinvestment, and as a result, community services. Respondents believed that a new image and united identity for the Village will help establish a clear direction for the community, Village staff, and officials. In addition, the development of an outward, visual identity and appeal for Lincolnwood can help bring new economic development and improve the local quality of life. Residents also identified Edens Expressway overpasses as an opportunity for community identifiers.

Vision for the Future

In developing their vision for the future of Lincolnwood, each group was given a packet including suggested topics for discussion. Using these categories, residents were able to provide both notes and graphic visuals of their vision for the Village. The following are improvements and projects identified in the workshop, categorized according to the suggested topics.

These lists represent the cumulative input provided by all groups.

Transportation

- Enforce line of sight regulation
- Enforce commercial vehicle regulations
- Place speed bumps near parks
- Conduct a traffic study for the area west of I-94
- Address after school traffic on major arterial and residential routes
- Address traffic backups on Cicero as you exit I-94
- Create bike lanes along main roads, especially Devon between McCormick and Lincoln
- Educate residents of bike safety and rules of the road regarding bicycle transportation
- Add public transportation around Devon, which brings people to and from Edgebrook
- Introduce greater public transportation, especially bus routes, to the east side south of Touhy that connects to other modes of transportation, such as the Metra or CTA (Jefferson Park)
- Introduce or permit more parking at Springfield Park
- Coordinate traffic signals and turn arrows to create efficient mobility through and within the Village
- Implement the Lincoln Avenue Plan
- Add dedicated pedestrian and bicycle pathways along the utility rights-of-way running north to south through Lincolnwood
- Make improvements to ensure that all sidewalks are connected and complete, especially adding a sidewalk on the west side of Crawford from Devon to Pratt
- Add sidewalks on all sides of the Bryn Mawr Country Club and Golf Course

Parks, Open Space & Environmental Features

- Construct an indoor community rec center including an indoor pool, potentially located at Proesel Park
- Collaborate with the school district to enhance recreation
- Plan for greater stormwater management and reduce flooding throughout the Village
- Add lighting in Centennial Park
- Add picnic areas in Centennial Park
- Find land for a roller blade park
- Continue upkeep and safety at all parks

Residential Areas

- Create downsizing opportunities for Village residents who become “empty-nesters,” not located on a main arterial
- Introduce new multi-family housing to serve a wide range of residents
- Do not allow overnight parking or commercial vehicle parking in residential areas
- Review the bulk standards ordinance
- Encourage more redevelopment of aging housing stock
- Introduce affordable housing
- Develop the vacant site between Pratt Avenue and Northeast Parkway for Senior residential living

Community Facilities

- Redevelop or repurpose empty commercial sites located within Lincolnwood
- Consider the expansion or creation of a new school to handle an increased population as a result of new multi-family residential uses
- Construct a Magnet School
- Construct a High School
- Increase police activity and presence and ensure greater enforcement of driving regulations
- Host community events to draw people to the Village and create new connections
- Host community events at the library
- Foster greater public awareness and engagement
- Work to generate stronger community participation and help the community understand all aspects of change within the Village, such as the positive aspects of Section 8 or affordable housing.
- Limit use of the pool by non-residents
- Attract a Mosque to the Village for prayer services

Commercial Areas

- Work to invigorate all commercial areas
- Create a themed planned development, such as an improve theater surrounded by dining
- Redevelop Lincolnwood Town Center and the adjacent properties to create new desirable stores and housing
- Repurpose and redevelop the Purple Hotel site at a more efficient pace
- Consider attracting a drive-thru Peet's Coffee or Starbucks
- Need for a hotel
- Need for a grocery store
- Consider consolidating parking to a single lot in commercial areas
- Attract and retain commercial uses, especially retail
- Review the permit process for remodeling and construction
- Review and take action on a Town Center concept, given the conflict with the Skokie Development
- Redevelop the industrial area west of Lincolnwood Town Center as a commercial use or development
- Attract more restaurants to the area

Online Questionnaires

Online questionnaires were made available to residents and business owners in Lincolnwood through the Comprehensive Plan's project website (which can be accessed through the City's website). These surveys created an outlet for residents to provide additional feedback, as well as providing an alternative form of involvement for those unable to attend the community workshop. Two questionnaires were prepared, one for residents and community members and a separate questionnaire geared toward business owners and operators.

Resident Questionnaire

The resident questionnaire received 288 responses from Lincolnwood residents. Respondents demonstrated the Village's diversity, including equal shares of new residents (1 to 5 years in Lincolnwood), long term residents (10 to 20 years), and those who have called Lincolnwood home for most of their lives (30 or more years). The majority of respondents were between the ages of 35 and 54 (60%) and have a strong education background, with over 80% having received at least a bachelor's degree and 48% of respondents having completed some post graduate education.

When asked to identify advantages and disadvantages to Lincolnwood, responses were generally positive. No single choice was listed as a disadvantage by the majority of participants, indicating that no one element of the Village is consistently seen as a major issue. The largest disadvantages were identified as taxes (30.00%), mass transit options (20.87%), and access to regional transportation (13.78%). By comparison, the largest advantages were location (78.26%), residential neighborhoods (64.66%), and schools (57.66%).

Village services were also seen positively, with the majority of services thought to be in good condition. The top services were identified as fire protection (82.47% of responses), police protection (79.84% of responses), and water quality (79.60% of responses). Only a few services were seen as being in poor condition, mainly storm water drainage (36.90% of responses) and sidewalks (22.76% of responses).

The majority of Lincolnwood residents are satisfied with the overall quality of life in Lincolnwood, with just over 25% being very satisfied. Over 50% of respondents believe the quality of life has remained the same over the past ten years, while just over 20% claimed it had gotten somewhat worse. The largest threats to quality of life were identified as poorly maintained and vacant properties, traffic flow and congestion, infrastructure, and development regulations and policies. Overall, 52.50% of participants believe the Village will remain the same in the next five years.

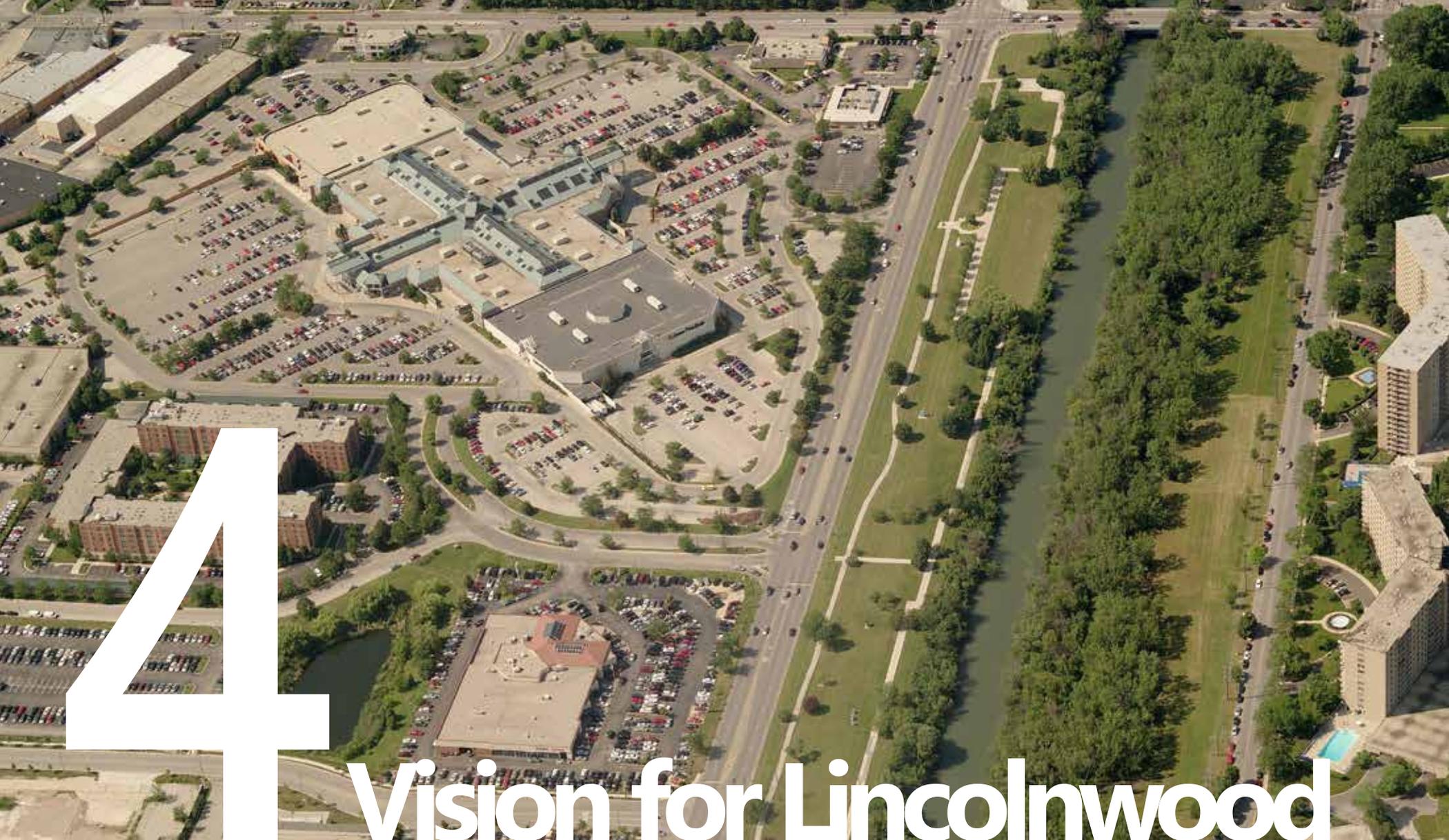
A majority of respondents felt the current housing stock is in good condition; however, most believe it will not see improvement in the coming years. Participants were strongly in support of additional residential development, particularly single-family homes, but also townhomes and condominiums. Apartments were the most frequently cited as the type of new development residents do not want in Lincolnwood, followed by gas stations and industrial uses. In regards to non-residential development, participants greatly favored new retail stores and restaurants, as well as entertainment uses and mixed use developments that may include residential options. Many noted they do not want to see additional banks, liquor stores, or bars in the Village.

Lincolnwood's location and access, schools, and neighborhoods were identified as the Village's top strengths. Conversely, development and growth potential, commercial and shopping areas, and taxes were noted as top three weaknesses. Respondents emphasized development and growth potential, schools, and commercial and shopping areas as the three most important priorities for the comprehensive plan to address.

Business Questionnaire

The business questionnaire received 20 responses from members of the Lincolnwood business community, largely comprised of non-residents whose businesses have been in the community for over 10 years. The smaller number of responses, especially when compared to the resident questionnaire, limits the applicability of the survey. While trends established by the business questionnaire are not applicable to the entire Lincolnwood business community, findings were consistent with other outreach efforts.

Overall, respondents to the business questionnaire were supportive of Lincolnwood, with no major issues or threats to local business noted. Some participants did feel that Lincolnwood can be unfriendly to businesses, particularly new ones. Emphasis was given to the need for new commercial uses, especially retail, restaurants, and entertainment, that would help build a stronger business community and reduce taxes within Lincolnwood.



Vision for Lincolnwood



The vision statement describes the desired characteristics of Lincolnwood after successful adoption of the Comprehensive Plan. It is intended to capture input received from the community and reflect the collective vision of all Lincolnwood residents. The vision statement is written as a retrospective from the year 2030, which describes changes and improvements in the community since adoption of the Comprehensive Plan, articulating what the Village could be 15 years into the future.

In 2030...

The Village of Lincolnwood is a thriving community that offers suburban living in a more urbanized environment. Residents drawn to Lincolnwood's high quality of life have created a diverse community that consists of different cultures and background. Local schools, parks and trails, neighborhoods, shopping areas, and employment centers have made Lincolnwood welcoming to families and individuals of all ages and from all walks of life.

Lincoln Avenue remains the spine of the community, stitching together eastern and western neighborhoods of Lincolnwood in a vibrant, mixed-use, and pedestrian-oriented corridor. Along the corridor residents can enjoy shopping and dining and visit the Lincolnwood Public Library. At the Lincolnwood Civic Campus residents gather for unique events and activities, stay active in Proesel Park, or enjoy a summer day at the Family Aquatic Center.

At the northern end of Lincoln Avenue, the previous Purple Hotel site has emerged as a creative multi-use area that provides a unique space for citizens to gather. Featuring a new hotel, grocery store, shops, and restaurants, the area attracts residents and visitors from across the northern suburbs. The combination of attractive outdoor areas with places to shop and dine has created a unique public space where residents complete errands, meet friends, and spend time. The site now stands as a major anchor for the Village and a focal point for the community.

The Lincolnwood Town Center has also continued to prosper as a regional shopping center. Roadway enhancements to Capitol Drive and Central Park Avenue have improved truck routes within the Northeast Business Park while protecting adjacent neighborhoods from negative impacts. New sidewalks, landscaped areas, benches, light fixtures, and other amenities support local businesses and employers in providing an inviting and attractive district where individuals enjoy working and shopping.

Lincolnwood's major roadways continue to define the Village, establishing an efficient network for transportation. These corridors act as major gateways to the community, connecting travelers to key destinations and local businesses. Cyclists and pedestrians are able to move safely through the Village along new trails developed in the vacated rail corridors, which connect residents to parks, schools, and other popular local and regional destinations.

The Village's neighborhoods have remained a vital component of Lincolnwood, offering a range of high quality housing. Continued investment has improved the character of local neighborhoods, boasting attractive homes surrounded by beautiful tree canopies. The development of new housing has provided options for young professionals, new families, and aging residents to move to and remain in the community.

From Lincolnwood's neighborhoods, residents can access all areas of the community using the local system of trails and parks. The conversion of vacant rail corridors has helped tie together parks, schools, and neighborhoods in a network of local trails and pathways. Well-maintained parks and trails have encouraged residents to stay active and healthy while connections to adjacent trail systems have positioned Lincolnwood at the center of a regional trail network.

Since adoption of the Comprehensive Plan, implementation efforts have enabled the Lincolnwood community to flourish. The Village's balance of charming neighborhoods, unique regional shopping centers and local businesses continue to attract diverse residents looking for a suburban lifestyle near the City of Chicago. Overall, Lincolnwood residents are proud of their community, and excited about the future to come.



5

Land Use & Development Plan

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Land Use Plan

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Goals, Objectives & Policies



The Land Use recommendations of the Comprehensive Plan are driven significantly by the established land use pattern and the context of existing development, along with the Village's zoning and development regulations. The existing land use pattern of the Village of Lincolnwood reflects a mature, established community with relatively few vacant parcels within Lincolnwood's corporate limits.

Land Use Plan

The Land Use Plan builds upon the existing land uses and development patterns within the Village and is intended to promote and accommodate investment, development, and redevelopment that protects and enhances Lincolnwood's existing neighborhoods, strengthens its commercial areas, protects industrial areas and employment centers, and enhances the Village's network of community amenities. Where appropriate, the Land Use Plan suggests land use transitions and changes to address existing land use conflicts that have arisen as the community has matured.

It should be emphasized that the Land Use Plan is a general guide for growth and development within the Village and provides a foundation for further decision-making. The Land Use Plan is NOT a site development plan with rigid and finite recommendations. While it is sufficiently detailed to provide specific guidance on land use decisions, it is also intended to be flexible to accommodate unique circumstances and the consideration of creative approaches to development that are consistent with the overall policies and guidelines in the Comprehensive Plan.

Residential

Single-Family Detached: The single-family detached residential homes and neighborhoods are a defining characteristic of Lincolnwood and, while two flats are scattered throughout single-family detached areas, detached dwellings should continue to predominate.

Single-Family Attached: Single-family attached areas include duplexes and townhomes. These are primarily located along Pratt Avenue east of the vacated rail corridor. In addition to areas designated as single-family attached, the Village should consider appropriate redevelopment in some locations, allowing new attached single-family homes to help transition between single-family detached areas and commercial and industrial uses.

Multi-Family: Multi-family uses are found along the Village's busier corridors, where they help transition between commercial uses and higher volumes of traffic, to quieter traditional neighborhoods. In addition to those identified on the Land Use Plan, the Village should consider, on a case-by-case basis, opportunities for transitional multi-family development to help diversify the community's housing stock and separate single-family areas from more intense uses. This could include traditional apartments or condominiums, senior housing, or multi-family residences as a component of mixed-use development.



Commercial

General/Corridor Commercial: Most of these uses are found along Lincoln Avenue, Devon Avenue, and Touhy Avenue. These corridors offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, cleaners and service stations. General/corridor commercial uses in the Village are located in both multi-tenant and standalone buildings, and generally provide parking onsite. In all of these areas, the Village should consider, on a case-by-case basis, the inclusion of traditional mixed-use development with commercial services on the ground floor and office or residential uses above, where such a program can adequately accommodate parking, screening, and other important site design components. The Village should also consider allowing transition of some of these areas to multi-family or townhouse development, as site constraints and market potential may not warrant some blocks being sustained for commercial uses.

Regional Commercial: These uses are primarily situated in two locations given proximity to the Edens Expressway and the City of Chicago: around the Lincolnwood Town Center, an enclosed regional shopping mall in the northeast corner of the Village, and the area near the Touhy Avenue/Edens Expressway interchange, including the former “Purple Hotel” property. These areas consist of large shopping centers, hotels, big box development, auto dealers, and higher-intensity office. A key site for Lincolnwood is the former Dominick’s grocery store on McCormick Boulevard, which was approved in 2015 for use as a multi-tenant commercial shopping center.

Light Industrial/ Business Park

There are three large general areas of industrial land uses in the Village, each located adjacent to a vacated rail corridor. The largest concentration of light industrial uses is the Lincolnwood Business Park, located south and west of Lincolnwood Town Center. The Village adopted the Lincolnwood Business Park Retail Analysis & Feasibility Report in 2010, which called for the preservation of the employment centers located immediately west of the Town Center, and it still carries relevant recommendations going forward.

Public/ Semi-Public

Public/Semi-Public land uses include publicly and privately owned facilities such as Village-owned facilities, schools and religious institutions. These uses are found throughout the Village and are typically located based on their need to serve their constituents, members, or targeted population. Goals, objective and policies relating to public and semi-public land uses will be discussed in a subsequent chapter of the Comprehensive Plan.

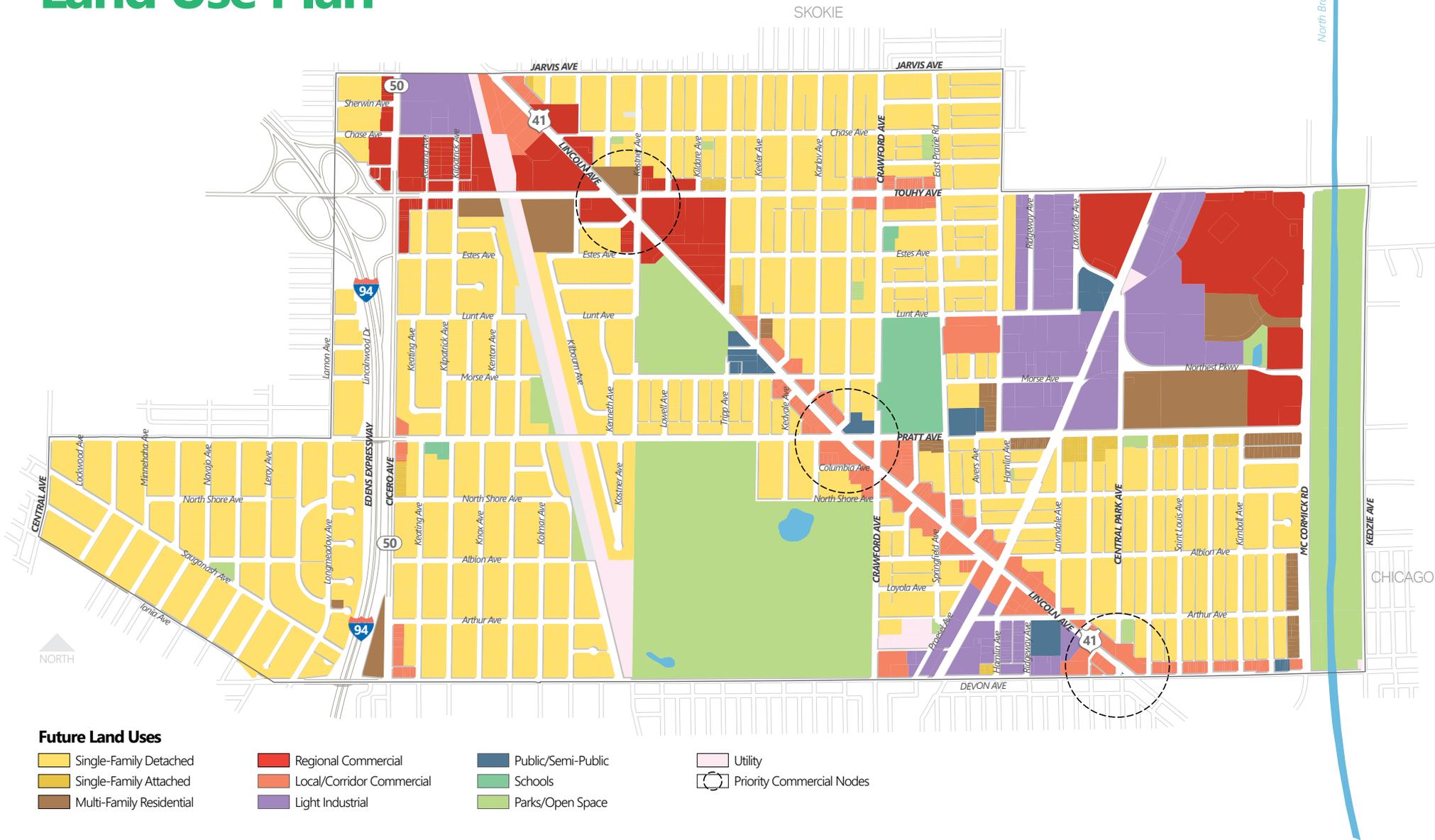
Parks/ Open Spaces

Parks/Open Spaces as a land use are public or privately owned areas used for parks and recreational uses, or lands intentionally preserved in a natural state. These land uses are located throughout the Village and range in size and purpose, from small tot-lots, to Henry A. Proesel Park. The Bryn Mawr Country Club is also classified as parks and open space. Goals, objective and policies relating to parks and open space will be discussed in a subsequent chapter of the Comprehensive Plan.

Utilities

Utilities are the structures, facilities, parcels, and corridors that accommodate necessary infrastructure. Utilities may be publicly or privately owned and are located throughout the Village based on service needs. Utilities are identified as a separate land use in the Land Use Plan, and it is anticipated they will remain active.

Land Use Plan



Goals, Objectives & Policies

Residential Area Goal 1

Ensure that Lincolnwood remains an attractive place for people to live through market-responsive and well-maintained housing.

Objectives & Policies

As teardowns occur, encourage developers to purchase existing properties in such a manner that there are not small “leftover” lots between larger teardown lots.

Lincolnwood’s trend of residential lot consolidation and redevelopment, or “tear-downs,” has resulted in some older lots isolated between newer, larger homes. These older lots will likely deteriorate over time as they lack the market competitiveness for resale and rehabilitation. As future tear-downs occur, the Village should establish incentives to encourage developers to pursue properties in such a way that isolated older lots will not remain as redevelopment occurs over time.

Amend the Village’s zoning map to allow for quality multi-family redevelopment within and adjacent to commercial corridors as part of a larger economic development vision. (See Commercial Objective 2.1.)

To establish a greater transition from commercial to residential uses, the Village should amend zoning regulations to allow the development of multi-family and townhome residential options between commercial roads and adjacent single-family neighborhoods. This could include stand-alone residential buildings or residential units as the upper-floor component of mixed-use development. As a part of development review, the Village should maintain regulatory approval authority based on a proposal’s ability to mitigate parking, traffic, and physical impacts on nearby residential blocks.

Strictly enforce maintenance requirements for multi-family buildings, especially those owned by absentee landlords.

In some cases, multi-family buildings in Lincolnwood are not as well maintained as surrounding residential development. Many of these multi-family buildings are owned by landlords living outside the community, which increases the likelihood of poor maintenance. The Village should strictly enforce maintenance requirements for multi-family, placing a higher emphasis on buildings with non-owner-occupied units.

Amend the Village’s zoning ordinance to allow for appropriate residential development as a component of mixed-use projects along commercial corridors.

The Village’s zoning ordinance and map designate several corridors as commercial areas. The ordinance should be amended to allow for upper-floor residences as a special use on a case-by-case basis in the “B” Business Districts. Approval of a proposed mixed-use project should consider the following criteria:

- Appropriate on-site parking capacity and access;
- Scaling and massing that minimizes impacts on adjacent neighborhoods;
- Buffering and landscaping against surrounding neighborhoods;
- Adequate infrastructure capacity;
- Alignment with other adopted plans; and,
- Input from nearby residents.

Adopt and enforce maintenance standards for single-family rental properties or vacant housing structures.

Lincolnwood’s quality schools and services make it an attractive place for families to rent single-family housing. As the same time, while Lincolnwood’s neighborhoods remains generally stable, there are some examples of residential vacancy resulting from the recent recession. The Village should adopt and enforce maintenance standards for rental homes or vacant properties to ensure that surrounding properties are not negatively impacted. Fines for non-compliant maintenance should be structured to encourage resolutions to issues through refunds or rebates for improvements that lead to compliance, rather than being seen simply as a revenue source for the Village or hardship for the property owner.



Encouraged land-locked residential blocks on Keating Avenue and Kilpatrick Avenue to transition to uses compatible with surrounding development.

North of Touhy Avenue, Keating Avenue and Kilpatrick Avenue include small residential blocks that are entirely surrounded by commercial or industrial development. This neighborhood is isolated and is unlikely to sustain itself over time due to the nature of surrounding uses. This areas could transition in one of two ways, depending on market viability for different uses. It could become light industrial, acting as an extension of the industrial area north of Chase Avenue. It could also transition to regional commercial, filling in the gap between the Purple Hotel site and the Touhy/Edens Expressway interchange.

Individual development proposals in this area should be assessed based on their ability to establish the long-term use of the remaining transitional blocks and preserve the potential for a planned development area with cohesive access and character.



In blocks where alleys exist, require new residential development to provide vehicular access from the public street where feasible so that alleys can be vacated over time.

Over the past several decades, the Village has vacated several residential alleys due to maintenance costs and public safety concerns. However, alleys that remain are the only means of access to residential lots with rear garages. As redevelopment occurs over time, new residential lots should provide access from the public street wherever possible based on conditions related to lot width and site access. This will allow the Village to vacate additional alleys once rear garage access is no longer required.

Residential Area Goal 2

Sustain and improve the aesthetic character of Lincolnwood's neighborhoods.

Objectives & Policies

Establish a residential pattern book to guide the design of infill housing related to bulk and scale, massing, and architectural detail.

The Village's zoning regulations provide standards for basic bulk, setback, and height characteristics. However, recent tear-downs demonstrate a vast range of forms and design character that are out of character with existing development and each other. To address this, the Village should establish a residential pattern book to guide the design of residential infill housing, ensuring that existing and future development is compatible in terms of bulk and scale, massing, and architectural detail.

Modify design standards for front yard circular driveways in order to minimize the visual impacts on neighborhood character.

Section 7.13 of the Village's zoning ordinance includes regulations for residential circular driveways. These current regulations focus on the width of the drive. However, the Village should adopt additional regulations related to landscaping and curb cuts. These could include requirements for a minimum green area and landscaping between the circular drive and public right-of-way, an adequate minimum distance between curb cuts to accommodate one car length, and a maximum total curb cut width to ensure excessive paving does not occur. This will ensure that driveways are properly screened and the visual appeal of the neighborhood is not impacted.

Plant new street trees throughout the Village, prioritizing blocks with little or no tree cover.

Many residential blocks lack tree cover in the public right-of-way. Building upon the existing tree planting program aimed at eliminating the emerald ash borer, the Village should establish a residential tree planting program through which residents could request parkway trees in the public right-of-way in front of their properties. The Village could also purchase trees in bulk and resell them to residents who would like to plant new trees on their private property.

Commercial Area Goal 1
Maximize the benefit of existing businesses and potential commercial investment sites throughout Lincolnwood.

Objectives & Policies

Monitor the status of the Purple Hotel redevelopment plan, and work with IDOT on improvements on Lincoln Avenue and Touhy Avenue to maximize access to the site.

The former Purple Hotel property is a key development opportunity in the community which could have significant impacts on surrounding uses. As development proposals are reviewed by Village staff and elected and appointed officials, special consideration should be given to impacts on local traffic circulation, Lincoln Avenue and Touhy Avenue (under the jurisdiction of IDOT), Pace bus transit services, bicycle and pedestrian circulation, and surrounding land uses.

Utilize the approval process for the Purple Hotel site as an opportunity to maximize public benefits related to open spaces, walkability, and design character.

The size of former Purple Hotel property provides the potential for active development as well as public amenities that would benefit tenants and Village-wide residents. The Village should use the Planned Development approval process to maximize opportunities for usable public open space, pedestrian connections to surrounding blocks, bicycle and transit access, and iconic architectural and urban design elements. Plan approval should also encourage the integration of several uses on the site, including commercial development and a hotel that take advantage of the property's unique and advantageous location. Residential uses could be considered, so long as consideration is given to the impacts on community services and the vitality of the commercial environment.

Continue to implement the Lincolnwood Business Park Retail Analysis and Feasibility Report in order to improve existing businesses and attract new development to the Town Center area.

The Lincolnwood Business Park remains the Village's most important employment center, including most of Lincolnwood's largest redevelopment opportunities. The Village should continue to implement the recommendations of the Lincolnwood Business Park Retail Analysis and Feasibility Report. Efforts should focus on improving existing businesses and attracting new development to opportunities sites in the Town Center Area as Lincolnwood's central district for economic activity.



Market the success of the Village’s facade improvement program and encourage greater participation among business owners.

Commercial development on Lincolnwood’s corridors has occurred over the past several decades. As a result, there is a great variety of façade designs. The Village should continue to market its façade improvement program to encourage exterior rehabilitation. The program should include standards related to materials, design elements, signs, and other characteristics, and allow for an appropriate level of flexibility when appropriate.

As parking lot improvements are made, work with property owners to improve parking lots in a way that best meets community objectives.

Parking lots are a prominent feature of much of the commercial development in Lincolnwood. They are often unscreened, and in some cases, poorly maintained. As improvements are made to existing parking lots, the Village should require conformance with current regulations for parking lot screening and landscaping, particularly along the Village’s major commercial corridors. However, in some cases, the Village should allow relief from these regulations where parking capacity, circulation, and access management are a higher priority than development character.

Commercial Area Goal 2
 Support the creation and development of viable commercial nodes along the Village’s primary corridors.

Objectives & Policies

Encourage the market-driven acquisition and redevelopment of residential lots adjacent to Lincoln Avenue commercial uses in order to create more viable commercial blocks.

Lincoln Avenue is currently an auto-oriented corridor, yet many of the commercial lots along it have traditional depths of 120’-125’. These lots cannot appropriately accommodate the parking necessary to support businesses, and lack the space necessary for buffers against adjacent neighborhoods.

The Village should work with residential property owners and potential developers to encourage the market acquisition of residential lots in order to expand the footprint of commercial development sites. This should result in the greater management of access, parking capacity, and screening. It should also create more vibrant commercial nodes at key points along Lincoln Avenue.

Support the redevelopment of obsolete or non-viable commercial lots along Lincoln Avenue to multi-family or townhouse uses that enhance housing variety and create a more appropriate transition to existing neighborhoods.

Vacant commercial spaces could be a symptom of a lack of market demand, physical development constraints, or both. If vacancy persists as older commercial spaces cannot remain competitive against new commercial development, the Village should encourage, on a case-by-case basis, the transition of portions of Lincoln Avenue to multi-family or townhouse development. This will expand housing choice in the Village, and further reinforce viable commercial nodes on Lincoln Avenue.

Encourage the use of obsolete or vacant commercial properties as opportunities for parking that supports nearby commerce.

There are several vacant commercial buildings or underutilized sites along Lincoln Avenue. These sites provide the opportunity for parking that would support active and viable businesses. The Village should encourage property owners to seek shared parking agreements or acquisition in order to increase the overall parking capacity along Lincoln Avenue.

Commercial Area Goal 3 Improve vehicular access and safety to commercial sites on Lincoln, Touhy, Devon, and Cicero.

Objectives & Policies

Prohibit back-out parking on to major roadways.

Shallow lot depths and the incremental widening of major streets over time has resulted in private parking lots that require patrons to back out onto the public street in order to exit the lot. This increases the likelihood of vehicular accidents and eliminates the pedestrian network on that portion of a block. The Village should prohibit back-out parking on to major roadways, shifting parking lot access to side streets or cross-access agreements with adjacent property owners.



Allow businesses to improve and utilize alleys where it yields more on-site parking spaces or improved circulation.

Several commercial corridors are backed by public alleys that are typically considered reserved for direct access to private lots. However, given the site constraints along Lincolnwood's commercial corridors, these alleys could be used to accommodate on-site circulation to parking areas. This would free up additional space for parking rather than circulation. Where this is implemented, the alley should continue to provide general access to other surrounding development.

Limit vehicular access from major streets, instead relying on side streets and alleys for parking ingress and egress.

Excessive curb cuts along Lincolnwood's major commercial corridors decrease traffic flow and create numerous points of conflict between pedestrians and automobiles. Where appropriate, the Village should work with developers to limit curb cut access from major streets. Access to and from parking areas should instead be provided from side streets, alleys, and cross-access agreements with adjacent commercial lots.

Encourage vehicular cross-access between adjacent commercial parking lots.

There are several instances in Lincolnwood where adjacent commercial parking lots are separated by a barrier, resulting in excessive curb cuts and poor on-site circulation. The Village should encourage commercial cross-access between parking lots. This would enhance access to multiple businesses, potentially increase on-site parking capacity, and reduce the number of required curb cuts along a block.



To the extent possible, eliminate excess curb cuts or curb cuts that are unnecessarily wide.

Excessive curb cuts reduce the safety and flow of major commercial corridors. The Village should work with property owners to eliminate excess curb cuts and reduce the width of unnecessarily wide curb cuts. This is likely to be more feasible as cross-access agreements and access management from side streets and alleys are implemented.

Industrial Area Goal 1
Minimize the impacts of industrial development on surrounding land uses.

Objectives & Policies

Continue to strictly enforce truck traffic bans in all residential areas.

Truck traffic in Lincolnwood should be closely regulated to reduce potential impacts in residential areas such as congestion, noise, and vibration. The Village should continue to strictly enforce truck traffic bans in all residential areas and coordinate with industrial tenants to address truck traffic concerns.

Improve the aesthetics of industrial properties that face residential areas or open spaces.

Industrial uses in Lincolnwood are sometimes adjacent to or across the street from residential areas or open spaces. The Village should amend Section 6.16 of the zoning ordinance to require improvements that would enhance the aesthetic character of industrial sites. The most appropriate improvements may vary from site to site, but could include decorative fencing and screening, parking lot landscaping, and building facade enhancements.



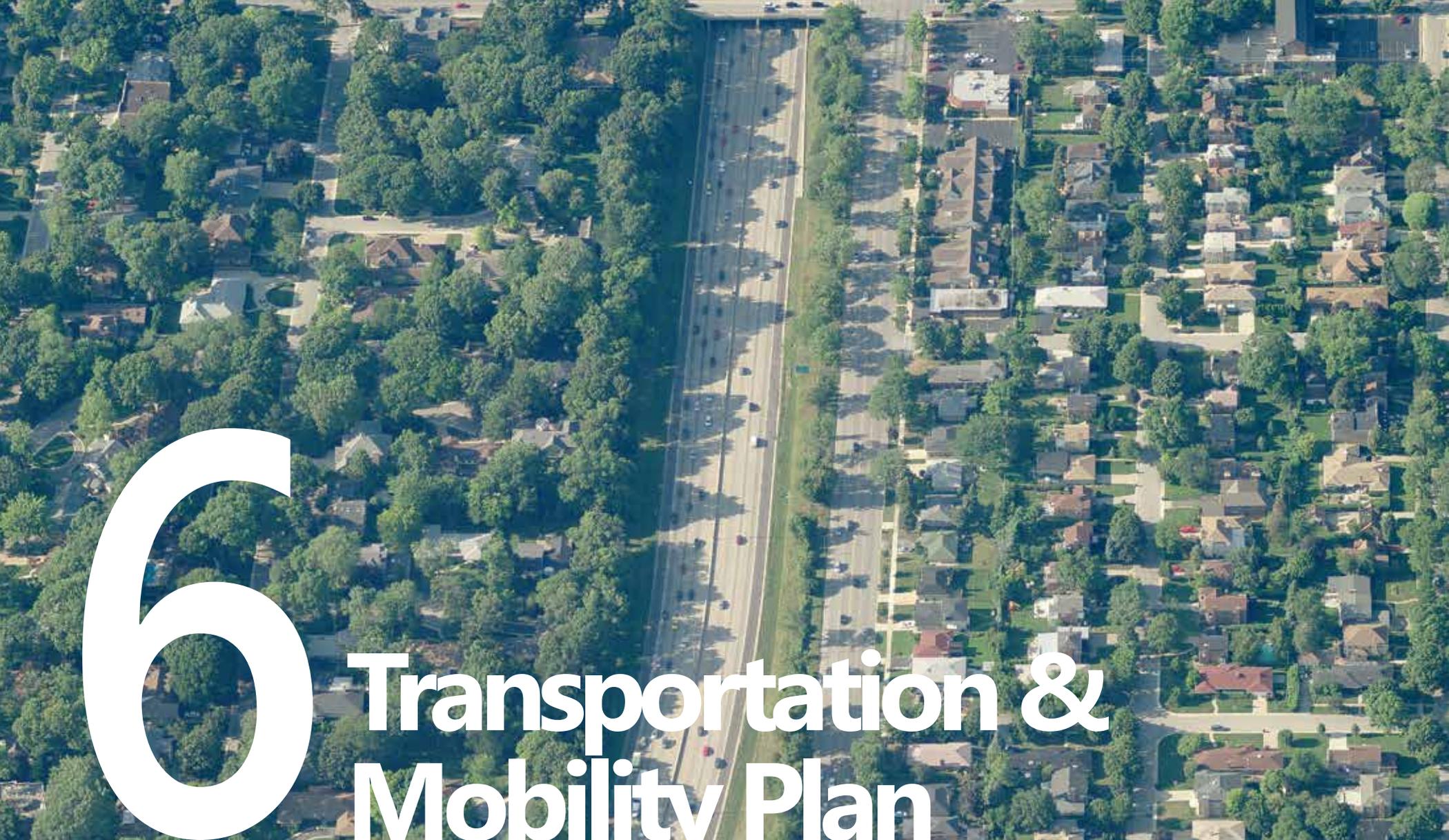
Industrial Area Goal 2

Enhance the operations of existing industrial areas, and identify opportunities for new industrial development.

Objectives & Policies

Encourage and support local property owners to improve Capitol Drive for public truck traffic and provide an industrial circulator road between the end of Capitol Drive and Central Park Avenue.

Capitol Drive is a private road with access only from Touhy Avenue. The Village should work with local property owners to gain jurisdictional control of Capitol Drive, and explore alternative for increasing industrial circulation in this portion of the Village. One option for doing so would be to extend Capitol Drive southwest to Central Park Avenue. An alternative would be to create a roadway connection directly between Central Park Avenue and the Lincolnwood Town Center circulator road. Capitol Drive could then be extended to intersect this new roadway.



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Transportation & Mobility Plan

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Existing
Transportation
Network

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Goals, Objectives & Policies



Lincolnwood is served by a multi-layered system of roadways, bike lanes, sidewalks, and transit lines. Collectively, these provide access to local goods and services, jobs, parks, and community services. They also provide access to and from surrounding communities and other portions of the Chicago region. This chapter of the Comprehensive Plan presents goals, objectives, and policies related to the community's roads, sidewalks, trails, and transit services. Given the fact that several primary roads are under the jurisdiction of the Illinois Department of Transportation (IDOT) and the Cook County Department of Transportation and Highways, and bus transit service is under the purview of Pace Suburban Bus and the Chicago Transit Authority (CTA), many of the recommendations of this chapter will require collaboration with these or other agencies.

Existing Transportation Network

Roadway Network

Lincolnwood's roadway network supports many roles within the community, including local and regional vehicular mobility and access to commercial areas, neighborhoods, and employment. This section summarizes the key characteristics of the roadway network.

Roadway Classification

The roadway network in Lincolnwood is classified by IDOT according to a hierarchy that balances regional connectivity and local mobility. Classifications include the following:

Interstates: I-94 runs north-south through the western portion of the community and provides efficient access to Downtown Chicago, the northern suburbs, and Wisconsin. One interchange is available in Lincolnwood at Touhy Avenue, with another one nearby in Chicago at Peterson Avenue.

Principal Arterials: Cicero Avenue (IL 50), McCormick Boulevard, and Touhy Avenue west of Cicero are principal arterials that provide efficient mobility through Lincolnwood. These three principal arterials connects to Chicago on the south and Skokie on the north. IDOT has jurisdiction over these roadways and maintains them.

Minor Arterials: Devon Avenue, Touhy Avenue east of Cicero Avenue, Lincoln Avenue (US 41), Central Avenue, and Crawford Avenue are classified as minor arterials. These provide connections to surrounding communities, but also offer more frequent traffic control and access to local land uses than principal arterials. Devon Avenue, Touhy Avenue, Central Avenue, and Lincoln Avenue are maintained by IDOT. Crawford Avenue is maintained by Cook County.

Major Collectors: Pratt Avenue and Hamlin Avenue (south of Touhy Avenue) are classified as major collectors. These provide direct access to local streets and connect to arterials. Both roadways are under the jurisdiction of the Village.

Local Streets: Local streets include all remaining roadways in the Village. These generally host residential land uses and provide access to individual lots.

Private Streets

There are three small segments of private roads in Lincolnwood. They include Capitol Drive, Cherry Lane, and portions of Chase Avenue.

Planned Improvements

Given the built-out nature of Lincolnwood, there is little likelihood that major changes to the roadway network will occur. Most improvements will likely be modifications to existing roadways. The only programmed improvement in IDOT's FY 2016-2021 Multi-Year Highway Improvement Program is the Touhy Avenue/Hamlin Avenue traffic signal installation, roadway channelization, and land acquisition. The estimated cost of the project is \$835,000, with implementation to take place between 2017 and 2021.

Transit Service

Transit service in Lincolnwood is provided by Pace Suburban Bus and the Chicago Transit Authority (CTA). (It should be noted that CTA routes that operate in Lincolnwood primarily serve the City of Chicago, though the Village benefits from access to these routes at bus transit terminals.) The alignment of bus routes, frequency and times of service, bus stop facilities, and information is subject to Pace Suburban Bus and the CTA. Bus transit routes that serve Lincolnwood include:

- Pace Route 210-Lincoln Avenue originates at the Lincolnwood Town Center, then heads south on McCormick to Lincoln, north on Lincoln, and up to Glenview. Average daily weekday ridership in April 2015 was 386 riders.
- Pace Route 225-Central-Howard originates at the Jefferson Park Transit Center (CTA Blue Line, Metra Union Pacific Northwest Line) and runs along the west side of Lincolnwood on Central Avenue. It runs north to Howard Street then terminates at Harlem and Oakton in Niles. Average daily weekday ridership in April 2015 was 163 riders.
- Pace Route 226-Oakton originates at the Jefferson Park Transit Center and runs along the west side of Lincolnwood on Central Avenue. However, during portions of its service period, the route diverts on Pratt Avenue, LeClaire Avenue, and Touhy Avenue. It then continues northwest through Niles, Des Plaines, and Rosemont. Average daily weekday ridership in April 2015 was 708 riders.
- Pace Route 290-Touhy Avenue links the Cumberland Blue Line and Howard Red Line stations. In Lincolnwood, it diverts into the Lincolnwood Town Center to serve the multi-route transit center. Average daily weekday ridership in April 2015 was 3,253 riders.
- CTA Route 54A-North Cicero/Skokie Boulevard operates between the Skokie Yellow Line station and the Jefferson Park Transit Center .
- CTA Route 82-Kimball/Homan originates at the Lincolnwood Town Center and takes McCormick/Kimball south to 31st in Chicago.
- CTA Route 96-Lunt originates at the Kedzie/Devon bus transit center and follows McCormick Boulevard, Touhy Avenue and Lunt Avenue to the Morse Red Line station.

Bus Transit Vision

Pace's long-term service model is guided by its Vision 2020 Plan. The Plan describes a regional service model that includes line-haul service and/or Arterial Rapid Transit (ART) services on transit arterials, enhanced regional and community transit facilities, technology upgrades to increase efficiency and performance, and local transit services that maximize ridership and mobility. In the Vision 2020 Plan, Lincoln Avenue, Touhy Avenue, and Niles Center Road/Central Avenue are envisioned as line-haul arterials, implying that they could be considered for ART service in the future. Further study by Pace identified Touhy Avenue as a medium-term ART corridor. Lincolnwood Town Center is envisioned as a community transportation center, meaning it will continue to serve as a transfer point or terminus for multiple bus routes.

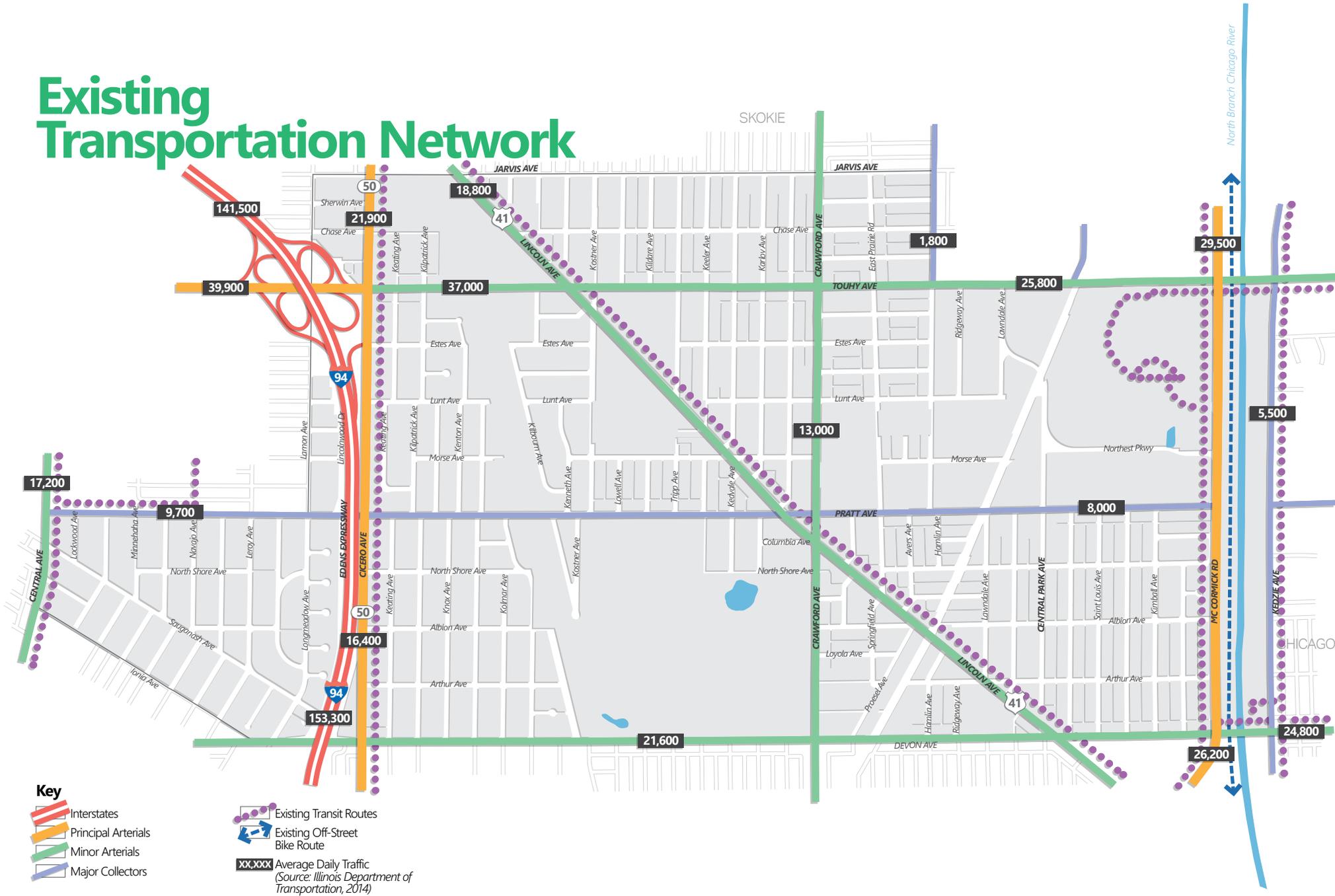
In addition to the public transit services described above, Lincolnwood is served by local taxi services and car-share services such as Uber.

Bicycle & Pedestrian Network

The traditional block pattern in Lincolnwood provide the foundation for a highly walkable and bicycle-friendly community. Most neighborhoods have sidewalks on at least one side of a street, and neighborhood traffic patterns support safe on-street bicycle use. However, the greatest challenge to bicycle and pedestrian mobility in Lincolnwood are along arterial and collector streets. Many of these streets lack adequate crosswalks or signage for pedestrians, and force pedestrians to walk in close proximity to vehicles moving at relatively high speeds.

Long-term improvements to the bicycle network are guided by the 2006 Bikeway Plan. The Plan identifies strategies to improve connections to regional trail networks in surrounding communities and establishes standards related to on-street routes, off-street routes, signage, and intersection design.

Existing Transportation Network



- Key**
- Interstates
 - Principal Arterials
 - Minor Arterials
 - Major Collectors

- Existing Transit Routes
- Existing Off-Street Bike Route
- XXXXXXX Average Daily Traffic (Source: Illinois Department of Transportation, 2014)

Goals, Objectives & Policies

Vehicular Traffic & Circulation Goal 1

Ensure that Lincolnwood's local roadway network provides safe and efficient mobility to destinations throughout the Village.

Objectives & Policies

Continue to monitor and enforce truck traffic restrictions in residential areas adjacent to industrial or commercial development.

Truck traffic in Lincolnwood should be restricted to routes that serve industrial and commercial development, reducing the potential of congestion, light, and noise impacts in residential areas. The Village should continue to monitor and enforce truck traffic restrictions in neighborhoods, particularly those adjacent to industrial and commercial development. The Village should also coordinate with existing and future industrial users to address related truck traffic concerns.

Install stop signs at intersecting residential streets where bike lanes and transit routes are implemented.

Several intersections of local streets lack any type of signed traffic control. However, on local streets that host bus transit or designated bike lanes, stop signs are installed for intersecting streets. As new bike routes are established, stop signs should be installed on intersecting streets to prioritize efficient and safe multi-modal traffic flow.

Remove access points to vacated alleys.

The Village has proactively vacated many alleys over the past several decades. However, in some cases, curb cuts from the public street still exist. The Village should reconstruct the curbs and reseed parkways to remove the obsolete curb cuts to the former alleys.



Dedicate Chase Avenue (east of Cicero Avenue) as a public street and upgrade the street to Village standards.

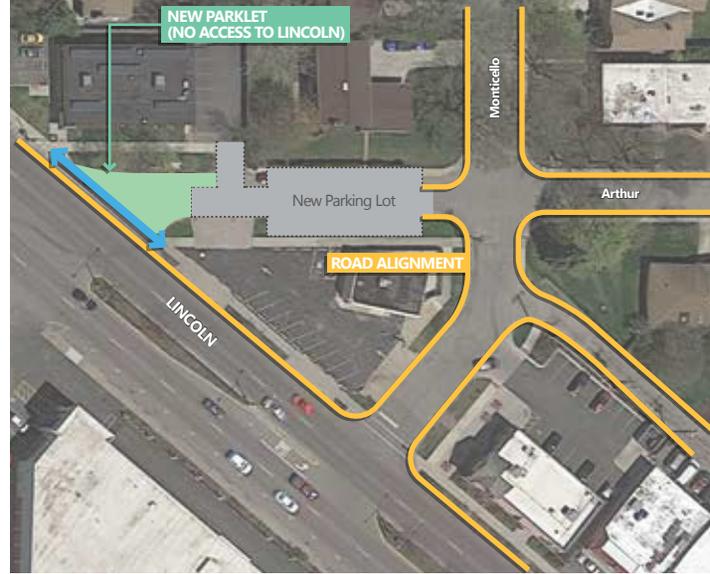
Chase Avenue east of Cicero Avenue is a private street serving industrial land uses. The Village should work with local property owners to ensure the street is maintained at standards that will support future industrial or commercial growth. This could be done through a construction and maintenance agreement or through a formal jurisdictional acquisition that would result in Village ownership of the roadway. However, any action taken should consider long-term commercial tenant access to any sites reliant upon Chase Avenue.

Lower the speed of traffic on Lincolnwood's neighborhood streets.

The character and safety of Lincolnwood's neighborhoods is one of the community's greatest assets. These can be compromised by vehicles using local streets as an alternative to congested arterial roadways. In order to minimize the impacts of such traffic, the Village should assess the need for and implement local traffic-calming techniques. The appropriate technique for a given location will be dependent upon on traffic volume, available right-of-way and other factors. However, solutions could include speed humps, traffic circles, or the installation of new stop signs along residential streets.

Modify the local circulation pattern of Chase Avenue, Keating Avenue, and Kilpatrick Avenue as the area north of Touhy transitions from residential uses to commercial or office/industrial uses.

Transition of the residential area northeast of Touhy and Cicero to commercial or industrial land use will require modifications to the existing roadways. Modifications will depend on the future use of this area. If a mix of commercial and industrial uses is preferred, the Keating Avenue and Kilpatrick Avenue cul-de-sacs should be reversed, with access from Chase Avenue. If there is market support for regional commercial development, Keating and Kilpatrick could be entirely vacated in order to create a larger site that could accommodate its own internal circulation.



Vehicular Traffic & Circulation Goal 2

Improve the efficiency and operations of the Village's major corridors.

Objectives & Policies

Identify opportunities where the rear portions of blocks with commercial frontage or underutilized commercial lots can be used for additional parking.

Small commercial lots in Lincolnwood struggle to provide adequate parking. The Village should work with commercial property owners and adjacent residential property owners to identify opportunities for market acquisition in order to create private commercial parking areas.

Where feasible, install diagonal parking and intersection bump outs on streets that intersect commercial streets.

Portions of some side streets closest to commercial corridors are wide enough to accommodate on-street diagonal parking for businesses. The Village should explore the feasibility of this configuration along its commercial corridors, limiting commercial parking to the portion of the block between the primary commercial street and rear commercial lot line to prevent traffic and aesthetic impacts on nearby neighborhoods.

Where feasible, convert awkward intersecting street segments to parking areas.

Lincoln Avenue's diagonal alignment creates a number of awkward intersections at unconventional angles. These intersections can be dangerous for both pedestrians and vehicles and limit the viability of nearby properties. Where feasible, the Village should convert roadway segments to commercial parking, eliminating access to Lincoln Avenue and rerouting local traffic to single intersection.

Continue to use development review and approval as a means of ensuring that large development projects provide logical connections to surrounding streets.

There are opportunities for larger redevelopments in Lincolnwood that are likely to have a significant impact on transportation and mobility in the community. The Village should continue to use Planned Development review to ensure they provide logical connections to surrounding streets, internal circulation, parking management, and traffic management to surrounding streets.

Continue to work with Cook County and IDOT to coordinate traffic management technologies to maximize efficiency in Lincolnwood and throughout the regional roadway network.

Major roadways in the Village are part of a regional roadway network which serves not just Lincolnwood but other surrounding municipalities. On McCormick Boulevard, Touhy Avenue, Devon Avenue, Cicero Avenue and Lincoln Avenue, the Village should continue to coordinate traffic management technologies with Cook County and IDOT, aiming to maximize the efficiency of roadways in Lincolnwood as part of a local and regional network.

Expand parking opportunities in the Northeast Business Park through the installation of additional surface lots and/or the addition of angle parking along the public streets under the Village's jurisdiction.

Several industrial tenants in the area in and around the Northeast Business Park are in need of additional parking. The Village currently maintains two municipal parking lots in this area. The Village should work with property owners to identify opportunities for additional surface parking opportunities, built and maintained either by the Village or the property owner for shared use by multiple tenants. The Village should also install on-street diagonal parking where roadway cross-section dimensions and traffic patterns make it feasible.

Bicycle & Pedestrian Mobility Goal 1

Create a comprehensive pedestrian network that connects residents to destinations throughout the Village and maximizes safety along and across major traffic corridors.

Objectives & Policies

Establish a long-term sidewalk infill program.

The presence, location, and condition of sidewalks varies throughout Lincolnwood's neighborhoods and commercial areas. The Village should establish a long-term sidewalk infill program to manage and prioritize improvements to the sidewalk network. This program should continue to include an annual review process to monitor the condition of existing sidewalks, repair or replace segments as necessary, and install new sidewalks on blocks where they don't exist. It should also include a program for residents to report disrepair and request improvements.

Work with IDOT and Cook County to implement pedestrian crossing improvements.

Major roadway corridors in Lincolnwood can be barriers to walkability and pedestrian mobility between different parts of the community. The Village should work with IDOT and Cook County to implement pedestrian crossing improvements that include best practices for pedestrian safety. Crossing improvements should be made along Devon Avenue, Pratt Avenue, Touhy Avenue, Cicero Avenue, Crawford Avenue, McCormick Boulevard, and Lincoln Avenue, and could include pedestrian refuge islands, pedestrian crossing signals, and adjustments to signal phasing.

Where feasible, provide pedestrian pass-throughs to future bike trail corridors from residential cul-de-sacs and adjacent parks.

Future trails will enhance mobility throughout Lincolnwood, though access from only intersecting arterials is inadequate. Where feasible, neighborhood access points should be provided at local streets that end at the vacated rail corridors. Existing parks should also provide direct connection to the new trails. This could occur through breaks in fencing or through alignment of the trail to be integrated with the park design.

Where possible, shorten pedestrian crossing distances through crosswalk configurations that are perpendicular to traffic flow.

Due to the diagonal alignment of Lincoln Avenue, several pedestrian crossings cross the roadway at an angle that lengthens the crossing distance. Where feasible, the Village should work with IDOT to reconfigure pedestrian crossings to be more perpendicular to traffic flow and utilize existing medians, or install new ones, as pedestrian refuge islands.

Bicycle & Pedestrian Mobility Goal 2

Establish a bicycle network throughout the community with connections to the broader regional trail system.

Objectives & Policies

Continue to implement the 2006 Bikeway Plan.

The Village's 2006 Bikeway Plan demonstrates the community's commitment to bicycle mobility. The Village should continue to implement the Bikeway Plan, including on-street bike lanes, marked shared lanes, or posted bike route connections to regional trails on Longmeadow Ave, and Minnehaha Ave.

Complete the conversion of the Village's two rail corridors into dedicated bike trails.

Two vacated rail corridors represent unique opportunities to establish off-street bike trails within the Village, offering readily available land which can link Village neighborhoods, commercial areas, and regional bike networks. The Village is proactively taking steps to acquire and convert these rail corridors to bike trails. The Village should continue to work with IDOT, Cook County, and adjacent municipalities to ensure the resulting trails maximize local and regional mobility, and should continue to seek grant funding to install the trail and related amenities, including lighting, signage, fountains, furniture, etc.

Amend zoning regulations to require a ratio of on-site bicycle parking for commercial properties based upon the required amount of vehicular parking.

Lincolnwood lacks the bicycle parking amenities necessary to support increased bicycle use in the community. The Village should amend zoning regulations to require a ratio of on-site bicycle parking for commercial properties based upon the required amount of vehicular parking. The Village could also develop incentives that encourage property owners or tenants to include other bicycle amenities, such as repair stations, showers, and storage lockers.

Work with IDOT and Cook County to implement bicycle crossing improvements where designated trails and bike lanes cross major roadways.

New designated trails and bike lanes will intersect a number of major roadways in Lincolnwood. The Village should work with IDOT and Cook County to implement bicycle crossing improvements at these locations to ensure safe connectivity across Lincolnwood. Improvements could include user-activated warning signals, highly visible crossings, and vehicular warning signs. Such improvements should also be installed on arterials or collectors under the jurisdiction of the Village.

Work with local service providers to develop an education and awareness program for bicycle use.

In order to maximize investment in bicycle infrastructure, the Village should work with School Districts 74 and 219, the Lincolnwood Public Library, IDOT, Cook County, and other partners to support local education for safe driving and bicycling. This program could include print materials, online resources, and safety training.

Transit Goal 1

Enhance transit connections to destinations within and outside of Lincolnwood.

Objectives & Policies

Coordinate with regional transportation organizations to ensure that, as roadway improvements are implemented, appropriate considerations are given to transit infrastructure.

Roadway improvements present a significant opportunity to accommodate transit infrastructure needs in Lincolnwood. The Village should work with IDOT, Cook County, Pace, and CTA to ensure roadway projects include necessary transit improvements.

Appropriate considerations should be given to transit infrastructure, signal technologies, facilities, and passenger waiting amenities.

Continue to coordinate with Pace and CTA to assess potential service improvements in Lincolnwood that would benefit local residents.

Changing demographics and local land use could shift transit demand in and around Lincolnwood. The Village should coordinate with CTA and Pace to ensure that bus transit offers residents access to destinations both within and outside the community. The Village should also work with CTA and Pace to keep them aware of significant developments that could potentially shift ridership demand or travel patterns.

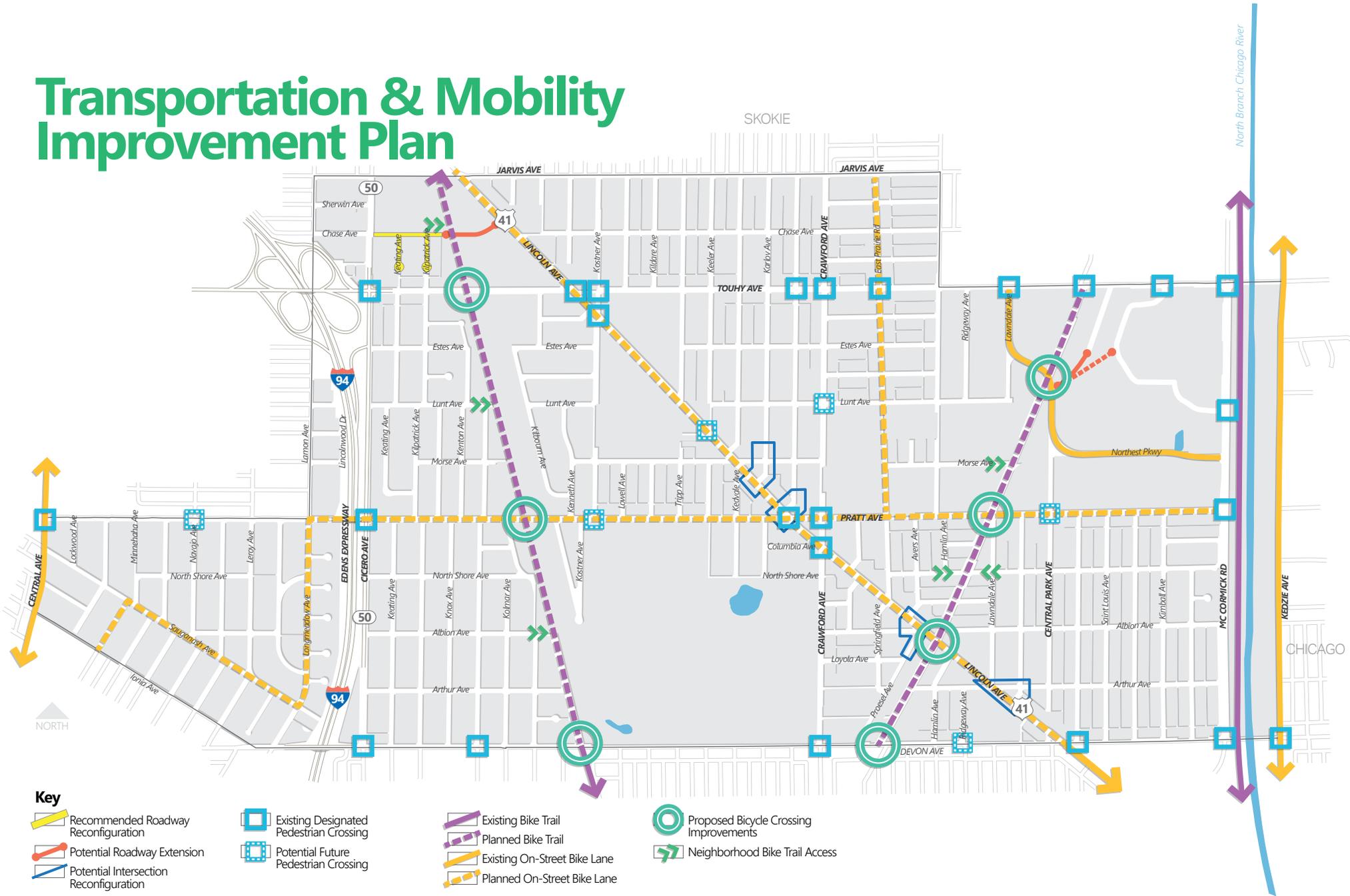
Work with Pace to assess the viability of local or subregional transit circulator service.

In addition to its fixed line-haul bus routes, Pace works with municipalities to establish locally-subsidized circulator routes. These routes utilize Pace vehicles and fill in “gaps” between line-haul routes and local transit destinations. The Village should work with Pace to explore the viability of such a service on Lincolnwood.

Amend zoning regulations to reference Pace’s Design Review Assistance for Transit (DRAFT) program for development projects abutting bus transit alignments.

Pace’s DRAFT program provides technical review and assistance for projects that could impact bus transit, helping to ensure that new developments support both local and regional transit mobility. The Village should amend zoning regulations to reference this program, encouraging developers to use DRAFT for development projects abutting bus transit alignments in Lincolnwood or requiring Planned Development review and approval.

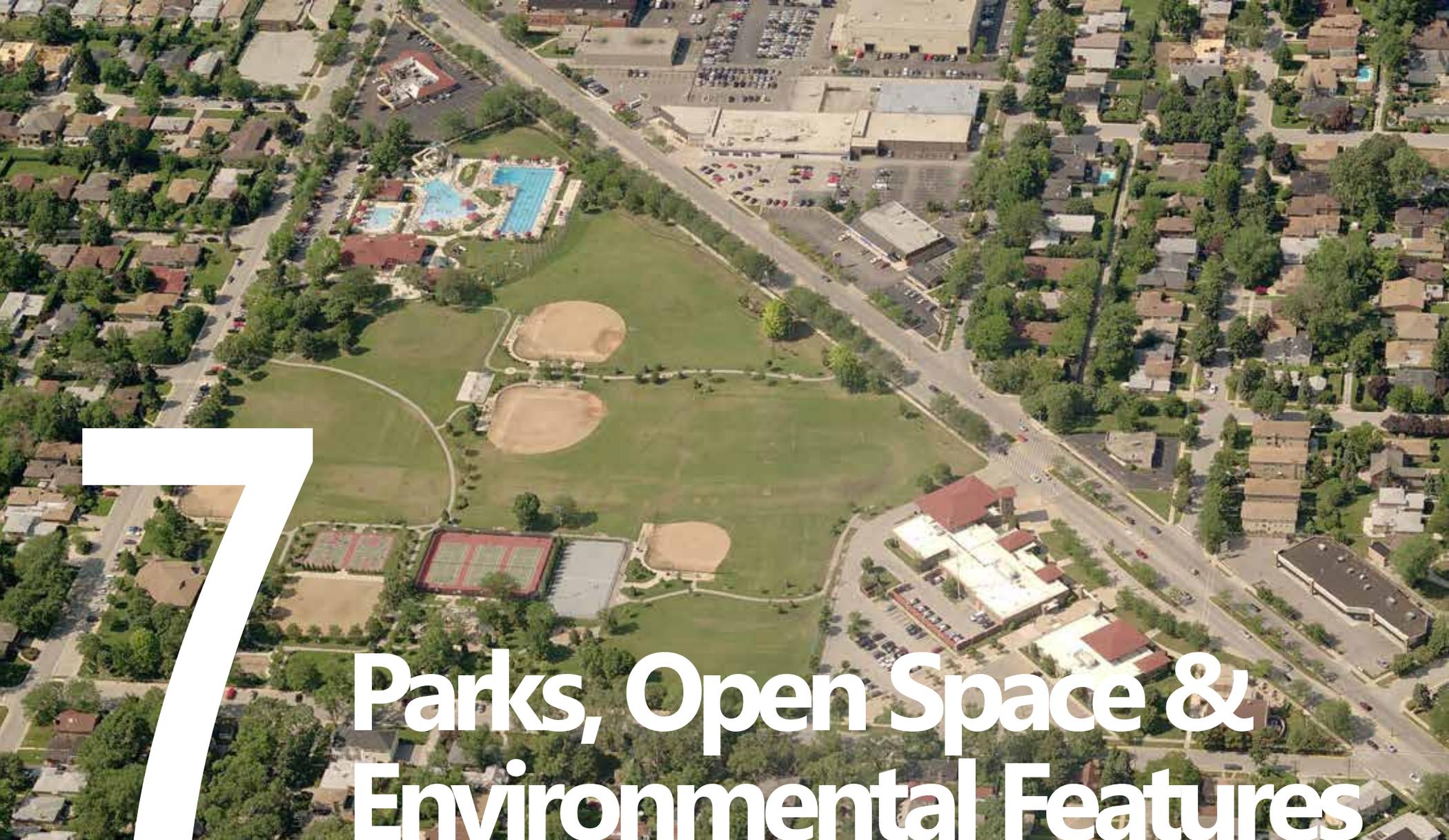
Transportation & Mobility Improvement Plan



SKOKIE

North Branch Chicago River

CHICAGO



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Existing Parks & Open Spaces

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Existing Environmental Features

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Goals, Objectives & Policies



Lincolnwood is a built-out community with an established land use and development pattern. As such, there is little opportunity for significant changes to the parks and open space system in the Village. However, there are several actions that can be taken to ensure that existing parks continue to serve the needs of Lincolnwood residents, and future investment provides opportunities for new open spaces while minimizing impacts on natural features. This section of the Comprehensive Plan presents policies and recommendations relevant to parks, open space, and natural features.

Existing Parks & Open Spaces

This section highlights the Village's existing parks and open spaces. The information was obtained through field inventories undertaken by the Consultant in spring 2015 and information collected from the Village of Lincolnwood.

Village of Lincolnwood Parks & Recreation Department. The Village of Lincolnwood operates the Parks & Recreation Department, which is staffed by five full-time employees and over 250 part-time, seasonal employees. With limited available land to expand parks and open space, the Department focuses on programming at its existing parks and open spaces and has a goal of "providing a wide range of programs for individuals of all ages, abilities, interests, and cultures in the areas of sports, trips, after-school, camps, teens, adults, seniors, aquatic activities, and special events."

Based on categories established by the National Recreation and Parks Association (NRPA), Lincolnwood has four mini parks, seven neighborhood parks, and two community parks. These parks are well-distributed throughout the Village, and as a result, the majority of residents find themselves within walking distance (1/4 - 1/2 mile) of the nearest park. The total acreage of these parks is 74.4 acres, including the fields maintained by School District 74. (This does not include the Bryn Mawr Golf Club, trail corridors, cemeteries, and unused open space on the east side of the North Shore Channel.) This acreage falls short of NRPA's standard of 10 acres of parkland for every 1,000 residents. (Lincolnwood's current population is approximately 12,600 people meaning NRPA's recommended area of parkland would be 126 acres.) However, compared to similar communities that are older and built-out, Lincolnwood is providing a high level of service related to both the total amount of parkland and access from local neighborhoods.

Community Parks, Facilities & Special Use Open Space

Proesel Park. Proesel Park is the centerpiece of the Lincolnwood parks system. It is home to baseball/softball diamonds, two full basketball courts, a teen play area, children's playground area, picnic facilities, pergola sitting area, three lighted tennis courts, in-line skating rink, outdoor ice skating rink, and two volleyball courts. It also houses the Family Aquatics Center, Community Center and Frida Proesel Shelter, and abuts the Village's municipal complex.

Lincolnwood Centennial Park. This linear park defines the eastern edge of Lincolnwood, running one mile in length on the east side of McCormick Boulevard between Touhy Avenue and Devon along the North Shore Channel. Centennial Park includes the portion on the west side of the North Shore Channel, and features dog-friendly passive uses and amenities including sculptures, a walking / jogging path, an outdoor amphitheater, an area for small craft access to the channel, a nine-hole disc golf course, and a stage that doubles as a fishing platform. With the exception of The Stadium at Devon and Kedzie, the open space along the east side of the channel is unused.

Aquatic Center. Located in Proesel Park, the Aquatic Center features a membership-access outdoor pool complete with an open swim area, lap lanes, and diving boards. The Center also offers indoor and outdoor event rental space as well as locker rooms.



Community Center. The Lincolnwood Community Center provides a gathering space with the capacity to host 248 persons. Residents may rent out the Community Center for special events for a fee.

Bryn Mawr Country Club. Bryn Mawr Country Club was developed in the 1920's and has experienced several recent renovations to the clubhouse facility. Most recently, the lower level was renovated to include new locker rooms, elevators, and other modern amenities. The country club occupies approximately 133 acres in the southern portion of the Village.

New Light Cemetery. New Light Cemetery occupies 2.5 acres adjacent to the Lincolnwood School campus.

Cook County Forest Preserves. Lincolnwood is less than 3 miles north of the Cook County Forest Preserve's LaBagh Woods, and less than 2.5 miles northeast of the Preserve's Edgebrook Woods. While these woods are not included within the Village boundary, Lincolnwood residents benefit from the Preserves' proximity. However, existing physical barriers such as Highway 14, Highway 50 and I-94 make the County-maintained open spaces difficult to access. The Forest Preserve properties are supported by Cook County residents and have passive or low-intensity amenities such as trails, picnic areas, and flexible space for ball fields or open recreation.

Existing Environmental Features

Despite being a built-out community, there are several key environmental considerations in Lincolnwood. They include the following:

North Shore Channel. The North Shore Channel is the north branch of the Chicago River between the City of Chicago and its outlet to Lake Michigan in Wilmette. The channel is lined with trees and lies within a 100-year floodplain, the only FEMA-designated floodplain in the Village.

Tree Population. Tree coverage in Lincolnwood varies. In some neighborhoods, trees on both private properties and in the public parkway enhance the character of the area. The Village owns and maintains over 7,000 trees in the public realm. The Village's parks and open spaces support a significant tree population that enhances the character of the community. The Public Works Department manages a tree program that maintains existing trees, replaces trees removed from the public right-of-way, and pays 50% of the cost for new trees requested by residents.

Localized Flooding. While the only FEMA-designated 100-year floodplain exists along the North Shore Channel, several neighborhoods have experienced flooding during heavy rain events. This is the result of additional stormwater created by urban development, and infrastructure that cannot move the volume of water created by recent storms.

I-94 Corridor. According to IDOT, I-94 carries an average of about 157,000 vehicles through Lincolnwood each day. This traffic has significant impacts on adjacent neighborhoods, especially in areas where the interstate is at a grade similar to that of surrounding local streets. Significant noise and light pollution were observed during field reconnaissance.

O'Hare International Airport Air Traffic Noise. O'Hare International Airport's northern runway begins about 7.5 miles west of I-94/Touhy Avenue interchange. Several residents and businesses experience noise due to the approach of large commercial aircraft. However, the Village is outside of the official noise impact contours that were established as part of the O'Hare runway expansion project.

Goals, Objectives & Policies

The recommendations in this section are guided by several factors, including public input received throughout the planning process, ongoing efforts to implement adopted plans, and the community's desire to be more sustainable.

Parks & Open Spaces Goal 1 Continue to provide high-quality and modern parks and open spaces to residents of Lincolnwood.

Objectives & Policies

Continue to support the Playground Replacement Program, prioritizing playgrounds that are not accessible or are experiencing disrepair.

The Parks and Recreation Department sets aside a regular budget item for upgrades to or replacement of playground equipment under its Playground Replacement Program. The Department should continue to do this in the future, and should prioritize improvements to playground equipment based on observed safety concerns, accessibility for all residents, the age and condition of equipment, and location in the Village.

Continue to implement the 2011 Comprehensive Parks and Recreation Master Plan.

The Comprehensive Parks and Recreation Master Plan provides a range of recommendations aimed at improving facilities and programs. The focus of this plan has allowed for highly specific action items aimed at individual parks and facilities. The Village should continue to implement these action items in accordance with the prioritization schedule established by the Plan. A review of the implementation plan should also be completed in 2016, five years since the Plan's adoption, to assess changes in the community and new factors that may alter the importance of various projects.

Continue to monitor national and regional trends in playground amenities, and modify capital programs and design standards to integrate state-of-the-art facilities and equipment.

As playground equipment is updated through the Playground Replacement Program, new amenities should be state-of-the-art and bring local playgrounds to not only regional, but national standards. The Village should review materials from organizations such as the National Recreation and Parks Association or the National Program for Playground Safety, as well as regional municipalities with recent state-of-the-art improvements.

Continue to monitor local demographics, and modify parks and open space programming to reflect the evolving needs of Lincolnwood's diverse population.

Lincolnwood's aging population, influx of younger families, and diversity could place new demands on parks and open space programming. Existing programming should be regularly reviewed so that new services are introduced to meet the demands of emerging or underserved populations. In addition, a community survey should be conducted on a regular basis to evaluate the needs and desires of Lincolnwood residents.

Monitor the availability of properties adjacent to existing parks, and where appropriate, acquire such property to accommodate park expansion.

Lincolnwood's built-out development pattern constrains the ability to create new parks and open spaces. However, opportunities to expand existing parks may arise over time as properties become available for purchase. The Department should identify parks for potential expansion and establish a master plan based on the incremental availability of adjacent land. The Department should also monitor the availability of adjacent properties and, where possible, work with property owners to establish the right of first refusal should they become available.

Parks & Open Spaces Goal 2

Enhance multi-modal access to Lincolnwood's parks and open spaces from surrounding commercial and residential areas.

Objectives & Policies

Establish formal agreements with School District 74 for the shared use of indoor and outdoor recreational facilities.

The facilities of School District 74 are an important community asset, centrally located within the Village and closely tied to adjacent residential areas. The district's outdoor areas and indoor gymnasiums represent a significant amenity for residents. The Village should continue to coordinate with the School District to provide the shared use of indoor and outdoor recreational spaces outside of school hours of operation. This could include after-school programs, sports leagues, and community events.

Coordinate with the Forest Preserves District of Cook County, IDOT, CTA and Pace to enhance sidewalk, trail, and transit access to Forest Preserve properties west and southwest of Lincolnwood.

Portions of Lincolnwood are located less than one mile from Forest Preserves District of Cook County properties, including LaBagh Woods, Forest Glen Woods, and Edgebrook Woods. These spaces provide an opportunity for Lincolnwood residents to access additional open space. Coordinating with the Forest Preserve District, the City of Chicago, and IDOT, the Village should establish safe multi-modal routes for residents to access nearby Forest Preserve properties. Efforts could include sidewalk enhancements, designated routes, and wayfinding signage. In addition, new transit options could be coordinated with CTA and Pace leaving from key sites within the Village.

Utilize the Planned Unit Development approval process to integrate quality, usable open spaces into larger development and redevelopment throughout the Village.

There are several key redevelopment sites in Lincolnwood that are large enough to accommodate open space as a component of the overall development program. As part of the Planned Unit Development approval process, the Village should work with developers to integrate usable open spaces as part of new developments. These spaces should be accessible to and provide amenities for the general public.

Environmental Features Goal 1

Sustain important environmental elements that help define Lincolnwood's character.

Objectives & Policies

Work closely with the City of Chicago to enforce littering and dumping regulations along Centennial Park.

Centennial Park, along with the open space east of the North Shore Channel, is an amenity shared with the City of Chicago to the east. The west side is actively used by Lincolnwood as Centennial Park, however, the east side is more isolated and is not actively used, making it more susceptible to trash dumping. Though it is technically within Lincolnwood's boundary, the Village should work with the City of Chicago to monitor illegal dumping on the east side of the channel.

Continue to support the Village's Tree Replacement Program, and establish benchmarks for the tree population on a block-by-block basis.

The Tree Replacement Program provides a 50/50 cost share where the Village and the property owner share the cost of tree replacement within the public right-of-way. This program should be continued and encouraged to facilitate creation of a consistent tree canopy in Lincolnwood. The Village should conduct an inventory of existing parkway trees on a block-by-block basis, targeting tree replacement in areas with sparse tree canopies. Benchmarks should be established for tree species to ensure that newly planted trees provide diversity and resiliency from disease and infestation.

Implement a tree planting program along Lincoln Avenue, Devon Avenue, Pratt Avenue, Touhy Avenue, Cicero Avenue, Crawford Avenue, and McCormick Boulevard.

Major roadways in Lincolnwood lack parkway trees that would enhance appearance and character. The Village should coordinate with IDOT and Cook County to assess existing trees along all major roadways. This should include a program for planting and replacing trees, including suggested species and guidelines for placement.

Environmental Features Goal 2 Mitigate the impacts of environmental factors on development throughout Lincolnwood.

Objectives & Policies

Support residents and businesses in reducing local stormwater runoff and flooding.

Stormwater runoff from residential and commercial uses has created an increased demand on the stormwater system resulting in intermittent flooding. The Village should establish a residential stormwater mitigation program to provide residents with methods to reduce stormwater runoff. This program should include technical summaries, product information, and potential funding or development incentives for rain barrels, permeable hardscaping, and other best management practices. The Village should also work with commercial property owners to identify techniques for on-site stormwater management. Such techniques could include parking lots or dry basins specifically engineered to receive and hold runoff during significant weather events.

Identify and implement strategic infrastructure upgrades that would increase stormwater capacity and overcome physical barriers to the transmission of water.

The Lincolnwood stormwater system is not currently prepared to handle increased stormwater runoff from residential uses. In particular, the existing system does not include the infrastructure for transmission of stormwater from west to east across I-94, resulting in some flooding in the neighborhoods to the west of the highway. The Village has conducted studies to identify necessary engineering solutions to address this issue. However, implementation will require significant capital funding. The Village should pursue grant funding to address neighborhood flooding issues, and identify municipal funding that may be necessary to serve as a match for grant funding or implement related improvements not eligible under grants.

Utilize Village-owned open spaces as short-term detention areas for surrounding development.

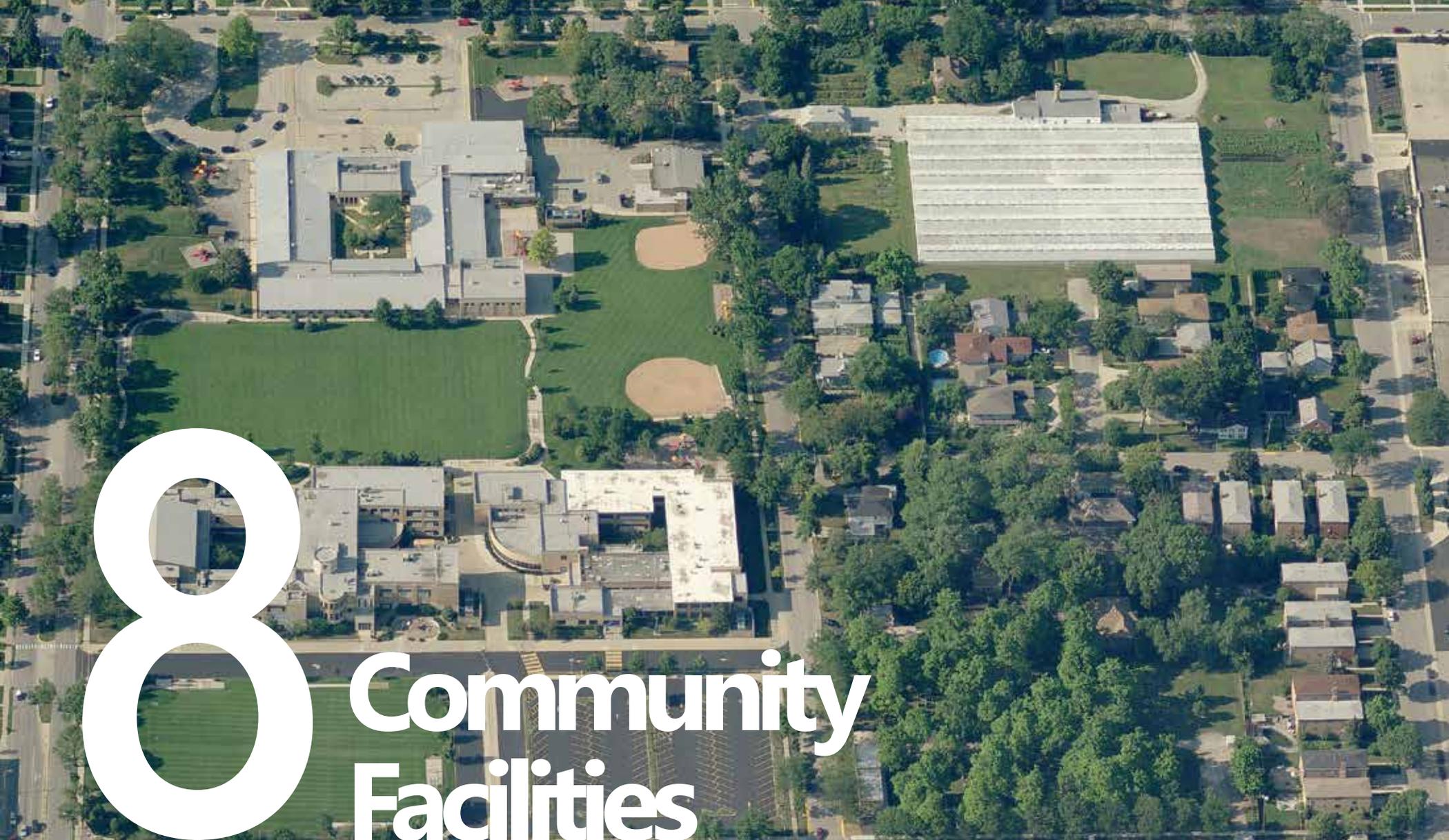
Addressing local stormwater concerns may require long-term implementation of infrastructure improvements. However, as a short-term solution, the Village should utilize open spaces for necessary detention of stormwater. Potential open spaces should be reviewed to ensure short-term detention is viable given existing programming, topography, and other factors.

Identify municipal funding or outside grants to support window upgrades to minimize the impacts of O'Hare International Airport air traffic noise.

The Village frequently experiences air traffic related noise given Lincolnwood's proximity to O'Hare International Airport. The Village should identify potential funding to support window upgrades and sound insulation to minimize air traffic noise and related impacts. While other grants do exist, Lincolnwood is situated outside of O'Hare's official noise contour impact area, which may limit some potential funding opportunities. The Village should consider establishing a revolving loan program to maintain property values and residential marketability.

Parks, Recreation & Environmental Features





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Community Facilities

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Existing Community Facilities

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Goals, Objectives & Policies



Local development in Lincolnwood is served by a number of entities that provide critical infrastructure and services for residents and businesses. These services support land uses, provide a high quality of life, and sustain the community's attractiveness as a place for residents and businesses to invest.

This section of the Comprehensive Plan presents goals, objectives, and policies for community facilities. It should be noted that several of the services discussed in this section are outside of the purview of the Village of Lincolnwood as a governing body. As a result, implementation of these recommendations may require collaboration among agencies and various forms of local government.

Existing Community Facilities

This section highlights the Village's existing community facilities and services provided by a number of entities or forms of local government. The information was obtained through field inventories undertaken by the Consultant in spring 2015 and information collected from the Village of Lincolnwood and other service providers.

Village of Lincolnwood. The Village of Lincolnwood's Village Hall is located in the Municipal Complex at 6900 N. Lincoln Ave. There are no future renovation plans for the Municipal Complex since it was recently redone. The Municipal Complex houses Village Hall and the departments of Administration, Community Development, Finance, Fire and Police. The facility is also used for Village Board meetings, voting and other special events. As mentioned in the Open Space & Environmental Features chapter of the Comprehensive Plan, the Parks & Recreation Department of the Village of Lincolnwood maintains the Community Center.

Police Department. Police Protection in the Village of Lincolnwood is provided by the Lincolnwood Police Department, which operates out of the Municipal Complex in the Police Station at 6900 N. Lincoln Ave. The Department is comprised of 33 full-time police officers and 12 staff members. Despite recent trends, the Police Department indicated that the greatest perceived threat to public safety in Lincolnwood is burglary and theft. The Department has no future plans for expansion or redevelopment of facilities within the next ten years.

Fire Department. Lincolnwood is the only municipality in the State of Illinois to privately contract its fire protection and paramedic services. Despite being a contracted service, fire protection services in the Village are referred to as the Fire Department, operating out of Fire Station 15 at 6900 N Lincoln Avenue. The Department has plans to renovate its existing Fire Station 15 building. Renovations over the next five years will include remodeling the bathroom, painting the interior of the building, window upgrades, a new boiler and generator, and upgrades to the Police/Fire training room. A new ambulance substation is being installed as part of an approved development in the 4500 block of Pratt. The existing location of Fire Station 15 and size of the station are well suited to staff and community needs. The Fire Department is concerned about issues of flooding, as well as Lincolnwood's aging population. If residential development is to incorporate more senior homes/assisted living units, the Fire Department anticipates an increase in ambulance usage.



Public Works Department.

The Public Works Department is responsible for maintenance of the Village’s streets, vehicles, parks, public buildings, trees, alleys, water system, sewer system, and more. The Department, located at 7001 North Lawndale Avenue, is organized into five divisions including: Administration, Vehicle Maintenance, Parks & Building Maintenance, Streets Maintenance, and Water & Sewer Maintenance. During winter, all the divisions work together to remove snow and ice from local roadways.

Under the purview of Public Works is stormwater management. Community members voiced a concern about flooding issues in some neighborhoods within the Village of Lincolnwood. Historically, much of Lincolnwood was developed with minimal regulations regarding lot coverage. As a result, some neighborhoods struggle with excessive stormwater runoff and localized flooding.

Parks and Recreation Department.

The Parks and Recreation Department provides facilities and programs aimed at promoting healthy and enjoyable lifestyles in Lincolnwood. Recommendations related to parks and recreation are included in Chapter 9 of the Comprehensive Plan.

Lincolnwood Public Library. The Lincolnwood Public Library, located at 4000 W Pratt Avenue, is operated by a separate Library District whose mission is “...to enhance the quality of life in Lincolnwood by creating and sustaining a sense of place for residents; bringing the community together in order to celebrate its diversity; offering individuals a welcoming gateway to knowledge and discovery; and fulfilling residents’ desire for cultural and recreational activities.”

The Library District’s boundaries are coterminous with those of the Village. In 2012, the District drafted a Strategic Plan as a way to increase membership after discovering that only 30% of Lincolnwood residents held a library card. Shifting the focus to marketing the District as a resource of community space, the Library identified several needed improvements. The Library will undertake a major interior renovation in 2016. The District identified spatial constraints with its current site and building, noting that an expansion of the facility would require purchasing adjacent property since the existing structure cannot support a second floor without a major retrofit.

Representatives from the District stated that greater transit, bicycle, and pedestrian access would enhance use of the Library. Also, the Library would benefit from a faster fiber optic internet connection similar to that already implemented by the Village.

School District 74. School District 74 provides elementary and middle school education for residents of Lincolnwood. (The District’s boundaries are coterminous with those of the Village.) The campus is located at 6950 North E. Prairie Road and includes four buildings; Todd Hall (Pre-Kindergarten through 2nd Grades), Rutledge Hall (3rd-5th Grades), Lincoln Hall (6th-8th Grades), and the District’s Administration Building. The District enrollment in 2013 was 1,239 students. In 2014, the District established a Strategic Plan to lead it through upcoming capital improvements. In 2015, initial capital improvements were made to some facilities. In 2016, a major capital renovation is planned for Lincoln Hall that will include increased security and mobility, STEM curriculum and large group instruction spaces, instructional renovations, and renovation to common elements.

School District #219. Lincolnwood residents attend Niles West High School, one of three high schools operated by School District 219. Niles West High school is located approximately 1.5 miles northwest of Lincolnwood in Skokie. As such, the District does not maintain any facilities in Lincolnwood but provides bus service for students who live in the Village.

Oakton Community College (District 535). With primary facilities in Des Plaines and Skokie, and satellite facilities in various locations throughout the northern suburbs, Oakton Community College offers a variety of associate degree and certification programs in 80 areas of study. The college also offers non-credit continuing education, adult education, or general wellness courses. Residents of Lincolnwood are eligible for in-district tuition at Oakton Community College.

Niles Township Government.

Although its facilities are physically located in Skokie, IL, the Township of Niles offers critical services that are accessible by residents of Lincolnwood, Skokie, Golf, and sections of Morton Grove, Niles and Glenview. These services include an emergency food pantry, general assistance to direct people to special services, passport aid, and other assessor services.

Community Events. The Village of Lincolnwood takes pride in its diversity and uses community events and various programs to promote this attribute. A sample of the community-wide events hosted across the Village of Lincolnwood include: Movies in the Park; the 5k Turkey Trot; the annual Holiday Tree Lighting Ceremony; Luau Night at the Aquatic Center; the Family Fun Fest and Classic Car Show; and Shake, Rattles and Roll.

Communities of Faith. Lincolnwood's diversity is reflected in its range of faith-based institutions. These institutions are a resource in reaching out to residents and strengthening the sense of community. Faith-based facilities are located throughout Lincolnwood.

Goals, Objectives & Policies

The following goals, objectives and policies are based on public input gathered throughout the planning process, existing conditions, future plans for community facilities, and the community's desire to sustain high quality services and amenities.

Community Facilities Goal 1 Sustain access to high-quality services that provide Lincolnwood residents and businesses with the support necessary for investment in the community.

Objectives & Policies

Expand and improve local bicycle and pedestrian facilities, prioritizing areas around destinations often used by senior citizens, youth, and other residents.

The pedestrian system in Lincolnwood should provide safe routes to important community facilities and points of interest. Locations such as the Municipal Complex, Lincolnwood Library, and the school campus generate regular traffic from a full range of residents, including senior citizens and young students. The blocks surrounding these locations should be the highest priority for pedestrian and bicycle network improvements. These could include the replacement of poorly maintained sidewalks, enhanced signage and vehicular warnings of the presence of bicyclists and pedestrians, and clearly marked on-site connections to building entries.

Support the Library District and School District in procuring high-speed fiber optic telecommunications services.

High-speed fiber optic telecommunications services were identified by local service providers as a shortcoming in their existing and facilities. The Village should support access to such infrastructure for the Lincolnwood Public Library and School District 74. Support could include advocacy or joint grant pursuits to support funding for telecommunications improvements.

Continue to keep Lincolnwood safe.

Lincolnwood citizens enjoy a high level of service from their police and fire departments. The Village should continue to invest in tools to sustain Lincolnwood's reputation within the region. Annual capital improvement programs should be reviewed to ensure they integrate state-of-the-art fleet vehicles, technologies, and other elements. The Village should also continue to support collaboration with adjacent communities to track crime patterns and implement preventative measures.

Work with IDOT to improve pedestrian crossings at intersections between Lincoln Avenue, Pratt Avenue and Crawford Avenue adjacent to the Lincolnwood Library and school campus.

The Lincolnwood Library and the Lincolnwood school campus are important community destinations. While these facilities benefit from a central location in the Village, they are surrounded by three of the busiest roadways in Lincolnwood. The Village should coordinate with IDOT to update these crossings in order to increase safety and support non-motorized accessibility. Improvements could include pedestrian refuge islands, pedestrian activated timers, and textured crosswalks.

Community Facilities Goal 2

Improve the performance of municipal infrastructure.

Objectives & Policies

Encourage the use of stormwater management and filtration techniques on residential lots.

Recent housing development includes larger homes, wider driveways, and other characteristics that increase the amount of runoff during rain events. This can result in localized flooding where it hadn't previously occurred. Residential stormwater management and filtration techniques, such as permeable pavers, rain barrels, and rain gardens, should be encouraged to help reduce demand on municipal stormwater infrastructure. The Village should establish programs to incentivize stormwater management and develop informational materials to inform residents of these techniques and their benefits.

Establish a short- and long-term capital improvement strategy for addressing localized flooding in flood-prone neighborhoods.

Flooding has been noted in various residential areas throughout Lincolnwood, particularly the neighborhood west of I-94, due to infrastructure limitations. The Village should review all neighborhoods to establish short- and long-term capital improvements necessary for flood-prone areas. Strategies should be established to prioritize improvements to address existing flooding issues while mitigating future impacts.

Coordinate with IDOT and Cook County to implement local infrastructure modernization as arterial roadway improvements are made.

Village infrastructure runs under most of the arterial streets in the Village. These streets are typically under the jurisdiction of IDOT or Cook County. As these entities undertake improvements to their roadways, the Village should coordinate to modernize underground infrastructure. This could reduce the overall cost of infrastructure maintenance.

Community Facilities Goal 3

Foster collaboration and engagement among Village government, other agencies and forms of local government, and the Lincolnwood community.

Objectives & Policies

Support ongoing coordination among local service providers to maximize both the effectiveness and efficiency of public services.

Community facilities and service providers such as School Districts 74 and 219, the Lincolnwood Library, and Village departments should continue to coordinate services and facilities. The Village should support and help facilitate cooperation, encouraging separate providers to work together on community projects, share resources, and establish long-term plans for maintenance and improvement of community facilities.

Continue to utilize multiple service provider networks to maintain open communication with Lincolnwood residents and businesses.

Lincolnwood's existing service providers have pre-established networks of communication that are vital to keeping residents and businesses informed. The Village should utilize these avenues to maintain regular communication with citizens, including both the distribution of news specific to the community, as well as information about upcoming events and activities. Similarly, these lines of communication should be central to efforts to survey and receive feedback from residents and businesses.

Continue to work with other service providers to establish a central calendar of community events that is easily accessible to all residents.

With so many activities provided by so many entities, residents may find information confusing or inconsistent. The Village should work with other service providers to establish a central resource of information for residents regarding activities, events, and opportunities to be involved in the community.

Work with service providers whose district boundaries go beyond those of the Village to ensure Lincolnwood residents enjoy a high level of access and quality of service.

The service areas of several service providers in Lincolnwood go beyond the Village's municipal border. The Village should coordinate with these service providers to ensure Lincolnwood residents are receiving an equitable level of access to facilities and services, regardless of where these services are actually provided. This could include coordination with surrounding municipalities to ensure bike trails and pedestrian networks extend to such facilities.

Community Facilities





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Potential Funding
Sources

The Lincolnwood Comprehensive Plan provides recommendations, strategies, and policies that should be implemented over the next 10 to 20 years. To realize its vision, the Village must take a proactive role with support and participation from a variety of partners. This chapter highlights the key actions and funding sources that will enable the Lincolnwood community to put the plan into action.

Day-to-Day Use

The Lincolnwood Comprehensive Plan should be put to use on a day-to-day basis, acting as the Village's official policy guide for land use, development, and reinvestment. The Plan should be regularly consulted by Village staff, the Board of Trustees, and other boards and commissions in review and evaluation for future investment. Further, the various community facilities and service providers in Lincolnwood should use the Plan to assess how facilities, infrastructure, and programming align with broader community objectives. The Village should meet with department heads, important Village staff, and key individuals in the community to explain the purpose and benefits of the Lincolnwood Comprehensive Plan.

To support the day-to-day use of the Plan, the Village should:

- Make copies of the Plan available online for free, provide hard copies at the Village Hall, and have a copy on file at the Lincolnwood Public Library for reference;
- Provide assistance to the public that explains the Plan and its relationship to private and public development projects and other civic proposals;
- Assist the Boards of Trustees and various boards and commissions in the day-to-day administration, interpretation, and application of the Plan;
- Provide a Lincolnwood Comprehensive Plan orientation for newly elected or appointed officials; and,
- Maintain a list of emerging trends, issues, or needs which may be the subject of amendments to the Lincolnwood Comprehensive Plan.

Jurisdictional Cooperation & Participation

For the Lincolnwood Comprehensive Plan to be successful there must be strong leadership from the Village and dedicated participation from other local and regional agencies, organizations, community groups, and the private sectors. The Village should assume a leadership role in collaborating with other organizations to implement the Lincolnwood Comprehensive Plan and improve the quality of life in Lincolnwood.

Partners should include, amongst others:

- Lincolnwood Public Library District
- Lincolnwood School District 74
- Niles Township High School District 219
- Private education providers
- Cook County
- Forest Preserves District of Cook County
- Illinois Department of Transportation
- Northwest Municipal Conference (NWMC)
- Business and development community
- Community stakeholders

Amending Development Regulations

While the Lincolnwood Comprehensive Plan provides a vision and direction for the community, the Village's development regulations are the primary tool for implementation of the Plan. Following adoption of the Lincolnwood Comprehensive Plan, the Village should review the current zoning ordinance and related ordinances to ensure that regulations reflect current Village policy and the objectives of the Lincolnwood community. Amendments to development regulations and standards should consider complementary programs and incentives that can be used to achieve the community's vision.

Multi-Year Capital Improvement Program

Recommendations of the Lincolnwood Comprehensive Plan will require capital investments by the Village. To support implementation of these recommendations and appropriately budget for improvements, Lincolnwood should review its multi-year Capital Improvement Program (CIP) to ensure that investments support objectives articulated in the Comprehensive Plan.

Regular Updates

The Lincolnwood Comprehensive Plan is not a static document. As new issues arise or community desires change in the future that are beyond the focus of the existing plan, updates should be made to the Comprehensive Plan to meet these changing conditions. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with preparation of the Village's budget and future Capital Improvement Plans as well as the preparation of an annual action agenda. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

Maintain Public Communication

The planning process for the Lincolnwood Comprehensive Plan has facilitated a considerable amount of public outreach and communication, keeping residents involved and informed of the plan's development. Members of the Lincolnwood community were able to stay involved through outreach events, a project website, interactive outreach tools, newsletters, and other traditional media. This is an important step in educating the community about the relevance of planning and the Village's role in defining its future. Building on these efforts, the Village should ensure that the Plan's major recommendations and overall "vision" are conveyed to the entire community. This should include regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion.

The Village should continue to use established networks to ensure that community members can communicate with the Village and receive information about local planning and development. In addition, the Village should work to provide accessible materials both online and in print that simplify and explain regular civic functions. This could include informational materials that provide guidance on applying for zoning, building, subdivision, or other development related permits and approvals.

The Village should also conduct regular surveys with residents and business owners. These could include surveys at regular intervals that monitor changes in opinion over time, or special surveys that solicit local opinions about specific issues. These could be conducted through e-blasts, water bill mailings, materials distributed through school students, or ballot questionnaires.

Potential Funding Sources

The following is a list of potential funding sources that the Village could pursue to fund implementation of the Lincolnwood Comprehensive Plan. These programs are organized by funding category, which include:

- General Economic Development
- Transportation & Infrastructure
- Parks, Trails & Open Spaces

General Economic Development

Tax Increment Finance (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key redevelopment areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF district increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in that area. Local officials may then issue bonds to undertake other financial obligations based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village currently has three TIF districts:

- Lincoln-Touhy TIF
- Northeast Industrial District TIF
- Devon-Lincoln TIF

Business Development District (BDD)

Authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Review all development and redevelopment proposals for eligible projects using BDD funding to improve property
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan
- Enter into contracts with any public or private agency or person.

- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development or redevelopment plans
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purpose of business district development and redevelopment

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage.

Special Service Area (SSA)

A Special Service Area (SSA) provides a means of funding improvements and programs within a designated area. In an SSA, a small percentage is added to property taxes within the defined service area. The revenue received from this additional levy is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object.

SSA funded projects can include such things as district marketing and advertising assistance, promotional activities and special events, street-scape and signage improvements, and property maintenance services. SSA's can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to facilitate growth and expansion of startup businesses within an area.

Sales Tax Rebate

A sales tax rebate is a tool typically used by municipalities to incentivize business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks such that as sales volume increases, so too does the proportion of the rebate. Sales tax rebate percentages can range from 1% to 100% and are dependent on the goals and objectives of the local municipality. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Tax Abatement

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of a desired business for a predetermined period. In this instance, the Village and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity located on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Transportation & Infrastructure

In December 2015 the Fixing America's Surface Transportation (FAST) Act, a five-year transportation reauthorization bill, was established. The FAST Act replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which expired in October 2015 and was extended three times. The FAST Act aims to improve infrastructure, provide long-term certainty and increased flexibility for government, streamline approval processes, and encourage innovation to make the surface transportation system safer and more efficient.

The FAST Act continues funding for numerous programs previously funded through MAP-21. Given the recent passage of the FAST Act, it is still uncertain how changes in Federal policy will ultimately impact existing funding programs. The Village should stay informed of the status of these programs and new funding sources that may be introduced in the near future as a result of the FAST Act.

The following are grant programs covered under the FAST Act that could be utilized by the Village to make enhancements to local transportation infrastructure.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers the Illinois Transportation Enhancement Program (ITEP) and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs.

Safe Routes to Schools (SRTS)

The SRTS program provides funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school, including:

- ◆ Sidewalk improvements;
- ◆ Traffic calming and speed reduction improvements;
- ◆ Pedestrian and bicycle-crossing improvements;
- ◆ On-street bicycle facilities
- ◆ Off-street bicycle and pedestrian facilities;
- ◆ Secure bicycle parking system; and,
- ◆ Traffic diversion improvements in the vicinity of schools

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of Congestion Mitigation & Air Quality Improvement (CMAQ) program funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to the bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit desired emissions, and to create promotional campaigns to enhance use of transit and bicycles. As a result of changes made to the program under the recently adopted FAST Act, vehicle-to-infrastructure technology projects will also be eligible for CMAQ funding.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are allocated to coordinating regional councils to be used for roadway and roadway related items. Projects in this funding category require a local sponsor and are selected based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STBGP funds may be used for a variety of project types including roadway rehabilitation, reconstruction and restoration, widening and adding lanes; intersection improvements, traffic signage improvements, and green infrastructure funding.

Surface Transportation Program (STP) Set-Aside

STP Set-Aside is a sub-program of the Surface Transportation Block Grant Program, which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. STP Set-Aside funds are administered by the Chicago Metropolitan Agency for Planning (CMAP) through a formal application process.

Parks, Trails & Open Spaces

Illinois Department of Natural Resources (IDNR)

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreational areas and facilities. The programs operate on a cost reimbursement basis to a government or non-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses.

Land & Water Conservation Fund (LWCF)

The federal Land & Water Conservation Fund program (LWCF) is a program with similar objectives to the OSLAD program that is also managed by IDNR. LWCF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Illinois Bicycle Path Program

The Illinois Bicycle Path Program is a grants program administered by IDNR that provides funding assistance up to 50% to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grants awards are limited to \$200,000.

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and / or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

ComEd Green Region Program

Openlands has partnered with ComEd to administer the ComEd Green Region Program. Recognizing that open space is a crucial element of the quality of life, the ComEd program awards grants for municipal efforts to plan for, protect, and improve open land in ComEd's service area of northern Illinois. The grants, of up to \$10,000 each, support existing open space projects that focus on conservation, preservation, and improvements to local parks and recreation resources. Grant recipients can use Green Region grants in combination with other funding sources to cover a portion of the expenses associated with developing and/or supporting their open space program.



**VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
REGULAR MEETING
VILLAGE HALL COUNCIL CHAMBERS
7:30 P.M., FEBRUARY 7, 2017**

AGENDA

- I. Call to Order**
- II. Pledge to the Flag**
- III. Roll Call**
- IV. Approval of Minutes**
 - 1. Village Board Minutes – January 17, 2017
- V. Warrant Approval**
- VI. Village President’s Report**
- VII. Consent Agenda** (If anyone wishes to speak to any matter on the Consent Agenda, a Speaker’s Request Form must be completed, presented to the Village Clerk, and the matter will be removed from the Consent Agenda and added to Regular Business.)
 - 1. Approval of a Resolution Approving Payment for Reprogramming of Wireless Fire and Burglar Alarms by Chicago Metropolitan Fire Prevention Company in the Not-to-Exceed Amount of \$32,625 (Appears on Consent Agenda Because it is a Routine Function of Government)
 - 2. Approval of a Request to Issue a Class S-E Liquor License to the Friends of Lincolnwood 2015, Inc. for the 2017 Lincolnwood Fest (Appears on Consent Agenda Because it was Discussed at a Previous Village Board Meeting)
 - 3. Approval of Four Resolutions Requesting Motor Fuel Tax Funds from the State of Illinois Pertaining to General Maintenance, Infrastructure Improvements, and Local Match Requirements for a Surface Transportation Program Grant (Appears on Consent Agenda Because it is a Routine Function of Government)
 - 4. Approval of an Ordinance Approving Special Uses and Variations for the Development of a New Retail Building with a Drive-Through Facility at 4320 West Touhy Avenue (Appears on Consent Agenda Because it was Discussed at a Previous Village Board Meeting)
- VIII. Regular Business**
 - 5. Consideration of a Resolution Approving the Lincolnwood Chamber of Commerce Street Light Banner Program on Pratt Avenue between McCormick Boulevard and Hamlin Avenue and in the Northeast Industrial District

6. Consideration of an Ordinance Initiating an Eligibility Study for the Re-Designation of the Lincoln-Touhy Redevelopment Project Area, and Waiving Competitive Bidding and Authorizing an Agreement with Kane, McKenna and Associates, Inc., for Performance of the Study
7. Consideration of a Resolution Approving an Implementation Plan Addressing the Goals in the Adopted 2016 Comprehensive Plan for the Village of Lincolnwood

IX. Manager's Report

X. Board, Commission, and Committee Reports

XI. Village Clerk's Report

XII. Trustee Report

XIII. Public Forum

XIV. Adjournment

DATE POSTED: February 3, 2017

All Village Board meetings are broadcast live to residents on Comcast Cable Channel 6, AT&T U-VERSE Channel 99, RCN Channel 49, and online at Lincolnwood.tv at 7:30 p.m. Rebroadcasts of Village Board meetings can be viewed one week following the live broadcast at 1:00 p.m. and 7:30 p.m. on cable television or online at lwdtv.org or on the Lincolnwood Mobile App.

**VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
REGULAR MEETING
VILLAGE HALL COUNCIL CHAMBERS
JANUARY 17, 2017**

DRAFT

Call to Order

President Turry called the regular meeting of the Lincolnwood Board of Trustees to order at 7:30 PM, Tuesday, January 17, 2017, in the Council Chambers of the Municipal Complex at 6900 N. Lincoln Avenue, Village of Lincolnwood, County of Cook, and State of Illinois.

Pledge to the Flag

The Corporate Authorities and all persons in attendance recited the Pledge of Allegiance to the flag of our country.

Roll Call

On roll call by Village Clerk Beryl Herman the following were:

PRESENT: President Turry, Trustees Cope, Patel, Klatzco, Elster, Spino

ABSENT: Trustee Bass

A quorum was present. Also present: Timothy Wiberg, Village Manager; Ashley Engelmann, Assistant Village Manager; Charles Greenstein, Village Treasurer .

Approval of Minutes

The minutes of the December 20, 2016 Village Board meeting were distributed and examined in advance. Trustee Elster moved to approve the minutes as presented. The motion was seconded by Trustee Spino. The motion passed by Voice Vote.

The minutes of the January 3, 2017 Village Board meeting were distributed and examined in advance. Trustee Patel moved to approve the minutes as presented. The motion was seconded by Trustee Klatzco. The motion passed by Voice Vote. Trustee Elster abstained.

Warrant Approval

Trustee Klatzco moved to approve warrants in the amount of \$792,325.41. The motion was seconded by Trustee Spino.

Upon a Roll Call by the Village Clerk the results were:

AYES: Trustees Cope, Patel, Elster, Spino, Klatzco

NAYS: None

The motion passed.

Village President's Report

1. President Turry announced the meeting of the Cook County Board of Review for Property Valuation Appeals meeting January 3 and February 1.

2. Niles Township hosts a meeting for questions regarding property tax appeals. Appeals must be filed by February 1.

3. The Human Relations Commission is sponsoring an Iron Chef event on February 11, 2017
4. The Multi- Cultural Task Force is sponsoring the second event in the Coffee with the Clerics series on January 24 at 7PM.
5. President Turry stated that some time ago he had asked Village Manager Wiberg to prepare a statement regarding the Village's financial condition. The Budget of the Village is not now, nor has ever been, in deficit. There has always been a balanced budget.

Village of Lincolnwood Operating Budget – FY 2016 – 2017

*Budget approved at the April 19, 2016 Board Meeting

*All Funds:

- Total Revenue \$34,492,503
- Total Expenditures \$34,459,588
- Budget Surplus \$32,915

FY 2016-17 Transfers

- *Transfers into General Fund \$2,885,381
- *Transfers out of General Fund \$2,885,381
- *Pay out of surplus funds
(grant revenue in a TIF) \$3,680,000

6. President Turry asked the Board to approve the appointment of Trustee Elster as President Pro-Tem for the Village Board meetings of February 7, 2017 and March 7, 2017.

Trustee Patel moved to approve, seconded by Trustee Cope. The motion passed.

7. President Turry asked all to look at the poster behind the podium. He asked that all residents observe Earth Hour on March 25, 2017 at 8:30PM. Please turn off all non-essential lights for one hour.

To learn about events for this earth hour go to www.earthhour.org

8. Upcoming Meetings

President Turry announced upcoming meetings. These meeting dates may be found on the Village Website.

Consent Agenda

1. Approval of a Resolution Authorizing the Village Manager to Execute an Easement Agreement with the Owner of 7155 Kedvale Avenue for the Village's Streetlight Replacement Project
2. Approval of a Resolution Accepting the Village Board's Strategic Plan for 2017 –2019

Trustee Spino moved to approve the Consent Agenda, as presented, seconded by Trustee Klatzco.

Upon Roll Call the Results were:
AYES: Trustees Cope, Patel, Elster, Spino, Klatzco
NAYS: None

The motion passed

Regular Business

None

Manager's Report

None

Board and Commissions Report

None

Village Clerk's Report

Early voting for the April election will take place beginning March 20. Our closest locations are Skokie Village Hall and Skokie Courthouse.

Trustees Reports

None

Public Forum

None

Adjournment To Closed Session

At 7:58 P.M. Trustee Patel moved to adjourn the Village Board meeting to Closed Session for the purpose of discussing setting the price to sell 2(c),(6) and pending litigation 2 (c), (11) seconded by Trustee Cope.

Upon Roll Call the Results were
AYES: Trustees Cope, Patel, Elster, Spino, Klatzco
NAYS: None

The motion passed

Reconvention

At 8:25 P.M. President Turry reconvened the Village Board meeting.

Adjournment

At 8:26 P.M. Trustee Spino moved to adjourn the meeting, seconded by Trustee Klatzco.
The motion passed with a Voice Vote

Respectfully Submitted,

Beryl Herman
Village Clerk

TO: President and the Board of Trustees

FROM: Timothy C. Wiberg, Village Manager

SUBJECT: Warrant Approval

DATE: February 3, 2017

The following are the totals for the List of Bills being presented at the February 7th Village Board meeting.

2/07/2017	266,858.25
2/07/2017	101,774.67
2/07/2017	492,872.08
2/07/2017	41,039.68
2/07/2017	35,193.69
2/07/2017	19,357.69
2/07/2017	22,111.05
Total	<hr/> <u>\$ 979,207.11</u>

Accounts Payable

To Be Paid Proof List

User: jmazzeffi
Printed: 01/24/2017 - 10:28AM
Batch: 00100.02.2017



Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
American Express AMEREXP					
113616	1/17/2017	805.00	0.00	02/07/2017	
101-200-511-5799					Other materials & supplies National Planning Conference - 2017
113616 Total:		805.00			
121616	12/16/2016	90.00	0.00	02/07/2017	
101-210-511-5725					Bank & Credit Card Fees Membership fee
121616	12/16/2016	-45.00	0.00	02/07/2017	
205-500-515-5725					Credit card charges Refund - Membership fee
121616 Total:		45.00			
31083011717	1/17/2017	797.04	0.00	02/07/2017	
101-350-512-5730					Program supplies Chairs for kitchen
31083011717	1/17/2017	11.90	0.00	02/07/2017	
101-350-512-5730					Program supplies Batteries
31083011717	1/17/2017	93.69	0.00	02/07/2017	
101-350-512-5730					Program supplies Batteries
31083011717	1/17/2017	22.49	0.00	02/07/2017	
101-350-512-5730					Program supplies Batteries
31083011717 Total:		925.12			
31158121316	12/13/2016	182.30	0.00	02/07/2017	
101-200-511-5799					Other materials & supplies Tabs for Personnel policy manual
31158121316 Total:		182.30			
31182010317	1/3/2017	15.00	0.00	02/07/2017	
205-500-515-5730					Program supplies Plug n play - Rec Trac billing

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
	31182010317 Total:	15.00			
31182010917	1/9/2017	60.00	0.00	02/07/2017	NRPA Membership
205-500-515-5570	Professional associations				
	31182010917 Total:	60.00			
31182121616	12/16/2016	900.17	0.00	02/07/2017	McCormick & Schmick - Senior holiday lunch
205-570-515-5645	Concessions & food				
	31182121616 Total:	900.17			
31182122916	12/29/2016	86.19	0.00	02/07/2017	Ricoh - copier maintenance
205-571-515-5730	Program supplies				
	31182122916 Total:	86.19			
31182123116	12/31/2016	5.00	0.00	02/07/2017	Facebook - Daddy Daughter Dance
205-504-515-5510	Advertising				
	31182123116 Total:	5.00			
31190010317	1/3/2017	6.99	0.00	02/07/2017	Dinner for Board meeting
101-100-511-5840	Meals				
31190010317	1/3/2017	235.75	0.00	02/07/2017	Dinner for Board meeting
101-100-511-5840	Meals				
31190010317	1/3/2017	33.00	0.00	02/07/2017	Dinner for Board meeting
101-100-511-5840	Meals				
31190010317	1/3/2017	4.50	0.00	02/07/2017	Dinner for Board meeting
101-100-511-5840	Meals				
	31190010317 Total:	280.24			
31190122916	12/29/2016	195.00	0.00	02/07/2017	Job posting
101-200-511-5510	Advertising				
	31190122916 Total:	195.00			
32008121216	12/12/2016	28.97	0.00	02/07/2017	Lunch- Village Manager/Assistant Village Manager
101-200-511-5840	Meals				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
32008121216 Total:		28.97			
32008121616	12/16/2016	147.85	0.00	02/07/2017	Internet Service - PW
660-610-519-5580 Telephone					
32008121616	12/16/2016	104.85	0.00	02/07/2017	Internet Service - PW
660-610-519-5580 Telephone					
32008121616	12/16/2016	254.85	0.00	02/07/2017	Comcast - Village Hall
101-250-511-5580 Telephone					
32008121616	12/16/2016	52.95	0.00	02/07/2017	Bereavement flowers
101-100-511-5799 Other materials & supplies					
32008121616 Total:		560.50			
32008122116	12/21/2016	225.00	0.00	02/07/2017	ILCMA Winter Conference
101-200-511-5810 Conference & meeting registrat					
32008122116 Total:		225.00			
32115010517	1/5/2017	61.90	0.00	02/07/2017	Ticket to Springfield
101-100-511-5850 Purchased Transportation					
32115010517	1/5/2017	176.22	0.00	02/07/2017	Tickets to Unity dinner
101-100-511-5840 Meals					
32115010517 Total:		238.12			
American Express Total:		4,551.61			
Bank of America, Business Card					
BANKOFAM					
0423010817	1/8/2017	72.79	0.00	02/07/2017	Toner for printer
215-000-512-5640 Computer supplies					
0423010817	1/8/2017	22.01	0.00	02/07/2017	Cupholder replacements for squads
101-300-512-5480 R&M - vehicles					
0423010817	1/8/2017	68.25	0.00	02/07/2017	Travel Insurance for DC trip
101-300-512-5730 Program supplies					
0423010817	1/8/2017	99.00	0.00	02/07/2017	ICJS jail supplies
101-300-512-5730 Program supplies					
0423010817	1/8/2017	351.30	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-300-512-5850 Purchased Transportation					Airfare - Police Memorial in Washington
0423010817	1/8/2017	-51.50	0.00	02/07/2017	
101-300-512-5700 Office supplies					Credit
0423010817 Total:		561.85			
1297121216	12/12/2016	248.90	0.00	02/07/2017	
101-400-511-5730 Program supplies					Lunch for PW employees during snow storm
1297121216	12/12/2016	52.41	0.00	02/07/2017	
101-400-511-5730 Program supplies					Breakfast for Public Works due to snow storm
1297121216 Total:		301.31			
1297122016	12/20/2016	10.00	0.00	02/07/2017	
101-100-511-5840 Meals					Refreshments - Board meeting
1297122016	12/20/2016	8.74	0.00	02/07/2017	
101-100-511-5840 Meals					Refreshments - Board meeting
1297122016 Total:		18.74			
1297122116	12/21/2016	92.00	0.00	02/07/2017	
101-400-511-5570 Professional associations					American Public Works membership
1297122116 Total:		92.00			
1582120816	12/8/2016	39.97	0.00	02/07/2017	
205-500-515-5700 Office supplies					Walgreens - Waiting area photos
1582120816 Total:		39.97			
7868120716	12/7/2016	971.25	0.00	02/07/2017	
205-570-515-5645 Concessions & food					Senior Trip - The Peninsula
7868120716 Total:		971.25			
7868121616	12/16/2016	25.57	0.00	02/07/2017	
205-570-515-5730 Program supplies					Jewel - Senior Gifts
7868121616 Total:		25.57			
7868122116	12/21/2016	26.53	0.00	02/07/2017	
205-520-515-5645 Concessions & food					Jewel - Club Kid snack

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
7868122116	12/21/2016	29.75	0.00	02/07/2017
205-570-515-5645 Concessions & food				Marie's Pizza - Senior lunch
	7868122116 Total:	56.28		
7868122816	12/28/2016	33.15	0.00	02/07/2017
205-570-515-5645 Concessions & food				Found - Senior Lunch
	7868122816 Total:	33.15		
8334123116	12/31/2016	40.00	0.00	02/07/2017
101-210-511-5820 Local mileage, parking & tolls				Ipass replenishment
	8334123116 Total:	40.00		
	Bank of America, Business	2,140.12		
Chicago Tribune CHGOTRIB 4253289	1/11/2017	39.35	0.00	02/07/2017
101-210-511-5510 Advertising				Remaining payment for ad
	4253289 Total:	39.35		
4405835	12/6/2016	26.69	0.00	02/07/2017
101-400-511-5510 Advertising				Bid for Chemical Feed System
	4405835 Total:	26.69		
	Chicago Tribune Total:	66.04		
City of Chicago Dept of Water CTYOFCHI 430883-430883	1/10/2017	87,242.68	0.00	02/07/2017
660-620-519-5790 Water purchases				Water - 11/9/16-12/12/16
	430883-430883 Total:	87,242.68		
430884-430884	1/10/2017	75,749.12	0.00	02/07/2017

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
660-620-519-5790	Water purchases				Water - 11/9/16-12/12/16
	430884-430884 Total:	75,749.12			
	City of Chicago Dept of W	162,991.80			
Commonwealth Edison					
COMED					
2873043051	1/9/2017	216.81	0.00	02/07/2017	
	101-440-513-5785 Utilities - public way				6471 N Lincoln
	2873043051 Total:	216.81			
381169268	1/6/2017	220.48	0.00	02/07/2017	
	101-440-513-5785 Utilities - public way				7002 N Tripp
	381169268 Total:	220.48			
4357072009	1/6/2017	202.88	0.00	02/07/2017	
	101-440-513-5785 Utilities - public way				6401 Mc Cormick
	4357072009 Total:	202.88			
4847019018	1/9/2017	192.10	0.00	02/07/2017	
	101-440-513-5785 Utilities - public way				6668 N Lincoln
	4847019018 Total:	192.10			
	Commonwealth Edison To	832.27			
Groot Recycling & Waste Services					
GROOT					
14619091	12/30/2016	3,853.50	0.00	02/07/2017	
	101-440-514-5230 Garbage & recycling				22280-001/Public Works
	14619091 Total:	3,853.50			
14623418	12/31/2016	319.44	0.00	02/07/2017	
	101-440-514-5230 Garbage & recycling				22280-002/Public Works

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
14623418 Total:		319.44			
14627952	1/1/2017	56,586.54	0.00	02/07/2017	1229-001/Community pick up
14627952 Total:		56,586.54			
14627953	1/1/2017	718.07	0.00	02/07/2017	1230-001/School District 74
14627953 Total:		718.07			
14699716	1/1/2017	3,146.40	0.00	02/07/2017	1231-001/Multi Family pick up
14699716 Total:		3,146.40			
Groot Recycling & Waste S		64,623.95			
ICMA Retirement Trust-457					
ZZICMA					
01182017	1/18/2017	1,473.44	0.00	02/07/2017	RHS Payment - Communications operator
01182017 Total:		14,291.61			
01182017	1/18/2017	14,291.61	0.00	02/07/2017	RHS Payment - Patrol Officers
01182017 Total:		7,784.16			
01182017	1/18/2017	7,784.16	0.00	02/07/2017	RHS Payment - Public Works
01182017 Total:		23,549.21			
ICMA Retirement Trust-45		23,549.21			
Lowe's Business Acc/GECF					
LOWES					
02003	1/5/2017	2.84	0.00	02/07/2017	Hand soap for PW

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
	02003 Total:	2.84			
02924	1/4/2017	7.23	0.00	02/07/2017	Lumber for PW
	101-420-511-5730 Program supplies				
	02924 Total:	7.23			
02997	1/4/2017	18.23	0.00	02/07/2017	Camp shelving units
	205-530-515-5270 Purchased program services				
	02997 Total:	18.23			
2427	1/3/2017	-9.48	0.00	02/07/2017	Return - pool drawer
	205-560-515-5405 R&M - buildings				
	2427 Total:	-9.48			
2470	12/28/2016	-8.20	0.00	02/07/2017	Return - pool drawer
	205-560-515-5405 R&M - buildings				
	2470 Total:	-8.20			
39421	12/12/2016	-5.99	0.00	02/07/2017	Refund for gate hinge
	205-560-515-5405 R&M - buildings				
	39421 Total:	-5.99			
77335	12/2/2016	5.99	0.00	02/07/2017	Gate hinge for pool
	205-560-515-5405 R&M - buildings				
	77335 Total:	5.99			
78635	11/18/2016	181.71	0.00	02/07/2017	Gate hinge for pool
	205-560-515-5405 R&M - buildings				
	78635 Total:	181.71			
81315	12/2/2016	-0.05	0.00	02/07/2017	Refund for gate hinge
	205-560-515-5405 R&M - buildings				
	81315 Total:	-0.05			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
S1748BRR2	1/6/2017	102.36	0.00	02/07/2017
101-300-512-5730	Program supplies			Spray adhesive for targets in range
	S1748BRR2 Total:	102.36		
	Lowe's Business Acc/GEC	294.64		
Nicor Gas				
NICOR				
1436840000	1/9/2017	696.23	0.00	02/07/2017
205-430-515-5780	Utilities - government buildin			Community Center
	1436840000 Total:	696.23		
21-48-84-00003	1/3/2017	374.30	0.00	02/07/2017
205-560-515-5780	Utilities - government buildin			Pool - 11/7-12/28
	21-48-84-00003 Total:	374.30		
21-84-84-00004	1/9/2017	510.71	0.00	02/07/2017
660-620-519-5780	Utilities - government buildin			Pump Station - 12/7-1/9
	21-84-84-00004 Total:	510.71		
3017240000	1/10/2017	2,868.01	0.00	02/07/2017
101-420-511-5780	Utilities - government buildin			Public Services
	3017240000 Total:	2,868.01		
5202340000	1/10/2017	1,106.04	0.00	02/07/2017
101-420-511-5780	Utilities - government buildin			Village Hall
	5202340000 Total:	1,106.04		
6202340000	1/10/2017	1,968.90	0.00	02/07/2017
101-420-511-5780	Utilities - government buildin			Public Safety
	6202340000 Total:	1,968.90		

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description

	Nicor Gas Total:	7,524.19		
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Pitney Bowes				
PITNEYBO				
3100905213	12/31/2016	262.26	0.00	02/07/2017
101-210-511-5440 R&M - office equipment				Rental fees Dec 30 thru Jan 29, 2017

	3100905213 Total:	262.26		
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	Pitney Bowes Total:	262.26		
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Schick, Annicka				
SCHICKA				
17-Aug	8/17/2016	22.16	0.00	02/07/2017
205-000-110-1010 Payroll Chkg Acct-BOL				Reissue misplaced payroll check

	17-Aug Total:	22.16		
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	Schick, Annicka Total:	22.16		
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	Report Total:	266,858.25		
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Accounts Payable

To Be Paid Proof List

User: jmazzeffi
Printed: 01/24/2017 - 1:26PM
Batch: 00101.02.2017



Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
303 Taxi					
303					
37093	1/3/2017	63.00	0.00	02/07/2017	
205-570-515-5280					Subsidized taxi program
					Taxi Coupons - December
		<hr/>			
	37093 Total:	63.00			
		<hr/>			
	303 Taxi Total:	63.00			
		<hr/>			
Accela Inc. #774375					
ACCELA					
INV-ACC26850	12/28/2016	10,500.00	0.00	02/07/2017	
101-250-511-5330					Data processing
					Civic Platform Annual Subscription
		<hr/>			
	INV-ACC26850 Total:	10,500.00			
		<hr/>			
	Accela Inc. #774375 Total:	10,500.00			
		<hr/>			
Active Electrical Supply Co. Inc. & Fox Lighting					
ACTIVELE					
10494096-00	12/22/2016	545.56	0.00	02/07/2017	
101-420-511-5405					R&M - buildings
					Exit lights for PW
		<hr/>			
	10494096-00 Total:	545.56			
		<hr/>			
10494097-00	12/22/2016	1,391.65	0.00	02/07/2017	
660-620-519-5405					R&M - buildings
					Heaters, breakers, wire for Pump House

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
	10494097-00 Total:	1,391.65			
	Active Electrical Supply C	1,937.21			
Airgas USA LLC					
AIRGAS					
9941462033	12/31/2016	224.55	0.00	02/07/2017	
101-350-512-5660 EMS supplies					Oxygen cylinders for ambulances
	9941462033 Total:	224.55			
	Airgas USA LLC Total:	224.55			
American Charge Service					
AMERCHAR					
99616	12/30/2016	3.00	0.00	02/07/2017	
205-570-515-5280 Subsidized taxi program					Taxi coupon - December
	99616 Total:	3.00			
	American Charge Service T	3.00			
Back Flow Solutions Inc					
BFSINC					
1778	1/1/2017	688.60	0.00	02/07/2017	
660-620-519-5399 Other professional services					Program management fee for Backflow program
	1778 Total:	688.60			
	Back Flow Solutions Inc T	688.60			
Best Quality Cleaning, Inc.					
BESTQU					
18244	1/9/2017	225.00	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-420-511-5240 Janitorial					Carpet cleaning at Police Dept
18244 Total:		225.00			
Best Quality Cleaning, Inc.		225.00			
Call One CALLONE					
1129134	1/15/2017	1,136.24	0.00	02/07/2017	Telephone - Admin/Police
101-210-511-5580 Telephone					
1129134 Total:		1,136.24			
1129136	1/15/2017	370.48	0.00	02/07/2017	Telephone - NORCOM Police radio
101-210-511-5580 Telephone					
1129136 Total:		370.48			
1129137	1/15/2017	38.63	0.00	02/07/2017	Telephone - Aquatic
101-210-511-5580 Telephone					
1129137 Total:		38.63			
1129138	1/15/2017	308.66	0.00	02/07/2017	Telephone - Public Works
660-610-519-5580 Telephone					
1129138 Total:		308.66			
1129140	1/15/2017	41.61	0.00	02/07/2017	Telephone - Public Works 911 Backup
660-610-519-5580 Telephone					
1129140 Total:		41.61			
1129141	1/15/2017	43.70	0.00	02/07/2017	Telephone - Pump House
660-610-519-5580 Telephone					
1129141 Total:		43.70			
1129143	1/15/2017	489.70	0.00	02/07/2017	Telephone - Municipal Center
101-210-511-5580 Telephone					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
		489.70			
1129144	1/15/2017	263.00	0.00	02/07/2017	Telephone - Connection to Red Center
101-210-511-5580 Telephone					
		263.00			
1129143 Total:		489.70			
1129144 Total:		263.00			
Call One Total:		2,692.02			
Case Lots, Inc.					
CASELOTS					
1052	12/26/2016	1,699.50	0.00	02/07/2017	Sidewalk salt
101-420-511-5730 Program supplies					
		1,699.50			
1052 Total:		1,699.50			
Case Lots, Inc. Total:		1,699.50			
Christopher Burke Engineering					
CHRISTB					
133756	1/10/2017	4,500.00	0.00	02/07/2017	Village Engineering retainer - Dec
660-620-519-5399 Other professional services					
133756	1/10/2017	4,500.00	0.00	02/07/2017	Village Engineering retainer - Dec
101-290-511-5920 Administration Engineer Costs					
		9,000.00			
133756 Total:		9,000.00			
133757	1/10/2017	5,152.50	0.00	02/07/2017	Wayfinding Signage - Dec
101-290-511-5942 PW Building Engineer Costs					
		5,152.50			
133757 Total:		5,152.50			
133758	1/10/2017	3,873.26	0.00	02/07/2017	Sidewalk Assessment - Dec
212-000-511-5320 Consulting					
		3,873.26			
133758 Total:		3,873.26			
133759	1/10/2017	4,209.25	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
660-620-519-5320 Consulting					North Shore Channel Outfall design
	133759 Total:	4,209.25			
133760	1/10/2017	7,653.38	0.00	02/07/2017	
660-620-519-5320 Consulting					Street Storage Pilot program observation
	133760 Total:	7,653.38			
133761	1/10/2017	3,446.00	0.00	02/07/2017	
101-290-511-5942 PW Building Engineer Costs					Village Hall parking lot resurfacing
	133761 Total:	3,446.00			
133762	1/10/2017	1,241.00	0.00	02/07/2017	
454-000-561-5340 Engineering					Touhy overpass landscape irrigation design
	133762 Total:	1,241.00			
133763	1/10/2017	946.77	0.00	02/07/2017	
101-290-511-5922 Building Engineering Costs					3400 Pratt construction inspection
	133763 Total:	946.77			
133764	1/10/2017	1,594.00	0.00	02/07/2017	
101-290-511-5922 Building Engineering Costs					4320 Touhy Plan review
	133764 Total:	1,594.00			
133765	1/10/2017	1,036.00	0.00	02/07/2017	
101-290-511-5922 Building Engineering Costs					Airoom parkiing plan review
	133765 Total:	1,036.00			
133766	1/10/2017	1,258.00	0.00	02/07/2017	
101-290-511-5922 Building Engineering Costs					7250 Cicero plan review
	133766 Total:	1,258.00			
	Christopher Burke Enginee	39,410.16			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number	Description			
Classic Design Awards				
CLASSICD				
170016	1/9/2017	44.90	0.00	02/07/2017
101-100-511-5799	Other materials & supplies			Name plate
170016 Total:		44.90		
Classic Design Awards Tot		44.90		
D'Original Juzz Dance Group				
DORIGINA				
1082017	1/8/2017	854.00	0.00	02/07/2017
205-503-515-5270	Purchased program services			December 2016 Collected Drop In
1082017 Total:		854.00		
D'Original Juzz Dance Gro		854.00		
Douglas Truck Parts				
DOUGTK				
24034	12/29/2016	402.60	0.00	02/07/2017
101-410-511-5730	Program supplies			Gloves, tube, curb bumper for Shop supplies
24034 Total:		402.60		
Douglas Truck Parts Total:		402.60		
Flood, Nancy				
FLOOD				
01052017	1/5/2017	132.00	0.00	02/07/2017
205-000-210-2430	Parks and Recs Control Deposi			Refund - Class
01052017 Total:		132.00		
Flood, Nancy Total:		132.00		

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description

Flowers, Dessislava FLOWERS 01062017	1/6/2017	118.80	0.00	02/07/2017
205-000-210-2430 Parks and Recs Control Deposi				Refund - Class

01062017 Total:		118.80		
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Flowers, Dessislava Total:		118.80		
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Golf Mill Ford GOLFMILL 704813	1/11/2017	2,014.42	0.00	02/07/2017
101-350-512-5480 R&M - vehicles				Repairs to ambulance A6

704813 Total:		2,014.42		
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Golf Mill Ford Total:		2,014.42		
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Great Lakes Coca Cola Distribution GREATLAC 739204960	1/11/2017	213.37	0.00	02/07/2017
101-210-511-5700 Office supplies				Pop for Fire Dept machine

739204960 Total:		213.37		
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Great Lakes Coca Cola Dis		213.37		
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Halogen HALOGEN 497010	1/10/2017	96.00	0.00	02/07/2017
205-560-515-5405 R&M - buildings				Filter element

497010 Total:		96.00		
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Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
	Halogen Total:	96.00		
Home Depot Credit Services				
HOMEDEPO				
001897/3091590	12/1/2016	398.40	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony
	001897/3091590 Total:	398.40		
001996/3030970	12/1/2016	44.82	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony
	001996/3030970 Total:	44.82		
005324/9024963	12/5/2016	29.88	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony
	005324/9024963 Total:	29.88		
02845/6107205	11/28/2016	209.16	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony
	02845/6107205 Total:	209.16		
028627/6041667	11/28/2016	149.40	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony
	028627/6041667 Total:	149.40		
029245/5064200	11/29/2016	351.50	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony
	029245/5064200 Total:	351.50		
029519/5082725	11/29/2016	149.40	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony
	029519/5082725 Total:	149.40		
030424/4090627	11/30/2016	275.64	0.00	02/07/2017
205-504-515-5270	Purchased program services			LED lights for lighting ceremony

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
030424/4090627 Total:		275.64			
Home Depot Credit Servic		1,608.20			
Hoving Pit Stop HOVING 151083	12/22/2016	19.93	0.00	02/07/2017	Weekly Service/Centennial Park
205-430-515-5730 Program supplies					
151083 Total:		19.93			
Hoving Pit Stop Total:		19.93			
Impact Networking, LLC IMPACT 765587	1/9/2017	166.50	0.00	02/07/2017	Copier - Public Works
660-610-519-5340 Maintenance Agreement Expen					
765587	1/9/2017	166.50	0.00	02/07/2017	Copier - Parks
205-500-515-5440 R&M - office equipment					
765587	1/9/2017	166.50	0.00	02/07/2017	Copier - Fire
101-000-210-2650 Contractor Permits Payable					
765587	1/9/2017	499.50	0.00	02/07/2017	Copier - Police, Finance,Admin
101-210-511-5440 R&M - office equipment					
765587 Total:		999.00			
766640	1/11/2017	19.50	0.00	02/07/2017	Shipping Fees/Police Dept
101-210-511-5440 R&M - office equipment					
766640 Total:		19.50			
Impact Networking, LLC T		1,018.50			
IRMA IRMA SALES0015754	12/31/2016	3,067.91	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-210-511-5260 Liability insurance					December deductible
SALES0015754 Total:		3,067.91			
SALES0015800	12/31/2016	1,852.74	0.00	02/07/2017	
101-210-511-5260 Liability insurance					December optional deductible
SALES0015800 Total:		1,852.74			
IRMA Total:		4,920.65			
Johnstone Supply					
JOHNSTON					
1020913A	1/6/2017	16.00	0.00	02/07/2017	
205-560-515-5405 R&M - buildings					Pool sensor flame
1020913A	1/6/2017	27.50	0.00	02/07/2017	
205-560-515-5405 R&M - buildings					Switch pressure
1020913A Total:		43.50			
Johnstone Supply Total:		43.50			
Limardi Consulting, Inc.					
LIMARDI					
1603	12/8/2016	2,000.00	0.00	02/07/2017	
101-200-511-5590 Training					Teambuilding for Dept Heads
1603 Total:		2,000.00			
Limardi Consulting, Inc. T		2,000.00			
Lionheart Critical Power Specialists, Inc.					
LIONHEAR					
2075186	1/9/2017	2,455.00	0.00	02/07/2017	
101-350-512-5405 R&M - buildings					Generator maintenance & load bank test

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
	2075186 Total:	2,455.00			
	Lionheart Critical Power S	2,455.00			
Maine-Niles Association of Special Recreation					
MNASR					
16-197	1/3/2017	454.62	0.00	02/07/2017	
	205-580-515-5270 Purchased program services				Inclusion Services for December, C2016
	16-197 Total:	454.62			
	Maine-Niles Association o	454.62			
Martin Implement Sales Inc					
MARTINIM					
P05171	12/27/2016	171.25	0.00	02/07/2017	
	660-620-519-5480 R&M - vehicles				Flasher for Tractor #7
	P05171 Total:	171.25			
	Martin Implement Sales In	171.25			
Menini Cartage Inc					
MENICRT					
47296	1/4/2017	1,952.16	0.00	02/07/2017	
	101-440-513-5760 Street materials - aggregate				Gravel for alleys
	47296 Total:	1,952.16			
	Menini Cartage Inc Total:	1,952.16			
Morrison Associates, LTD					
MORRIS					
2017:0010	1/3/2017	1,400.00	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-200-511-5320 Consulting					Professional Development
	2017:0010 Total:	1,400.00			
	Morrison Associates, LTD	1,400.00			
NAPA					
NAPA					
247526	12/29/2016	10.39	0.00	02/07/2017	Tail gate cable for Truck #40
101-440-513-5480 R&M - vehicles					
	247526 Total:	10.39			
	NAPA Total:	10.39			
North Shore Uniform					
NSHRUFM					
16-1451	11/29/2016	205.05	0.00	02/07/2017	Clothing allowance
660-620-519-5070 Uniform allowance					
	16-1451 Total:	205.05			
16-1460	12/12/2016	177.50	0.00	02/07/2017	Clothing Allowance
660-620-519-5070 Uniform allowance					
	16-1460 Total:	177.50			
16-1480	12/15/2016	19.70	0.00	02/07/2017	Clothing Allowance
660-620-519-5070 Uniform allowance					
	16-1480 Total:	19.70			
	North Shore Uniform Total	402.25			
North Suburban					
NORTHSUB					
473-116109	1/4/2017	88.49	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-440-513-5480 R&M - vehicles					Tail light assembly for Truck #49
	473-116109 Total:	88.49			
	North Suburban Total:	88.49			
Robbins, Salomon & Patt, LTD					
RS&PLTD					
207146	12/9/2016	1,147.50	0.00	02/07/2017	Municipal Prosecution/Traffic thru Nov 16
	101-230-511-5399 Other professional services				
	207146 Total:	1,147.50			
207148	12/9/2016	427.50	0.00	02/07/2017	General Business thru Nov 16
	101-230-511-5399 Other professional services				
	207148 Total:	427.50			
208002	1/11/2017	555.00	0.00	02/07/2017	Municipal Prosecution/traffic thru Dec 16
	101-230-511-5399 Other professional services				
	208002 Total:	555.00			
208006	1/11/2017	337.50	0.00	02/07/2017	General Business thru Dec 16
	101-230-511-5399 Other professional services				
	208006 Total:	337.50			
	Robbins, Salomon & Patt,	2,467.50			
Stanley Consultants, Inc.					
STANLEY					
6	1/3/2017	14,142.44	0.00	02/07/2017	Touhy Overpass Phase 2
	454-000-561-5340 Engineering				
	6 Total:	14,142.44			
	Stanley Consultants, Inc. T	14,142.44			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
The Sidwell Co					
THESIDWE					
105869	12/30/2016	4,969.25	0.00	02/07/2017	
101-250-511-5330	Data processing				Accela Implementation services
	105869 Total:	4,969.25			
	The Sidwell Co Total:	4,969.25			
Transchicago Truck Group					
TRANSCHI					
1772800	12/29/2016	79.98	0.00	02/07/2017	
101-440-513-5480	R&M - vehicles				Seal kit for Chipper
	1772800 Total:	79.98			
1773122	1/3/2017	27.36	0.00	02/07/2017	
101-440-513-5480	R&M - vehicles				Seal kit for Chipper
	1773122 Total:	27.36			
	Transchicago Truck Group	107.34			
Trizetto Provider Solutions					
TRIZETTO					
7108011700	1/1/2017	158.33	0.00	02/07/2017	
101-000-410-4315	Ambulance & EMS fees				Claims transaction fee for ambulance invoices
	7108011700 Total:	158.33			
	Trizetto Provider Solutions	158.33			
Westmont Auto Parts					
WESTMONT					
14796	12/28/2016	207.35	0.00	02/07/2017	
101-300-512-5480	R&M - vehicles				Pads, rotors for Squad #212

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
	14796 Total:	207.35			
	Westmont Auto Parts Total	207.35			
Work' N Gear, LLC					
WRKNGEAR					
HA72629	12/19/2016	235.98	0.00	02/07/2017	
101-440-513-5070	Uniform allowance				Clothing allowance
	HA72629 Total:	235.98			
HA73139	1/3/2017	460.00	0.00	02/07/2017	
205-430-515-5070	Uniform allowance				Clothing allowance
	HA73139 Total:	460.00			
HA73142	1/3/2017	449.91	0.00	02/07/2017	
205-430-515-5070	Uniform allowance				Clothing allowance
	HA73142 Total:	449.91			
	Work' N Gear, LLC Total:	1,145.89			
Zoll Medical Corporation GPO					
ZOLLMEDC					
2468901	1/6/2017	712.50	0.00	02/07/2017	
101-350-512-5730	Program supplies				Lithium ion battery packs
	2468901 Total:	712.50			
	Zoll Medical Corporation G	712.50			
	Report Total:	101,774.67			

Accounts Payable

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Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Aclara Technologies					
ACLARA					
16001499	1/10/2017	11,195.00	0.00	05/07/2017	660-610-519-5340 Maintenance Agreement Expen
					Software maintenance agreement
16001499 Total:		11,195.00			
Aclara Technologies Total:		11,195.00			
Advocate Occupational Health					
ADVOCA					
638710	1/6/2017	170.00	0.00	05/07/2017	101-200-511-5599 Other contractual
					Drug screening
638710 Total:		170.00			
639353	1/6/2017	56.00	0.00	05/07/2017	101-200-511-5599 Other contractual
					Drug screening
639353 Total:		56.00			
641366	1/6/2017	184.00	0.00	05/07/2017	101-200-511-5599 Other contractual
					Drug screening
641366 Total:		184.00			
Advocate Occupational He		410.00			

Amazon

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
AMAZON					
11552799199	12/20/2016	141.36	0.00	05/07/2017	
205-503-515-5730					Program supplies
					Fitness program supplies
	11552799199 Total:	141.36			
1672553382	12/20/2016	110.42	0.00	05/07/2017	
205-530-515-5730					Program supplies
					Camp shelving small units
	1672553382 Total:	110.42			
67637729251	12/20/2016	711.84	0.00	05/07/2017	
205-530-515-5730					Program supplies
					Camp shelving large units
	67637729251 Total:	711.84			
	Amazon Total:	963.62			
Chicagoland Paving Contractors, Inc.					
CHICAGO					
168801	1/10/2017	412,481.10	0.00	05/07/2017	
660-620-562-6400					Sewer system const/imprv
					Street signage pilot program Phase I
168801	1/10/2017	-20,624.06	0.00	05/07/2017	
660-620-562-6400					Sewer system const/imprv
					Less: 5% retainage
	168801 Total:	391,857.04			
	Chicagoland Paving Contra	391,857.04			
ClientFirst Consulting Group, LLC					
CLIENTFI					
7254	12/31/2016	5,971.25	0.00	05/07/2017	
101-250-511-5320					Consulting
					IT Support
	7254 Total:	5,971.25			
7255	12/31/2016	3,912.50	0.00	05/07/2017	
101-250-511-5320					Consulting
					IT Management

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
	7255 Total:	3,912.50			
7256	12/31/2016	7,362.50	0.00	05/07/2017	CAD Consolidation Asst.
	215-000-512-5599 Other contractual				
	7256 Total:	7,362.50			
7257	12/31/2016	1,092.50	0.00	05/07/2017	Network Improvements
	101-250-511-5330 Data processing				
	7257 Total:	1,092.50			
7258	12/31/2016	892.50	0.00	05/07/2017	PC Replacement
	101-250-511-6530 Equipment - data processing				
	7258 Total:	892.50			
7259	12/31/2016	3,651.25	0.00	05/07/2017	Server replacement
	101-250-511-5330 Data processing				
	7259 Total:	3,651.25			
7260	12/31/2016	402.50	0.00	05/07/2017	RecTrac Migration
	101-250-511-5320 Consulting				
	7260 Total:	402.50			
	ClientFirst Consulting Gro	23,285.00			
Dell Marketing, L.P					
DELLMARK					
XK1M7J768	9/13/2016	931.02	0.00	05/07/2017	PC's for computer replacement program
	101-250-511-6530 Equipment - data processing				
	XK1M7J768 Total:	931.02			
	Dell Marketing, L.P Total:	931.02			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
DIRCIO					
160212	1/17/2017	1,000.00	0.00	05/07/2017	
101-000-210-2620					Contractor bonds payable Refund - 6510 N. Kolmar deposit
	160212 Total:	1,000.00			
	Dircio Concrete Total:	1,000.00			
Fedex					
FEDEX					
785185382546	12/30/2016	18.00	0.00	05/07/2017	
101-210-511-5720					Postage Shipping - Police
	785185382546 Total:	18.00			
804144717287	1/5/2017	21.30	0.00	05/07/2017	
101-210-511-5720					Postage Shipping - Admin
	804144717287 Total:	21.30			
	Fedex Total:	39.30			
FSCI Corporate Office					
FSCI					
2016-1978	12/19/2016	285.00	0.00	05/07/2017	
101-240-517-5399					Other professional services 6649 N Lincoln - Kitchen Hood Suppression
	2016-1978 Total:	285.00			
2016-2029AF	1/5/2017	5,565.72	0.00	05/07/2017	
101-240-517-5399					Other professional services 3401 Northeast Parkway - Sprinkler system
	2016-2029AF Total:	5,565.72			
	FSCI Corporate Office Tot	5,850.72			

GIS Consortium

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
GIS					
446	10/25/2016	748.47	0.00	05/07/2017	
101-250-511-5599 Other contractual					GIS Consortium shared initiatives
	446 Total:	748.47			
	GIS Consortium Total:	748.47			
HD Supply Waterworks, LTD.					
HDSUPPLY					
G613780	1/9/2017	1,104.00	0.00	05/07/2017	
660-620-519-5793 Water system supplies					Sewer parts repair
	G613780 Total:	1,104.00			
G634401	1/9/2017	-934.20	0.00	05/07/2017	
660-620-519-5793 Water system supplies					Return
	G634401 Total:	-934.20			
	HD Supply Waterworks, LT	169.80			
Holland & Knight LLP					
HOLLAND					
54472555	12/31/2016	384.00	0.00	05/07/2017	
101-230-511-5370 Legal - review					Airoom Keystone ROW vacation
	54472555 Total:	384.00			
5447263	12/31/2016	123.00	0.00	05/07/2017	
101-230-511-5370 Legal - review					4320 W Touhy - zoning
	5447263 Total:	123.00			
5447264	12/31/2016	1,057.00	0.00	05/07/2017	
101-230-511-5370 Legal - review					6428 N. Ridgeway
	5447264 Total:	1,057.00			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
5447269	12/31/2016	276.00	0.00	05/07/2017
101-230-511-5399	Other professional services			6600 Kilpatrick demolition
	5447269 Total:	276.00		
5447270	12/31/2016	1,008.00	0.00	05/07/2017
101-230-511-5370	Legal - review			E911
	5447270 Total:	1,008.00		
5447271	12/31/2016	5,136.50	0.00	05/07/2017
101-230-511-5360	Legal - litigation			Litigation
	5447271 Total:	5,136.50		
5452543	1/13/2017	1,453.00	0.00	05/07/2017
101-230-511-5370	Legal - review			Touhy and Lincoln Tax increment financing
	5452543 Total:	1,453.00		
	Holland & Knight LLP Tot	9,437.50		
JEMS				
JEMS				
01172017	1/17/2017	16.00	0.00	05/07/2017
101-350-512-5620	Books & publications			Subscription
	01172017 Total:	16.00		
	JEMS Total:	16.00		
MABAS Divison III				
MABAS				
AD1707	1/10/2017	5,000.00	0.00	05/07/2017
101-350-512-5540	Intergovernmental fees & dues			2017 Membership dues
	AD1707 Total:	5,000.00		

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description

MABAS Divison III Total:		5,000.00		
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MGP, Inc.				
MGPINC				
3408	12/31/2016	883.07	0.00	05/07/2017
101-250-511-5599 Other contractual				GISC Staffing - Dec
3408	12/31/2016	883.07	0.00	05/07/2017
101-000-210-2650 Contractor Permits Payable				GISC Staffing - Dec
3408	12/31/2016	1,766.19	0.00	05/07/2017
660-620-519-5599 Other contractual				GISC Staffing - Dec
3408	12/31/2016	275.00	0.00	05/07/2017
101-250-511-5599 Other contractual				GISC Staffing - Dec

3408 Total:		3,807.33		
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MGP, Inc. Total:		3,807.33		
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Nicor Gas				
NICOR				
70-61-47-04487	1/10/2017	154.74	0.00	05/07/2017
205-560-515-5780 Utilities - government buildin				7055 Kostner

70-61-47-04487 Total:		154.74		
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Nicor Gas Total:		154.74		
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Regional Emergency Dispatch				
REGIONAL				
222-17-02	1/15/2017	12,667.59	0.00	05/07/2017
101-350-512-5599 Other contractual				February 2017 dues

222-17-02 Total:		12,667.59		
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Regional Emergency Dispa		12,667.59		
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Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
Russo Power Equipment RUSSO 3703119	1/12/2017	999.53	0.00	05/07/2017	Spark plugs, carburetor for leaf blower
101-440-513-5745 Small tools					
	3703119 Total:	999.53			
3703130	1/12/2017	23.96	0.00	05/07/2017	Pruner pouch
101-440-513-5745 Small tools					
	3703130 Total:	23.96			
	Russo Power Equipment T	1,023.49			
Smartdeploy SMARTDEP 10751	1/11/2017	1,575.00	0.00	05/07/2017	Software for Imaging for computers
215-000-512-5599 Other contractual					
	10751 Total:	1,575.00			
	Smartdeploy Total:	1,575.00			
Solid Waste Agency of Northern Cook County SOLIDWA 5552	2/1/2017	16,702.86	0.00	05/07/2017	FY 2016 O & M Costs - March
101-440-514-5230 Garbage & recycling					
	5552 Total:	16,702.86			
	Solid Waste Agency of Nor	16,702.86			
State Treasurer, IL Dept of Trans. STATETIL 51129	1/10/2017	5,947.50	0.00	05/07/2017	Maintenance for Traffic control signals
212-000-513-5290 Street lights & traffic signal					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
	51129 Total:	5,947.50			
	State Treasurer, IL Dept of	5,947.50			
Verizon Wireless					
VERIZON					
9777848416	1/1/2017	90.10	0.00	05/07/2017	
101-000-210-2650 Contractor Permits Payable					Machine to machine 150 MB
	9777848416 Total:	90.10			
	Verizon Wireless Total:	90.10			
	Report Total:	492,872.08			

Accounts Payable

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Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
American Traffic Solutions					
ATS					
INV00023637	12/31/2016	4,400.00	0.00	02/07/2017	
101-300-512-5599	Other contractual				Monthly Contractual fee - Dec
INV00023637	12/31/2016	120.00	0.00	02/07/2017	
101-300-512-5599	Other contractual				Collection of unpaid violations - Dec
	INV00023637 Total:	4,520.00			
	American Traffic Solutions	4,520.00			
Assoc of Police Social Workers					
APSW					
APSW2017	1/18/2017	60.00	0.00	02/07/2017	
101-300-512-5570	Professional associations				Membership for Social Worker
	APSW2017 Total:	60.00			
	Assoc of Police Social Wor	60.00			
Canon Solutions America					
CANN					
410076	1/1/2017	43.92	0.00	02/07/2017	
101-210-511-5440	R&M - office equipment				Copier maintenance - January
410076	1/1/2017	22.45	0.00	02/07/2017	
101-210-511-5440	R&M - office equipment				Copier usage

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
410076 Total:		66.37			
Canon Solutions America T		66.37			
Cassidy Tire CASSIDYT 6180680	1/11/2017	318.48	0.00	02/07/2017	Tires for Squad
101-300-512-5480 R&M - vehicles					
6180680 Total:		318.48			
Cassidy Tire Total:		318.48			
Chicago Communications, LLC CHGOCOMM 288694	1/9/2017	816.05	0.00	02/07/2017	Portable radio maintenance - February
101-300-512-5410 R&M - communications equipm					
288694 Total:		816.05			
Chicago Communications,		816.05			
Christopher Burke Engineering CHRISTB 134239	1/18/2017	1,387.72	0.00	02/07/2017	Devon Avenue Streetscape Phase 1
220-000-511-5340 Engineering					
134239 Total:		1,387.72			
Christopher Burke Enginee		1,387.72			
Emcor Services Team Mechanical Inc EMCOR 930001211	1/12/2017	921.08	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-420-511-5405 R&M - buildings					Contract maintenance - January
930001211 Total:		921.08			
Emcor Services Team Mec		921.08			
Galls Incorporated GALLS 006723875	12/31/2016	65.93	0.00	02/07/2017	Uniform allowance
101-300-512-5070 Uniform allowance					Uniform items
006723875 Total:		65.93			
Galls Incorporated Total:		65.93			
Gewalt Hamilton Associates Inc GEWALT 6	1/13/2017	10,819.49	0.00	02/07/2017	Union Pacific Bike Path construction
213-000-561-5340 Engineering					
6 Total:		10,819.49			
9	1/13/2017	4,527.42	0.00	02/07/2017	ComEd Bike Path construction
454-000-561-5340 Engineering					
9 Total:		4,527.42			
9232.380-6	1/13/2017	993.00	0.00	02/07/2017	Construction oversight Touhy Avenue
213-000-561-5340 Engineering					
9232.380-6 Total:		993.00			
Gewalt Hamilton Associate		16,339.91			
Grainger GRAINGER 9331622374	1/16/2017	20.52	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
205-430-515-5730					Program supplies
					Cap pleated
		<u>20.52</u>			9331622374 Total:
		<u>20.52</u>			Grainger Total:
IACP					
IACP					
1001232089	12/27/2016	150.00	0.00	02/07/2017	
101-300-512-5810					Conference & meeting registrat
		<u>150.00</u>			Membership renewal
		150.00			1001232089 Total:
1001246360	12/27/2016	150.00	0.00	02/07/2017	
101-300-512-5810					Conference & meeting registrat
		<u>150.00</u>			Membership renewal
		150.00			1001246360 Total:
		<u>300.00</u>			IACP Total:
Jem Top, Inc.					
JEMTOP					
61615	12/19/2016	2,309.00	0.00	02/07/2017	
101-300-561-6580					Equipment - vehicles
		<u>2,309.00</u>			Cap for new CSO pickup truck
		2,309.00			61615 Total:
		<u>2,309.00</u>			Jem Top, Inc. Total:
JULIE Inc					
JULIE					
2017-0929	1/9/2017	3,178.44	0.00	02/07/2017	
660-620-519-5599					Other contractual
		<u>3,178.44</u>			Julie notification charges
		3,178.44			2017-0929 Total:

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
JULIE Inc Total:		3,178.44		
Lowe's Business Acc/GECE				
LOWES				
01744	1/9/2017	34.40	0.00	02/07/2017
660-620-519-5405 R&M - buildings				Nuts, washers, bracket
01744 Total:		34.40		
01756	1/9/2017	231.59	0.00	02/07/2017
660-620-519-5405 R&M - buildings				Electrical wire for Pump House
01756 Total:		231.59		
01779	1/10/2017	37.82	0.00	02/07/2017
660-620-519-5405 R&M - buildings				Wood filler, foam and caulk
01779 Total:		37.82		
01792	1/10/2017	9.89	0.00	02/07/2017
660-620-519-5405 R&M - buildings				Wood putty for Pump House
01792 Total:		9.89		
01812	1/11/2017	63.95	0.00	02/07/2017
660-620-519-5405 R&M - buildings				Cement & Primer
01812	1/11/2017	-5.81	0.00	02/07/2017
660-620-519-5405 R&M - buildings				Tax refund
01812 Total:		58.14		
02082	1/6/2017	227.90	0.00	02/07/2017
660-620-519-5405 R&M - buildings				Electrical supplies for Pump House
02082 Total:		227.90		
03907	1/9/2017	400.87	0.00	02/07/2017
101-440-513-5290 Street lights & traffic signal				Electrical wire for streets
03907 Total:		400.87		

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
	Lowe's Business Acc/GEC	1,000.61			
Metal Supermarkets METALSUP					
022506-SI003045	1/11/2017	107.13	0.00	02/07/2017	
205-430-515-5730	Program supplies				Aluminum angle for Proesel Park
	022506-SI003045 Total:	107.13			
	Metal Supermarkets Total:	107.13			
Metro Tank and Pump Company METROENV					
13923	1/11/2017	814.52	0.00	02/07/2017	
101-420-511-5405	R&M - buildings				Repairs to diesel pump
	13923 Total:	814.52			
	Metro Tank and Pump Com	814.52			
Mid-States Organzied Crime Information Center MIDSTAT					
013142-1328	1/4/2017	200.00	0.00	02/07/2017	
101-300-512-5570	Professional associations				2017 Annual membership fee
	013142-1328 Total:	200.00			
	Mid-States Organzied Crim	200.00			
NAPA NAPA					
248569	1/6/2017	47.88	0.00	02/07/2017	
101-440-513-5675	Lubricants & fluids				Motor oil

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
248569 Total:		47.88			
248734	1/9/2017	133.04	0.00	02/07/2017	Battery for Squad #31
101-300-512-5480 R&M - vehicles					
248734 Total:		133.04			
NAPA Total:		180.92			
Schneider Electric					
SCHNEI					
5007534	1/6/2017	831.00	0.00	02/07/2017	Weather services
101-400-511-5730 Program supplies					
5007534	1/6/2017	342.00	0.00	02/07/2017	Weather services
101-250-511-5330 Data processing					
5007534 Total:		1,173.00			
Schneider Electric Total:		1,173.00			
Trans Union Corp					
TRANSU					
12600539	12/25/2016	60.00	0.00	02/07/2017	Credit check on applicants subscription fee
101-300-512-5399 Other professional services					
12600539 Total:		60.00			
Trans Union Corp Total:		60.00			
Village of Glenview					
VILLAGEG					
7974	1/17/2017	7,200.00	0.00	02/07/2017	Health Inspections July thru Dec, 2016
101-200-511-5399 Other professional services					
7974 Total:		7,200.00			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description

Village of Glenview Total:	7,200.00
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Report Total:	41,039.68
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Accounts Payable

To Be Paid Proof List

User: jmazzeffi
Printed: 01/27/2017 - 1:11PM
Batch: 00104.02.2017



Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
Accela Inc. #774375				
ACCELA				
INV-ACC26972	12/30/2016	1,000.00	0.00	02/07/2017
101-250-511-5340 Maintenance Agreement Expen				Software
	INV-ACC26972 Total:	1,000.00		
	Accela Inc. #774375 Total:	1,000.00		
Amazon				
AMAZON				
100599738572	12/12/2016	13.98	0.00	02/07/2017
101-250-511-6530 Equipment - data processing				VGA adaptor
	100599738572 Total:	13.98		
160293518323	12/22/2016	29.48	0.00	02/07/2017
101-240-517-5700 Office supplies				Floor mat
	160293518323 Total:	29.48		
205191233391	12/30/2016	1.52	0.00	02/07/2017
101-200-511-5799 Other materials & supplies				Protection plan
	205191233391 Total:	1.52		
23916293897	12/23/2016	46.98	0.00	02/07/2017
101-100-511-5700 Office supplies				Toner for computer
	23916293897 Total:	46.98		

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
246891329443	12/19/2016	1,476.99	0.00	02/07/2017
101-200-511-5799				Other materials & supplies
				TV brackets for Conference room
	246891329443 Total:	1,476.99		
2629652386926	12/27/2016	75.00	0.00	02/07/2017
101-420-511-5730				Program supplies
				Shelf kits
	2629652386926 Total:	75.00		
268670463195	12/30/2016	56.01	0.00	02/07/2017
101-200-511-5799				Other materials & supplies
				Computer supplies
	268670463195 Total:	56.01		
28750855144	12/27/2016	21.24	0.00	02/07/2017
101-420-511-5730				Program supplies
				Storage bins
	28750855144 Total:	21.24		
28751423135	12/29/2016	-1.25	0.00	02/07/2017
101-420-511-5730				Program supplies
				Storage bins
	28751423135 Total:	-1.25		
28752298364	12/27/2016	151.40	0.00	02/07/2017
101-420-511-5730				Program supplies
				Gear box and laminating pouches
	28752298364 Total:	151.40		
40284084107	1/6/2017	62.30	0.00	02/07/2017
101-200-511-5700				Office supplies
				Mice for Council Chambers
	40284084107 Total:	62.30		
	Amazon Total:	1,933.65		
Avalon Petroleum				
AVALON				
17932	1/6/2017	797.53	0.00	02/07/2017
101-350-512-5670				Fuel
				Fuel usage

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
17932	1/6/2017	372.22	0.00	02/07/2017
101-440-513-5670 Fuel				Fuel usage
17932	1/6/2017	16.59	0.00	02/07/2017
205-430-515-5670 Fuel				Fuel usage
17932	1/6/2017	199.66	0.00	02/07/2017
660-620-519-5670 Fuel				Fuel usage
17932 Total:		1,386.00		
555938	1/6/2017	1,822.19	0.00	02/07/2017
101-300-512-5670 Fuel				Fuel usage
555938	1/6/2017	66.26	0.00	02/07/2017
101-350-512-5670 Fuel				Fuel usage
555938	1/6/2017	123.08	0.00	02/07/2017
101-410-511-5670 Fuel				Fuel usage
555938	1/6/2017	4.04	0.00	02/07/2017
101-420-511-5670 Fuel				Fuel usage
555938	1/6/2017	194.73	0.00	02/07/2017
101-440-513-5670 Fuel				Fuel usage
555938	1/6/2017	154.98	0.00	02/07/2017
205-430-515-5670 Fuel				Fuel usage
555938	1/6/2017	298.72	0.00	02/07/2017
660-620-519-5670 Fuel				Fuel usage
555938 Total:		2,664.00		
Avalon Petroleum Total:		4,050.00		
Bank of America, Business Card				
BANKOFAM				
01577G	1/5/2017	9.88	0.00	02/07/2017
205-530-515-5730 Program supplies				Walmart - camp office supplies
01577G Total:		9.88		
07855G	12/29/2016	30.76	0.00	02/07/2017
205-530-515-5730 Program supplies				Walmart - camp storage bins

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
	07855G Total:	30.76			
116162	12/9/2016	487.65	0.00	02/07/2017	
205-520-515-5799	Other materials & supplies				Sunburst sportswear staff apparel
	116162 Total:	487.65			
715	12/16/2016	13.50	0.00	02/07/2017	
205-509-515-5720	Postage				Turkey Trot medal mailing
	715 Total:	13.50			
751-251-040	12/29/2016	28.00	0.00	02/07/2017	
205-530-515-5730	Program supplies				Target - program supplies
	751-251-040 Total:	28.00			
	Bank of America, Business	569.79			
Best Quality Cleaning, Inc.					
BESTQU					
18263	1/20/2017	2,813.34	0.00	02/07/2017	
101-420-511-5240	Janitorial				Cleaning Services - January 2017
18263	1/20/2017	416.66	0.00	02/07/2017	
205-571-515-5240	Janitorial				Cleaning Services - January 2017
	18263 Total:	3,230.00			
	Best Quality Cleaning, Inc.	3,230.00			
Business Only Broadband					
BUSONLY					
77582	2/1/2017	250.00	0.00	02/07/2017	
101-250-511-5580	Telephone				Back-up Connection - Internet Access
	77582 Total:	250.00			
77583	2/1/2017	250.00	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-250-511-5580 Telephone					Wireless alarm internet access
	77583 Total:	250.00			
	Business Only Broadband	500.00			
Commonwealth Edison					
COMED					
1011026306	1/18/2017	2,912.06	0.00	02/07/2017	Metered Street lights
	101-440-513-5785 Utilities - public way				
	1011026306 Total:	2,912.06			
2028043041	1/10/2017	5,741.95	0.00	02/07/2017	Master account/street lighting
	101-440-513-5785 Utilities - public way				
	2028043041 Total:	5,741.95			
5103171049	1/18/2017	1,430.29	0.00	02/07/2017	Master account/street lighting
	101-440-513-5785 Utilities - public way				
5103171049	1/18/2017	2,808.19	0.00	02/07/2017	Master account/street lighting
	660-620-519-5785 Utilities - public way				
	5103171049 Total:	4,238.48			
57221-35010	1/10/2017	283.20	0.00	02/07/2017	Master account/street lighting
	101-440-513-5785 Utilities - public way				
	57221-35010 Total:	283.20			
592075011	12/29/2016	2,323.60	0.00	02/07/2017	Master account/street lighting
	101-440-513-5785 Utilities - public way				
	592075011 Total:	2,323.60			
	Commonwealth Edison To	15,499.29			

Cook County Recorder of Deeds
COOKCOUN

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
35112312016	12/31/2016	336.00	0.00	02/07/2017
101-230-511-5399	Other professional services			Recording fees
	35112312016 Total:	336.00		
	Cook County Recorder of D	336.00		
Engelstein, Shirley ENGELSTE SE01-2017	1/17/2017	300.00	0.00	02/07/2017
101-100-511-5270	Purchased program services			Art Gallery invoice - Jan/Feb
	SE01-2017 Total:	300.00		
	Engelstein, Shirley Total:	300.00		
FSCI Corporate Office FSCI 2017-2161	1/18/2017	225.00	0.00	02/07/2017
101-240-517-5399	Other professional services			Fire sprinkler system
	2017-2161 Total:	225.00		
	FSCI Corporate Office Tot	225.00		
Great Lakes Coca Cola Distribution GREATLAC 1494204411	1/18/2017	125.21	0.00	02/07/2017
101-210-511-5700	Office supplies			Pop for Admin pop machine
	1494204411 Total:	125.21		
	Great Lakes Coca Cola Dis	125.21		

Maine-Niles Association of Special Recreation

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
MNASR				
16-204	1/16/2017	311.87	0.00	02/07/2017
205-580-515-5270	Purchased program services			Inclusion services for January A 2017
	16-204 Total:	311.87		
	Maine-Niles Association o	311.87		
Malnati Organization				
MALNATI				
E236621	1/17/2017	129.30	0.00	02/07/2017
101-100-511-5840	Meals			Dinner for Village Board meeting
	E236621 Total:	129.30		
	Malnati Organization Total	129.30		
Martin Implement Sales Inc				
MARTINIM				
P04108	11/3/2016	-444.80	0.00	02/07/2017
205-430-515-5480	R&M - vehicles			Credit
	P04108 Total:	-444.80		
P05015	12/16/2016	246.75	0.00	02/07/2017
205-430-515-5480	R&M - vehicles			Cap, quick coupler, nipple for Tractor #4
	P05015 Total:	246.75		
P05061	12/19/2016	158.00	0.00	02/07/2017
205-430-515-5480	R&M - vehicles			Housing kit for Tractor #4
	P05061 Total:	158.00		
P05080	12/20/2016	286.60	0.00	02/07/2017
205-430-515-5480	R&M - vehicles			Cable for Tractor #4
	P05080 Total:	286.60		

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
P05187	12/28/2016	452.00	0.00	02/07/2017
205-430-515-5480 R&M - vehicles				Joystick
	P05187 Total:	452.00		
P05368	1/10/2017	-139.20	0.00	02/07/2017
205-430-515-5480 R&M - vehicles				Credit
	P05368 Total:	-139.20		
	Martin Implement Sales In	559.35		
Metro Tank and Pump Company				
METROENV				
13918	1/11/2017	495.00	0.00	02/07/2017
101-420-511-5405 R&M - buildings				Phone support
	13918 Total:	495.00		
	Metro Tank and Pump Com	495.00		
Midwest Industrial Lighting				
MIDWESTL				
115559	1/19/2017	1,261.00	0.00	02/07/2017
101-420-511-5730 Program supplies				Light bulbs for PW building
	115559 Total:	1,261.00		
	Midwest Industrial Lightin	1,261.00		
Northwest Municipal Conference				
NWMNCCON				
10124	1/23/2017	90.00	0.00	02/07/2017
101-100-511-5840 Meals				NWMC Legislative brunch
10124	1/23/2017	45.00	0.00	02/07/2017
101-200-511-5840 Meals				NWMC Legislative brunch

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description

10124 Total:		135.00		
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Northwest Municipal Conf		135.00		
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Sam's Club SAMSCL 01172017 205-520-515-5645 Concessions & food	1/17/2017	162.53	0.00	02/07/2017 Club Kid snack
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01172017 Total:		162.53		
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Sam's Club Total:		162.53		
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Schmaus Cash Reg SCHMAUS 2220 101-210-511-5700 Office supplies	1/23/2017	275.00	0.00	02/07/2017 Maintenance - Sharp cash register
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2220 Total:		275.00		
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Schmaus Cash Reg Total:		275.00		
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SHI International Corp SHI B05959017 101-250-511-6530 Equipment - data processing	1/9/2017	1,549.00	0.00	02/07/2017 KVM console for Police Dept
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B05959017 Total:		1,549.00		
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SHI International Corp Tot		1,549.00		
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Standard Equipment Company STANDARD C18900	1/9/2017	351.50	0.00	02/07/2017
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Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
205-430-515-5480 R&M - vehicles					Broom for Tractor #5 & 4
	C18900 Total:	351.50			
	Standard Equipment Comp	351.50			
Total Administrative Serv Corp					
TASC					
IN962692	1/23/2017	907.20	0.00	02/07/2017	
	101-210-511-5195 Employee Benefit Expenses				Administration fees
IN962692	1/23/2017	288.00	0.00	02/07/2017	
	101-210-511-5195 Employee Benefit Expenses				Claim card fee
	IN962692 Total:	1,195.20			
	Total Administrative Serv C	1,195.20			
Yim, Myung					
YIMMYANG					
160292	5/25/2016	1,000.00	0.00	02/07/2017	
	101-000-210-2620 Contractor bonds payable				Driveway deposit refund
	160292 Total:	1,000.00			
	Yim, Myung Total:	1,000.00			
	Report Total:	35,193.69			

Accounts Payable

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Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
AFC International					
AFC					
48576	12/30/2016	226.83	0.00	02/07/2017	
101-350-512-5665	Firefighting supplies				4 gas calibration bottle
	48576 Total:	226.83			
	AFC International Total:	226.83			
Atlas Bobcat Inc					
ATLASB					
N23180	1/7/2017	915.00	0.00	02/07/2017	
101-440-513-5599	Other Contractual				Rental of chipper
	N23180 Total:	915.00			
	Atlas Bobcat Inc Total:	915.00			
Bound Tree Medical, LLC					
BOUND					
82382685	1/18/2017	58.47	0.00	02/07/2017	
101-350-512-5730	Program supplies				Battery for suction unit
	82382685 Total:	58.47			
	Bound Tree Medical, LLC	58.47			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Case Lots, Inc. CASELOTS 1506	1/17/2017	1,309.05	0.00	02/07/2017	Multifold towels, dish soap, air freshener
101-420-511-5730 Program supplies					
1506 Total:		1,309.05			
Case Lots, Inc. Total:		1,309.05			
Chicago Metropolitan Fire Prevention Co. CHGOMETR 147724	12/27/2016	814.00	0.00	02/07/2017	December wireless radio network billing fee
101-350-512-5411 R&M- Wireless Alarm Equipm					
147724 Total:		814.00			
Chicago Metropolitan Fire		814.00			
Day, Mitchell DAYM REIM021217MDM	2/12/2017	250.00	0.00	02/07/2017	Reimburse/Meals
101-300-512-5840 Meals					
REIM021217MDM Total:		250.00			
Day, Mitchell Total:		250.00			
Dille, Grace DILLE 1252017	1/25/2017	1,200.00	0.00	02/07/2017	Graphic Design - Summer Day camp brochure
205-500-515-5599 Other contractual					
1252017 Total:		1,200.00			
Dille, Grace Total:		1,200.00			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
Eagle Engraving EAGLE 2017-223	1/19/2017	11.25	0.00	02/07/2017	Passport tags
101-350-512-5665 Firefighting supplies					
	2017-223 Total:	11.25			
	Eagle Engraving Total:	11.25			
Golf Mill Ford GOLFMILL 707392	1/25/2017	100.00	0.00	02/07/2017	Steering gear repair
101-300-512-5480 R&M - vehicles					
	707392 Total:	100.00			
	Golf Mill Ford Total:	100.00			
Gronlund, Eric GRONLUND REIM021217EGM	2/12/2017	250.00	0.00	02/07/2017	Reimburse/Meals
101-300-512-5840 Meals					
	REIM021217EGM Total:	250.00			
	Gronlund, Eric Total:	250.00			
Illinois Section AWWA ILSECTIO 200026737	1/23/2017	120.00	0.00	02/07/2017	SCADA 202 Seminar
660-620-519-5590 Training					
	200026737 Total:	120.00			
200026742	1/23/2017	250.00	0.00	02/07/2017	Hands on valves seminar
660-620-519-5590 Training					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
	200026742 Total:	250.00			
200026743	1/23/2017	180.00	0.00	02/07/2017	Water distribution conference
660-620-519-5590 Training					
	200026743 Total:	180.00			
200026744	1/23/2017	120.00	0.00	02/07/2017	Lead & copper seminar
660-620-519-5590 Training					
	200026744 Total:	120.00			
200056738	1/23/2017	120.00	0.00	02/07/2017	SCADA 203 Seminar
660-620-519-5590 Training					
	200056738 Total:	120.00			
	Illinois Section AWWA Tot	790.00			
IPELRA					
IPELRA					
IPELRA0317	1/26/2017	195.00	0.00	02/07/2017	Registration fee for seminar
101-300-512-5570 Professional associations					
	IPELRA0317 Total:	195.00			
	IPELRA Total:	195.00			
Kieca, Michael					
KIECA					
REIM012317MKM	1/23/2017	75.00	0.00	02/07/2017	Reimburse/Meals
101-300-512-5840 Meals					
	REIM012317MKM Total:	75.00			
	Kieca, Michael Total:	75.00			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
L3 Communications Mobile Vision, Inc.					
L3COMM					
0250665-IN	1/9/2017	193.54	0.00	02/07/2017	
101-300-512-5410 R&M - communications equipm					Repair to In Car video camera
	0250665-IN Total:	193.54			
	L3 Communications Mobil	193.54			
M.A.T.I.S Parts					
MATIS					
2171	1/11/2017	443.10	0.00	02/07/2017	
101-350-512-5675 Lubricants & fluids					Bulbs, spark plugs, oil, diesel exhaust
2171	1/11/2017	709.60	0.00	02/07/2017	
101-350-512-5740 Repair parts					Bulbs, spark plugs, oil, diesel exhaust
	2171 Total:	1,152.70			
	M.A.T.I.S Parts Total:	1,152.70			
Northern Illinois Police Alarm System					
NTILPALS					
11538	1/22/2017	8.80	0.00	02/07/2017	
101-300-512-5580 Telephone					Language line usage - Spanish
	11538 Total:	8.80			
	Northern Illinois Police Al	8.80			
O'Leary's Contractor Equip					
OLEARYS					
200297	1/17/2017	384.53	0.00	02/07/2017	
205-430-515-5530 Equipment rental					Dual grinder rental, grinder stone
	200297 Total:	384.53			
200403	1/18/2017	35.34	0.00	02/07/2017	

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Account Number					
205-430-515-5530	Equipment rental				Coarse grinder stone
	200403 Total:	35.34			
	O'Leary's Contractor Equip	419.87			
Public Agency Training Council PUBLICAG 214088	1/16/2017	1,050.00	0.00	02/07/2017	
101-300-512-5590	Training				Training - Practical Kinesic Interview
	214088 Total:	1,050.00			
	Public Agency Training Co	1,050.00			
Sam's Club SAMSCCL 0934	1/23/2017	14.94	0.00	02/07/2017	
101-300-512-5730	Program supplies				Supplies/Coffee with the Clerics
	0934 Total:	14.94			
2794	1/23/2017	18.63	0.00	02/07/2017	
101-300-512-5730	Program supplies				Cake/resigned commissioner
	2794 Total:	18.63			
	Sam's Club Total:	33.57			
Sig Sauer, Inc. SAUER 7034081	1/17/2017	830.00	0.00	02/07/2017	
101-300-512-5590	Training				Registration for Sig Sauer Pistol Armorer class
	7034081 Total:	830.00			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
Sig Sauer, Inc. Total:		830.00			
Standard Equipment Company					
STANDARD					
C18966	1/12/2017	367.99	0.00	02/07/2017	
205-430-515-5480 R&M - vehicles					Poly segment and wire segment for Tractors
C18966 Total:		367.99			
Standard Equipment Comp		367.99			
Standard Pipe and Supply, Inc.					
STANDPIP					
445001	1/11/2017	108.88	0.00	02/07/2017	
660-620-519-5405 R&M - buildings					Tapped increaser for Pump House
445001 Total:		108.88			
Standard Pipe and Supply,		108.88			
State Industrial Products					
STATE					
98107752	1/20/2017	439.77	0.00	02/07/2017	
101-350-512-5799 Other materials & supplies					Carpet cleaner, polish, foaming nozzle
98107752 Total:		439.77			
State Industrial Products To		439.77			
UL, LLC					
UL					
72020177500	12/31/2016	835.00	0.00	02/07/2017	
101-350-512-5430 R&M - Fire & EMS equipmen					Ground ladder inspections

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
	72020177500 Total:	835.00			
	UL, LLC Total:	835.00			
United States Postal Service					
USPOSTAL					
PB012417	1/24/2017	8.97	0.00	02/07/2017	
101-210-511-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	83.45	0.00	02/07/2017	
101-210-511-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	218.50	0.00	02/07/2017	
101-210-511-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	39.60	0.00	02/07/2017	
101-210-511-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	15.09	0.00	02/07/2017	
205-500-515-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	0.46	0.00	02/07/2017	
205-500-515-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	52.39	0.00	02/07/2017	
101-210-511-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	1.40	0.00	02/07/2017	
101-210-511-5720 Postage					Pitney Bowes postage
PB012417	1/24/2017	102.37	0.00	02/07/2017	
660-610-519-5720 Postage					Pitney Bowes postage
	PB012417 Total:	522.23			
	United States Postal Servic	522.23			
Vermont Systems, Inc.					
VERMONT					
IL-LINCOLNW	1/23/2017	6,450.74	0.00	02/07/2017	
101-250-511-5340 Maintenance Agreement Expen					Installation and training for RecTrac upgrade
	IL-LINCOLNW Total:	6,450.74			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description

Vermont Systems, Inc. Tota		6,450.74		
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Xerox Business Services, LLC

XEROX

1339828

1/17/2017

750.00

0.00

02/07/2017

101-250-511-6530 Equipment - data processing

Firehouse cloud license

1339828 Total:		750.00		
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Xerox Business Services, L		750.00		
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Report Total:		19,357.69		
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Accounts Payable

To Be Paid Proof List

User: jmazzeffi
Printed: 01/30/2017 - 3:11PM
Batch: 00106.02.2017



Invoice Number	Invoice Date	Amount	Quantity	Payment Date	
Account Number					Description
Astral Communications					
ASTRALC					
162046	1/12/2017	4,424.00	0.00	02/07/2017	
215-000-512-5599	Other contractual				Modem replacement for Fire for combined communications
	162046 Total:	4,424.00			
	Astral Communications To	4,424.00			
Cassidy Tire					
CASSIDYT					
6180716	1/13/2017	4,998.00	0.00	02/07/2017	
101-440-513-5480	R&M - vehicles				Tires for Tractor #9
	6180716 Total:	4,998.00			
	Cassidy Tire Total:	4,998.00			
Chicago Tribune					
CHGOTRIB					
4710971	1/19/2017	44.29	0.00	02/07/2017	
101-240-517-5510	Advertising				Case #PC01-17 Text ammendment
	4710971 Total:	44.29			
	Chicago Tribune Total:	44.29			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
First Advantage Occ Health Svcs				
FIRSTADV				
945944	12/31/2016	30.00	0.00	02/07/2017
101-200-511-5599				Other contractual Drug test
	945944 Total:	30.00		
	First Advantage Occ Health	30.00		
iSolved				
ISOLVED				
861929	1/10/2017	52.58	0.00	02/07/2017
101-400-511-5440				R&M - office equipment Monthly maintenance costs for time clock
861929	1/10/2017	74.09	0.00	02/07/2017
205-530-515-5730				Program supplies Monthly maintenance costs for time clock
861929	1/10/2017	23.90	0.00	02/07/2017
205-560-515-5405				R&M - buildings Monthly maintenance costs for time clock
	861929 Total:	150.57		
	iSolved Total:	150.57		
Lowe's Business Acc/GECE				
LOWES				
10038	1/26/2017	10.42	0.00	02/07/2017
101-350-512-5799				Other materials & supplies Humidifier filters
	10038 Total:	10.42		
	Lowe's Business Acc/GEC	10.42		
Madison National Life				
MADISON				
1240903	1/9/2017	163.63	0.00	02/07/2017
101-200-511-5150				Insurance - group life & AD&D Insurance - February 2017
1240903	1/9/2017	106.23	0.00	02/07/2017

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Description
101-210-511-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	72.01	0.00	02/07/2017	
101-240-517-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	592.47	0.00	02/07/2017	
101-300-512-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	17.02	0.00	02/07/2017	
101-350-512-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	34.60	0.00	02/07/2017	
101-400-511-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	35.16	0.00	02/07/2017	
101-410-511-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	95.74	0.00	02/07/2017	
101-440-513-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	57.79	0.00	02/07/2017	
205-430-515-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	72.95	0.00	02/07/2017	
205-500-515-5150 Insurance - group life & AD&D					Insurance - February 2017
1240903	1/9/2017	94.44	0.00	02/07/2017	
660-620-519-5150 Insurance - group life & AD&D					Insurance - February 2017
	1240903 Total:	1,342.04			
	Madison National Life Tot	1,342.04			
Metal Supermarkets					
METALSUP					
022506-S1100318	1/25/2017	83.43	0.00	02/07/2017	
101-440-513-5480 R&M - vehicles					Steel for snow plow
	022506-S1100318 Total:	83.43			
	Metal Supermarkets Total:	83.43			
North Suburban Employee Benefit					
NSEBENEF					
February, 2017	1/17/2017	10,448.00	0.00	02/07/2017	
102-000-210-2028 Dental insurance premium with					Dental Bill - February 2017

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description

February, 2017 Total:	10,448.00			
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North Suburban Employee	10,448.00			
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Thompson Elevator Inspection Service, Inc.
THOMPSON

17-0250	1/24/2017	100.00	0.00	02/07/2017
101-240-517-5399 Other professional services				Elevator plan review

17-0250 Total:	100.00			
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Thompson Elevator Inspec	100.00			
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Training Concepts, Inc.
TRAI

29519	1/24/2017	392.45	0.00	02/07/2017
101-350-512-5730 Program supplies				CPR cards

29519 Total:	392.45			
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Training Concepts, Inc. To	392.45			
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Worldpoint ECC
WORLDPOI

5636301	1/24/2017	87.85	0.00	02/07/2017
101-350-512-5730 Program supplies				CPR face shields

5636301 Total:	87.85			
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Worldpoint ECC Total:	87.85			
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Request For Board Action

REFERRED TO BOARD: February 7, 2017

AGENDA ITEM NO: 1

ORIGINATING DEPARTMENT: Village Manager's Office

SUBJECT: Approval of a Resolution Approving Payment for Reprogramming of Wireless Fire and Burglar Alarms by Chicago Metropolitan Fire Prevention Company in the Not-to-Exceed Amount of \$32,625

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

In the summer of 2015, the State of Illinois adopted Public Act 99-0006, which significantly amended the Emergency Telephone Systems Act and repealed the Wireless Emergency Telephone Safety Act, for the purpose of consolidating all E9-1-1 dispatch centers in order to prepare for a statewide conversion to a "Next Generation" E9-1-1 system. Most significantly for municipalities, the Act severely limits local control of the operation and maintenance of emergency dispatch centers. The Act imposed a statewide mandate requiring dispatch centers serving populations less than 25,000 to consolidate and limits the local authority to collect E9-1-1 fees.

For over 30 years the Village has maintained an E9-1-1 dispatch center (dispatch center) at the Police Department. The purpose of this dispatch center has been to receive E9-1-1 telephone calls and non-emergency administrative telephone calls and provide callers with a response including dispatching Police Officers, Fire Fighters, or transferring inquiries and other requests for service to the appropriate department. In 2002, the Village outsourced Fire and Paramedic calls to the Regional Emergency Dispatch (RED) Center which provides such services to nine fire departments and five fire protection districts. When a fire or paramedic call comes to the Lincolnwood Police Department, the call is transferred to RED Center which is then dispatched to the Lincolnwood Fire Department for emergency response.

Due to the fact that the Village would lose its E9-1-1 revenue if it did not consolidate its dispatch center, staff considered proposals from area municipalities to serve as the Village's dispatch center. On November 1, 2016 the Village Board approved a five year Intergovernmental Agreement (IGA) with the Village of Skokie to provide police, fire and paramedic dispatch services to the Village. As part of the agreement the Village is required to pay for all necessary upgrades/modifications to existing equipment to ensure its compatibility with the Village of Skokie.

The Village of Lincolnwood has a total of 87 wireless burglar, fire and combination alarms within residential and commercial properties. These alarms directly connect to the Police Department or RED Center. In order for the alarms to connect to the Village of Skokie they must be reprogrammed to the same frequency as the Village of Skokie. The Villages of Skokie and Lincolnwood have existing agreements with Chicago Metropolitan Fire Prevention Company ("CMFP") to provide a wireless alarm

network for burglar, fire and combination alarms. The attached Resolution approves a payment to CMFP to reprogram the existing alarms within Lincolnwood to Skokie's frequency. There is no cost to the property owner for reprogramming the alarms. Since the Village of Skokie also uses CMFP there are no concerns regarding reliability within the network.

Staff will work with CMFP to ensure that all alarms are reprogrammed in a timely manner in order to ensure that service interruptions do not occur.

FINANCIAL IMPACT:

Funds are allocated in the FY 2016/2017 E-911 budget for items associated with the transfer of dispatch services to the Village of Skokie.

DOCUMENTS ATTACHED:

1. Proposed Resolution
2. Quote for Services
3. Memorandum from the Fire Chief

RECOMMENDED MOTION:

Move to approve a Resolution approving the payment for reprogramming of Village alarms to connect to the Skokie dispatch center.

VILLAGE OF LINCOLNWOOD

RESOLUTION NO. 2017- _____

**A RESOLUTION APPROVING THE PAYMENT
FOR REPROGRAMMING OF VILLAGE ALARMS
TO CONNECT TO THE SKOKIE DISPATCH CENTER**

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

WHEREAS, Public Act 99-0006 of the Illinois General Assembly amended the Emergency Telephone System Act, 450 ILCS 750/0.01, *et seq.*, to require municipalities whose public safety answering points (“**PSAP**”) serve a population less than 25,000 to consolidate their PSAPs with those of other communities, so that no PSAP in the state serves a population under 25,000; and

WHEREAS, to comply with Public Act 99-0006, the Village has entered into an intergovernmental agreement with the Village of Skokie (“**Skokie**”) for the provision by Skokie of 9-1-1 emergency call answering and dispatch services to Lincolnwood’s residents and businesses through Skokie’s Police/Fire Communication Center (“**Skokie Dispatch Center**”) to the Village (“**Emergency 9-1-1 IGA**”); and

WHEREAS, the Village and Skokie, along with the Villages of Morton Grove, Niles, and Wilmette and the North Maine and Prospect Heights Fire Protection Districts, are parties to an Intergovernmental Agreement, dated May 20, 2009 (“**Wireless Alarm Network IGA**”), for participation in, establishing, and maintaining a wireless alarm network for burglar, fire, and combination alarms (“**Wireless Alarm Network**”); and

WHEREAS, pursuant to the Wireless Alarm Network IGA, the Village and Skokie each entered into an agreement with Chicago Metropolitan Fire Prevention Company, of Elmhurst, Illinois (“**CMFP**”), for the installation and service of all of the equipment and facilities necessary for the establishment and operation of the Wireless Alarm Network (“**Installation and Maintenance Agreements**”); and

WHEREAS, the Village has a total of 87 wireless burglar, fire, and combination alarms within residential and commercial properties that are part of the Wireless Alarm Network installed and maintained by CMFP pursuant to the Installation and Maintenance Agreements (“**Village Alarms**”); and

WHEREAS, the Village Alarms are all programmed to a wireless frequency (“**Former Village Frequency**”) that allows them to directly connect to the Village’s former dispatch centers (“**Former Village Dispatch Centers**”); and

WHEREAS, the Skokie Dispatch Center utilizes a different wireless frequency than the Former Village Frequency used to connect with the Former Village Dispatch Centers (“**Skokie Frequency**”); and

WHEREAS, in order to comply with the Emergency 9-1-1 IGA, the Village Alarms must be reprogrammed by CMFP from the Former Village Frequency to the Skokie Frequency to allow them to directly connect to the Skokie Dispatch Center (“**Village Alarms Reprogramming Services**”); and

WHEREAS, in accordance with, and in furtherance of, the Installation and Maintenance Agreement between the Village and CMFP, CMFP has submitted to the Village a proposal to provide the Village Alarms Reprogramming Services, in an amount not to exceed \$32,625.00 (“**Proposal**”); and

WHEREAS, the Village President and Board of Trustees have determined that, in furtherance of the Village’s and Skokie’s respective obligations under the Emergency 9-1-1 IGA, it is necessary and appropriate for the Village to accept the Proposal for the provision of the Village Alarms Reprogramming Services;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LINCOLNWOOD, COOK COUNTY, ILLINOIS, as follows:

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

SECTION 2. APPROVAL OF PROPOSAL AND PAYMENT FOR VILLAGE ALARMS REPROGRAMMING SERVICES. The Village President and Board of Trustees hereby accept the Proposal by CMFP for the provision of the Village Alarms Reprogramming Services, and approve the payment by the Village of the \$32,625.00 fee therefor.

SECTION 3. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval as provided by law.

[SIGNATURE PAGE FOLLOWS]

PASSED this ___ day of _____, 2017.

AYES: _____

NAYS:

ABSENT:

ABSTENTION:

APPROVED by me this _____ day of _____, 2017.

Lawrence A. Elster, President Pro-Tem
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this
_____ day of _____, 2017

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



CHICAGO METROPOLITAN FIRE PREVENTION

PHONE (630) 833 • 1110 FAX (630) 833 • 7512

24 HOUR SALES • SERVICE

www.cmfp.com

February 2, 2017

Ashley R Englemann
Assistant Village Manager
Village of Lincolnwood
6900 N Lincoln Avenue
Lincolnwood, IL 60712

Re: Village of Lincolnwood Alarm Radio Transmitter Conversion to Skokie Police
Department Dispatch

Dear Ashley:

Chicago Metropolitan Fire Prevention (CMFP) will perform the following duties to complete the Lincolnwood Alarm Radio Transmitter Conversion to the Skokie Police Department Radio System.

1. CMFP will contact your subscribers to schedule an on-site visit by one of our technicians.
2. Visit the location, reprogram the radio transmitter, send test signals to verify operation, and re-label the radio with the new account number and emergency phone number.
3. Input all account information into the Skokie Police Department's Keltron alarm monitoring system.
4. Deprogram all account information out of the D3RAN/Morton Grove radio receiving equipment and Red Center dispatch.

All of the above work will be performed for \$375.00 per subscriber account. Ashley, please feel free to contact me on my cell 708-417-3536 with any questions. Thank you for your time and attention to this matter.

Sincerely,

Larry Coveny
Vice President, Municipal Department

LEC/sp

820 N. ADDISON AVENUE, ELMHURST, IL 60126

FIRE EQUIPMENT

PORTABLE FIRE
EXTINGUISHERS
CO2/HALON FIRE
SUPPRESSION SYSTEMS

**AUTOMATIC RESTAURANT
SYSTEMS**

FIRE HOSES
CABINETS
TRAINING PROGRAMS

ALARM PROTECTION

FIRE ALARMS
BURGLAR ALARMS
HOLD UP

SPRINKLER SUPERVISION

CLOSED CIRCUIT TELEVISION
CARD ACCESS SYSTEMS
INTERCOM SYSTEMS

ELECTRICAL

EMERGENCY AND EXIT LIGHTING
GENERATORS
BATTERY SALES





LINCOLNWOOD FIRE DEPARTMENT

MEMORANDIUM

Mike Hansen
Fire Chief

TO: Ashley Engelmann
Assistant Village Manager

FROM: Mike Hansen
Fire Chief

DATE: January 23, 2017

SUBJECT: Wireless Alarms Revenues & Expenditures

The Village of Lincolnwood started their wireless alarm network in August of 2011 when Lincolnwood entered into an Intragovernmental Agreement with the Village of Morton Grove. Our Village purchased wireless radios and had our vendor Chicago Metropolitan Fire Prevention (CMFP) install these radios into our Village-owned building and invited business owners and residents to give up their AT&T dedicated phone lines and join our network. We currently have almost 100 subscribers on our network.

To date, the wireless alarm revenues have now surpassed the Village's expenditures between FY 2011- 2016. For FY 2016-2017, staff is projecting revenues of \$80,000 and expenditures of \$9,700.00.

As the Village of Lincolnwood is forced to consolidate our dispatching capabilities, options were discussed and evaluated as to how the Police and Fire Departments were going to meet their dispatch needs. It was determined that the Skokie Dispatch option made the best option for Lincolnwood to consider.

In order to move our wireless burglar and fire alarms over to Skokie, CMFP would have to change Lincolnwood's radio alarms to configure them so Skokie Dispatch could properly monitor them and respond the appropriate Lincolnwood units. Staff met with CMFP and determined a scope of work that needed to be completed before the alarms could be transferred over to Skokie Dispatch. This scope included:

1. Technician to go to Skokie and enter all customer data into Skokie's system.
 2. Sylvia to make appointment for site visit.
 3. Technician to drive to site and reprogram new radio frequency into existing radio and Skokie's cypher code.
 4. Technician to re-sticker the radio and test signals. Answer any subscriber questions. Put radio on line with Skokie.
-

5. Technician to drive to Morton Grove Fire and delete the subscriber information from the radio network.
6. Technician to verify with RED Center that the subscriber has been deleted.
7. After completion of the conversion, de-program the Morton Grove Keltron 703 to no longer utilize our 703. Disconnect the Keltron Remote 703 at your Police Dispatch Center. You can then disconnect Lincolnwood's internet connection between us and Morton Grove FD.

The price to complete this work was determined to be \$375.00 per subscriber or a total of \$37,500.00 for our entire alarm customers. Staff is recommending that the cost of this transfer come out of Village funds rather than trying to pass this expense on to our residents and business owners. To minimize any further additional costs, as new wireless alarm subscribers apply to the network, the new radios will be configured to Skokie's configuration and they will then dispatch the Lincolnwood Fire Department to respond.

CMFP was chosen as our vendor in a competitive bid process with the Village of Morton Grove as they developed the bid document and final determination was with concurrence by the Village through our IGA with Morton Grove. CMFP is also the alarm vendor that Skokie chose when they developed their wireless alarms when they were setting up their dispatch center.

Staff has been pleased with their service and they are also responsible for the billing of the wireless alarms to our residents and business. They provide monthly statements of income and handle our expenditures. They are also responsible for the installation of the alarms and the maintenance of the radios and back up batteries.

Request For Board Action

REFERRED TO BOARD: February 7, 2017

AGENDA ITEM NO: 2

ORIGINATING DEPARTMENT: Village Manager's Office

SUBJECT: Approval of a Request to Issue a Class S-E Liquor License to the Friends of Lincolnwood 2015, Inc. for the 2017 Lincolnwood Fest

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Friends of Lincolnwood 2015, Inc., has made a request for a Class S-E Liquor License for use during the Lincolnwood Fest that will take place July 20 through July 23, 2017. The purpose of the request for the S-E Liquor License is to allow the sale of beer and wine in the hospitality tent during the Lincolnwood Fest.

FINANCIAL IMPACT:

None

DOCUMENTS ATTACHED:

1. Letter Requesting S-E Liquor License

RECOMMENDED MOTION:

Move to approve a request for a Class S-E Liquor License for Friends of Lincolnwood 2015, Inc. for the 2017 Lincolnwood Fest.



Friends of Lincolnwood 2015, Inc.
3940 West Touhy Avenue
Lincolnwood, Illinois 60712

January 24, 2017

Gerald Turry
Village President
Village of Lincolnwood
6900 N. Lincoln Ave.
Lincolnwood, IL 60712

Dear President Turry,

The non-profit organization Friends of Lincolnwood humbly requests a temporary license for the dates of July 20nd through July 23rd, 2017 to enable us to sell beer and wine products in the Hospitality Tent during Lincolnwood Fest.

We have obtained and received confirmation of our insurance coverage in the amounts required by both the Village of Lincolnwood and the State of Illinois.

Once we obtain this temporary license from the Village of Lincolnwood, we can proceed with the State application as they require us to provide a copy of the Village license upon submitting the application.

If you have any questions or concerns, please do not hesitate to contact any of us. Our contact information is listed below.

On behalf of our team of volunteers, we thank you for your consideration.

Friends of the Lincolnwood

Damien Kardaras, Damien@alphamericatx.com, 847-722-6351
Linda Bouvilom, lincolnwoodfest@gmail.com
Randy Miles, rb4yp00p@gmail.com
Donald Gelfund, don@gelfund.com
Keri Roberts, kiwi81079@aol.com

Request For Board Action

REFERRED TO BOARD: February 7, 2017

AGENDA ITEM NO: 3

ORIGINATING DEPARTMENT: Public Works Department

SUBJECT: Approval of Four Resolutions Requesting Motor Fuel Tax Funds from the State of Illinois Pertaining to General Maintenance, Infrastructure Improvements, and Local Match Requirements for a Surface Transportation Program Grant

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Since October 1, 1977 the State of Illinois has imposed a motor fuel use tax on fuel used by interstate commercial motor vehicles. Revenues collected from this tax assists with building and maintaining roads and highways. A portion of State revenue from motor fuel taxes is returned to municipalities from the State of Illinois. The Village may request permission from the Illinois Department of Transportation (IDOT) to use motor fuel tax funds (MFT funds) for the following items.

- Construction and Maintenance of Municipal Streets and Extensions, Municipal Alleys, and Federal-Aid Routes within the municipality
- Bicycle Signs, Paths, Lanes, or Bicycle Parking, Facilities Storm Sewers
- Street Lighting Systems
- Grade Separations and Approaches
- Off-Street Parking Facilities
- Traffic Control and School Crossing Signals
- Pedestrian Subway or Overhead Crossings
- Sidewalks and Pedestrian Paths
- Non-dedicated Subdivision Roads established before July 23, 1959
- Matching funds for Federal grants

The attached Resolutions reflect costs that are all included in the current year's budget and breakdown as follows:

Touhy Avenue Street Light Replacement - \$800,000

Funds requested are for the replacement of existing street lights on Touhy Avenue between Cicero and Hamlin Avenues. This project is being locally funded and the total project cost is being split between the MFT Fund and the Transportation Improvement Fund. It should be noted that the FY 2016/17 budget includes \$500,000 of MFT funds be used for this project with the remaining amount to be spent from the Transportation Improvement Fund. Upon review of the balances within each fund, the Finance Director requested that this amount be adjusted to \$800,000 from the MFT Fund with the balance (approximately \$359,000) coming from the Transportation Improvement Fund.

Pratt Avenue Resurfacing Grant Local Match - \$279,700

Funds requested are for the local match requirement for the Surface Transportation Program grant that was received by the Village to complete the resurfacing of Pratt Avenue between Crawford and Lockwood Avenues. This local match includes construction and engineering oversight of the project.

General Maintenance - \$38,000

Funds requested are for the Village's share of traffic signal maintenance. Traffic signal maintenance is managed by IDOT and the Village is billed for its portion of the maintenance. The Village pays only the portion of the maintenance for the legs that are under local control. For example, the Village pays 50% of the maintenance costs for the traffic signal at Lincoln and Pratt Avenues since Pratt is a local street and Lincoln is under the jurisdiction of IDOT.

Sidewalk and Crosswalk ADA Evaluation - \$7,500

Funds requested are for an evaluation of the Village's sidewalk system to determine areas where sidewalk is missing, undersized, or does not meet current Americans with Disabilities Act (ADA) standards.

FINANCIAL IMPACT:

\$1,125,200 in FY 2016/17 Motor Fuel Tax Funds.

DOCUMENTS ATTACHED:

1. Proposed Illinois Department of Transportation Resolution Touhy Avenue Street Light Replacement
2. Proposed Illinois Department of Transportation Resolution Pratt Avenue Resurfacing Grant Local Match
3. Proposed Illinois Department of Transportation Resolution General Maintenance
4. Proposed Illinois Department of Transportation Resolution Sidewalk and Crosswalk ADA Evaluation

RECOMMENDED MOTION:

Move to approve four Resolutions requesting motor fuel tax funds from the State of Illinois pertaining to general maintenance, infrastructure improvements, and local match requirements for a Surface Transportation Program grant.



BE IT RESOLVED, by the Board of Trustees of the
Council or President and Board of Trustees
Village of Lincolnwood Illinois
City, Town or Village

that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
Touhy Avenue		Cicero Avenue	Hamlin Avenue

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of construction cost for the installation of street lights

and shall be constructed Variable wide
and be designated as Section _____

2. That there is hereby appropriated the (additional Yes No) sum of Eight Hundred Thousand & 00/100
Dollars (\$800,000.00) for the
improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract ; and,
Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved
Date
Department of Transportation
Regional Engineer

I, Beryl E Herman Clerk in and for the
Village of Lincolnwood
City, Town or Village
County of Cook , hereby certify the
foregoing to be a true, perfect and complete copy of a resolution adopted
by the Board of Trustees
Council or President and Board of Trustees
at a meeting on _____
Date
IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this
_____ day of _____
(SEAL)

City, Town, or Village Clerk



BE IT RESOLVED, by the Board of Trustees of the Council or President and Board of Trustees Village of Lincolnwood Illinois that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
Pratt Avenue	FAU 1353	Lockwood Avenue	Crawford Ave

BE IT FURTHER RESOLVED,
1. That the proposed improvement shall consist of engineering and construction cost for the resurfacing of Pratt Avenue

and shall be constructed Variable wide and be designated as Section 15-00061-00-RS

2. That there is hereby appropriated the (additional Yes No) sum of Two Hundred Seventy Nine Thousand Seven Hundred & 00/100 Dollars (\$279,700.00) for the improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract ; and, Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved _____

Date _____

Department of Transportation

Regional Engineer _____

I, Beryl E Herman Clerk in and for the Village of Lincolnwood City, Town or Village County of Cook , hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the Board of Trustees Council or President and Board of Trustees at a meeting on _____ Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ day of _____

(SEAL)

City, Town, or Village Clerk



Resolution for Maintenance of Streets and Highways by Municipality Under the Illinois Highway Code

BE IT RESOLVED, by the Board of Trustees of the Village of Lincolnwood, Illinois, that there is hereby appropriated the sum of \$38,000.00 of Motor Fuel Tax funds for the purpose of maintaining streets and highways under the applicable provisions of the Illinois Highway Code from May 1, 2016 to April 30, 2017.

BE IT FURTHER RESOLVED, that only those streets, highways, and operations as listed and described on the approved Municipal Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that the Clerk shall, as soon a practicable after the close of the period as given above, submit to the Department of Transportation, on forms furnished by said Department, a certified statement showing expenditures from and balances remaining in the account(s) for this period; and

BE IT FURTHER RESOLVED, that the Clerk shall immediately transmit two certified copies of this resolution to the district office of the Department of Transportation, at Schaumburg, Illinois.

I, Beryl E. Herman Clerk in and for the Village of Lincolnwood, County of Cook

hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by

the Board of Trustees at a meeting on

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this day of

(SEAL) Village Clerk

Approved
Regional Engineer
Department of Transportation
Date



BE IT RESOLVED, by the Board of Trustees of the
Council or President and Board of Trustees
Village of Lincolnwood Illinois
City, Town or Village

that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
Village wide			

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of engineering study for assessment of village wide sidewalks

and shall be constructed Variable wide
and be designated as Section _____

2. That there is hereby appropriated the (additional Yes No) sum of Seven Thousand Five Hundred & 00/100
Dollars (\$7,500.00) for the
improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract ; and,
Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved
Date
Department of Transportation
Regional Engineer

I, Beryl E Herman Clerk in and for the
Village of Lincolnwood
City, Town or Village
County of Cook , hereby certify the
foregoing to be a true, perfect and complete copy of a resolution adopted
by the Board of Trustees
Council or President and Board of Trustees
at a meeting on _____
Date
IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this
_____ day of _____
(SEAL)

City, Town, or Village Clerk

Request For Board Action

REFERRED TO BOARD: February 7, 2017

AGENDA ITEM NO: 4

ORIGINATING DEPARTMENT: Community Development

SUBJECT: Approval of an Ordinance Approving Special Uses and Variations for the Development of a New Retail Building with a Drive-Through Facility at 4320 West Touhy Avenue

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Jon Hague, Project Architect with Hague Architecture (“Petitioner”), on behalf of Howard Kostner Corp/4320 Touhy LLC, property owner of 4320 West Touhy Avenue, seeks Special Use approvals and Zoning Variations to redevelop the property with a multi-tenant commercial building with a drive-through facility and off-street parking area. The Petitioner seeks to demolish the existing building and various property improvements and construct a new 6,430-square-foot retail building and off-street parking area, with access from Kildare Avenue and Lowell Avenue. The property is within the B-2 General Business District and is approximately 32,787-square feet in area.

Requested Zoning Action

The Petitioner is seeking a Special Use permit for: 1) off-street parking areas that are located between the building and street (“front yard parking”); and 2) drive through serving a proposed coffee shop at the west end of the new building. The Petitioner is also seeking the following four Zoning Variations:

1. Allow less than the minimum eight-foot perimeter landscape area along the east and west lot lines (Section 6.14);
2. Allow off-street parking area that in certain locations does not include the minimum required 9’ x 18’ interior landscape islands (Section 6.14);
3. Allow less than the minimum six-foot foundation landscape area (Section 6.15); and
4. Allow less than the required five-foot landscape setback area between property within B-2 District and adjacent residential zoned property (Section 6.16).

By a vote of 3-1, the Plan Commission recommended approval of the two requested Special Uses and four requested landscape Variations subject to the conditions listed in the attached Ordinance.

Village Board Direction

At the January 3, 2017 Village Board meeting, there was further discussion regarding whether or not a curb cut on Touhy Avenue should be pursued by the developer. The Plan Commission recommended that the site be revisited, through a “look-back” clause one year after Certificate of Occupancy, to determine if additional traffic measures were necessary to address any traffic concerns that arose, specifically related to congestion at the entrance/exits to the site on Lowell Avenue and Kildare Avenue and traffic cutting through neighborhood streets to the north. Ultimately, the Village Board determined that in order to alleviate any concerns of traffic exiting the site and proceeding north into the neighborhood, the Site Plan should be revised at this time to add a curb return on Lowell Avenue that

directs traffic south toward Touhy Avenue and a curbed median known as a “porkchop” at the Kildare Avenue entrance/exit to allow traffic headed north and south on Kildare to enter the site, but directing exiting traffic south to Touhy Avenue. The Petitioner was directed to revise the Site Plan to add in these improvements, and staff was directed to utilize the revised Site Plan as the exhibit in the attached Ordinance. The Village Engineer has reviewed the revised Site Plan and concurs that the revised improvements will direct traffic south when exiting the site at both streets. As recommended by the Village Board, the “look-back” clause remains in the Ordinance, allowing a future review of the site and its traffic circulation.

The Village Board also directed the Village Attorney to add language to the Ordinance requiring the developer pursue an IDOT review and approval of a potential curb cut from the site on to Touhy Avenue. As recommended by the Village Board, a stipulation requiring submittal, as well as construction if IDOT approves the curb cut, has been added.

FINANCIAL IMPACT:

None

DOCUMENTS ATTACHED:

1. Proposed Ordinance

RECOMMENDED MOTION:

Move to approve an Ordinance approving Special Use Permits and Variations for the development of a new retail building with a drive-through facility at 4320 West Touhy Avenue.

THIS SPACE FOR RECORDERS USE ONLY

VILLAGE OF LINCOLNWOOD

ORDINANCE NO. 2017-____

**AN ORDINANCE APPROVING SPECIAL USE PERMITS AND VARIATIONS
FOR THE DEVELOPMENT OF A NEW RETAIL BUILDING
WITH A DRIVE-THROUGH FACILITY**

(4320 West Touhy Avenue)

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF LINCOLNWOOD
THIS _____ DAY OF _____, 2017.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Lincolnwood,
Cook County, Illinois this
_____ day of _____, 2017

Village Clerk

**AN ORDINANCE APPROVING SPECIAL USE PERMITS AND VARIATIONS
FOR THE DEVELOPMENT OF A NEW RETAIL BUILDING
WITH A DRIVE-THROUGH FACILITY
(4320 West Touhy Avenue)**

WHEREAS, 4320 Touhy LLC ("**Owner**") is the record title owner of that certain property located in the B-2 General Business Zoning District ("**B-2 District**"), commonly known as 4320 West Touhy Avenue, and legally described in **Exhibit A** attached to and, by this reference, made a part of this Ordinance ("**Property**"); and

WHEREAS, the Property is currently improved with a building and an off-street parking lot; and

WHEREAS, the Owner desires to demolish the existing building and parking lot, and to construct a new multi-tenant retail building and a new off-street parking lot containing 44 parking spaces ("**Proposed Parking Lot**") on the Property ("**Proposed Development**"); and

WHEREAS, pursuant to Section 7.06(5) of the "The Village of Lincolnwood Zoning Ordinance," as amended ("**Zoning Ordinance**"), open-air, off-street parking spaces may not be located in a front yard in the B-2 District except upon issuance by the Village Board of Trustees of a special use permit therefor; and

WHEREAS, the Proposed Parking Lot will be located in part within the front yard of the Property, in violation of Section 7.06(5) of the Zoning Ordinance; and

WHEREAS, the Proposed Development includes a two-lane drive-through facility ("**Proposed Drive-Through Facility**"); and

WHEREAS, pursuant to Section 4.07(8) of the Zoning Ordinance, drive-through facilities may not be operated in the B-2 District except upon issuance by the Board of Trustees of a special use permit therefor; and

WHEREAS, pursuant to Section 6.14(1) of the Zoning Ordinance, off-street parking lots containing five or more parking spaces are required to be set back, buffered and screened from public view and adjacent property by a perimeter landscaped area having a minimum width of eight feet, or a masonry wall with a minimum width of five feet; and

WHEREAS, pursuant to Section 6.14(1)b of the Zoning Ordinance, perimeter landscape screening consisting of hedge or shrubs must be densely planted to provide a 75% semi-opaque screen; and

WHEREAS, the Owner desires to improve the Subject Property with a seven-foot-two-inch-wide perimeter landscape area on the east side of the Proposed Parking Lot, a four-foot-six-inch-wide perimeter landscape area on the west side of the Proposed Parking Lot, and a masonry wall with a one-foot-wide perimeter landscape area ("**Proposed Perimeter Landscaping**"), all in violation of Section 6.14(1) of the Zoning Ordinance; and

WHEREAS, the Proposed Perimeter Landscaping on the east and west sides of the Proposed Parking Lot will not provide a 75% semi-opaque screen, in violation of Section 6.14(1)b of the Zoning Ordinance; and

WHEREAS, pursuant to Section 6.14(2)a of the Zoning Ordinance, a planting island equal in area to a parking space must be located at each end of a parking row within an off-street parking lot; and

WHEREAS, pursuant to Section 6.14(2)b of the Zoning Ordinance, a tree must be planted in each planting island; and

WHEREAS, the Owner desires to improve the Proposed Parking Lot with planting islands that do not satisfy the minimum size requirements set forth in Section 6.14(2)a of the Zoning Ordinance, and that will not be improved with trees as required by Section 6.14(2)b of the Zoning Ordinance, and desires to eliminate the required planting islands at the southwest and southeast corners of the Proposed Parking Lot, all in violation of Section 6.14(2) of the Zoning Ordinance; and

WHEREAS, pursuant to Section 6.15(1) of the Zoning Ordinance, the minimum foundation planting width along the front and sides of all buildings is six feet; and

WHEREAS, the Owner desires to improve the Subject Property with a three-foot-wide landscaped area along the east side of the proposed new building on the Property (“**Proposed Building**”), a 4.4-foot-wide landscaped area along the west side of the Proposed Building, and a three-foot-wide landscaped area along the west half of the north side of the Proposed Building (collectively, the “**Proposed Foundation Landscaping**”), all in violation of Section 6.15(1) of the Zoning Ordinance; and

WHEREAS, pursuant to Section 6.16(1) of the Zoning Ordinance, properties in the B-2 District located adjacent to property zoned for residential use must be improved with either a ten-foot landscape setback and screening area, or an eight-foot high masonry wall within a five-foot landscape setback area; and

WHEREAS, the Property is directly adjacent to properties zoned for residential use; and

WHEREAS, the Owner desires to improve the northern side of the Property with a masonry wall with a one-foot-wide landscape setback area (“**Proposed Residential Screening**”), in violation of Section 6.16(1) of the Zoning Ordinance; and

WHEREAS, the Owner has filed an application for: (i) a special use permit to allow for the Proposed Parking Lot to be constructed within the required front yard of the Property; (ii) a special use permit to allow the operation of the Proposed Drive-Through Facility; (iii) variations from the minimum landscaping requirements set forth in Section 6.14(1) of the Zoning Ordinance to permit the installation of the Proposed Perimeter Landscaping on the Property; (iv) variations from Section 6.14(2) of the Zoning Ordinance to allow the Proposed Parking Lot to be constructed, without planting islands at the ends of each parking row or of the minimum required size, and without trees; (v) a variation from Section 6.15(1) of the Zoning Ordinance to permit

the installation of the Proposed Foundation Landscaping on the Property; and (vi) a variation from Section 6.16(1) of the Zoning Ordinance to permit the installation of the Proposed Residential Screening on the Property (collectively, the “*Requested Relief*”); and

WHEREAS, a public hearing of the Plan Commission of the Village of Lincolnwood to consider approval of the Requested Relief was duly advertised in the *Lincolnwood Review* on June 16 and August 11, 2016, and held on six dates between July 6 and December 7, 2016; and

WHEREAS, on December 7, 2016, the Plan Commission made findings and recommendations in support of the Requested Relief, subject to specified conditions; and

WHEREAS, the Village President and Board of Trustees have determined that the Requested Relief meets the required standards for special use permits and variations as set forth in Article V of the Zoning Ordinance; and

WHEREAS, the Village President and Board of Trustees have determined that it will serve and be in the best interests of the Village to grant the Requested Relief, subject to the conditions, restrictions, and provisions of this Ordinance;

NOW, THEREFORE, BE IT ORDAINED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF LINCOLNWOOD, COOK COUNTY, ILLINOIS, as follows:

SECTION 1. RECITALS. 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. APPROVAL OF SPECIAL USE PERMIT – PROPOSED PARKING LOT. In accordance with, and pursuant to, Article V and Section 7.06(5) of the Zoning Ordinance and the home rule powers of the Village, and subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 4 of this Ordinance, the Village President and Board of Trustees hereby grant a special use permit to the Owner to allow the Proposed Parking Lot to be located in the front yard of the Property.

SECTION 3. APPROVAL OF SPECIAL USE PERMIT – PROPOSED DRIVE-THROUGH FACILITY. In accordance with, and pursuant to, Article V and Section 4.07(8) of the Zoning Ordinance and the home rule powers of the Village, and subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 5 of this Ordinance, the Village President and Board of Trustees hereby grant a special use permit to the Owner for the construction and use of the Proposed Drive-Through Facility on the Subject Property.

SECTION 4. APPROVAL OF VARIATIONS. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 5 of this Ordinance, the Village President and Board of Trustees hereby grant the following variations for the Property, in accordance with, and pursuant to, Article V of the Zoning Ordinance and the home rule powers of the Village:

- A. Perimeter Screening Variations. Variations from Section 6.14(1) of the Zoning Ordinance to: (i) reduce the minimum width of the perimeter screening along the east side of the Proposed Parking Lot, from eight feet to seven feet two inches; (2)

reduce the minimum width of the perimeter screening along the west side of the Proposed Parking Lot, from eight feet to four feet six inches; (3) reduce the minimum width of the perimeter screening long the north side of the Proposed Parking Lot, from five feet to one foot; and (4) permit the installation of the Proposed Perimeter Screening at a density that will result in less than 75% semi-opaque screening on the east and west sides of the Proposed Parking Lot.

- B. Planting Island Variation. Variations from Section 6.14(2) of the Zoning Ordinance to permit the Proposed Parking Lot to be constructed without planting islands of the required size at the ends of each parking row of, and without trees in each planting island constructed in, the Proposed Parking Lot.
- C. Foundation Landscaping Variations. Variations from Section 6.15(1) of the Zoning Ordinance to reduce the minimum width of the foundation landscaping: (1) along the east side of the Proposed Building, from six feet to three feet; (2) along the west side of the Proposed Building, from six feet to 4.4 feet; and (3) along the western half of the north side of the Proposed Building, from six feet to three feet.
- D. Residential Screening Variation. A variation from Section 6.16(1) of the Zoning Ordinance to reduce the minimum width of the screening along the north side of the Property, from five feet to one foot.

SECTION 5. CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Zoning Ordinance, the approval granted pursuant to Sections 2 and 3 of this Ordinance are hereby expressly subject to, and contingent upon, the development, use, and maintenance of the Property in compliance with each and all of the following conditions:

- A. Compliance with Regulations. Except to the extent specifically provided otherwise in this Ordinance, the development, use, operation, and maintenance of the Proposed Development and of the Property must comply at all times with all applicable Village codes and ordinances, as the same have been or may be amended from time to time.
- B. Compliance with Plans. Except for minor changes and site work approved by the Village Zoning Officer or the Village Engineer (for matters within their respective permitting authorities) in accordance with all applicable Village standards, and subject to Section 5.D.3 of this Ordinance, the development, use, operation, and maintenance of the Property must comply with the following plans:
 - 1. The Site Plan, prepared by Hague Architecture and consisting of one sheet, a copy of which is attached to this Ordinance as **Exhibit B**;
 - 2. The Site Dimensional and Paving Plan, prepared by Wolf Pack Consulting, LLC and consisting of one sheet, with a latest revision date of June 3, 2016, a copy of which is attached to this Ordinance as **Exhibit C**;

3. The Exterior Rendering, prepared by Hague Architecture and consisting of one sheet, a copy of which is attached to this Ordinance as **Exhibit D**;
4. The Exterior Elevations, prepared by Hague Architecture and consisting of one sheet, a copy of which is attached to this Ordinance as **Exhibit E**;
5. The Masonry Wall & Details Plan, prepared by Hague Architecture and consisting of one sheet, a copy of which is attached to this Ordinance as **Exhibit F**;
6. The Building Materials and Fixtures Plan, prepared by Hague Architecture and consisting of one sheet, a copy of which is attached to this Ordinance as **Exhibit G**; and
7. The Preliminary Landscape Plan, prepared by Wolf Pack Consulting, LLC and consisting of one sheet, with a latest revision date of December 20, 2016, a copy of which is attached to this Ordinance as **Exhibit H**, subject to revision: (a) in accordance with the requirements set forth in Section 5.C of this Ordinance; and (b) as directed by the Village Director of Community Development.

C. Landscaping Requirements.

1. Landscape Island Tree. The Owner must plant a tree within the landscape island to be located west of the pick-up window of the Proposed Drive-Through Facility, in a manner satisfactory to the Village Forester.
2. Refuse Enclosure Landscaping. All landscaping installed in or near the refuse enclosure to be constructed on the Property must be designed so as to ensure adequate access to such refuse enclosure.

D. Traffic Regulations.

1. The Owner must install “right turn only” signs at the Kildare Avenue driveway on the Property, and “left turn only” signs at the Lowell Avenue driveway on the Property.
2. The Owner must install signage at the exit of the Proposed Drive-Through Facility to direct westbound vehicular traffic on Touhy Avenue to exit onto Lowell Avenue, and to direct eastbound vehicular traffic on Touhy Avenue to exit onto Kildare Avenue.
3. The Owner must immediately submit to the Illinois Department of Transportation (“**IDOT**”) all necessary applications and documents for approval by IDOT of a curb cut on Touhy Avenue to permit direct vehicular access between Touhy Avenue and the Property. In the event that IDOT approves such curb cut, the Owner must construct the curb cut,

with right-in and/or right-out vehicular access only (as may be approved by IDOT), within 60 days after the date of approval by IDOT.

4. Not later than one year after the date of issuance by the Village of a certificate of occupancy for the Proposed Development, the Owner must, at its own cost and expense, prepare and submit to the Village Engineer a Traffic Impact Study that is prepared at least six months after issuance of the certificate of occupancy. If, upon review of the Traffic Impact Study, the Village Engineer determines that additional improvements to the Property are necessary to improve public safety, then: (a) the Village Manager is directed to place the review of such improvements on an agenda of a subsequent meeting of the Village Plan Commission; (b) the Plan Commission will subsequently review the recommended improvements, and recommend to the Village Board of Trustees whether any or all of the recommended improvements should be implemented; and (c) the Village Board of Trustees may subsequently approve and direct the implementation of any or all of the recommended improvements, by resolution duly adopted. The Owner must, at its sole cost and expense, implement those recommended improvements identified in any such resolution.

E. ADA Ramp. The Owner must, at its sole cost and expense, replace the ADA-required ramp at the northeast corner of the intersection of Lowell Avenue and Touhy Avenue, in order to provide a tactile surface for pedestrians.

F. Security and Safety Measures.

1. Knox Boxes. The Village has the right to refuse to issue a certificate of occupancy for the Proposed Development prior to the installation by the Owner of a Knox Box in a manner, and at specific locations on the Property, approved by the Village Fire Chief in his or her sole discretion.
2. Security Plan. The Village has the right to refuse to issue a certificate of occupancy for the Proposed Development prior to the approval by the Village Chief of Police of a security plan for the Proposed Development, which plan may include the installation of alarms, cameras, lighting, and other devices intended to deter crime and to improve public safety, and which approval may be withheld in the sole and absolute discretion of the Village Chief of Police.

G. Reimbursement of Village Costs. In addition to any other costs, payments, fees, charges, contributions, or dedications required under applicable Village codes, ordinances, resolutions, rules, or regulations, the Owner must pay to the Village, promptly upon presentation of a written demand or demands therefor, all legal fees, costs, and expenses incurred or accrued in connection with the review, negotiation, preparation, consideration, and review of this Ordinance. Payment of all such fees, costs, and expenses for which demand has been made must be made

by a certified or cashier's check. Further, the Owner will be liable for, and must pay upon demand, all costs incurred by the Village for publications and recordings required in connection with the aforesaid matters.

SECTION 6. RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded with the Cook County Recorder of Deeds. This Ordinance and the privileges, obligations, and provisions contained herein will inure solely to the benefit of, and be binding upon, the Owner and his heirs, representatives, successors, and assigns.

SECTION 7. FAILURE TO COMPLY WITH CONDITIONS. Upon the failure or refusal of the Owner to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, as applicable, the approvals granted in Sections 2, 3, and 4 of this Ordinance will, at the sole discretion of the Village President and Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village President and Board of Trustees may not so revoke the approvals granted in Sections 2, 3, and 4 of this Ordinance unless they first provide the Owner with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village President and Board of Trustees. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the B-2 District, and the applicable provisions of the Zoning Ordinance, as the same may, from time to time, be amended. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances.

SECTION 8. AMENDMENTS. Any amendments to the approvals granted in Sections 2, 3, and 4 of this Ordinance that may be requested by the Owner after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Ordinance.

SECTION 9. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance will remain in full force and effect, and will be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 10. EFFECTIVE DATE.

- A. This Ordinance will be effective only upon the occurrence of all of the following events:
1. Passage by the Village President and Board of Trustees in the manner required by law;
 2. Publication in pamphlet form in the manner required by law; and
 3. The filing by the Owner with the Village Clerk of an Unconditional Agreement and Consent, in the form of **Exhibit I** attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and

all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance; and

- B. In the event the Owner does not file fully executed copies of the Unconditional Agreement and Consent, as required by Section 10.A.3 of this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and Board of Trustees will have the right, in its sole discretion, to declare this Ordinance null and void and of no force or effect.

PASSED this ____ day of _____, 2017.

AYES:

NAYS:

ABSENT:

ABSTENTION:

APPROVED by me this ____ day of _____, 2017.

Lawrence A. Elster, President Pro Tem
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this
____ day of _____, 2017

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

#49202230_V4

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

[LEGAL DESCRIPTION]

LOTS 1 TO 10 INCLUSIVE IN BLOCK 2 IN KOSTNER AVENUE ADDITION TO KENILWORTH HIGHLANDS, BEING A SUBDIVISION OF THE SOUTH HALF OF THE WEST 10 ACRES OF THE SOUTH 20 ACRES OF THE WEST 80 ACRES OF THE SOUTH EAST QUARTER OF SECTION 27, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

Commonly known as: 4320 West Touhy Avenue, Lincolnwood, Illinois

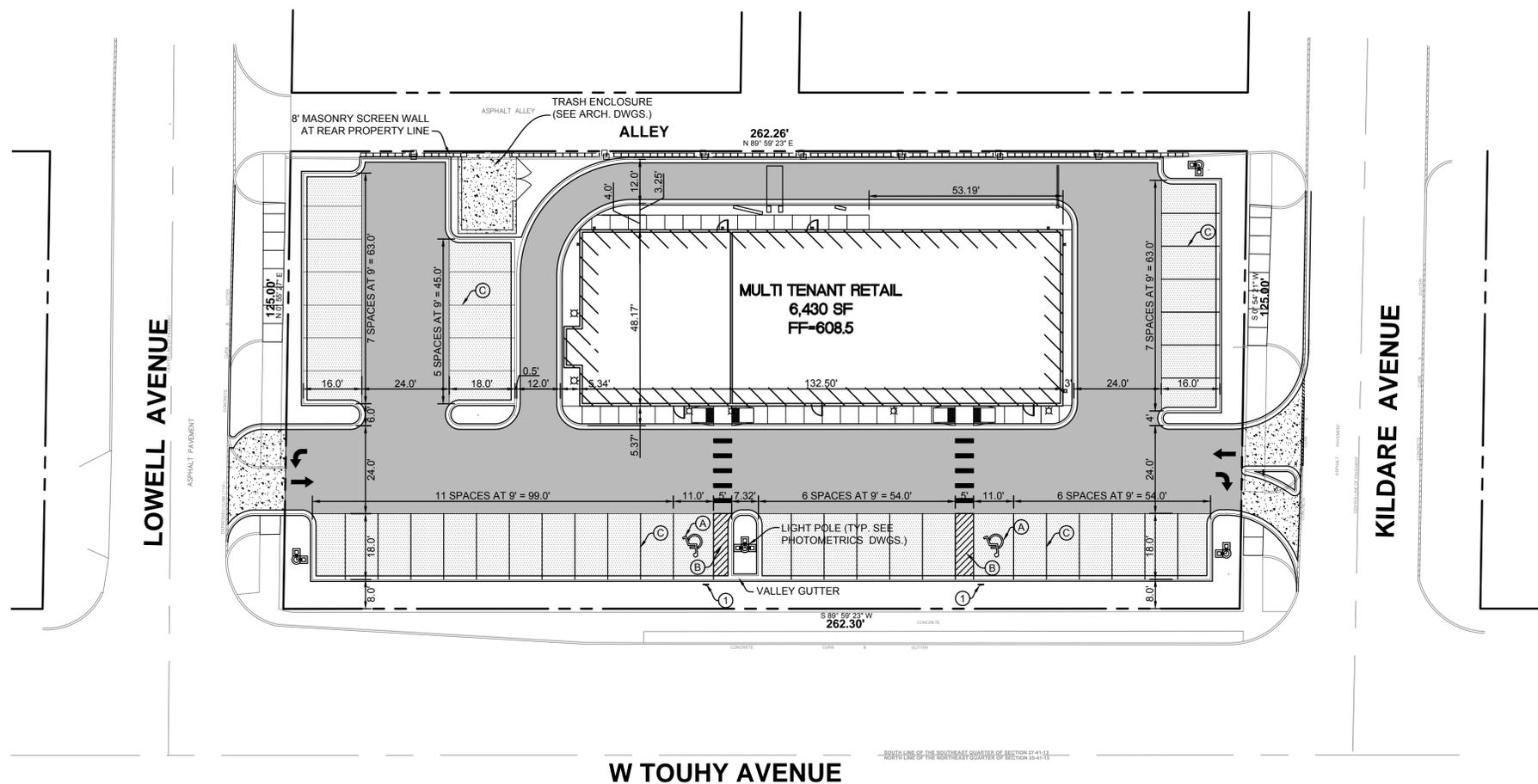
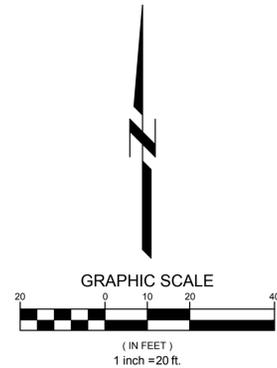
P.I.N.: 10-27-425-049-0000

EXHIBIT B

SITE PLAN

EXHIBIT C

SITE DIMENSIONAL AND PAVING PLAN



LOT COVERAGE DATA	
TOTAL LOT AREA =	0.75 AC
TOTAL PROPOSED IMPERVIOUS AREA =	0.66 AC
TOTAL PROPOSED PERVIOUS AREA =	0.09 AC
PERCENT PROPOSED IMPERVIOUS AREA =	88%

PAVEMENT MARKING AND SIGN LEGEND	
①	R7-8 HANDICAP PARKING SIGN (12"x18") WITH \$500 FINE AND R7-8A VAN ACCESSIBLE SIGN
A	HANDICAP SYMBOL PER LATEST ADA STANDARDS
B	4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
C	4" SOLID YELLOW STRIPE (TYP)

- GENERAL NOTES**
- ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - ALL CURB SHALL BE B6.12 CURB AND GUTTER.
 - ALL SIDEWALK SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL.
 - ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
 - ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
 - PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
 - DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON CURB RAMPS SHALL CONSIST OF A DETECTABLE WARNING PLATE IN CONFORMANCE WITH THE VILLAGE OF ALGONQUIN'S APPROVED MATERIAL LIST.
 - REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
 - ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND	
	HEAVY DUTY ASPHALT PAVEMENT 1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50 2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50 12" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)
	LIGHT DUTY ASPHALT PAVEMENT 1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50 2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50 10" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)
	CONCRETE PAVEMENT 8" P.C. CONCRETE PAVEMENT 4" AGGREGATE BASE (CA-6)
	SIDEWALK PAVEMENT 5" P.C. CONCRETE PAVEMENT 4" AGGREGATE BASE (CA-6)

SITE DIMENSIONAL AND PAVING PLAN
4320 WEST TOUHY AVENUE
VILLAGE OF LINCOLNWOOD, ILLINOIS

PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	KM
DATE:	06-03-16
SCALE:	1"=20'
SHEET NO.	
C3.0	
PROJ. NUMBER:	

Wolf Pack CONSULTING, LLC
Civil Engineering
Land Planning
Land Surveying
Project Entitlements
Stormwater Management

1612 Ogden Avenue, Suite 202, Lisle, IL 60532
Office: (630) 964-3177 • wolfpackcdg.com

REVISIONS	

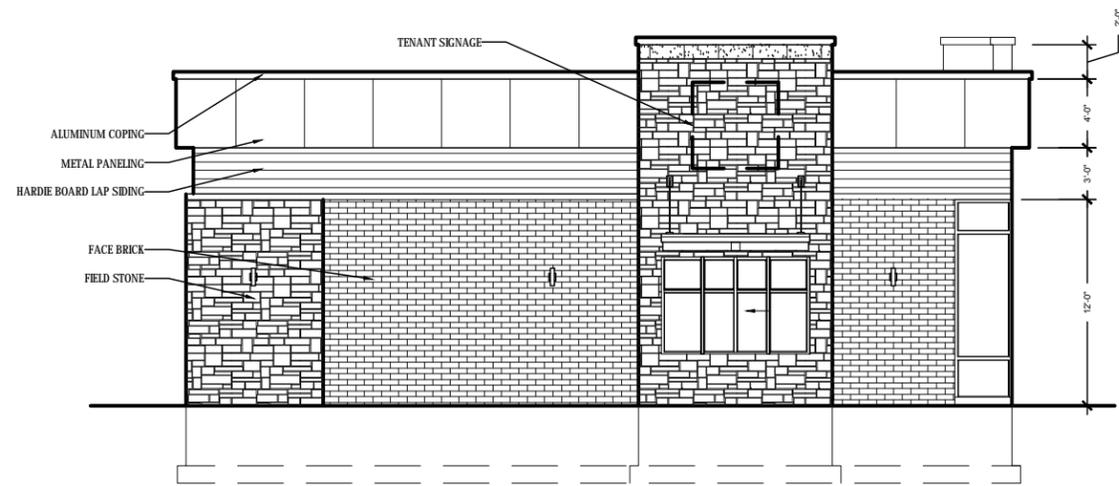
PENDING APPROVAL - NOT FOR CONSTRUCTION

EXHIBIT D

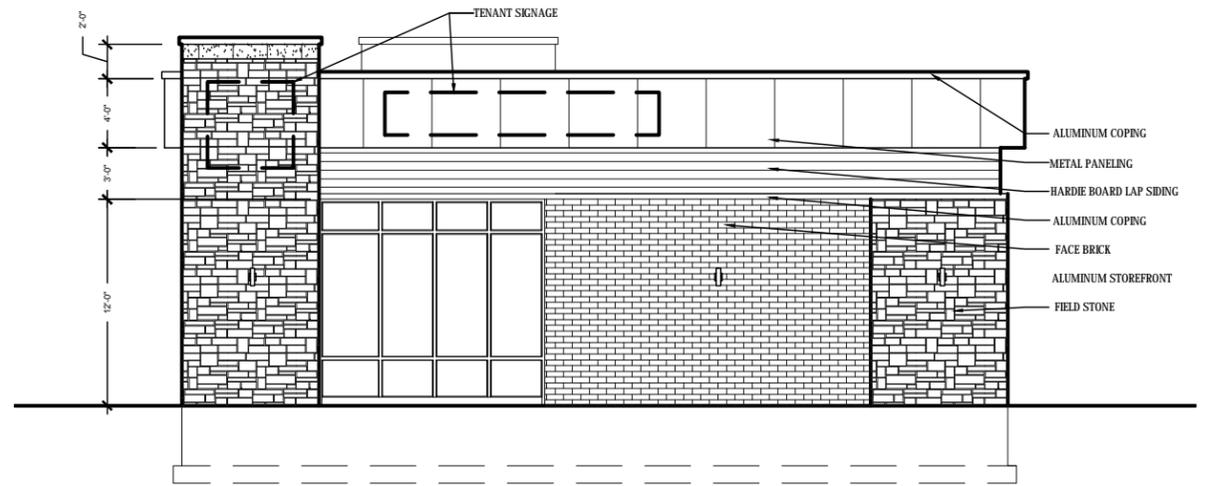
EXTERIOR RENDERING



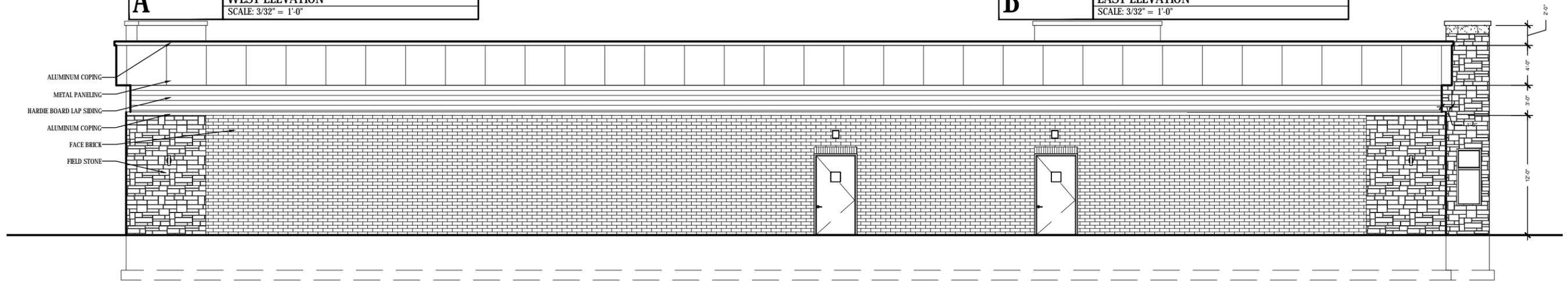
EXHIBIT E
EXTERIOR ELEVATIONS



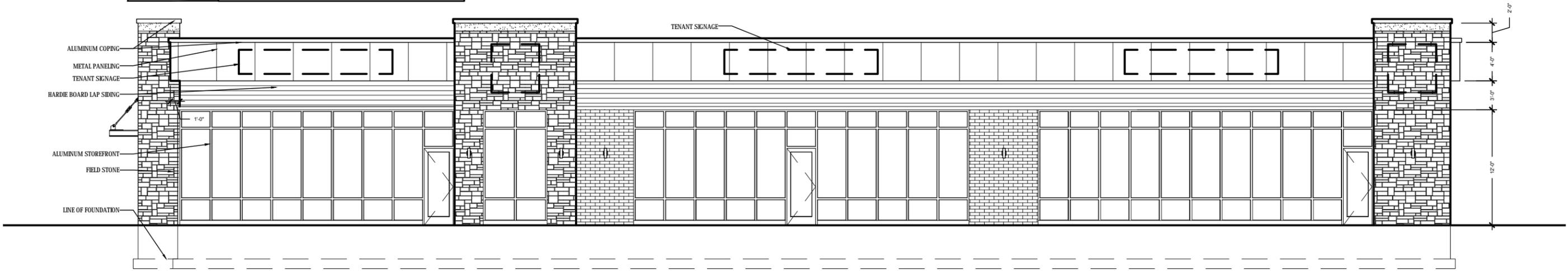
A WEST ELEVATION
SCALE: 3/32" = 1'-0"



B EAST ELEVATION
SCALE: 3/32" = 1'-0"



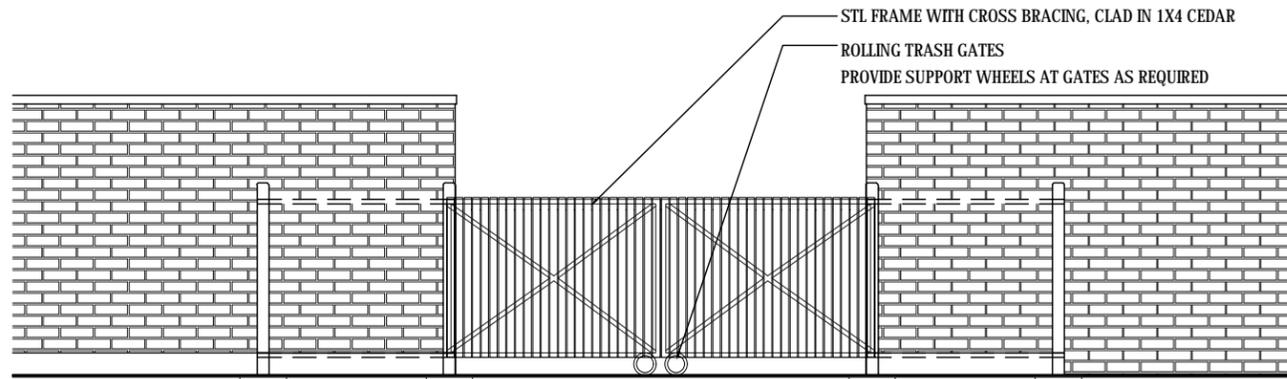
C NORTH ELEVATION
SCALE: 3/32" = 1'-0"



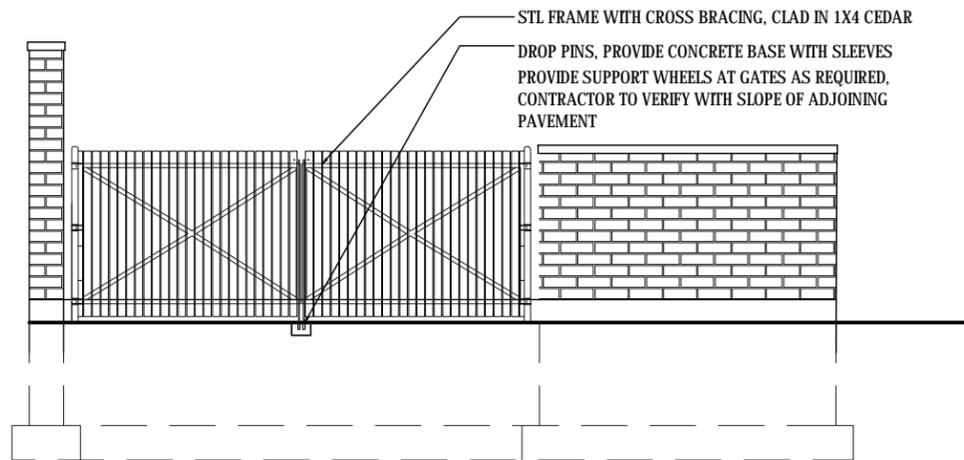
D SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

EXHIBIT F

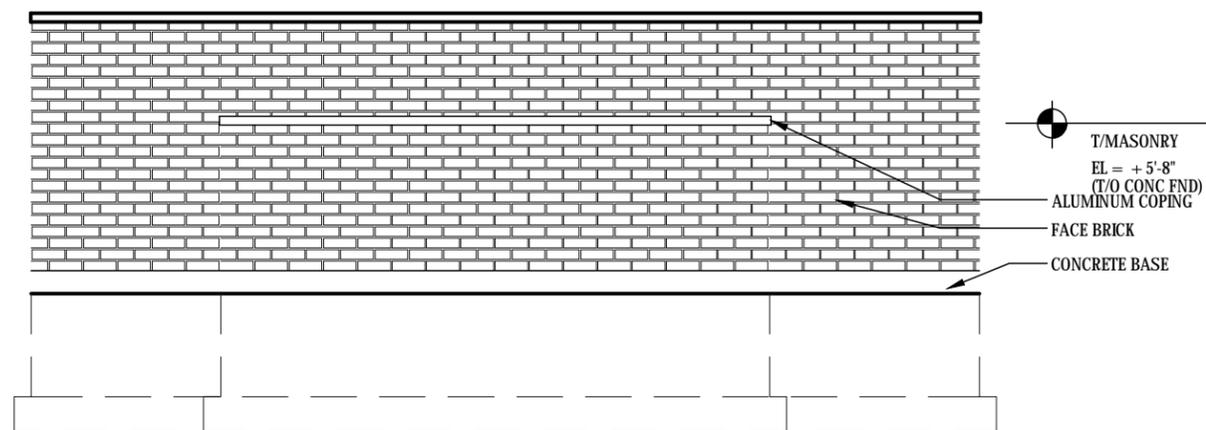
MASONRY WALL & DETAILS PLAN



A TRASH ENCLOSURE/MASONRY WALL
SCALE: 3/16" = 1'-0"



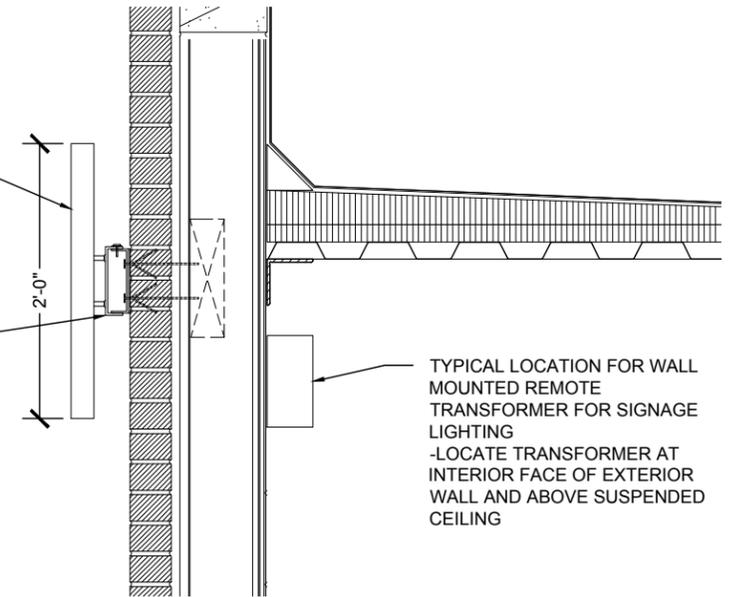
B TRASH ENCLOSURE
SCALE: 3/16" = 1'-0"



C TRASH ENCLOSURE
SCALE: 3/16" = 1'-0"

BUILDING SIGNAGE CONSTRUCTION:
 -2" REVERSE CHANNEL LETTERS WITH L.E.D. ILLUMINATION
 -PROVIDE WHITE MATTE FINISH DIFFUSING LENS ON REVERSE FACE
 -FRONT FACE TO MATCH TENANT STANDARD
 -MAX. LETTER HEIGHT = 3'-0"

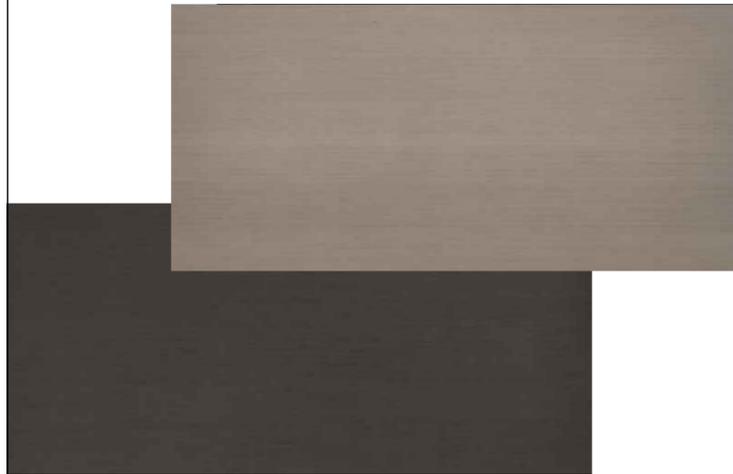
CONTINUOUS 2"W x 6"H ALUMINUM MOUNTING RACEWAY W/1" OFFSET PIN MOUNTING AT LETTERS



01 SIGN MOUNTING DETAIL
SCALE: 3/4" = 1'-0"

EXHIBIT G

BUILDING MATERIALS AND FIXTURES PLAN



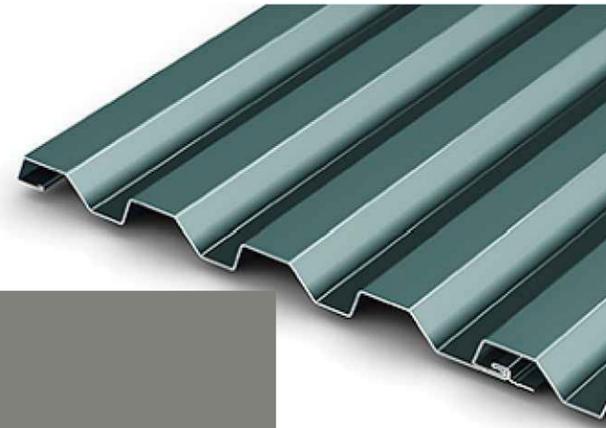
EXTERIOR WOOD PANEL:
PARKLEX OR EQUAL
GREY OAK - GRAPHITE



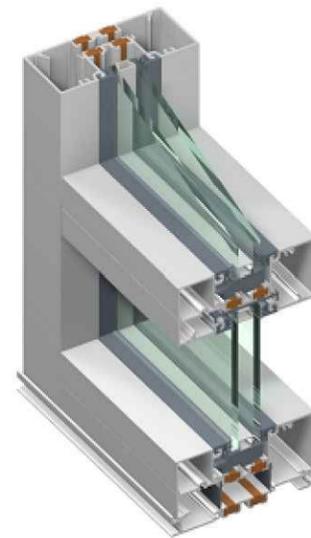
BRICK:
ENDICOTT
MANGANESE IRONSPOT



STONE:
ELDORADO OR EQUAL
NANTUCKET STACKED STONE



METAL WALL PANEL:
PAC CLAD
WEATHERED ZINC



STOREFRONT:
VISTAWALL OR EQUAL
CLEAR ALUMINUM



BUILDING SCONCE:
SLV
ENOLA UP DOWN



BUILDING SCONCE:
WALL PACK



PARKING LOT LIGHTING:
MCGRAW EDISON
GLEON

EXHIBIT H

PRELIMINARY LANDSCAPE PLAN

EXHIBIT I

UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Lincolnwood, Illinois ("**Village**"):

WHEREAS, 4320 Touhy LLC ("**Owner**") is the record title owner of that certain property located in the B-2 Office Zoning District ("**B-2 District**"), commonly known as 4320 West Touhy Avenue, in the Village ("**Property**"); and

WHEREAS, Ordinance No. 2017-_____, adopted by the Village President and Board of Trustees on _____, 2017 ("**Ordinance**"), grants a special use permit and variations to the Owner in connection with the expansion of an existing parking lot on the Property; and

WHEREAS, Section 10 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Owner has filed, within 30 days following the passage of the Ordinance, his unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Owner does hereby agree and covenant as follows:

1. The Owner hereby unconditionally agrees to accept, consent to, and abide by each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. The Owner acknowledges that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, have considered the possibility of the revocation provided for in the Ordinance, and agrees not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. The Owner acknowledges and agrees that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's granting of the special use permits or variations for the Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Owner against damage or injury of any kind and at any time.

4. The Owner hereby agrees to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting the special use permits and variations for the Property.

Dated: _____, 2017

ATTEST:

4320 TOUHY LLC

By: _____

By: _____

Its: _____

Its: _____

Request For Board Action

REFERRED TO BOARD: February 7, 2017

AGENDA ITEM NO: 5

ORIGINATING DEPARTMENT: Public Works Department

SUBJECT: Consideration of a Resolution Approving the Lincolnwood Chamber of Commerce Street Light Banner Program on Pratt Avenue between McCormick Boulevard and Hamlin Avenue and in the Northeast Industrial District

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

On February 17, 2015 the Village Board discussed a request from the Lincolnwood Chamber of Commerce and Industry (Chamber) to install banners on Village-owned street lights on Touhy Avenue. The banners would include language identifying the Chamber and include the name of businesses that elected to participate on the bottom of the banner. The Village Board endorsed the program and requested that the Plan Commission hold a public hearing to discuss changes to the Zoning Code to allow advertising on street lights. The Plan Commission held a public hearing on April 11, 2015 and the Village Board adopted Ordinance No. 2015-3155 which allowed advertising on street light pole banner signs. The Ordinance requires any banners to receive approval of the Village Board via a Resolution.

The purpose of the program is to provide Lincolnwood businesses an opportunity to advertise along the Village's industrial corridor, create a community identifier for the commercial district, and provide an ongoing fundraiser for the Chamber of Commerce through the annual program. The program will be offered to any Lincolnwood businesses that are in good standing with the Chamber, while the Village maintains the right to hang banners on the poles and will provide the Chamber with 30 day notice prior to hanging any Village banners. The Chamber will hire a contractor to install and maintain the banners and the contractor will name the Village as additionally insured on their liability insurance. In the event of emergencies, the Public Works Department will communicate with the Chamber if any banners become damaged and require maintenance.

The Chamber will charge an initial fee per banner and an annual renewal fee. In the event that banner agreements are not renewed, the Chamber would provide banners without corporate sponsorship in order to maintain a full set of banners at their own expense. These banners will remain along the site until another business commits to sponsoring a banner. The Chamber will be responsible for placing all banner orders, receiving, installing, and maintaining all the banners with their contractor.

As previously noted, the program was originally intended for Touhy Avenue which is under control of the Illinois Department of Transportation (IDOT) and a permit application for the Chamber of Commerce's banner program was submitted to IDOT for review. After a lengthy review of the request, IDOT informed the Village that the permit would not be approved because State law does not allow for advertising within the State's right-of-way.

In an effort to move forward with the program, the Chamber is requesting that the Village allow banners be installed on Pratt Avenue stretching from McCormick Boulevard to Hamlin Avenue as a pilot site for the program. If the program is successful, the Chamber may seek to expand into other areas of the Northeast Industrial District on Northeast Parkway, Hamlin Avenue, Morse Avenue, and Lawndale Avenue. The proposed Resolution provides the Village Manager with administrative authority to approve expansion of the program if the general terms and the style of the banners do not change.

FINANCIAL IMPACT:

None.

DOCUMENTS ATTACHED:

1. Proposed Resolution
2. Letter from Lincolnwood Chamber of Commerce & Industry
3. Mockup of Proposed Banner and Draft Brochure

RECOMMENDED MOTION:

Move to approve a Resolution approving the installation of street pole banner signs on Pratt Avenue between McCormick Boulevard and Hamlin Avenue, and in the Northeast Industrial District.

VILLAGE OF LINCOLNWOOD

RESOLUTION NO. R2017-_____

**A RESOLUTION APPROVING THE INSTALLATION OF
STREET POLE BANNER SIGNS ON PRATT AVENUE
BETWEEN MCCORMICK BOULEVARD AND HAMLIN AVENUE,
AND IN THE NORTHEAST INDUSTRIAL DISTRICT**

WHEREAS, 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; and

WHEREAS, Section 11.05(25) of the "The Village of Lincolnwood Zoning Ordinance," as amended ("**Zoning Ordinance**"), regulates the display of banner signs affixed to street poles in public rights-of-way ("**Street Pole Banner Signs**"); and

WHEREAS, pursuant to Section 11.05(25)(ii) of the Zoning Ordinance, Street Pole Banner Signs may only be installed upon specific street poles in a public right-of-way approved by the Village Board of Trustees by resolution, which resolution must not be adopted unless evidence is presented that the owner of the affected poles and right-of-way authorize the installation of the Street Pole Banner Signs; and

WHEREAS, the Lincolnwood Chamber of Commerce ("**Chamber**") has submitted an request to the Village to install Street Pole Banner Signs on Pratt Avenue between McCormick Boulevard and Hamlin Avenue ("**Proposed Street Pole Banner Signs**"); and

WHEREAS, the Chamber has indicated that, if its Street Pole Banner Sign program is successful on Pratt Avenue, it may desire to expand the program to other streets in the Village, including Northeast Parkway between McCormick Boulevard and Central Park Avenue, Central Park Avenue between Lawndale Avenue and Pratt Avenue, Hamlin Avenue between Lunt Avenue and Pratt Avenue, and Morse Avenue between the former Union Pacific right-of-way and Hamlin Avenue (collectively, the "**Northeast Industrial District**"); and

WHEREAS, the Village is the owner of both the poles and right-of-way affected by the Proposed Street Pole Banner Signs and, in its authority as owner, desires to authorize the installation of the Proposed Street Pole Banner Signs by the Chamber; and

WHEREAS, the Village President and Board of Trustees have determined that the installation of the Proposed Street Pole Banner Signs by the Chamber will serve and be in the best interest of the Village and its residents;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LINCOLNWOOD, COOK COUNTY, ILLINOIS, as follows:

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

SECTION 2. APPROVAL OF PROPOSED STREET POLE BANNER SIGNS. In accordance with, and pursuant to, Section 11.05(25) of the Zoning Ordinance and the home rule powers of the Village, and subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 3 of this Resolution, the Village President and Board of Trustees do hereby: (i) approve the installation by the Chamber of the Proposed Street Pole Banner Signs on Pratt Avenue and, upon request by the Chamber and approval by the Village Manager, the other Village-owned streets within the Northeast Industrial District; and (ii) authorize the Village Manager to approve the final designs and specifications for all Proposed Street Pole Banner Signs prior to installation.

SECTION 3. LIMITATION OF APPROVAL. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Zoning Ordinance or any other rights the Chamber may have, the approval granted in Section 2 of this Resolution will apply and be limited only to the installation of Street Pole Banner Signs at those specific locations identified in the recitals of this Resolution. No additional Street Pole Banner Signs may be installed without first obtaining Village approval in accordance with the applicable provisions of the Zoning Ordinance.

SECTION 4. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval as provided by law.

PASSED this ____ day of _____, 2017.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTENTION: _____

APPROVED by me this ____ day of _____, 2017.

Lawrence A. Elster, President Pro-Tem
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this
____ day of _____, 2017

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



LINCOLNWOOD

Chamber of Commerce & Industry

4433 West Touhy Avenue, Mezzanine Level
Lincolnwood, Illinois 60712

January 12, 2017

Village of Lincolnwood
Mayor Turry, President
6900 North Lincoln Avenue
Lincolnwood, Illinois 60712

Re: Banner Program Proposal

Dear Mayor Turry,

Our initial request for consideration dated February 17th 2015 asked the Village to allow the Lincolnwood Chamber of Commerce & Industry (hereafter the "Chamber") to host a banner program. The Chamber proposed that the Village allow a section of Touhy Avenue between Crawford and McCormick as an initial starting point for the banner program. Since the Touhy Avenue roadway is managed by IDOT, the Village made a formal request with IDOT representatives asking for approval for the banner program following Village approval. After some delay, the final response from IDOT was to deny the program due to Illinois law that prevents commercial advertising along IDOT managed roadways.

In an effort to move forward with the program, Chamber members and Village members met to discuss other options. One option was to utilize Pratt Avenue and another option was to utilize the North East Parkway since both roadways are managed solely by the Village. In addition, sections of Pratt Avenue that are residential were discouraged as an initial testing site for the program. An agreed testing site along Pratt Avenue starting at McCormick and running West bound along the commercial section of the roadway was selected as the best option to begin the program.

The Chamber humbly requests permission from the Village of Lincolnwood to allow the Chamber to begin the banner program. As previously stated during the February 17th, 2015 meeting, the Chamber proposes the following:

- Purpose of the program:
 - Opportunity for businesses to advertise
 - Creation of a community identifier and brand for the commercial district
 - Provide an ongoing fundraiser for the Chamber
- Annual program
- Offered to Lincolnwood businesses that are in good standing with the Chamber
- The Chamber would be responsible for receiving and placing all banner orders:
 - Their contractor (Bannerville USA) would install and maintain the banners
 - Public Works will assist in emergency situations and communicate with the Chamber if banners need maintenance
 - The Chamber's contractor would name the Village as an additional insurer on their liability insurance and provide proof of insurance annually
- The Village would maintain the right to hang Village owned banners on the street lights

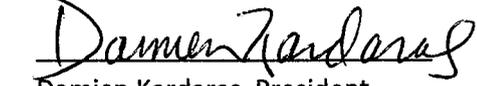
Following additional discussion about the program and concerns raised by the Village, additional considerations that will be made if the program is allowed are as follows:

- In the event that banner maintenance agreements are not renewed, the Chamber would, at its own expense, provide banners without corporate sponsorship logos attached in order to maintain a full set of banners along the test site until such time as another corporate sponsor commitment is put in place of the "sponsor-less" banners.
- The Chamber will provide a request letter for approval of the banner program. A final mock-up of the banner graphics would be provided in conjunction with the request letter. Both the request letter and the final mock-up would be subject to Village approval.
- The Village will consider adding additional street poles if the initial test site is successful. The Chamber will be required to submit additional written requests and be granted permission from the Village prior to any such expansion of the program.

With the Lincolnwood Chamber of Commerce committed to providing support to our business community, and the Village of Lincolnwood aiming to provide a framework by which organizations within the Village can all prosper together, the Chamber feels that gaining Village acceptance of the banner program would solidify a bond that all of us share by beautifying an area with visual indicators of a main Lincolnwood road, by promoting businesses within the Village, and by supporting the ongoing efforts of the Lincolnwood Chamber to bring us all together. We ask that you allow us that opportunity.

Thank you for your continued support and guidance.

Sincerely,

A handwritten signature in black ink that reads "Damien Kardaras". The signature is written in a cursive style with a large, sweeping initial "D".

Damien Kardaras, President

Lincolnwood Chamber of Commerce & Industry



LINCOLNWOOD

Chamber of Commerce & Industry

ALPHAMERIC
ACCOUNTING



**Your
Information
Here**

For best results consider selecting 1 or 2 of the following to be printed on your banner:

- Company Name**
- Logo**
- Website**
- Phone number**

Pricing and Renewal Fees

NEW ORDERS

\$300 each for 1-2 banners + \$50 (set-up fee)
 \$275 each for 3-9 banners + \$50 (set-up fee)
 \$250 each for 10+ banners + \$50 (set-up fee)

ANNUAL RENEWAL FEE

\$150 each for 1-2 banners
 \$125 each for 3-9 banners
 \$100 each for 10+ banners

The annual renewal fee covers all maintenance and permitting fees.

Name

Company

Address

Phone

Fax

1-2 banners _____ x \$300 each = \$ _____

3-9 banners _____ x \$275 each = \$ _____

10+ banners _____ x \$250 each = \$ _____

+ \$50 set-up fee

Total Amount Due \$ _____

Payment

Please make check payable to the Lincolnwood Chamber of Commerce & Industry. Payment must be received before the order can be processed

Please provide approximate addresses of where you would like your banners displayed below. Locations are not guaranteed. See opposite side for restrictions.

1. _____
2. _____
3. _____
4. _____
5. _____

Terms: I understand by signing below that the banners I ordered will remain up for one full year. After one year, an renewal fee must be paid annually in order for the banner to remain up. Also, I understand that my annual SCOC membership must be current to remain in the program.

(please sign for order to be processed)

PLEASE RETURN FORM TO:

Lincolnwood Chamber of Commerce & Industry
 4433 W. Touhy Ave. Mezzanine Level
 Lincolnwood, IL 60712

Lincolnwood Chamber of Commerce & Industry Banner Program

Display your business name on prominent commercial streets by ordering street pole banners for your business!

Through participation in this exciting program, you can advertise to the thousands that pass through the commercial streets of Lincolnwood daily. This promotional offer is exclusive to Lincolnwood Businesses who are Chamber members in good standing

Program Details

- The banners are installed on light poles along commercial streets in Lincolnwood
- Business information will be printed on the lower 1/3 of both sides of the 6-foot banner.
- Your banner is guaranteed to remain up for one year at which time members will have the option to renew.*
- The Chamber will fix or replace any wear or tear the banner suffers during the first year at no additional charge.
- Membership must be current for banners to be displayed.
- Banners cannot be displayed on signal lights, poles currently occupied by other members or on poles outside of competitors.

*The Lincolnwood Chamber of Commerce does not guarantee continual banner display on some streets. The Village of Lincolnwood reserves the right to remove banners.



2015 Lincolnwood Chamber of Commerce & Industry Street Pole Banner Program

**Advertise
24 hours a day,
7 days a week!**

Request For Board Action

REFERRED TO BOARD: February 7, 2017

AGENDA ITEM NO : 6

ORIGINATING DEPARTMENT: Finance

SUBJECT: Consideration of an Ordinance Initiating an Eligibility Study for the Re-Designation of the Lincoln-Touhy Redevelopment Project Area, and Waiving Competitive Bidding and Authorizing an Agreement with Kane, McKenna and Associates, Inc., for Performance of the Study

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Background

The Village created the Lincoln- Touhy Tax Increment Financing (TIF) District on February 11, 2011. The purpose of the TIF District was to provide the Village with certain powers as well as a financing method that could help carry out redevelopment activities in the designated area. The area included a portion of the Village generally located at the Northwest, Southwest and Southeast corners of Lincoln and Touhy Avenues. The TIF boundary was expanded in 2014 to include a parcel of land north and west of the site. A Redevelopment Plan for the TIF was prepared, consistent with state law, which provided the framework for future Village actions, over the next 23 years (the approved time frame of the TIF).

Since its formation, the equalized Assessed Valuation of the TIF district has substantially declined from the original value of 10,622,024 to the latest valuation of 5,813,709, a 45% decrease. In addition, the TIF has been in existence for six years with no activity planned, and has only 17 years left. This could be a major time constraint if the Village needed to offer financial assistance to a prospective developer.

Action

Staff is recommending that the Board approve resources to initiate a new eligibility study for the Lincoln-Touhy Redevelopment Project Area from Kane McKenna and Associates (KMA), the Village TIF consultant. KMA has successfully performed TIF consulting services for the Village in connection with several redevelopment projects, including the designation of the Lincoln-Touhy Redevelopment Project Area in 2011 and its amendment in 2014. If KMA determines that the Lincoln-Touhy Redevelopment Project Area qualifies for re-designation as a new redevelopment project under the TIF Act, and if the Village subsequently approves the new redevelopment project area, it is the intent of the Village that any eligible cost incurred after the date of designation of the existing Lincoln-Touhy Redevelopment Project Area be included within the new redevelopment

project area. If adopted, this ordinance will constitute the first step in repealing the existing Lincoln-Touhy TIF District, and establishing a brand new Lincoln-Touhy TIF District.

FINANCIAL IMPACT:

Increase the Fiscal Year 2016-2017 budget by approximately \$35,000.

DOCUMENTS ATTACHED:

1. Proposed Ordinance
2. Proposal from Consultant

RECOMMENDED MOTION:

Move to approve an Ordinance initiating an eligibility study for the re- designation of the Lincoln-Touhy Redevelopment Project Area, and waiving competitive bidding and authorizing an agreement with Kane, McKenna and Associates, Inc., for performance of the study.

VILLAGE OF LINCOLNWOOD

ORDINANCE NO. 2017-_____

**AN ORDINANCE INITIATING AN ELIGIBILITY STUDY FOR THE
RE-DESIGNATION OF THE LINCOLN-TOUHY REDEVELOPMENT PROJECT
AREA, AND WAIVING COMPETITIVE BIDDING AND AUTHORIZING AN
AGREEMENT WITH KANE, MCKENNA AND ASSOCIATES, INC.,
FOR PERFORMANCE OF THE STUDY**

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF LINCOLNWOOD
THIS ____ DAY OF _____, 2017.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Lincolnwood,
Cook County, Illinois this
_____ day of _____, 2017

Village Clerk

**AN ORDINANCE INITIATING AN ELIGIBILITY STUDY FOR THE
RE-DESIGNATION OF THE LINCOLN-TOUHY REDEVELOPMENT PROJECT
AREA, AND WAIVING COMPETITIVE BIDDING AND AUTHORIZING AN
AGREEMENT WITH KANE, MCKENNA AND ASSOCIATES, INC.,
FOR PERFORMANCE OF THE STUDY**

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

WHEREAS, the President and Board of Trustees ("*Corporate Authorities*") of the Village of Lincolnwood, Cook County, Illinois ("*Village*"), desire to revitalize and expand its local economy and provide for the development and redevelopment of existing businesses and underutilized properties and blighted areas within the Village, particularly including the area generally including the properties located at the northwest, southwest, and southeast corners of the intersection of Lincoln Avenue and Touhy Avenue in the Village and areas adjacent or related thereto ("*Study Area*"), in order to encourage private investment and enhance the tax base of the Village and other taxing bodies; and

WHEREAS, the Corporate Authorities have determined that in order to encourage private investment and restore and enhance the tax base of the Village and taxing districts having jurisdiction over the Study Area ("*Affected Taxing Districts*"), certain blighting and adverse conditions within the Study Area must be removed, and the Study Area must be developed and redeveloped; and

WHEREAS, the Village desires to create a plan and comprehensive program for developing and redeveloping the Study Area, which may include expenditure of funds including, but not limited to, studies, plans, financial analyses, architectural and engineering design and cost reviews, and legal matters; and

WHEREAS, the Village is authorized under the Tax Increment Allocation Redevelopment Act, 65 ILCS 11-74.4-1 *et seq.* ("*TIF Act*"), and its home rule powers to finance eligible and qualified redevelopment project costs in connection with redevelopment project areas designated in accordance with the conditions and requirements set forth in the TIF Act, and to provide other incentives to private parties in order to stimulate investment and reinvestment in the Study Area; and

WHEREAS, the Village hereby finds and determines that the assistance and financing requested herein will serve public purposes of the Village; and

WHEREAS, pursuant to the TIF Act, to implement tax increment financing, it is necessary for the Village to: (i) approve a redevelopment plan and redevelopment project; (ii) designate a redevelopment project area by finding, *inter alia*, that the area qualifies pursuant to statutory requirements and that the redevelopment project area on the whole has not been subjected to growth and development through private enterprise and would not reasonably be anticipated to be developed without the adoption of a redevelopment plan and project; and (iii) adopt tax increment allocation financing for said redevelopment project area; and

WHEREAS, on February 17, 2011, the Corporate Authorities adopted: (i) Ordinance No. 2011-2930, approving a redevelopment plan and project prepared by Kane, McKenna and Associates, Inc. ("*Lincoln-Touhy Redevelopment Plan and Project*") for the Study Area in the

Village ("*Lincoln-Touhy Redevelopment Project Area*"); (ii) Ordinance No. 2011-2931, designating the Lincoln-Touhy Redevelopment Project Area as a redevelopment project area pursuant to the TIF Act; and (iii) Ordinance No. 2011-2932, adopting tax increment allocation financing for the Lincoln-Touhy Redevelopment Project Area, pursuant to the TIF Act; and

WHEREAS, on June 3, 2014, the Corporate Authorities adopted: (i) Ordinance No. 2014-3099, approving an amended redevelopment plan and project prepared by Kane, McKenna and Associates, Inc. ("*Amended Redevelopment Plan and Project*") to include both the Lincoln-Touhy Redevelopment Project Area and the real property generally located immediately west and north thereof, along the north side of Touhy Avenue and the west side of Lincoln Avenue ("*Adjacent Redevelopment Area*"); (ii) Ordinance No. 2014-3100, amending the Lincoln-Touhy Redevelopment Project Area to include the Adjacent Redevelopment Area, pursuant to the TIF Act; and (iii) Ordinance No. 2014-3101, adopting tax increment allocation financing for the amended Lincoln-Touhy Redevelopment Project Area, pursuant to the TIF Act; and

WHEREAS, since the designation of the Lincoln-Touhy Redevelopment Project Area as a redevelopment project area, such area has not been redeveloped, and the blighting and adverse conditions remain present in such area; and

WHEREAS, the Village desires to undertake an eligibility study to determine whether the Study Area remains a blighted area and may still qualify as a blighted area, pursuant to the provisions of the TIF Act, and to undertake additional research necessary to determine whether there continues to be a lack of growth and development through private enterprise, so that all or a portion of the Study Area may be re-designated as a redevelopment project area pursuant to the TIF Act ("*Eligibility Study*"); and

WHEREAS, the Village desires to engage a professional consultant to perform the Eligibility Study; and

WHEREAS, Kane, McKenna and Associates, Inc., of Chicago, Illinois ("*KMA*"), has successfully performed TIF consulting services for the Village in connection with several prior redevelopment projects, including the designation of the Lincoln-Touhy Redevelopment Project Area in 2011 and its amendment in 2014; and

WHEREAS, KMA has submitted a proposal to the Village to provide the Eligibility Study for the proposed redevelopment of the Redevelopment Project Area ("*Proposal*"); and

WHEREAS, due to their successful performance of TIF consulting services in connection with past redevelopment projects in the Village, KMA has unique knowledge of the existing condition of property within the Village and of the Village's broader land use objectives; and

WHEREAS, the Village President and Board of Trustees have determined that KMA is uniquely qualified to complete the Eligibility Study in an efficient and cost-effective manner, and that is appropriate and in the best interests of the Village for KMA to perform the Eligibility Study in connection with the proposed redevelopment of the Redevelopment Project Area; and

WHEREAS, the Village desires to enter into an agreement with KMA for completion of the Eligibility Study in connection with the proposed redevelopment of the Redevelopment Project Area, in accordance with the Proposal ("**Agreement**"); and

WHEREAS, in order to enter into the Agreement, the President and Board of Trustees have determined that it is appropriate to waive competitive bidding for the Agreement and the performance by KMA of the Eligibility Study in connection with the proposed redevelopment of the Redevelopment Project Area, pursuant to Section 8-8-13 of the Municipal Code of Lincolnwood, as amended ("**Village Code**"); and

WHEREAS, the President and Board of Trustees has determined that it will serve and be in the best interests of the Village to enter into the Agreement for the performance of the Eligibility Study in connection with the proposed redevelopment of the Redevelopment Project Area;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LINCOLNWOOD, COOK COUNTY, ILLINOIS, as follows:

SECTION 1. RECITALS. 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. INITIATION OF ELIGIBILITY STUDY AND PROCESS FOR RE-DESIGNATION OF REDEVELOPMENT PROJECT AREA. The President and Board of Trustees hereby direct the Village Manager and Village Attorney to take such steps as are necessary and advisable to: (a) initiate the Eligibility Study and the process required by law for the re-designation of the Lincoln-Touhy Redevelopment Project Area (with or without the Adjacent Redevelopment Area) as a new redevelopment project area under the TIF Act; and (b) if the Eligibility Study concludes that the Lincoln-Touhy Redevelopment Project Area (with or without the Adjacent Redevelopment Area) qualifies for re-designation as a new redevelopment project area under the TIF Act, the termination of the existing redevelopment project area.

SECTION 3. WAIVER OF COMPETITIVE BIDDING. The advertising and bidding requirements for the Eligibility Study and the Agreement are hereby waived in accordance with Section 8-8-13 of the Village Code and the home rule powers of the Village.

SECTION 4. APPROVAL OF AGREEMENT. The President and Board of Trustees hereby approve the Agreement in substantially the form attached to this Ordinance as **Exhibit A**, and in a final form to be approved by the Village Manager and the Village Attorney.

SECTION 5. EXECUTION OF AGREEMENT. The Village Manager and the Village Clerk are hereby authorized and directed to execute and attest, on behalf of the Village, the Agreement upon receipt by the Village Clerk of at least one original copy of the Agreement executed by KMA; provided, however, that if the executed copy of the Agreement is not received by the Village Clerk within 30 days after the effective date of this Ordinance, then this authority to execute and attest will, at the option of the President and Board of Trustees, be null and void.

SECTION 6. REIMBURSEMENT OF EXPENDITURES. The President and Board of Trustees declare that, if KMA determines that the Lincoln-Touhy Redevelopment Project Area (with or without the Adjacent Redevelopment Area) qualifies for re-designation as a new redevelopment project area under the TIF Act, and if the Village subsequently approves the re-designation of the Lincoln-Touhy Redevelopment Project Area (with or without the Adjacent Redevelopment Area) as a new redevelopment project area, it is the intent of the Village that any eligible cost incurred after the date of designation of the existing Lincoln-Touhy Redevelopment Project Area be included within the redevelopment plan and project for any such newly-designated redevelopment project area.sw

SECTION 7. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and are to be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 8. EFFECTIVE DATE. This Ordinance will be in full force and effect from and after its passage, by a vote of two-thirds of the Board of Trustees, and approval and publication in the manner provided by law.

PASSED this ____ day of _____, 2017.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTENTION: _____

APPROVED by me this ____ day of _____, 2017.

Lawrence A. Elster, President Pro-Tem
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this
____ day of _____, 2017

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

#49340327_v4

EXHIBIT A
AGREEMENT

C. **Representations of Consultant.** The Consultant represents that it is financially solvent, has the necessary financial resources, and is sufficiently experienced and competent to perform and complete the consulting services that are set forth in the Proposal ("***Services***") in a manner consistent with the standards of professional practice observed by recognized consulting firms providing services of a similar nature.

SECTION 2. SCOPE OF SERVICES.

A. **Retention of the Consultant.** The Village retains the Consultant to perform, and the Consultant agrees to perform, the Services.

B. **Services.** The Consultant shall provide the Services pursuant to the terms and conditions of this Agreement.

C. **Commencement; Time of Performance.** The Consultant shall commence the Services immediately upon receipt of written notice from the Village that this Agreement has been fully executed by the parties hereto ("***Commencement Date***"). The Consultant shall diligently and continuously prosecute the Services until the completion of the Services or the termination of this Agreement by the Village, but in no event later than the date that is ____ days after the Commencement Date ("***Time of Performance***"). The Village may modify the Time of Performance at any time upon 15 days prior written notice to the Consultant. Delays caused by the Village shall extend the Time of Performance in equal proportion to the delay caused by the Village.

D. **Reporting.** The Consultant shall regularly report to the Village Manager, or his designee, regarding the progress of the Services during the term of this Agreement.

SECTION 3. COMPENSATION AND METHOD OF PAYMENT.

A. **Agreement Amount.** The total amount paid by the Village for the Services pursuant to this Agreement shall not exceed the amount identified as the "***Agreement Amount***" in Section 1.A of this Agreement. No claim for additional compensation shall be valid unless made in accordance with Sections 3.D or 3.E of this Agreement.

B. **Invoices and Payment.** The Consultant shall submit invoices in an approved format to the Village for costs incurred by the Consultant in performing the Services. The amount billed in each invoice for the Services shall be based solely upon the rates set forth in the Proposal and in no event shall the amounts billed in such invoices, in the aggregate, exceed the Agreement Amount. The Village shall pay to the Consultant the amount billed within 45 days after receiving such an invoice.

C. **Records.** The Consultant shall maintain records showing the actual time devoted and costs incurred, and shall permit the Village to inspect and audit all data and records of the Consultant for work done, pursuant to this Agreement. The records shall be made available to the Village at reasonable times during the term, and for one year after the termination, of this Agreement. The provisions of this Section 3.C shall survive the termination of this Agreement.

D. **Claim In Addition To Agreement Amount.**

1. The Consultant shall provide written notice to the Village of any claim for additional compensation as a result of action taken by the Village, within 15 days after the occurrence of such action.

2. The Consultant acknowledges and agrees that: (a) the provision of written notice pursuant to Section 3.D.1 of this Agreement shall not be deemed or interpreted as entitling the Consultant to any additional compensation; and (b) any changes in the Agreement Amount shall be valid only upon written amendment pursuant to Section 8.A of this Agreement.

3. Regardless of the decision of the Village relative to a claim submitted by the Consultant, the Consultant shall proceed with all of the work required to complete the Services under this Agreement, as determined by the Village, without interruption.

E. **Additional Services.** The Consultant acknowledges and agrees that the Village shall not be liable for any costs incurred by the Consultant in connection with any services that are outside the scope of this Agreement (“*Additional Services*”), regardless of whether such Additional Services are requested or directed by the Village, except upon the prior written consent of the Village.

F. **Taxes, Benefits, and Royalties.** Each payment by the Village to the Consultant includes all applicable federal, state, and local taxes (including Village taxes) of every kind and nature applicable to the Services, as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits, and all costs, royalties, and fees arising from the use on, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claims or rights to claim additional compensation by reason of the payment of any such tax, contribution, premium, cost, royalty, or fee are hereby waived and released by the Consultant.

G. **Final Acceptance.** The Services, or, if the Services are to be performed in separate phases, each phase of the Services, shall be considered complete on the date of final written acceptance by the Village of the Services or each phase of the Services, as the case may be, which acceptance shall not be unreasonably withheld or delayed.

SECTION 4. PERSONNEL; SUBCONTRACTORS.

A. Key Project Personnel. The "*Key Project Personnel*" identified in **Exhibit B** attached hereto shall be primarily responsible for carrying out the Services on behalf of the Consultant. The Key Project Personnel shall not be changed without the Village's prior written approval.

B. Availability of Personnel. The Consultant shall provide all personnel necessary to complete the Services including, without limitation, any Key Project Personnel identified in this Agreement. The Consultant shall notify the Village as soon as practicable prior to terminating the employment of, reassigning, or receiving notice of the resignation of, any Key Project Personnel. The Consultant shall have no claim for damages and shall not bill the Village for additional time and/or materials charges as the result of any portion of the Services which must be duplicated or redone due to such termination, reassignment, or resignation, nor shall Consultant have any claim for any delay or extension of the Time of Performance as a result of any such termination, reassignment, or resignation.

C. Approval and Use of Subcontractors. The Consultant shall perform the Services with its own personnel and under the management, supervision, and control of its own organization, unless otherwise approved in advance by the Village in writing. All subcontractors and subcontracts used by the Consultant shall be acceptable to, and approved in advance by, the Village. The Village's approval of any subcontractor or subcontract shall not relieve the Consultant of full responsibility and liability for the provision, performance, and completion of the Services as required by this Agreement. All Services performed under any subcontract shall be subject to all of the provisions of this Agreement in the same manner as if performed by employees of the Consultant. For purposes of this Agreement, the term "Consultant" shall be deemed also to refer to all subcontractors of the Consultant, and every subcontract shall include a provision binding the subcontractor to all provisions of this Agreement.

D. Removal of Personnel and Subcontractors. If any personnel or subcontractor fails to perform the Services in a manner satisfactory to the Village and consistent with commonly accepted professional practices, the Consultant shall immediately upon notice from the Village remove and replace such personnel or subcontractor. The Consultant shall have no claim for damages, for compensation in excess of the Agreement Amount, or for a delay or extension of the Time of Performance as a result of any such removal or replacement.

SECTION 5. CONFIDENTIAL INFORMATION.

A. Village Confidential Information. The term "*Village Confidential Information*" shall mean information in the possession or under the control of the Village relating to the technical, business, or corporate affairs of the

Village; Village property; user information, including, without limitation, any information pertaining to usage of the Village's computer system, including and without limitation, any information obtained from server logs or other records in electronic or machine readable form; and the existence, and terms and conditions, of this Agreement. Village Confidential Information shall not include information that can be demonstrated to have: (1) been rightfully in the possession of the Consultant and obtained from a source other than the Village prior to the time of disclosure of such information to the Consultant pursuant to this Agreement ("*Time of Disclosure*"); (2) been in the public domain prior to the Time of Disclosure; (3) become part of the public domain after the Time of Disclosure by a publication or any other means, except an unauthorized act or omission or breach of this Agreement on the part of the Consultant or the Village; or (4) been supplied to the Consultant after the Time of Disclosure without restriction by a third party who is under no obligation to the Village to maintain such information in confidence.

B. No Disclosure of Village Confidential Information by the Consultant. The Consultant acknowledges that it shall, in performing the Services for the Village under this Agreement, have access, or be directly or indirectly exposed, to Village Confidential Information. The Consultant shall hold confidential all Village Confidential Information and shall not disclose or use such Village Confidential Information without the express prior written consent of the Village. The Consultant shall use reasonable measures to protect all Village Confidential Information at least as strict as those the Consultant uses to protect its own confidential information. Such measures shall include, without limitation, requiring employees and subcontractors of the Consultant to execute a non-disclosure agreement before obtaining access to Village Confidential Information.

SECTION 6. STANDARD OF SERVICES AND INDEMNIFICATION.

A. Representation and Certification of Services. The Consultant represents and certifies that the Services shall be performed in accordance with the standards of professional practice, care, and diligence practiced by recognized consulting firms in existence at the Time of Performance in performing services of a similar nature. The representations and certifications expressed shall be in addition to any other representations and certifications expressed in this Agreement, or expressed or implied by law, which are hereby reserved unto the Village.

B. Indemnification. The Consultant shall, and does hereby agree to, indemnify, save harmless, and defend the Village against all damages, liability, claims, losses, and expenses (including attorneys' fees) that may arise, or be alleged to have arisen, out of or in connection with the Consultant's performance of, or failure to perform, the Services or any part thereof, or any failure to meet the representations and certifications set forth in Section 6.A of this Agreement.

C. **Insurance.** The Consultant shall provide, at its sole cost and expense, liability insurance in the aggregate amount of no less than \$1,000,000, which insurance shall include, without limitation, protection for all activities associated with the Services. The insurance shall be for a minimum of \$1,000,000 per occurrence for bodily injury and \$1,000,000 per occurrence for property damage. The Consultant shall cause the Village to be named as an additional insured on the insurance policy described in this Section 6.C. Not later than 10 days after the Commencement Date, the Consultant shall provide the Village with either: (a) a copy of the entire insurance policy; or (b) a Certificate of Insurance along with a letter from the broker issuing the insurance policy to the effect that the Certificate accurately reflects the contents of the insurance policy. The insurance coverages and limits set forth in this Section 6.C shall be deemed to be minimum coverages and limits, and shall not be construed in any way as a limitation on the Consultant's duty to carry adequate insurance or on the Consultant's liability for losses or damages under this Agreement.

D. **No Personal Liability.** No elected or appointed official or employee of the Village shall be personally liable, in law or in contract, to the Consultant as a result of the execution of, or otherwise in connection with, this Agreement.

SECTION 7. CONSULTANT AGREEMENT GENERAL PROVISIONS.

A. **Relationship of the Parties.** The Consultant shall act as an independent contractor in providing and performing the Services. Nothing in, nor done pursuant to, this Agreement shall be construed: (1) to create the relationship of principal and agent, employer and employee, partners, or joint venturers between the Village and the Consultant; or (2) to create any relationship between the Village and any subcontractor of the Consultant.

B. **Conflict of Interest.** The Consultant represents and certifies that, to the best of its knowledge: (1) no elected or appointed Village official, employee or agent has a personal financial interest in the business of the Consultant or in this Agreement, or has personally received payment or other consideration for this Agreement; (2) as of the date of this Agreement, neither the Consultant nor any person employed or associated with the Consultant has any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement; and (3) neither the Consultant nor any person employed by or associated with the Consultant shall at any time during the term of this Agreement obtain or acquire any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement.

C. **No Collusion.** The Consultant represents and certifies that the Consultant is not barred from contracting with a unit of state or local government as a result of: (1) a delinquency in the payment of any tax administered by the

Illinois Department of Revenue, unless the Consultant is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 *et seq.* of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 *et seq.*; or (2) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code of 1961, 720 ILCS 5/33E-1 *et seq.* The Consultant represents that the only persons, firms, or corporations interested in this Agreement as principals are those disclosed to the Village prior to the execution of this Agreement, and that this Agreement is made without collusion with any other person, firm, or corporation. If at any time it shall be found that the Consultant has, in procuring this Agreement, colluded with any other person, firm, or corporation, then the Consultant shall be liable to the Village for all loss or damage that the Village may suffer, and this Agreement shall, at the Village's option, be null and void.

D. Termination. Notwithstanding any other provision hereof, the Village may terminate this Agreement at any time upon 15 days written notice to the Consultant. In the event that this Agreement is so terminated, the Consultant shall be paid for Services actually performed and reimbursable expenses actually incurred by the Consultant, if any, prior to termination, not exceeding the value of the Services completed, which shall be determined on the basis of the rates set forth in the Proposal.

E. Compliance With Laws and Grants.

1. **Compliance with Laws.** The Consultant shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Services are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable statutes, ordinances, rules, and regulations, including, without limitation: (i) any applicable prevailing wage laws; (ii) the Fair Labor Standards Act; (iii) any statutes regarding qualification to do business; (iv) any statutes requiring preference to laborers of specified classes; and (v) any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq.*, and the Illinois Human Rights Act, 775 ILCS 5/1-101 *et seq.* The Consultant shall also comply with all conditions of any federal, state, or local grant received by the Village or the Consultant with respect to this Agreement or the Services. Further, the Consultant shall have a written sexual harassment policy in compliance with Section 2-105 of the Illinois Human Rights Act.

2. **Liability for Noncompliance.** The Consultant shall be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or

in connection with the Consultant's, or any of its subcontractors', performance of, or failure to perform, the Services or any part thereof.

3. Required Provisions. Every provision of law required by law to be inserted into this Agreement shall be deemed to be inserted herein.

F. Default. If it should appear at any time that the Consultant has failed or refused to prosecute, or has delayed in the prosecution of, the Services with diligence at a rate that assures completion of the Services in full compliance with the requirements of this Agreement, or has otherwise failed, refused, or delayed to perform or satisfy the Services or any other requirement of this Agreement (each an "*Event of Default*"), and fails to cure any such Event of Default within ten business days after the Consultant's receipt of written notice from the Village of such Event of Default, then the Village shall have the right, without prejudice to any other remedies provided by law or equity, to pursue any one or more of the following remedies:

1. Cure by Consultant. The Village may require the Consultant, at the Consultant's sole cost and expense, within a reasonable time, to complete or correct all or any part of the Services that are the subject of the Event of Default and to take any or all other action necessary to bring the Consultant and the Services into compliance with this Agreement.

2. Termination of Agreement by Village. The Village may terminate this Agreement without liability for further payment of amounts due or to become due under this Agreement after the effective date of termination.

3. Withholding of Payment by Village. The Village may withhold from any payment, whether or not previously approved, or may recover from the Consultant, any and all costs, including attorneys' fees and administrative expenses, incurred by the Village as the result of any Event of Default or as a result of actions taken by the Village in response to any Event of Default.

G. No Additional Obligation. The parties acknowledge and agree that the Village is under no obligation, under this Agreement or otherwise, to negotiate or enter into any other or additional contracts or agreements with the Consultant or with any vendor solicited or recommended by the Consultant.

H. Village Board of Trustees Authority. Notwithstanding any provision of this Agreement, any negotiations or agreements with, or representations by the Consultant to, vendors shall be subject to the approval of the Village Board of Trustees. For purposes of this Section 7.H, "vendors" shall mean entities engaged in subcontracts for the provision of additional services directly to the Village. The Village shall not be liable to any vendor or third party for any agreements made by the Consultant without the knowledge and approval of the Village Board of Trustees.

I. **Mutual Cooperation.** The Village agrees to cooperate with the Consultant in the performance of the Services, including meeting with the Consultant and providing the Consultant with such non-confidential information that the Village may have that may be relevant and helpful to the Consultant's performance of the Services. The Consultant agrees to cooperate with the Village in the performance and completion of the Services and with any other consultants engaged by the Village.

J. **News Releases.** The Consultant shall not issue any news releases, advertisements, or other public statements regarding the Services without the prior written consent of the Village Manager.

K. **Ownership.** Designs, drawings, plans, specifications, photos, reports, information, observations, calculations, notes, and any other documents, data, or information, in any form, prepared, collected, or received from the Village by the Consultant in connection with any or all of the Services to be performed under this Agreement (collectively, the "***Documents***") shall be and remain the exclusive property of the Village. At the Village's request, or upon termination of this Agreement, the Consultant shall cause the Documents to be promptly delivered to the Village.

L. **GIS Data.** The Village has developed digital map information through Geographic Information Systems Technology ("***GIS Data***") concerning the real property located within the Village. If requested to do so by the Consultant, the Village agrees to supply the Consultant with a digital copy of the GIS Data, subject to the following conditions:

1. **Limited Access to GIS Data.** The GIS Data provided by the Village shall be limited to the scope of the Services that the Consultant is to provide for the Village pursuant to this Agreement;

2. **Purpose of GIS Data.** The Consultant shall limit its use of the GIS Data to its intended purpose of furtherance of the Services; and

3. **Agreement with Respect to GIS Data.** The Consultant does hereby acknowledge and agree that:

a. **Trade Secrets of the Village.** The GIS Data constitutes proprietary materials and trade secrets of the Village, and shall remain the property of the Village;

b. **Consent of Village Required.** The Consultant will not provide or make available the GIS Data in any form to anyone without the prior written consent of the Village Manager;

c. Supply to Village. At the request of the Village, the Consultant shall supply the Village with any and all information that may have been developed by the Consultant based on the GIS Data;

d. No Guarantee of Accuracy. The Village makes no guarantee as to the accuracy, completeness, or suitability of the GIS Data in regard to the Consultant's intended use thereof; and

e. Discontinuation of Use. At such time as the Services have been completed to the satisfaction of the Village, the Consultant shall cease its use of the GIS Data for any purpose whatsoever, and remove the GIS Data from all of the Consultant's databases, files, and records; and, upon request, an authorized representative of the Village shall be afforded sufficient access to the Consultant's premises and data processing equipment to verify compliance by the Consultant with this Section 7.L.3.e.

SECTION 8. GENERAL PROVISIONS.

A. **Amendment.** No amendment or modification to this Agreement shall be effective until it is reduced to writing and approved and executed by the Village and the Consultant in accordance with all applicable statutory procedures.

B. **Assignment.** This Agreement may not be assigned by the Village or the Consultant without the prior written consent of the other party.

C. **Binding Effect.** The terms of this Agreement shall bind and inure to the benefit of the Village, the Consultant, and their respective agents, successors, and assigns.

D. **Notice.** All notices required or permitted to be given under this Agreement shall be in writing and shall be delivered (1) personally, (2) by a reputable overnight courier, or by (3) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid. Unless otherwise expressly provided in this Agreement, notices shall be deemed received upon the earlier of: (a) actual receipt; (b) one business day after deposit with an overnight courier, as evidenced by a receipt of deposit; or (c) four business days following deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Section 8.D, each party shall have the right to change the address or the addressee, or both, for all future notices and communications to the other party, but no notice of a change of addressee or address shall be effective until actually received.

Notices and communications to the Village shall be addressed to, and delivered at, the following address:

Village of Lincolnwood
6900 North Lincoln Avenue

Lincolnwood, IL 60712
Attention: Village Manager

With a copy to:

Holland & Knight LLP
131 S. Dearborn, 30th Floor
Chicago, Illinois 60603
Attention: Steven M. Elrod, Village Attorney

Notices and communications to the Consultant shall be addressed to, and delivered at, the following address:

Kane, McKenna and Associates, Inc.
150 North Wacker Drive, Suite 1600
Chicago, Illinois 60606
Attention: _____

With a copy to:

E. Third Party Beneficiary. No claim as a third party beneficiary under this Agreement by any person, firm, or corporation shall be made or be valid against the Village.

F. Provisions Severable. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.

G. Time. Time is of the essence in the performance of all terms and provisions of this Agreement.

H. Calendar Days and Time. Unless otherwise provided in this Agreement, any reference in this Agreement to "day" or "days" shall mean calendar days and not business days. Notwithstanding the foregoing, if the date for giving of any notice required to be given, or the performance of any obligation, under this Agreement falls on a Saturday, Sunday, or federal holiday, then the notice or obligation may be given or performed on the next business day after that Saturday, Sunday, or federal holiday.

I. **Governing Laws.** This Agreement shall be governed by, construed and enforced in accordance with the internal laws, but not the conflicts of laws rules, of the State of Illinois.

J. **Authority to Execute.**

1. **The Village.** The Village hereby warrants and represents to the Consultant that the persons executing this Agreement on its behalf have been properly authorized to do so by its corporate authorities.

2. **The Consultant.** The Consultant hereby warrants and represents to the Village that the persons executing this Agreement on its behalf have the full and complete right, power, and authority to enter into this Agreement and to agree to the terms, provisions, and conditions set forth in this Agreement, and that all legal actions needed to authorize the execution, delivery, and performance of this Agreement have been taken.

K. **Entire Agreement.** This Agreement constitutes the entire agreement between the parties to this Agreement and supersedes all prior agreements and negotiations between the parties, whether written or oral, relating to the subject matter of this Agreement.

L. **Waiver.** Neither the Village nor the Consultant shall be under any obligation to exercise any of the rights granted to them in this Agreement except as each may determine to be in its best interest from time to time. The failure of the Village or the Consultant, as the case may be, to exercise at any time any such rights shall not be deemed or construed as a waiver of that right, nor shall the failure void or affect the Village's or the Consultant's right to enforce such rights or any other rights.

M. **Consents.** Unless otherwise provided in this Agreement, whenever the consent, permission, authorization, approval, acknowledgement, or similar indication of assent of any party to this Agreement, or of any duly authorized officer, employee, agent, or representative of any party to this Agreement, is required in this Agreement, the consent, permission, authorization, approval, acknowledgement, or similar indication of assent shall be in writing.

N. **Grammatical Usage and Construction.** In construing this Agreement, pronouns include all genders and the plural includes the singular and vice versa.

O. **Interpretation.** This Agreement shall be construed without regard to the identity of the party who drafted the various provisions of this Agreement. Moreover, each and every provision of this Agreement shall be construed as though all parties to this Agreement participated equally in the drafting of this Agreement.

As a result of the foregoing, any rule or construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.

P. Headings. The headings, titles, and captions in this Agreement have been inserted only for convenience and in no way define, limit, extend, or describe the scope or intent of this Agreement.

Q. Exhibits. Exhibit A and Exhibit B attached to this Agreement are, by this reference, incorporated in, and made a part of, this Agreement. In the event of a conflict between an Exhibit and the text of this Agreement, the text of this Agreement shall control.

R. Rights Cumulative. Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement shall be cumulative and shall not be exclusive of any other rights, remedies, and benefits allowed by law.

S. Counterpart Execution. This Agreement may be executed in several counterparts, each of which, when executed, shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties have executed this Agreement this _____ day of _____, 2017.

ATTEST:

VILLAGE OF LINCOLNWOOD

By: _____
Beryl Herman, Village Clerk

By: _____
Timothy Wiberg, Village Manager

ATTEST:

CONSULTANT

By: _____

By: _____

Title: _____

Its: _____

#49339805_v1

EXHIBIT A
PROPOSAL

December 29, 2016

Mr. Robert Merkel
Finance Director
Village of Lincolnwood
6900 North Lincoln Avenue
Lincolnwood, Illinois 60712

**RE: Letter of Agreement – Village of Lincolnwood
Proposed Lincoln TIF District**

Dear Mr. Merkel:

Kane, McKenna and Associates, Inc. ("KMA") is prepared to assist the Village of Lincolnwood (the "Village") regarding professional services associated with the review and analysis of a proposed redevelopment project for property located within the Village and generally located in the area bounded by the northwest intersection of Touhy and Lincoln Avenue (the "Project").

**SCOPE OF SERVICES – PREPARE TIF DESIGNATION AND RELATED TIF
REVENUE REVIEW**

- (1) Assist the Village in investigating the desirability and feasibility of utilizing Tax Increment Financing ("TIF") or other appropriate economic development incentives for funding certain redevelopment costs related to redevelopment of the Project.
- (2) Prepare preliminary estimates of tax increment revenues and supportable public assistance.
- (3) Review the characteristics of the Project site in order to recommend the specific boundaries for a TIF district or related economic development programs, and to assess the potential qualification factors (strengths and weaknesses) of any identified area under Illinois law.
- (4) Prepare a preliminary designation analysis which assesses the pros and cons of pursuing TIF or other forms of economic incentives.

Mr. Robert Merkel
Page Two
December 29, 2016



At a minimum, the Report will include the following:

- a. Review area for land use and conditions and summarize results.
 - b. Establish preliminary project boundaries.
 - c. Determine area qualifications for a potential TIF District.
 - d. Prepare survey analysis and identify necessary documentation to back up any findings.
- (5) In the event that other local financing programs or economic development tools are complimentary to or alternatives to TIF, KMA would identify programs and a strategy for implementing them and any conditions for their use in connection with the Project.
- (6) For presentation to the Village, prepare the initial tax revenue projections and prepare related financing alternatives. Identify potentially eligible public improvements and other activities as well as potential public financing options.

Under Village direction complete the redevelopment plan and project required by the TIF law. Among other elements the redevelopment plan prepared for the Proposed TIF District will include:

- (7) A statement of redevelopment goals and objectives.
- (8) Examination of TIF qualification factors and presentation of rationale for basis under which the TIF District is to be justified under State law.
- (9) A statement of eligible redevelopment activities the Village may allow under the plan.
- (10) Presentation of estimated costs for the redevelopment projects contemplated for implementation under the plan.

Mr. Robert Merkel
Page Three
December 29, 2016



- (11) A detailed discussion of impediments to the successful redevelopment of the project area and the measures the Village could undertake to eliminate such barriers so to promote economic revitalization of the project area.
- (12) Assist the Village by participating in required public hearings, and Joint Review Board meetings, as well as helping to insure preparation and execution of proper notification as required for all meetings.
- (13) Assist the Village in participating in meetings with all interested and affected parties, including property owners, and overlapping tax jurisdictions. KMA will help the Village to follow the procedures for such gatherings as required by State law.
- (14) Work with the Village's counsel to meet all the requirements of Illinois law so to insure proper establishment of the TIF District.
- (15) Assist Village's counsel in preparation of the appropriate Ordinances required for adoption of the redevelopment plan and project by the Village to legally put in place the TIF District.
- (16) Assist the Village to establish and maintain complete documentation files to assure proper support of eligibility findings in order to support legal standing for establishment of the TIF District.

COMPENSATION FOR SERVICES

The Village shall be billed monthly for services at the following rates per hour:

<u>Personnel</u>	<u>Hourly Rates</u>
President	\$200.00/Hour
Executive Vice President	\$175.00/Hour
Officers	\$150.00/Hour
Associates	\$100.00/Hour
Research	\$ 60.00/Hour
Administrative	\$ 25.00/Hour

Either party may cancel this contract upon three (3) days written notice.

Mr. Robert Merkel
Page Four
December 29, 2016



KMA would undertake the services described above for a not to exceed fee of \$35,000.00

In the event that the Village would undertake the following tasks, we estimate that the fee could be reduced as follows:

- a) Preparation and compilation of mailing lists related to the residential addresses within 750 feet of the TIF boundaries and all taxpayers of record.
- b) Undertake and prepare all certified mailings.

Tasks c) and d) could result in savings of \$1,500 to \$2,000.

The estimate above would not include preparation of the legal description, cost of mailings and any newspaper publications.

Mr. Robert Merkel
Page Five
December 29, 2016



Please indicate Village's acceptance of this Agreement by executing the original and copy, and by returning the original to us. We look forward to working with you on this project.

Sincerely,

Robert Rychlicki
Executive Vice President

AGREED TO:

Robert Rychlicki, Executive Vice President
Kane, McKenna and Associates, Inc.

12/29/16

Date

Village of Lincolnwood

Date

Request For Board Action

REFERRED TO BOARD: February 7, 2017

AGENDA ITEM NO: 7

ORIGINATING DEPARTMENT: Community Development

SUBJECT: Consideration of a Resolution Approving an Implementation Plan Addressing the Goals in the Adopted 2016 Comprehensive Plan for the Village of Lincolnwood

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

At the October 20, 2016 Village Board meeting, a new Comprehensive Plan was adopted. This Plan was the culmination of over 18 months of research, community engagement, and thoughtful discussion and analysis by the Comprehensive Plan Committee, Village Board, Plan Commission, and Village staff. The end product encompassed multiple goals and directives in its vision for Lincolnwood over the next 15 years.

In order to carry out the goals described in the Comprehensive Plan, staff has prepared the attached Implementation Plan. The Plan has been divided into the following categories based upon the description of each goal, policy, and objective:

Residential Development	Commercial Development
Parking/Property Access	Design/Appearance Standards & Code Amendments
Transportation & Streets/Alleys	Pedestrian/Bicycle Mobility
Parks	Stormwater Management
Code Enforcement	Miscellaneous

The Implementation Plan lists various goals under each category and provides the following information:

- **Responsibility** - This denotes the department with responsibility for implementing the goal. Departments listed include Community Development (CD), Police Department (PD), Public Works (PW), Administration (ADMIN), Engineering (ENG), and Parks & Recreation (PARK). Several goals require the cooperation of multiple departments, as is noted.
- **Timeframe** - The projected timeframe for beginning and ending work on each goal is noted. Some goals are ongoing throughout the life of this document and others have distinct beginnings and ends. The Quarter or Year in which a goal begins and ends is marked with an "X". For those goals in which multiple quarters or years will be necessary for completion, the "X" notation will be repeated several times.

- **Budget Needed** – The funds necessary to complete each goal are noted. Funding necessities are described as being either: 1) Not Applicable (N/A), as no budgeted funds will be necessary outside of staff time; 2) \$ (under \$20,000), which is considered a small project that does not require formal bidding; 3) \$\$ (\$20,000 - \$50,000), a medium-sized project which requires formal bidding; and 4) \$\$\$ (over \$50,000), which would entail a Capital project.
- **Comprehensive Plan Goal** – This is the goal language taken directly from the Comprehensive Plan. There is also a reference to the section of the plan in which each goal is located. Finally, the notation at the end of the line translates as follows: (P) = Policy; (CA) = Code Amendment; and (A) = Action (must be taken).

It should be noted that in the case of "Code Amendment" or "Action", a process will be followed which sometimes involves a review process, but always involves Village Board authorization. In the case of a policy, there will be no formal action as these policies have been authorized as part of the adopted Comprehensive Plan.

FINANCIAL IMPACT:

Varies, depending on the project.

DOCUMENTS ATTACHED:

1. Proposed Resolution
2. Proposed Implementation Plan
3. Comprehensive Plan Dated October 2016

RECOMMENDED MOTION:

Move to approve a Resolution adopting the Comprehensive Plan implementation plan.

VILLAGE OF LINCOLNWOOD

RESOLUTION NO. R2017-_____

**A RESOLUTION ADOPTING THE
COMPREHENSIVE PLAN IMPLEMENTATION PLAN**

WHEREAS, on October 20, 2016, the Village Board of Trustees adopted a new Comprehensive Plan which established a community vision and policy guidelines regarding growth and development and provided goals (“*Comprehensive Plan*”); and

WHEREAS, in order to implement the Comprehensive Plan goals, Village Staff prepared a plan setting forth the responsible department, required budget, and timeframe for each goal (“*Comprehensive Plan Implementation Plan*”); and

WHEREAS, the Village President and Board of Trustees have determined that the adoption of the Comprehensive Plan Implementation Plan will serve and be in the best interest of the Village;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LINCOLNWOOD, COOK COUNTY, ILLINOIS, as follows:

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

SECTION 2. ADOPTION OF COMPREHENSIVE PLAN IMPLEMENTATION PLAN. The Comprehensive Plan Implementation Plan is hereby approved and adopted in substantially the form attached to this Resolution as **Exhibit A**.

SECTION 3. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval as provided by law.

[SIGNATURE PAGE FOLLOWS]

PASSED this ____ day of _____, 2017.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTENTION: _____

APPROVED by me this ____ day of _____, 2017.

Lawrence A. Elster, President Pro-Tem
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this
____ day of _____, 2017

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

#29375252_v1

EXHIBIT A

COMPREHENSIVE PLAN IMPLEMENTATION PLAN

New Comprehensive Plan Implementation Plan

CD=Community Development; PD=Police Department; PW=Public Works;
 ADMIN=Administration; ENG=Engineering; PARK=Parks & Recreation
 P=Policy, CA=Code Amendment, A=Action Step
 \$=Under \$20,000 \$\$=\$20,000-\$50,000 \$\$\$=Over \$50,000

1/25/17

Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Residential Development												
Multi-Family Development Along Commercial Corridors	CD	X									N/A	Support the redevelopment of obsolete or non-viable commercial lots along Lincoln Avenue to multi-family or townhouse uses that enhance housing variety and create a more appropriate transition to existing neighborhoods. (Commercial Area Goal 2.2 pg 33) (P)
	CD			X	X						N/A	Amend the Village's zoning map to allow for quality multi-family redevelopment within and adjacent to commercial corridors as part of a larger economic development vision (See Commercial Objective 2.1) (Residential Area Goal 1.2 page 29) (CA)
	CD			X	X						N/A	Amend the Village's zoning ordinance to allow for appropriate residential development as a component of mixed-use projects along commercial corridors. (Residential Area Goal 1.4 page 29) (CA)
Commercial Development												
Property acquisition for Commercial Redevelopment & Improvement	CD	X									N/A	As teardowns occur, encourage developers to purchase existing properties in such a manner that there are not small "leftover" lots between larger teardown lots. (Residential Area Goal 1.1 page 29) (P)
	CD	X									N/A	Encourage the market-driven acquisition and redevelopment of residential lots adjacent to Lincoln Avenue commercial uses in order to create more viable commercial blocks. Commercial Area Goal 2.1 page 32) (P)
	CD, ENG, ADMIN, PW						X	X	X	X	\$\$\$ (TIF)	Encourage and support local property owners to improve Capitol Drive for public truck traffic and provide an industrial circulator road between the end of Capitol Drive and Central Park Avenue. (Industrial Area Goal 1.1 page 35) (P)
Redevelopment of Residential Properties	CD	X									N/A	Encourage land-locked residential blocks on Keating Avenue and Kilpatrick Avenue to transition to uses compatible with surrounding development. Residential Area Goal 1.6 page 30) (P)
Maximize Open Space via Planned Unit Development approval process	CD	X									N/A	Utilize the approval process for the Purple Hotel site as an opportunity to maximize public benefits related to open spaces, walkability, and design character. (Commercial Area Goal 1.2 page 31) (P)
	CD	X									N/A	Utilize the Planned Unit Development approval process to integrate quality, usable open spaces into larger development and redevelopment throughout the Village. (Parks & Open Spaces Goal 2.3 page 51) (CA)
Improve Existing Business & Attract New Businesses	CD	X									N/A	Continue to implement the Lincolnwood Business Park Retail Analysis and Feasibility Report in order to improve existing businesses and attract new development to the Town Center area. (Commercial Area Goal 1.3 page 31) (P)
	CD			X	X	X	X	X	X	X	N/A	Market the success of the Village's façade improvement program and encourage greater participation among business owners. Commercial Area Goal 1.4 page 32) (P)

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1/25/17

Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Parking/Property Access												
Increase Off-Street Parking	CD	X									N/A	Encourage the use of obsolete or vacant commercial properties as opportunities for parking that supports nearby commerce. (Commercial Area Goal 2.3 page 33) (P)
	CD, ENG, ADMIN, PW	X				X	X	X			\$	Identify opportunities where the rear portions of blocks with commercial frontage or underutilized commercial lots can be used for additional parking. (Vehicular Traffic & Circulation Goal 2.1 page 42) (P)
	CD, ENG, PW	X						X			\$\$\$ (TIF)	Expand parking opportunities in the Northeast Business Park through the installation of additional surface lots and/or the addition of angle parking along the public streets under the Village's jurisdiction. (Vehicular Traffic & Circulation Goal 1.6 page 43) (A)
	CD, ADMIN, PW				X	X	X	X				\$
Improvement of Existing Off-Street Parking	CD	X									N/A	As parking lot improvements are made, work with property owners to improve parking lots in a way that best meets the community objectives. (Commercial Area Goal 1.5 page 32) (CA)
Property Access	CD	X									N/A	Encourage vehicular cross-access between adjacent commercial parking lots. (Commercial Area Goal 3.4 page 34) (P)
	CD	X									N/A	Prohibit back-out parking on to major roadways. (Commercial Area Goal 3.1 page 33) (CA)
	CD	X									N/A	Limit vehicular access from major streets, instead relying on side streets and alleys for parking ingress and egress. (Commercial Area Goal 3.3 page 33) (CA)
	CD, ENG	X									N/A	Continue to use development review and approval as a means of ensuring that large development projects provide logical connections to surrounding streets. (Vehicular Traffic & Circulation Goal 1.4 page 42) (A)
Design/Appearance Standards & Code Amendments												
Create Residential Design Book	CD			X	X	X	X				N/A	Establish a residential pattern book to guide the design of infill housing related to bulk and scale, massing, and architectural detail. (Residential Area Goal 2.1 page 30) (CA)
Eliminate Certain Alleys	CD, ADMIN, PW					X	X				N/A	In blocks where alleys exist, require new residential development to provide vehicular access from the public street where feasible so that alleys can be vacated over time. (Residential Area Goal 1.7 (page 30) (CA)
Review Circular Driveway Regulations	CD								X		N/A	Modify design standards for front yard circular driveways in order to minimize the visual impacts on neighborhood character. (Residential Area Goal 2.2 page 31) (CA)
Review Design Regulations for Industrial Properties Facing Residential	CD				X						N/A	Improve the aesthetics of industrial properties that face residential areas or open spaces. (Industrial Area Goal 1.1 page 35) (CA)
Adopt PACE Design Standards	CD				X						N/A	Amend zoning regulations to reference Pace's Design Review Assistance for Transit (DRAFT) program for development projects abutting bus transit alignments. (Transit Goal 1.4 page 45) (CA)

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Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Transportation & Streets/Alleys												
Eliminate Access Points of Vacated Alleys	PW					X	X	X	X	\$\$\$	Remove access points to vacated alleys (Vehicular Traffic & Circulation Goal 1.3 page 41) (A)	
Access to Former Purple Hotel Property	CD, ENG	X								N/A	Monitor the status of the Purple Hotel redevelopment plan, and work with IDOT on improvements on Lincoln Avenue and Touhy Avenue to maximize access to the site. (Commercial Area Goal 1.1 page 31) (A)	
Review and Improve Traffic Circulation in Touhy/Cicero Area	ADMIN, PW, ENG								X	\$\$\$	Dedicate Chase Avenue (east of Cicero Avenue) as public street and upgrade the street to Village standards. (Vehicular Traffic & Circulation Goal 1.4 page 41) (A)	
	CD, ENG, PW								X	\$\$\$	Modify the local circulation pattern of Chase Avenue, Keating Avenue, and Kilpatrick Avenue as the area north of Touhy transitions from residential uses to commercial or office/industrial uses. (Vehicular Traffic & Circulation Goal 1.6 page 41) (A)	
Review of Speed Limits in Residential Areas	PD					X	X	X	X	\$	Lower the speed of traffic on Lincolnwood's neighborhood streets. (Vehicular Traffic & Circulation Goal 1.5 page 41) (A)	
Modification of Streets	CD, PW, ENG	X				X	X	X	X	\$	To the extent possible, eliminate excess curb cuts or curb cuts that are unnecessarily wide. (Commercial Area Goal 3.5 page 34) (P)	
	CD, ENG, PW	X				X	X	X	X	\$\$\$	Where feasible, install diagonal parking and intersection bump outs on streets that intersect commercial streets. (Vehicular Traffic & Circulation Goal 1.2 page 42) (A)	
	CD, ENG, PW					X	X	X	X	\$\$\$	Where feasible, convert awkward intersecting street segments to parking areas. (Vehicular Traffic & Circulation Goal 1.3 page 42) (A)	
Regional Traffic Coordination	CD, ENG, PW	X								N/A	Continue to work with Cook County and IDOT to coordinate traffic management technologies to maximize efficiency in Lincolnwood and throughout the regional roadway network. (Vehicular Traffic & Circulation Goal 1.5 page 42) (A)	
	ADMIN, PW, ENG	X								N/A	Coordinate with regional transportation organizations to ensure that, as roadway improvements are implemented, appropriate considerations are given to transit infrastructure. (Transit Goal 1.1 page 45) (A)	
	ADMIN	X								N/A	Continue to coordinate with Pace and CTA to assess potential service improvements in Lincolnwood that would benefit local residents. (Transit Goal 1.2 page 45) (A)	
	ADMIN	X								N/A	Work with Pace to assess the viability of local or subregional transit circulator service. (Transit Goal 1.3 page 45) (A)	
	ENG, PW	X								N/A	Coordinate with IDOT and Cook County to implement local infrastructure modernization as arterial roadway improvements are made. (Community Facilities Goal 2.3 page 59) (A)	

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Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Pedestrian/Bicycle Mobility												
Pedestrian/Bicycle Path & Crossing Improvements	PD, PW						X	X	X	X	\$	Install stop signs at intersecting residential streets where bike lanes and transit routes are implemented. (Vehicular Traffic & Circulation Goal 1.2 (page 41) (A))
	CD, ENG, PW	X					X	X	X	X	\$\$\$	Work with IDOT and Cook County to implement pedestrian crossing improvements. (Bicycle & Pedestrian Mobility Goal 1.2 page 43) (A)
	PARK, PW				X	X	X	X	X	X	\$\$\$	Work with IDOT and Cook County to implement bicycle crossing improvements where designated trails and bike lanes cross major roadways. (Bicycle & Pedestrian Mobility Goal 2.4 page 44) (A)
	ENG, PW						X	X	X	X	\$\$\$	Work with IDOT to improve pedestrian crossings at intersections between Lincoln Avenue, Pratt Avenue, and Crawford Avenue adjacent to the Lincolnwood Library and school campus. (Community Facilities Goal 1.4 page 58) (A)
	PARK, PW	X					X	X			\$	Complete the conversion of the Village's two rail corridors into dedicated bike trails. (Bicycle & Pedestrian Mobility Goal 2.2 page 44) (A)
Bicycle Parking Zoning Amendment	CD					X	X				N/A	Amend zoning regulations to require a ratio of on-site bicycle parking for commercial properties based upon the required amount of vehicular parking. (Bicycle & Pedestrian Mobility Goal 2.3 page 44) (CA)
Sidewalk and Bicycle Connectivity	CD, ENG, PW				X	X	X				\$	Establish a long-term sidewalk infill program. (Bicycle & Pedestrian Mobility Goal 1.1 page 43) (A)
	ENG, PW									X	\$\$\$	Where feasible, provide pedestrian pass-throughs to future bike trail corridors from residential cul-de-sacs and adjacent parks. (Bicycle & Pedestrian Mobility Goal 1.3 page 43) (A)
	CD, ENG, PW						X	X	X	X	\$\$\$	Where possible, shorten pedestrian crossing distances through crosswalk configurations that are perpendicular to traffic flow. (Bicycle & Pedestrian Mobility Goal 1.4 page 43) (A)
Bikeway Plan and Education Programs	PARK	X									N/A	Continue to implement the 2006 Bikeway Plan. (Bicycle & Pedestrian Mobility Goal 2.1 page 44) (A)
	PARK	X			X	X	X				\$	Work with local service providers to develop an education and awareness program for bicycle use. (Bicycle & Pedestrian Mobility Goal 2.5 page 44) (A)
	PW, PARK, ENG				X	X	X	X			\$	Coordinate with the Forest Preserves District of Cook County, IDOT, CTA and Pace to enhance sidewalk, trail, and transit access to Forest Preserve properties west and southwest of Lincolnwood. (Parks & Open Spaces Goal 2.2 page 51) (A)
	PARK, PW	X					X	X	X	X	\$\$\$	Expand and improve local bicycle and pedestrian facilities, prioritizing areas around destinations often used by senior citizens, youth, and other residents. (Community Facilities Goal 1.1 page 58) (A)

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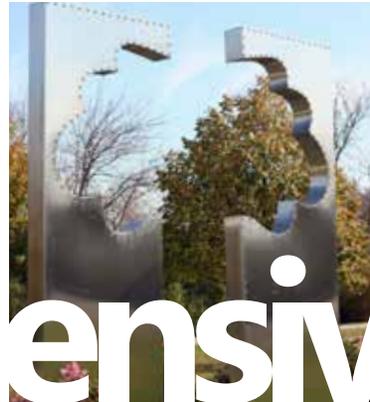
Description	Responsibility	Timeframe										Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021			
			1Q	2Q	3Q	4Q							
Parks													
Property Acquisition Opportunities	CD, PARKS	X										N/A	Monitor the availability of properties adjacent to existing parks, and where appropriate, acquire such property to accommodate park expansion. (Parks & Open Spaces Goal 1.5 page 50) (P)
Implementation and Support of Existing Programs and Parks Master Plan	PARK	X										N/A	Continue to support the Playground Replacement Program, prioritizing playgrounds that are not accessible or are experiencing disrepair. (Parks & Open Spaces Goal 1.1 page 50) (A)
	PARK	X										N/A	Continue to implement the 2011 Comprehensive Parks and Recreation Master Plan. (Parks & Open Spaces Goal 1.2 page 50) (A)
Monitor Trends and Demographics to Provide Quality Equipment and Meet Evolving Needs	PARK	X										N/A	Continue to monitor national and regional trends in playground amenities, and modify capital programs and design standards to integrate state-of-the-art facilities and equipment. (Parks & Open Spaces Goal 1.3 page 50) (A)
	PARK	X										N/A	Continue to monitor local demographics, and modify parks and open space programming to reflect the evolving needs of Lincolnwood's diverse population. (Parks & Open Spaces Goal 1.4 page 50) (A)
Establish Agreement with School District for shared use of facilities	PARK	X										N/A	Establish formal agreements with School District 74 for the shared use of indoor and outdoor recreational facilities. (Parks & Open Spaces Goal 2.1 page 51) (A)
Stormwater Management													
Encourage and support private investment and solutions	ENG, PW	X										N/A	Support residents and businesses in reducing local stormwater run-off and flooding. (Environmental Features Goal 2.1 page 52) (P)
	CD, ENG					X	X					\$	Encourage the use of stormwater management and filtration techniques on residential lots. (Community Facilities Goal 2.1 page 59) (CA)
Develop Stormwater Management Plan identifying infrastructure improvements & opportunities	ENG, PW	X	X	X	X	X	X	X				\$\$\$	Identify and implement strategic infrastructure upgrades that would increase stormwater capacity and overcome physical barriers to the transmission of water. (Environmental Features Goal 2.2 page 52) (A)
	ENG, PW	X	X	X	X	X	X	X				\$\$\$	Utilize Village-owned open spaces as short-term detention areas for surrounding development. (Environmental Features Goal 2.3 page 52) (A)
	ENG, PW								X	X	X	\$\$\$	Establish a short and long term capital improvement strategy for addressing localized flooding in flood-prone neighborhoods. (Community Facilities Goal 2.2 page 59) (A)
Code Enforcement													
Enforce Property Maintenance Code in Residential Areas	CD & PD	X										N/A	Strictly enforce maintenance requirements for multi-family buildings, especially those owned by absentee landlords. (Residential Area Goal 1.3 page 29) (P)
	CD				X							N/A	Adopt and enforce maintenance standards for single-family rental properties or vacant housing structures. (Residential Area Goal 1.5 page 29) (CA)
Enforce Traffic Restrictions in Residential Area	PD	X										N/A	Continue to strictly enforce truck traffic bans in all residential areas. (Industrial Area Goal 1.1 page 34) (A)
	PD	X										N/A	Continue to monitor and enforce truck traffic restrictions in residential areas adjacent to industrial or commercial development. (Vehicular Traffic & Circulation Goal 1.1 page 41) (A)

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Description	Responsibility	Timeframe									Budget Needed	Comprehensive Plan Goal
		Ongoing	2017				2018	2019	2020	2021		
			1Q	2Q	3Q	4Q						
Coordinate Enforcement in Centennial Park	PD	X									N/A	Work closely with the City of Chicago to enforce littering and dumping regulations along Centennial Park. (Environmental Features Goal 1.1 page 51) (A)
Maintain a Safe Community	PD	X									N/A	Continue to keep Lincolnwood safe. (Community Facilities Goal 1.3 page 58) (P)
Miscellaneous												
Improve Services to Residents	ADMIN	X									N/A	Support Library District and School District in procuring high-speed fiber optic telecommunications services. (Community Facilities Goal 1.2 page 58) (P)
	ADMIN	X									N/A	Support ongoing coordination among local service providers to maximize both the effectiveness and efficiency of public services. (Community Facilities Goal 3.1 page 59) (P)
	ADMIN	X									N/A	Continue to utilize multiple service provider networks to maintain open communication with Lincolnwood residents and businesses. (Community Facilities Goal 3.2 page 59) (A)
	ADMIN	X									N/A	Continue to work with other service providers to establish a central calendar of community events that is easily accessible to all residents. (Community Facilities Goal 3.3 page 59) (A)
	ADMIN & PARK	X									N/A	Work with service providers whose district boundaries go beyond those of the Village to ensure Lincolnwood residents enjoy a high level of access and quality of service. (Community Facilities Goal 3.4 page 59) (A)
Tree Planting and Replacement	PW	X									\$\$	Plant new street trees throughout the Village, prioritizing blocks with little or no tree cover. (Residential Area Goal 2.3 page 31) (A)
	PW	X									N/A	Continue to support the Village's Tree Replacement Program, and establish benchmarks for the tree population on a block-by-block basis. (Environmental Features Goal 1.2 page 51) (A)
	PW	X					X				N/A	Implement a tree planting program along Lincoln Avenue, Devon Avenue, Pratt Avenue, Touhy Avenue, Cicero Avenue, Crawford Avenue, and McCormick Boulevard. (Environmental Features Goal 1.3 page 52) (A)
Grants for Improvement to Minimize Noise impacts of O'Hare Airport	CD, ADMIN		X								N/A	Identify municipal funding or outside grants to support window upgrades to minimize the impacts of O'Hare International Airport air traffic noises. (Environmental Features Goal 2.4 page 52) (A)



Comprehensive Plan

Village of Lincolnwood, IL
Adopted October 2016

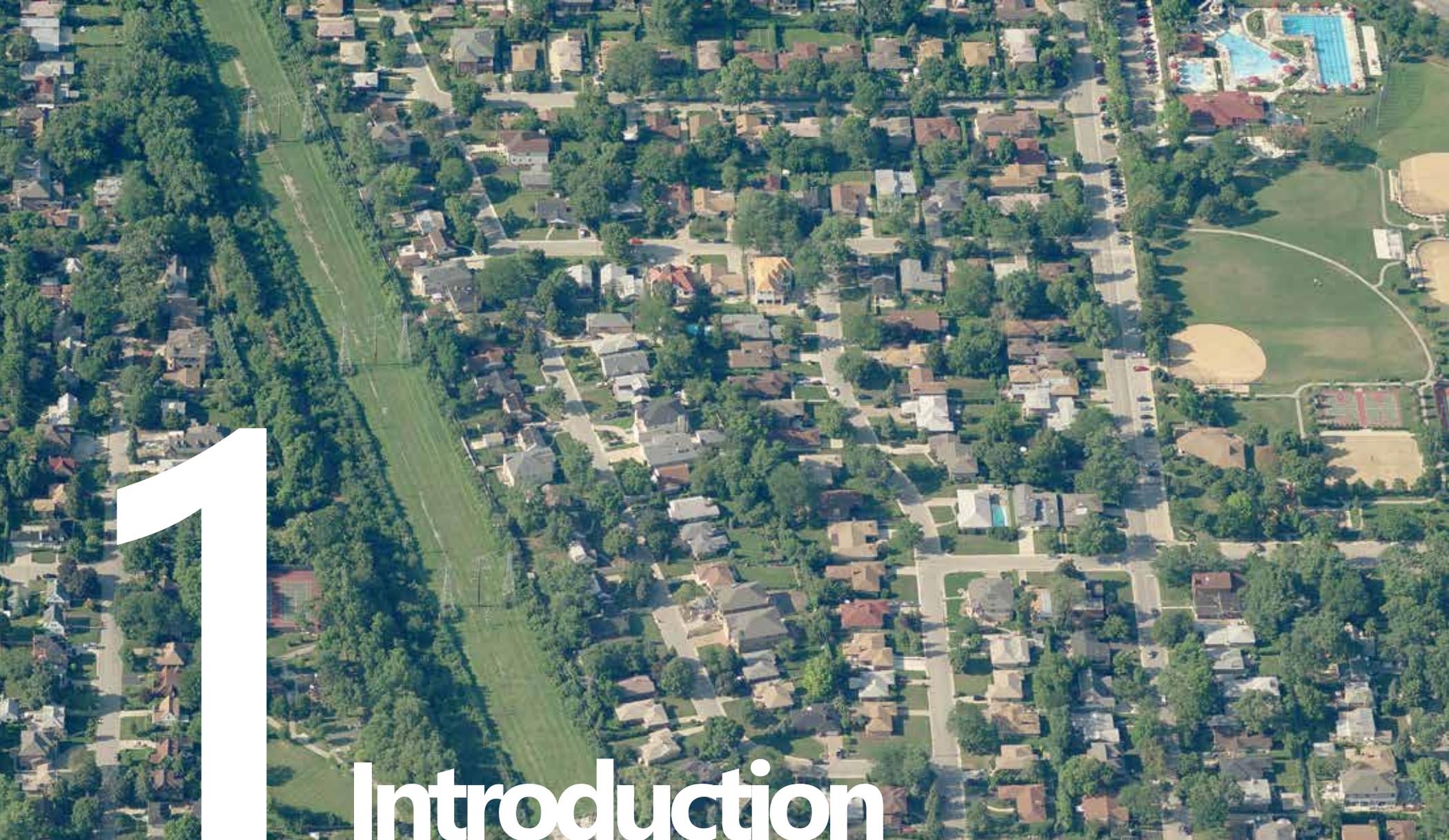


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Prepared by





1

Introduction

4

Purpose of the
Comprehensive Plan

4

Planning Process



The Village of Lincolnwood is a central Chicago suburb located in the heart of the Chicago Metropolitan Area. Nestled between the City of Chicago and various northern Chicago municipalities, Lincolnwood has reached full build-out, placing emphasis on internal growth. In March of 2015, the Village initiated a 12 month process to develop a new Comprehensive Plan that would help guide reinvestment within the community and ensure the continued high quality of life in Lincolnwood. The Plan will establish a community vision, providing recommendations and policy regarding land use and development; residential neighborhoods; commercial and industrial areas; transportation and mobility; recreation, open space, and environmental features; and community facilities.

Purpose of the Comprehensive Plan

A Comprehensive Plan offers guidance for growth, development, and physical improvement within a municipality. The document is reflective of the local community, utilizing community input to identify a vision for the future supported by all key stakeholders. Based on foundational analysis, the Comprehensive Plan is able to identify tangible actions that can be enacted to achieve this vision.

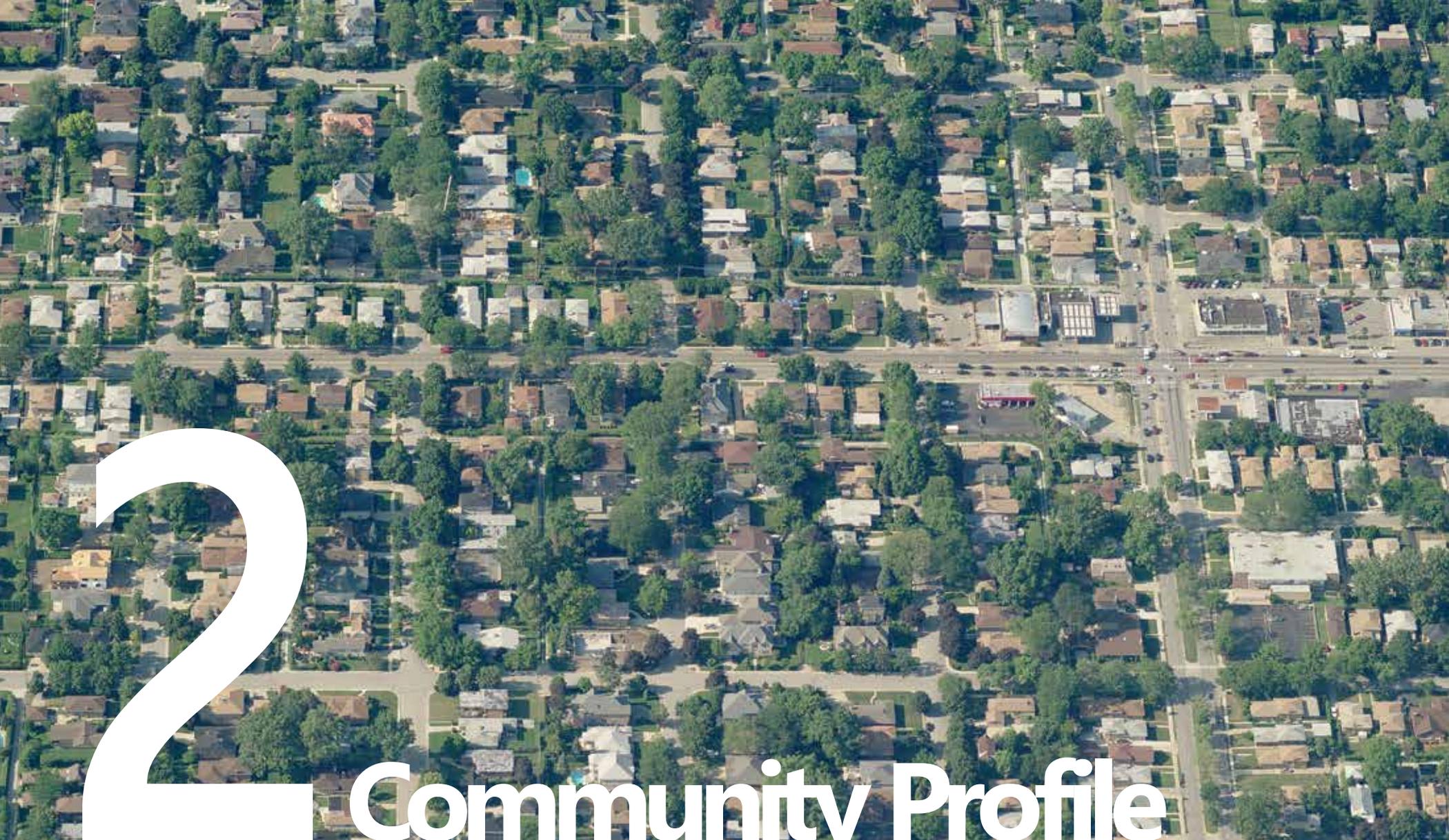
At its most basic, a Comprehensive Plan is a “how-to” guide, assisting with land use patterns, neighborhood cohesiveness, business growth, mobility and accessibility, maintenance of community facilities, and management of parks and recreational opportunities. Opportunities were provided for residents to voice their opinions, provide feedback, and share ideas. Both in-person events and online tools were employed throughout the planning process to gather invaluable public opinion, ensuring the Comprehensive Plan is representative of the community it serves.

Planning Process

The planning process was designed to collect community input, review existing conditions, establish a clear vision, and generate recommendations and strategies for the Village moving forward. The process included five separate steps, aimed at developing the plan over a 12 month period. Overall, the process was structured around the collection of community input through various outreach opportunities, helping to ensure the Comprehensive Plan is applicable to the community it serves.

The planning process included the following five steps:

- Step 1:**
Project Initiation & Outreach
- Step 2:**
Existing Conditions Analysis
- Step 3:**
Community Vision, Goals & Objectives
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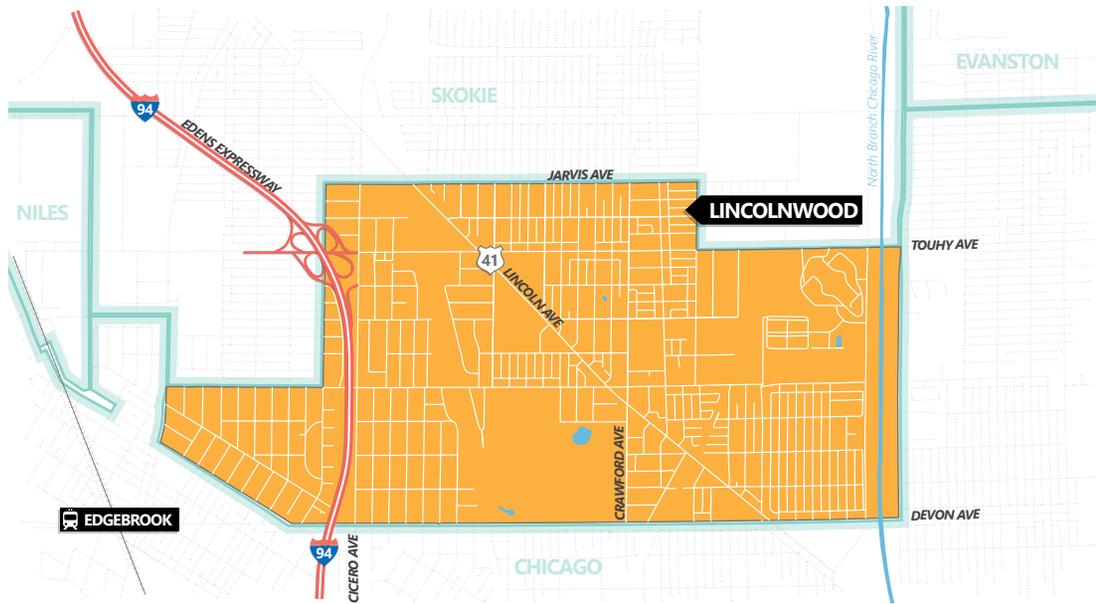
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The community profile establishes a baseline understanding of the Village of Lincolnwood, creating a foundation for the recommendations and strategies of the Comprehensive Plan. This includes an overview of the Village’s regional setting, history, past planning efforts, demographics, land use, development regulations, transportation, parks system, and community facilities. This information defines a background for the community and outlines current existing conditions, ensuring that the Comprehensive Plan is readily applicable to Lincolnwood today and in the future.

Regional Setting

The Village of Lincolnwood is a community of approximately 12,500 residents located in Cook County, Northern Illinois, at the heart of the Chicago Metropolitan Region. Lincolnwood is comprised of 2.69 square miles nestled within the City of Chicago’s diverse neighborhoods as one of the first communities directly north of Chicago. Lincolnwood is bordered by Chicago to the east and south and the Village of Skokie to the north and west.

Lincolnwood’s location provides direct access to the City of Chicago and greater Chicago region. Interstate 94, the Edens Expressway, runs north to south through the west side of the community, connecting the Village to other municipalities in the region, central Chicago, and O’Hare International Airport. In addition, the Chicago Transit Authority (CTA) operates a variety of transit options connecting Lincolnwood with Downtown Chicago and numerous Chicago neighborhoods. Closely knit into the urban fabric of Chicago, Lincolnwood offers a suburban community in an urban setting.





Lincolnwood in 1999. Source: U.S. Geological Survey

Community History

That land that would become Lincolnwood was originally home to Potawatomi Native Americans, who were forced to vacate the land due to the Indian Boundary Treaty of 1816. The region was settled by farmers in the 1840s and 1850s, most prominently German immigrants George Proesel, whose grandson would become the Village's mayor in the 1930s, and Johann Tess, for whom the Village would be named during the 1800s and early 1900s.

With abundant land, the area saw steady growth as an agrarian community. The Halfway House Saloon was the community's first commercial development, built in 1873. Further population growth was spurred by the completion of a Chicago & North Western Railway station in adjacent Niles Center (now Skokie) in 1891 and the North Shore Channel in 1909. With additional saloons and taverns developing, 359 residents incorporated as the Village of Tessville in 1911, giving the community power to grant liquor licenses. The Village remained largely rural until the extension of an electric rail service to Niles Center in the mid-1920s.

During the American Prohibition, the Village of Tessville gained a reputation as a haven for drinking and gambling, with numerous speakeasies popping up in the community. This image would persist until the efforts of Henry A. Proesel, George Proesel's grandson and the Village's longest-serving president. Proesel coordinated with the federal government to hire the entire unemployed workforce in Tessville for a public works project, planting over approximately 10,000 elm trees on Village streets. In 1934 Proesel helped pass a liquor license law which limited the number of licenses allowable within the municipality. This would become a model for other communities across the nation. Perhaps his most lasting action, in 1936 Proesel changed the Village's name to Lincolnwood.

Through the 1950s Lincolnwood was able to reduce taxes by fostering growth of industry and commercial uses, bringing in major companies like Bell & Howell. The Village saw significant population growth with the opening of the Edens Expressway (I-94) in 1951. The community's population grew rapidly, from just over 3,000 in 1950 to almost 13,000 in 1970. In the late 1900s Lincolnwood accomplished many firsts in terms of elected representation, including Madeleine Grant becoming the Village's first female president in 1993 and Peter Moy becoming the first Asian American to serve as a mayor in Illinois in 2000.

Past Plans, Studies & Reports

Past plans, studies, and reports represent efforts conducted by the Village and other local bodies that will help guide the recommendations of the Lincolnwood Comprehensive Plan. In many cases, the issues and opportunities addressed in previous planning efforts are still relevant today and can assist with development of new strategies for the community. Where appropriate, the Comprehensive Plan will integrate or build upon the recommendations of previous plans and provide a broader context for coordinated decision making.

Northeast Industrial District Redevelopment Plan and Project (1996)

The Northeast Industrial District Redevelopment Plan and Project outlines the details of establishing a tax increment financing (TIF) redevelopment project area for a northeast industrial district, including various parcels north of Pratt Avenue and east of Hamlin Avenue. The plan aimed to encourage reinvestment in the district as an important economic base, recommending improvements to public infrastructure, rehabilitation of aging facilities, utility improvements, and necessary land acquisition. The document enabled the establishment of the Northeast Industrial District TIF. Implementation of recommendations included the construction of the Northeast Parkway and extension of North Central Park Avenue to improve circulation and provide better access on the site.

Lincolnwood Vision 2020 (1997)

The Lincolnwood Vision 2020 established a strategic plan for the Village's future through the year 2020. The planning process included extensive community outreach to create a vision for the Village guided by residents, businesses, officials, and community stakeholders. Focusing on six key elements, the plan outlines future trends and recommendations to guide municipal decision making. The six key focus areas include:

- Education
- Government
- Community Diversity
- Community Development
- Economic Development
- The Environment

Touhy-Lawndale District Redevelopment Plan and Project (1998)

The Touhy-Lawndale District Redevelopment Plan and Project outlines the details of establishing a TIF redevelopment project area for the site southeast of the intersection of Touhy Avenue and Lawndale Avenue. The plan recommended redevelopment of the two structures on the site into a single planned commercial or special use. The document enabled the establishment of the Touhy-Lawndale TIF district. General recommendations of the plan were implemented, with the site currently containing a Lowe's Home Improvement store.

Northeast Business Park Improvement Plan (2000)

As a follow-up to the establishment of the Northeast Industrial and Touhy-Lawndale TIF Districts, the Northeast Business Park Improvement Plan was developed. The Plan unified the entire area bounded by Pratt Avenue, McCormick Boulevard, Touhy Avenue, and Hamlin Avenue, with the exception of residential uses along Hamlin Avenue, as the Northeast Business Park. Identified improvements include street circulation projects, expanded employee parking, short-term truck parking, coordinate landscape treatments, façade upgrades, and lighting treatments, and gateway signage.

Lincoln Avenue Corridor Plan (2005)

The Lincoln Avenue Corridor Plan provides analysis and recommendations to benefit the Lincoln Avenue Corridor and create a lively, attractive main street within the community. The plan reviews similar municipalities in the area and establishes a vision for reinvestment and redevelopment along Lincoln Avenue. The document further focuses on three overarching concepts for the corridor:

- Changes to land use to establish three business districts at major intersections along Lincoln Avenue
- Enhancements to the public right-of-way to improve public safety and foster a strong sense of place
- Development regulations that control the shape and force of new structures, based in neo-traditional planning and new urbanism concepts

Though the plan has not yet been entirely implemented, a Lincoln Avenue overlay zoning district was established.

Lincolnwood Comprehensive Plan (2006)

The Village's previous comprehensive plan was adopted in 2001, with subsequent amendments made in 2006. The plan provides land use and development recommendations, focusing on a review of development regulations and specific focus areas to be addressed within the Village. Many of these focus areas have been addressed in separate plans and reports, both prior to and after the development of the 2001 Comprehensive Plan.

Lincolnwood Bikeway Plan (2006)

The Bikeway Plan provides specific recommendations for establishing a thorough and dedicated bikeway in Lincolnwood. The Plan emphasized that Lincolnwood is in a central position to contribute to a larger regional bicycle system linked to paths in Chicago and Skokie. This included general guidelines for development of bicycle infrastructure and identification of potential on-street and off-street bicycle routes.

Lincoln Avenue Streetscape Master Plan (2009)

The Lincoln Avenue Streetscape Master Plan was completed as a follow-up to the Lincoln Avenue Corridor Plan, providing specific streetscape improvements and visualizations based on recommendations of the Corridor Plan. Improvements focus on a road diet, curb bump-outs, bike lanes, and other measures to slow down cars and increase pedestrian safety. In addition, landscaped medians, entry monuments, and other pedestrian amenities were identified to aid with improving the physical appearance of the corridor.

Comprehensive Parks and Recreation Master Plan (2011)

The Comprehensive Parks and Recreation Master Plan was established to inventory, analyze, and provide recommendations for all elements of the Parks and Recreation Department. The Plan offers recommendations to continue high quality programs and services and maximize recreational opportunities for residents while managing the fiscal constraints of the department. The detailed focus of the Plan allows for park-by-park specific recommendations for improved maintenance and programming, and the development of various scenarios and options for creation of new parks and facilities. Individual recommendations of the implementation plan are prioritized on a schedule extending from 2011 to 2021.

Lincolnwood Parks and Recreation Department Strategic Plan 2012-2015 (2011)

The Lincolnwood Parks and Recreation Department Strategic Plan establishes a vision, goals, and objectives for the department between the years 2012 and 2015. The Plan was part of a series of strategic and long term plans developed to provide guidance for the department. Specific objectives were included in the plan, with responsibility attached to members of the department and a fiscal year targeted for completion. Given Lincolnwood's size and position relative to neighboring communities, implementation largely focused on improved programming and services.

Lincoln-Touhy TIF Redevelopment Plan (2011)

Prior to the termination of the Lincoln-Touhy TIF in 2015, improvements in its boundaries were guided by the 2011 Lincoln-Touhy TIF Redevelopment Plan. This TIF Redevelopment Plan was completed as part of establishing the Lincoln-Touhy TIF District, which included parcels around the intersection of Lincoln Avenue and Touhy Avenue. The Plan demonstrated the need for redevelopment and improvement in the area, noting issues within the district, citing supporting policy from the 2006 Comprehensive Plan, and providing specific cost estimates and action steps for improvements. The main focus of the Lincoln-Touhy TIF District is the redevelopment of the Purple Hotel site.

Devon Avenue Corridor-Technical Assistance Panel Report (2013)

The Devon Avenue Corridor-Technical Assistance Panel Report was a joint planning effort initiated by the City of Chicago and Village of Lincolnwood, completed by the Urban Land Institute (ULI). The report identifies recent concerns with the Devon Avenue Corridor following the closing of anchor retailers in the area. Further, the split between Lincolnwood on the north and Chicago on the south creates additional challenges in the area. The plan identifies preferred land uses, including specific types of retailers that could benefit the local market, streetscape improvements, and parking options.

Lincolnwood Strategic Plan Report 2014-2016 (2014)

The Lincolnwood Strategic Plan Report provides a vision with specific core values and goals for the Village between the years 2014 and 2016. The Strategic Plan offers direction for Village staff and elected officials to help with important decision making and policy choices. The expressed core values help define areas of emphasis within the Village, including:

- Education
- Diversity
- Business Development
- Integration of Neighborhoods
- Parks and Open Space
- Sound/Professional Government
- Customer Service

Devon-Lincoln TIF Redevelopment Plan (2014)

The Devon-Lincoln TIF Redevelopment Plan was completed as part of establishing the Devon-Lincoln TIF District. This area includes, with a few exceptions, parcels adjacent to and contained within the triangle formed by Devon Avenue, Lincoln Avenue, and Proesel Avenue as well as parcels north of Devon Avenue from Lincoln Avenue to McCormick Boulevard. The Plan demonstrates the need for redevelopment and improvement in the area, noting issues within the district, citing supporting policy from the 2006 Comprehensive Plan, and providing specific cost estimates and action steps for improvements. The main focus of the Devon-Lincoln TIF District will be commercial uses along the two corridors.

Demographics

The following summarizes and highlights existing and projected demographic, housing, and employment data for the Village of Lincolnwood. This information provides context for existing conditions and helps to inform the planning process moving forward.

Demographic Characteristics

The Village of Lincolnwood’s population is stable and projected to grow slightly over the next several years. The Village is also getting older with the median age projected to continue to increase to 47 in 2020 up from 45 in 2010. While the 65 and older population is projected to experience the largest increase, the 25 to 44 year old age cohort is expected to grow as well. This is a key segment of the population in that it represents households with children which is a positive indication of the stability of the community and its future. While the County is also aging, it is doing so at a slower rate and has a projected median age of 37, ten years less than that of Lincolnwood.

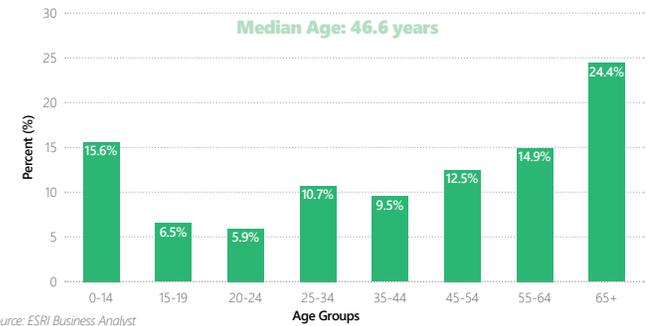
Median household income continues to increase. Currently at \$89,720 it is expected to increase to \$104,723 by 2020. This is considerably higher than that of Cook County at \$53,284 and \$60,807 respectively. Growth is projected in all upper end income groups above \$100,000.

The Village is currently and projected to continue to be largely white (as defined by the US Census), while there is continued growth in the Asian population which will account for approximately one-third of the total population by 2020. The White population is generally comparable to that of Cook County, but other segments align much differently. Most notably, Lincolnwood’s black population accounts for only 1% of the population versus 23% for Cook County; the Hispanic population represents 25% of the County population but only 7% of Lincolnwood. The Asian population in particular represents the largest disparity, being four times greater in terms of total population in Lincolnwood versus the rest of Cook County.

It should be noted that the racial and ethnic categories discussed are defined by the U.S. Census. Per the U.S. Census definition, those individuals who identify themselves as “Hispanic” (which is an ethnicity) also identify with a racial category such as “White” or “Black.” As such, the Hispanic category cannot be added to the sum of the racial categories.

The combination of unique demographic characteristics including the increasing presence of young families, seniors, diversity of ethnicities, and higher incomes should be embraced by the Village. These characteristics can be leveraged in terms of future housing and commercial opportunities as well as services and programming.

Age Distribution (2015) Lincolnwood



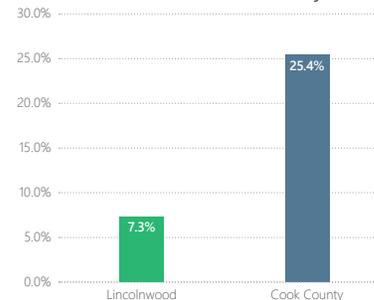
Source: ESRI Business Analyst

Demographic Summary (2010-2020)

	2010	2015	2020
Lincolnwood			
Population	12,590	12,576	12,601
Households	4,341	4,330	4,339
Median Household Income	--	\$89,720	\$104,723

Source: ESRI Business Analyst; Chicago Metropolitan Agency for Planning; Houseal Lavigne Associates
Median household income data unavailable for 2010

Hispanic Population (2015) Lincolnwood & Cook County



Source: ESRI Business Analyst

Racial Composition (2015) Lincolnwood



Source: ESRI Business Analyst



Housing

There are approximately 4,639 housing units in Lincolnwood with the most common being an owner occupied detached single-family home. Over 75% of homes in the Village are single-family detached and more than 87% of all units (including multi-family) are owner occupied. Just 13% of the Village's housing is rental. This is a much higher home ownership than Cook County which currently has about a 50% ownership rate.

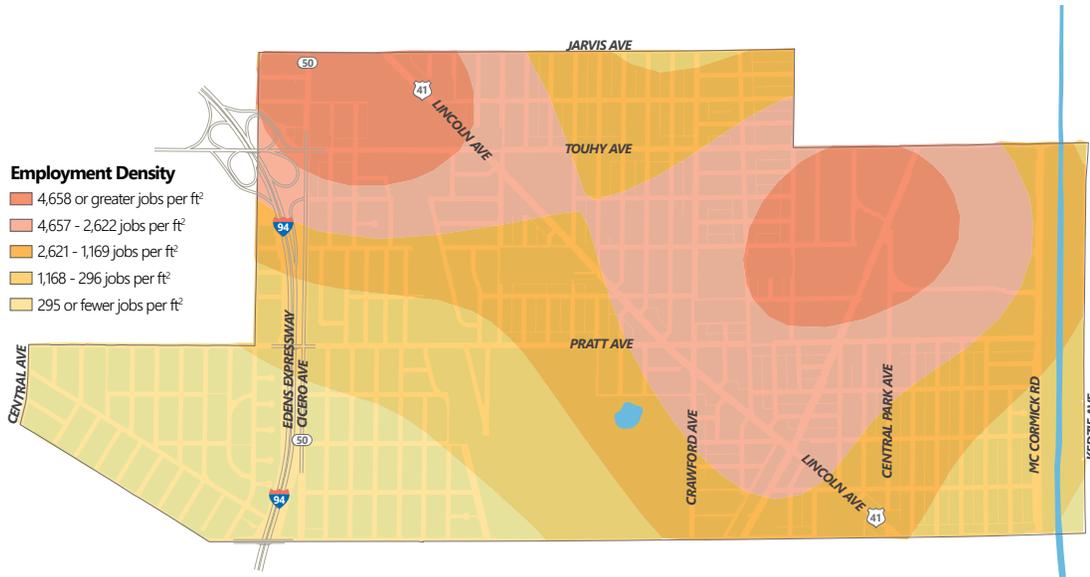
During the early 2000's, the Village experienced some reinvestment in the housing stock through tear-downs of older single-family homes. While the Village had 26 single-family building permits issued in 2004 that number dropped to zero in 2010 as a result of the downturn in the economy and the real estate market. Recently, the number of permits issued for new single-family homes has begun to increase with a total of 7 being issued in 2014. Although those figures are well behind that of the early 2000's it is an indication that the housing market is improving. Still, only 5% of the total housing stock was constructed in the past 15 years.

While the housing stock is older, with nearly 75% having been built before 1970, most homes are well maintained. The Village does have a variety of single family product available although there is less availability in the single-family attached (townhomes, rowhomes) and newer multi-family. Over 100 building permits have been issued for single-family homes in the past 10 years.

Given the Village's location proximate to the City of Chicago, access to mass transit, major arterials, quality schools, and other assets, it is generally well positioned to attract young professionals. On the other end of the spectrum, the Village and the market area's population is aging. During the public outreach process, many older residents stated that they continue to live in single-family attached homes, in part by choice, but also due to the lack of available alternative housing options. There may be an opportunity for the Village to accommodate additional attached housing and multi-family (both for-sale and rental) catering to both the younger and older segments of the market.

Employment

Lincolnwood has a strong employment base given its relatively limited geography and resident population. According to the latest data available from the U.S. Census Bureau there are approximately 9,000 primary jobs (positions that are the jobholders primary source of income) based in the Village. In 2008 the Village, like most of the region, suffered a loss in total employment as businesses closed, reduced staff, or consolidated. While there has been recovery and some segments such as Healthcare are experiencing continued growth, losses in other jobs such as manufacturing continue to languish.



The Village's diverse economic base, which includes retail, restaurants and entertainment, as well as industrial and manufacturing businesses, accounts for a range of employment options not found in other communities. The Village should continue to support and encourage this business mix to ensure a diversified tax base, business retention and attraction, maintain a daytime population to support retail and restaurant uses, and position the Village as a destination for new residents.

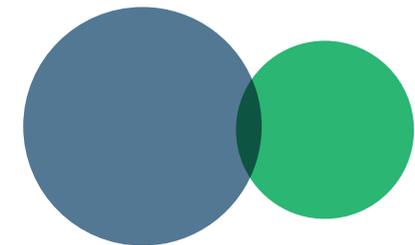
Currently, most jobs located in Lincolnwood are held by individuals from outside of the community and the majority of Lincolnwood residents are employed in the City of Chicago and surrounding areas. Only 221 individuals both live and work in Lincolnwood, while each day over 5,000 residents leave the Village for work and approximately 8,700 non-residents commute to the Village for work.

Total Employment (2007-2011) Lincolnwood

	2007	2008	2009	2010	2011
	Count	Count	Count	Count	Count
Total Primary Jobs	9,863	9,820	8,876	9,072	9,001
	Share	Share	Share	Share	Share
Agriculture, Forestry, Fishing and Hunting	0.1%	0.1%	0.1%	0.2%	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	0.1%	0.0%	0.0%	0.0%
Utilities	0.0%	0.0%	0.0%	0.1%	0.0%
Construction	2.2%	2.3%	2.7%	2.3%	2.1%
Manufacturing	14.0%	13.2%	11.5%	11.4%	12.2%
Wholesale Trade	4.9%	5.2%	5.1%	4.7%	5.5%
Retail Trade	15.7%	17.4%	17.0%	19.4%	18.4%
Transportation and Warehousing	0.8%	1.2%	1.3%	0.8%	1.1%
Information	6.4%	6.5%	6.7%	6.7%	4.5%
Finance and Insurance	4.2%	2.3%	2.3%	2.0%	2.2%
Real Estate and Rental and Leasing	1.9%	1.5%	1.6%	1.5%	1.7%
Professional, Scientific, and Technical Services	6.6%	6.4%	6.5%	6.4%	6.2%
Management of Companies and Enterprises	0.2%	0.1%	0.1%	0.1%	0.1%
Administration & Support, Waste Management and Remediation	18.9%	18.3%	19.1%	18.8%	19.6%
Educational Services	3.9%	4.0%	2.1%	3.9%	3.7%
Health Care and Social Assistance	6.8%	8.1%	10.9%	11.8%	12.8%
Arts, Entertainment, and Recreation	1.0%	1.0%	1.0%	1.1%	1.2%
Accommodation and Food Services	7.6%	7.6%	7.4%	3.9%	4.5%
Other Services (excluding Public Administration)	3.7%	3.5%	3.6%	3.8%	3.0%
Public Administration	1.1%	1.0%	1.0%	1.1%	1.1%

Source: U.S. Census "On the Map"; Housecall Lavigne Associates

Inflow/Outflow Job Counts (2011) Lincolnwood



- 8,780 - People who Work in Lincolnwood, but Live elsewhere
- 5,027 - People who Live in Lincolnwood, but Work elsewhere
- 221 - People who Live and Work in Lincolnwood

Existing Land Use

Land use within the Village of Lincolnwood has been categorized into 9 land use designations, including a variety of uses, structures, and development types. All parcels within the Village's municipal boundary have been inventoried and reviewed using a combination of existing data and field reconnaissance.

Residential

Single-Family Detached: Single-family detached residential is a land use type of free-standing residential dwellings. The single-family residential areas of the Village include a wide range of lot sizes and housing types. Homes in the community range from modest, smaller, post-WWII homes to very large, newer homes that reflect the trend toward maximizing allowed building height, floor area, and lot coverage.

Single-Family Attached: Single-family attached residential are single-family homes which share a common wall. Examples of this could include side-by-side duplexes, townhomes and rowhomes. Single-family attached are primarily located along Pratt Avenue east of the abandoned rail corridor.

Multi-Family: Multi-family residential is a land use that contains multiple residential dwellings in the same building. Examples include duplexes, apartments and condominiums. As it relates to land use, senior housing is considered multi-family. Multi-family uses are found along the Village's busier corridors, where they help transition between commercial uses and higher volumes of traffic, to quieter traditional neighborhoods.

Commercial

General/Corridor Commercial. General/corridor commercial uses provide employment opportunities and goods to primarily serve the daily needs of Lincolnwood residents; however, their positioning along busy regional roadways makes them well positioned to serve a larger market. Most of these uses are found along Lincoln Avenue, Devon Avenue, and Touhy Avenue. These corridors offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, car washes, cleaners and service stations. (One exception to this is the Urhausen Greenhouses nursery located at Prairie Road and Lunt Avenue.) General/corridor commercial uses in the Village are located in both multi-tenant and standalone buildings, and generally provide parking on-site.

Regional Commercial. Regional commercial areas consist of uses, parcels, and areas that rely on the ability to draw a customer base from the larger region. These uses are primarily situated in two locations given proximity to the Edens Expressway and the City of Chicago: around the Lincolnwood Town Center, an enclosed regional shopping mall in the northeast corner of the Village, and the area near the Touhy Avenue/Edens Expressway interchange, including the former "Purple Hotel" property. These areas consist of large shopping centers, big box development, auto dealers, and higher intensity office.

Light Industrial/ Business Park

Industrial land uses are those involved in the manufacture or distribution of goods to businesses (rather than the general public). There are three large general areas of industrial land uses in the Village, each located adjacent to an abandoned rail corridor. The largest concentration of light industrial uses is the Lincolnwood Business Park, located south and west of Lincolnwood Town Center.

Public/Semi-Public

Public/Semi-Public land uses include publicly and privately owned facilities such as Village-owned facilities, schools and religious institutions. These uses are found throughout the Village and are typically located based on their need to serve their constituents, members, or targeted population.

Parks/Open Spaces

Parks/Open Spaces land uses include public or privately owned sites used for parks and recreational purposes, or lands intentionally preserved in a natural state. These land uses are located throughout the Village and range in size and purpose, from small tot-lots, to Henry A. Proesel Park. The Bryn Mawr Country Club is also classified as parks and open space.

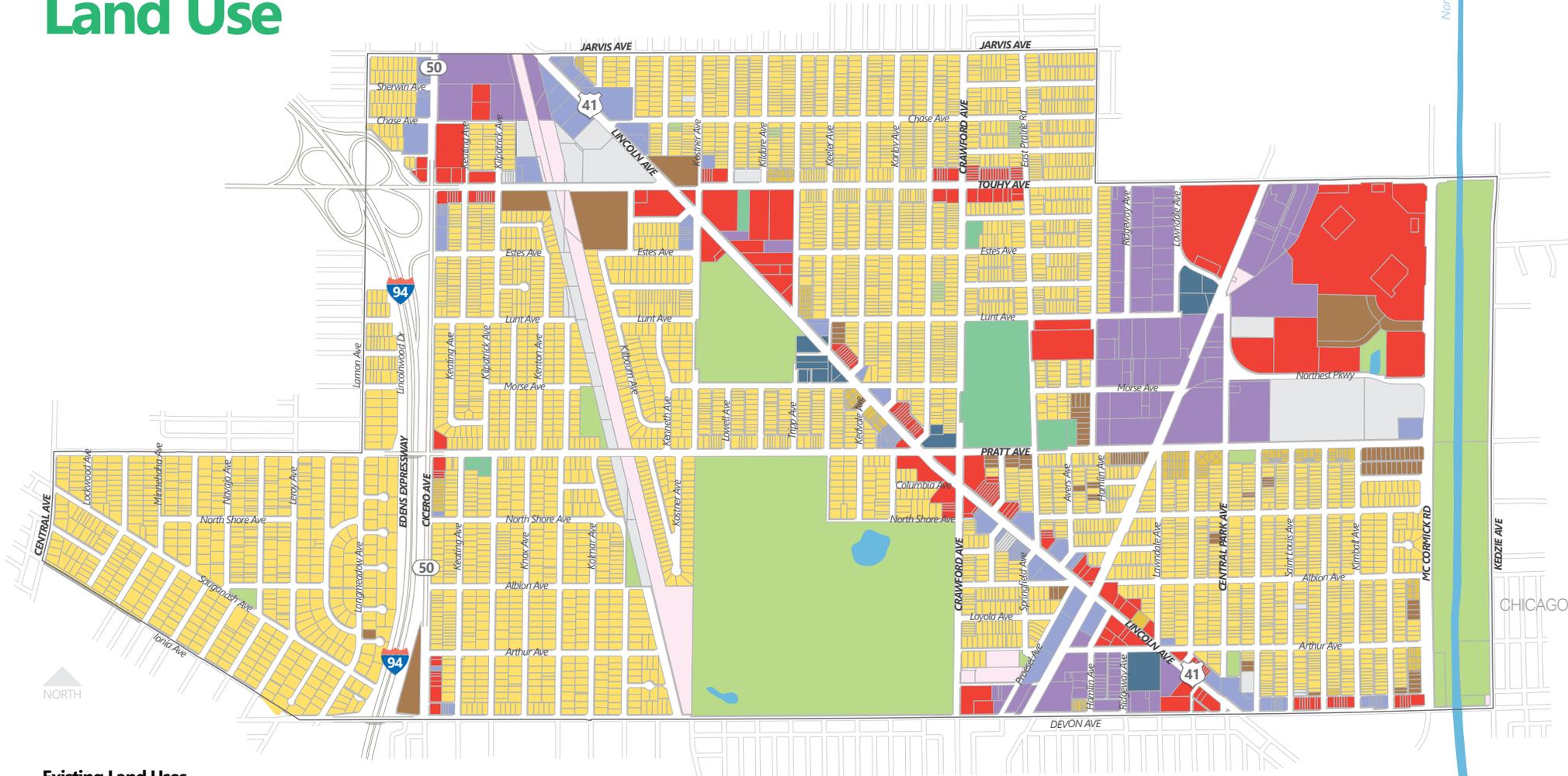
Utilities

Utilities are the structures, facilities, parcels, and corridors that accommodate necessary infrastructure. Utilities may be publicly or privately owned and are located throughout the Village based on service needs.

Existing Land Use

SKOKIE

North Branch Chicago River



Existing Land Uses

- | | | |
|--|--|--|
|  Single-Family Detached |  Office |  Parks/Open Space |
|  Single-Family Attached |  Light Industrial |  Utility |
|  Multi-Family Residential |  Public/Semi-Public |  Vacant |
|  Commercial |  Schools | |



Issues & Opportunities

Analysis of the Village's existing land use has identified several characteristics in Lincolnwood that present either challenges or opportunities for future investment. Given the importance of land use, these provided a basis on which further analysis of the community has been established and helped guide recommendations for land use and development in Lincolnwood. Issues related to existing land uses include:

Teardowns and resulting neighborhood character. Throughout the 1990's and 2000's, Lincolnwood experienced residential reinvestment as developers consolidated lots and built larger homes. This represents a positive trend in terms of housing value and quality. However, it also poses challenges related to maintaining a consistent community character and resulting "leftover" lots between teardowns that cannot be redeveloped.

Isolated residential areas. There are several areas in Lincolnwood where awkward block configurations along Lincoln Avenue or surrounding land uses isolate some residential areas. These areas may experience disinvestment over time and should be considered for other land uses that create commercial or employment opportunities.

Industrial/residential buffers. Several industrial properties abut residential areas or front on the same street as homes. Creating an appropriate buffer will be important in order to maintain the long-term attractiveness of these homes.

Reinvestment in strong residential building stock. Lincolnwood's neighborhoods are generally in good condition, with only a few cases of poor maintenance. These are typically associated with rental properties or vacant structures. This has a profound impact on the street character and aesthetics of several neighborhoods.

Small lots on commercial corridors. Lincolnwood's commercial corridor (Lincoln, Touhy, Devon and Cicero) have a typical lot depth of 110-125'. This makes it difficult to accommodate all the required components of site design (i.e. parking, landscaping, sidewalks, etc.) As a result, several sites have "shoehorned" these elements onto the site, often creating additional challenges related to site access, circulation, or safety. In some areas, there are opportunities for commercial lot expansion, while others, such as Touhy Avenue, are more tightly constrained by surrounding residences.

Multi-family maintenance. Many multi-family properties in Lincolnwood are well-kept and attractive. However, others are showing signs of neglect and disrepair. This could be a significant barrier in attracting young families and providing quality housing for the aging population.

Purple Hotel site and context. The site of the former Purple Hotel is currently under review for a development plan. Emerging recommendations of the Comprehensive Plan should be considered during plan review, and surrounding roadways and development should aim to maximize the potential of the site and its possible benefits to the rest of the community.

Awkward block configurations along Lincoln Avenue. The diagonal alignment of Lincoln Avenue creates awkward block intersections with side streets. These often result in meandering alleys, inefficient commercial layouts, and isolated residential lots.

Vacated rail corridors. The Village has two vacated rail corridors that run through the community from north to south. These represent an opportunity for trail connections, local circulators, or active land uses that could support existing development.



3

Community Outreach

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Comprehensive Plan
Citizen Committee

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Community
Workshop

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Online
Questionnaires



Public outreach is an invaluable step in the planning process which enables engagement with residents, business owners, city staff, elected officials, and key stakeholders. Through public events and outreach tools, the Lincolnwood community is able to provide their input, thoughts, ideas, concerns, and feedback, helping to guide the development of the Comprehensive Plan. Issues and opportunities identified by community members will directly impact goals, objectives, and recommendations of the document. This document summarizes and provides analysis of public outreach efforts conducted as part of the Lincolnwood Comprehensive Plan.

To best engage Lincolnwood residents and stakeholders, the following outreach opportunities were provided:

- Community Workshop
- Online Questionnaires
- sMap-Online mapping tool

Comprehensive Plan Citizen Committee

The Comprehensive Plan Citizen Committee (CPCC) was established as the first line of public engagement to help guide the comprehensive planning process. Consisting of dedicated community members, the CPCC first met on March 12, 2015 at the kick-off meeting. This event provided an early opportunity for City Staff, the CPCC, and members of the consultant team to discuss issues and opportunities facing the Village. The CPCC continued to aid with development of the plan through review of plan recommendations and interim documents, ensuring that the final plan document is a direct reflection of the community it will serve.

Community Workshop

On April 9, 2015, members of the Lincolnwood community participated in a Community Workshop which took place at Village Hall beginning at 7:00 p.m. The workshop included an exercise designed to facilitate discussion and collect public opinion from a local perspective. First, those in attendance were asked to identify five issues that are most important to the Village of Lincolnwood. Participants were then broken into groups and asked to form a “vision” for Lincolnwood, coming up with solutions to identified issues and envisioning a preferred “future” for the Village. Each group was given a large map of the Village and colored markers, enabling them to graphically draw their ideas directly on the map. The following is a summary of the thoughts, comments, and opinions voiced during both parts of the Community Workshop exercise.

Issues & Concerns

Residents discussed a wide range of issues; however, many comments centered on a group of related themes. Though not representing the full extent of issues identified, the following is a summary of the central themes most commonly discussed as important elements for the Comprehensive Plan to address:

Empty Commercial Sites

Participants consistently emphasized the numerous empty commercial sites within Lincolnwood as a central issue. A large amount of discussion was given to the Purple Hotel site and the importance of repurposing this site, amongst others. Community members felt that these large lots create an image of vacancy and emptiness which negatively affects the Village and local market power. These sites also represent a loss in potential tax revenue while taking up space that could be put to better use. Respondents called for greater focus on the timely development and repurposing of these sites to benefit the local community.

Business Retention & Attraction

Closely linked to the prevalence of empty commercial sites, residents identified business retention and attraction as an important issue. Participants felt that commercial areas throughout the Village had trouble retaining businesses and attracting new, high quality companies to Lincolnwood. Larger lots, such as the Purple Hotel site, the vacant Dominick’s site, or the vacant lots between Pratt Avenue and Northeast Parkway, were regularly identified, but respondents also noted other areas with similar issues. Some community members argued that the failure to maintain and attract businesses in Lincolnwood is shifting the local tax burden to residential uses. New business development, especially high quality and locally demanded commercial options, were desired to ensure a healthy and balanced tax base.



Aging Infrastructure

Workshop attendees highlighted a variety of infrastructure issues, largely discussing areas where infrastructure was aging and needed improvement or replacement. Infrastructure issues included the poor appearance and maintenance of transportation corridors, stormwater and flooding issues, and numerous streetscaping concerns. In addition, the general inconsistency of infrastructure quality between different areas was acknowledged. Also widely discussed was water quality within the Village. Some residents expressed concerns about maintaining the long-term supply and quality of water from the City of Chicago.

Streetscape Character

As a large component of infrastructure, participants emphasized the Village's streetscape character as a specific concern. Issues focused on two elements of local streetscaping. First, respondents noted a number of maintenance issues, such as aging street signs or low safety, which create an unfavorable image of the Village. Residents felt that new or improved streetscaping would help counter this image and create larger market appeal for commercial properties within the area. Second, participants hoped for greater accessibility and mobility for both pedestrians and bicycles. This includes a call for trails and paths, bike lanes, medians and other pedestrian safety features, and overall greater consistency in the maintenance and appearance of streetscape facilities.

Property Maintenance

Both commercial and residential property within Lincolnwood was noted as being poorly maintained, which creates an unfavorable outward appearance. Participants suggested that a review of regulations and more strict application of local ordinances may help ensure the Village maintains a high quality of commercial and housing stock. Maintenance of commercial areas was closely linked to attracting new businesses. Similarly, many felt that ensuring residential areas are of a high quality and well maintained will strengthen the local market demand and encourage renewed investment.

Parking & Transportation

Residents noted difficult limitations on parking throughout Lincolnwood, with particular emphasis on the difficulties of finding overnight parking in certain residential neighborhoods. Respondents mentioned that it was often difficult to find parking within the Village beyond the large commercial parking lots. Some felt that parking restrictions, especially on-street parking regulations, are too strict, and penalties and fines are too severe. Other residents were concerned about individuals not from the local neighborhood parking on streets overnight or for extended periods of time. Related to parking issues, a number of workshop attendees called for greater public transportation options and expanded bus schedules and routes, with the particular goal of connecting Lincolnwood to larger Chicago transit options.

Image & Identity

Residents generally felt that the local image and identity of Lincolnwood is an important issue. Participants discussed various limitations that a poor image can place on business development, reinvestment, and as a result, community services. Respondents believed that a new image and united identity for the Village will help establish a clear direction for the community, Village staff, and officials. In addition, the development of an outward, visual identity and appeal for Lincolnwood can help bring new economic development and improve the local quality of life. Residents also identified Edens Expressway overpasses as an opportunity for community identifiers.

Vision for the Future

In developing their vision for the future of Lincolnwood, each group was given a packet including suggested topics for discussion. Using these categories, residents were able to provide both notes and graphic visuals of their vision for the Village. The following are improvements and projects identified in the workshop, categorized according to the suggested topics.

These lists represent the cumulative input provided by all groups.

Transportation

- Enforce line of sight regulation
- Enforce commercial vehicle regulations
- Place speed bumps near parks
- Conduct a traffic study for the area west of I-94
- Address after school traffic on major arterial and residential routes
- Address traffic backups on Cicero as you exit I-94
- Create bike lanes along main roads, especially Devon between McCormick and Lincoln
- Educate residents of bike safety and rules of the road regarding bicycle transportation
- Add public transportation around Devon, which brings people to and from Edgebrook
- Introduce greater public transportation, especially bus routes, to the east side south of Touhy that connects to other modes of transportation, such as the Metra or CTA (Jefferson Park)
- Introduce or permit more parking at Springfield Park
- Coordinate traffic signals and turn arrows to create efficient mobility through and within the Village
- Implement the Lincoln Avenue Plan
- Add dedicated pedestrian and bicycle pathways along the utility rights-of-way running north to south through Lincolnwood
- Make improvements to ensure that all sidewalks are connected and complete, especially adding a sidewalk on the west side of Crawford from Devon to Pratt
- Add sidewalks on all sides of the Bryn Mawr Country Club and Golf Course

Parks, Open Space & Environmental Features

- Construct an indoor community rec center including an indoor pool, potentially located at Proesel Park
- Collaborate with the school district to enhance recreation
- Plan for greater stormwater management and reduce flooding throughout the Village
- Add lighting in Centennial Park
- Add picnic areas in Centennial Park
- Find land for a roller blade park
- Continue upkeep and safety at all parks

Residential Areas

- Create downsizing opportunities for Village residents who become “empty-nesters,” not located on a main arterial
- Introduce new multi-family housing to serve a wide range of residents
- Do not allow overnight parking or commercial vehicle parking in residential areas
- Review the bulk standards ordinance
- Encourage more redevelopment of aging housing stock
- Introduce affordable housing
- Develop the vacant site between Pratt Avenue and Northeast Parkway for Senior residential living

Community Facilities

- Redevelop or repurpose empty commercial sites located within Lincolnwood
- Consider the expansion or creation of a new school to handle an increased population as a result of new multi-family residential uses
- Construct a Magnet School
- Construct a High School
- Increase police activity and presence and ensure greater enforcement of driving regulations
- Host community events to draw people to the Village and create new connections
- Host community events at the library
- Foster greater public awareness and engagement
- Work to generate stronger community participation and help the community understand all aspects of change within the Village, such as the positive aspects of Section 8 or affordable housing.
- Limit use of the pool by non-residents
- Attract a Mosque to the Village for prayer services

Commercial Areas

- Work to invigorate all commercial areas
- Create a themed planned development, such as an improve theater surrounded by dining
- Redevelop Lincolnwood Town Center and the adjacent properties to create new desirable stores and housing
- Repurpose and redevelop the Purple Hotel site at a more efficient pace
- Consider attracting a drive-thru Peet's Coffee or Starbucks
- Need for a hotel
- Need for a grocery store
- Consider consolidating parking to a single lot in commercial areas
- Attract and retain commercial uses, especially retail
- Review the permit process for remodeling and construction
- Review and take action on a Town Center concept, given the conflict with the Skokie Development
- Redevelop the industrial area west of Lincolnwood Town Center as a commercial use or development
- Attract more restaurants to the area

Online Questionnaires

Online questionnaires were made available to residents and business owners in Lincolnwood through the Comprehensive Plan's project website (which can be accessed through the City's website). These surveys created an outlet for residents to provide additional feedback, as well as providing an alternative form of involvement for those unable to attend the community workshop. Two questionnaires were prepared, one for residents and community members and a separate questionnaire geared toward business owners and operators.

Resident Questionnaire

The resident questionnaire received 288 responses from Lincolnwood residents. Respondents demonstrated the Village's diversity, including equal shares of new residents (1 to 5 years in Lincolnwood), long term residents (10 to 20 years), and those who have called Lincolnwood home for most of their lives (30 or more years). The majority of respondents were between the ages of 35 and 54 (60%) and have a strong education background, with over 80% having received at least a bachelor's degree and 48% of respondents having completed some post graduate education.

When asked to identify advantages and disadvantages to Lincolnwood, responses were generally positive. No single choice was listed as a disadvantage by the majority of participants, indicating that no one element of the Village is consistently seen as a major issue. The largest disadvantages were identified as taxes (30.00%), mass transit options (20.87%), and access to regional transportation (13.78%). By comparison, the largest advantages were location (78.26%), residential neighborhoods (64.66%), and schools (57.66%).

Village services were also seen positively, with the majority of services thought to be in good condition. The top services were identified as fire protection (82.47% of responses), police protection (79.84% of responses), and water quality (79.60% of responses). Only a few services were seen as being in poor condition, mainly storm water drainage (36.90% of responses) and sidewalks (22.76% of responses).

The majority of Lincolnwood residents are satisfied with the overall quality of life in Lincolnwood, with just over 25% being very satisfied. Over 50% of respondents believe the quality of life has remained the same over the past ten years, while just over 20% claimed it had gotten somewhat worse. The largest threats to quality of life were identified as poorly maintained and vacant properties, traffic flow and congestion, infrastructure, and development regulations and policies. Overall, 52.50% of participants believe the Village will remain the same in the next five years.

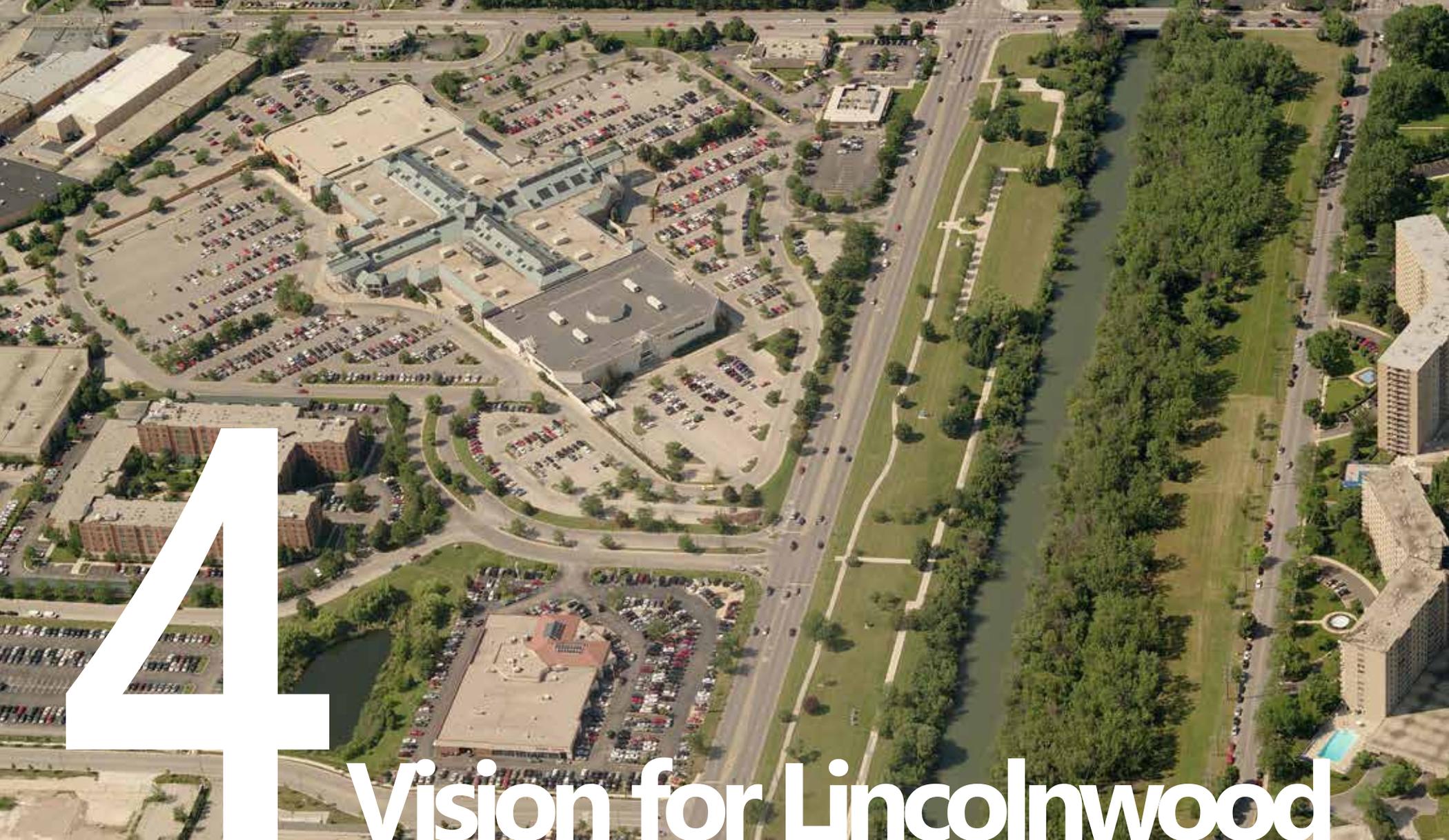
A majority of respondents felt the current housing stock is in good condition; however, most believe it will not see improvement in the coming years. Participants were strongly in support of additional residential development, particularly single-family homes, but also townhomes and condominiums. Apartments were the most frequently cited as the type of new development residents do not want in Lincolnwood, followed by gas stations and industrial uses. In regards to non-residential development, participants greatly favored new retail stores and restaurants, as well as entertainment uses and mixed use developments that may include residential options. Many noted they do not want to see additional banks, liquor stores, or bars in the Village.

Lincolnwood's location and access, schools, and neighborhoods were identified as the Village's top strengths. Conversely, development and growth potential, commercial and shopping areas, and taxes were noted as top three weaknesses. Respondents emphasized development and growth potential, schools, and commercial and shopping areas as the three most important priorities for the comprehensive plan to address.

Business Questionnaire

The business questionnaire received 20 responses from members of the Lincolnwood business community, largely comprised of non-residents whose businesses have been in the community for over 10 years. The smaller number of responses, especially when compared to the resident questionnaire, limits the applicability of the survey. While trends established by the business questionnaire are not applicable to the entire Lincolnwood business community, findings were consistent with other outreach efforts.

Overall, respondents to the business questionnaire were supportive of Lincolnwood, with no major issues or threats to local business noted. Some participants did feel that Lincolnwood can be unfriendly to businesses, particularly new ones. Emphasis was given to the need for new commercial uses, especially retail, restaurants, and entertainment, that would help build a stronger business community and reduce taxes within Lincolnwood.



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Vision for Lincolnwood



The vision statement describes the desired characteristics of Lincolnwood after successful adoption of the Comprehensive Plan. It is intended to capture input received from the community and reflect the collective vision of all Lincolnwood residents. The vision statement is written as a retrospective from the year 2030, which describes changes and improvements in the community since adoption of the Comprehensive Plan, articulating what the Village could be 15 years into the future.

In 2030...

The Village of Lincolnwood is a thriving community that offers suburban living in a more urbanized environment. Residents drawn to Lincolnwood's high quality of life have created a diverse community that consists of different cultures and background. Local schools, parks and trails, neighborhoods, shopping areas, and employment centers have made Lincolnwood welcoming to families and individuals of all ages and from all walks of life.

Lincoln Avenue remains the spine of the community, stitching together eastern and western neighborhoods of Lincolnwood in a vibrant, mixed-use, and pedestrian-oriented corridor. Along the corridor residents can enjoy shopping and dining and visit the Lincolnwood Public Library. At the Lincolnwood Civic Campus residents gather for unique events and activities, stay active in Proesel Park, or enjoy a summer day at the Family Aquatic Center.

At the northern end of Lincoln Avenue, the previous Purple Hotel site has emerged as a creative multi-use area that provides a unique space for citizens to gather. Featuring a new hotel, grocery store, shops, and restaurants, the area attracts residents and visitors from across the northern suburbs. The combination of attractive outdoor areas with places to shop and dine has created a unique public space where residents complete errands, meet friends, and spend time. The site now stands as a major anchor for the Village and a focal point for the community.

The Lincolnwood Town Center has also continued to prosper as a regional shopping center. Roadway enhancements to Capitol Drive and Central Park Avenue have improved truck routes within the Northeast Business Park while protecting adjacent neighborhoods from negative impacts. New sidewalks, landscaped areas, benches, light fixtures, and other amenities support local businesses and employers in providing an inviting and attractive district where individuals enjoy working and shopping.

Lincolnwood's major roadways continue to define the Village, establishing an efficient network for transportation. These corridors act as major gateways to the community, connecting travelers to key destinations and local businesses. Cyclists and pedestrians are able to move safely through the Village along new trails developed in the vacated rail corridors, which connect residents to parks, schools, and other popular local and regional destinations.

The Village's neighborhoods have remained a vital component of Lincolnwood, offering a range of high quality housing. Continued investment has improved the character of local neighborhoods, boasting attractive homes surrounded by beautiful tree canopies. The development of new housing has provided options for young professionals, new families, and aging residents to move to and remain in the community.

From Lincolnwood's neighborhoods, residents can access all areas of the community using the local system of trails and parks. The conversion of vacant rail corridors has helped tie together parks, schools, and neighborhoods in a network of local trails and pathways. Well-maintained parks and trails have encouraged residents to stay active and healthy while connections to adjacent trail systems have positioned Lincolnwood at the center of a regional trail network.

Since adoption of the Comprehensive Plan, implementation efforts have enabled the Lincolnwood community to flourish. The Village's balance of charming neighborhoods, unique regional shopping centers and local businesses continue to attract diverse residents looking for a suburban lifestyle near the City of Chicago. Overall, Lincolnwood residents are proud of their community, and excited about the future to come.



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Land Use & Development Plan

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Land Use Plan

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Goals, Objectives & Policies



The Land Use recommendations of the Comprehensive Plan are driven significantly by the established land use pattern and the context of existing development, along with the Village's zoning and development regulations. The existing land use pattern of the Village of Lincolnwood reflects a mature, established community with relatively few vacant parcels within Lincolnwood's corporate limits.

Land Use Plan

The Land Use Plan builds upon the existing land uses and development patterns within the Village and is intended to promote and accommodate investment, development, and redevelopment that protects and enhances Lincolnwood's existing neighborhoods, strengthens its commercial areas, protects industrial areas and employment centers, and enhances the Village's network of community amenities. Where appropriate, the Land Use Plan suggests land use transitions and changes to address existing land use conflicts that have arisen as the community has matured.

It should be emphasized that the Land Use Plan is a general guide for growth and development within the Village and provides a foundation for further decision-making. The Land Use Plan is NOT a site development plan with rigid and finite recommendations. While it is sufficiently detailed to provide specific guidance on land use decisions, it is also intended to be flexible to accommodate unique circumstances and the consideration of creative approaches to development that are consistent with the overall policies and guidelines in the Comprehensive Plan.

Residential

Single-Family Detached: The single-family detached residential homes and neighborhoods are a defining characteristic of Lincolnwood and, while two flats are scattered throughout single-family detached areas, detached dwellings should continue to predominate.

Single-Family Attached: Single-family attached areas include duplexes and townhomes. These are primarily located along Pratt Avenue east of the vacated rail corridor. In addition to areas designated as single-family attached, the Village should consider appropriate redevelopment in some locations, allowing new attached single-family homes to help transition between single-family detached areas and commercial and industrial uses.

Multi-Family: Multi-family uses are found along the Village's busier corridors, where they help transition between commercial uses and higher volumes of traffic, to quieter traditional neighborhoods. In addition to those identified on the Land Use Plan, the Village should consider, on a case-by-case basis, opportunities for transitional multi-family development to help diversify the community's housing stock and separate single-family areas from more intense uses. This could include traditional apartments or condominiums, senior housing, or multi-family residences as a component of mixed-use development.



Commercial

General/Corridor Commercial: Most of these uses are found along Lincoln Avenue, Devon Avenue, and Touhy Avenue. These corridors offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, cleaners and service stations. General/corridor commercial uses in the Village are located in both multi-tenant and standalone buildings, and generally provide parking onsite. In all of these areas, the Village should consider, on a case-by-case basis, the inclusion of traditional mixed-use development with commercial services on the ground floor and office or residential uses above, where such a program can adequately accommodate parking, screening, and other important site design components. The Village should also consider allowing transition of some of these areas to multi-family or townhouse development, as site constraints and market potential may not warrant some blocks being sustained for commercial uses.

Regional Commercial: These uses are primarily situated in two locations given proximity to the Edens Expressway and the City of Chicago: around the Lincolnwood Town Center, an enclosed regional shopping mall in the northeast corner of the Village, and the area near the Touhy Avenue/Edens Expressway interchange, including the former “Purple Hotel” property. These areas consist of large shopping centers, hotels, big box development, auto dealers, and higher-intensity office. A key site for Lincolnwood is the former Dominick’s grocery store on McCormick Boulevard, which was approved in 2015 for use as a multi-tenant commercial shopping center.

Light Industrial/ Business Park

There are three large general areas of industrial land uses in the Village, each located adjacent to a vacated rail corridor. The largest concentration of light industrial uses is the Lincolnwood Business Park, located south and west of Lincolnwood Town Center. The Village adopted the Lincolnwood Business Park Retail Analysis & Feasibility Report in 2010, which called for the preservation of the employment centers located immediately west of the Town Center, and it still carries relevant recommendations going forward.

Public/ Semi-Public

Public/Semi-Public land uses include publicly and privately owned facilities such as Village-owned facilities, schools and religious institutions. These uses are found throughout the Village and are typically located based on their need to serve their constituents, members, or targeted population. Goals, objective and policies relating to public and semi-public land uses will be discussed in a subsequent chapter of the Comprehensive Plan.

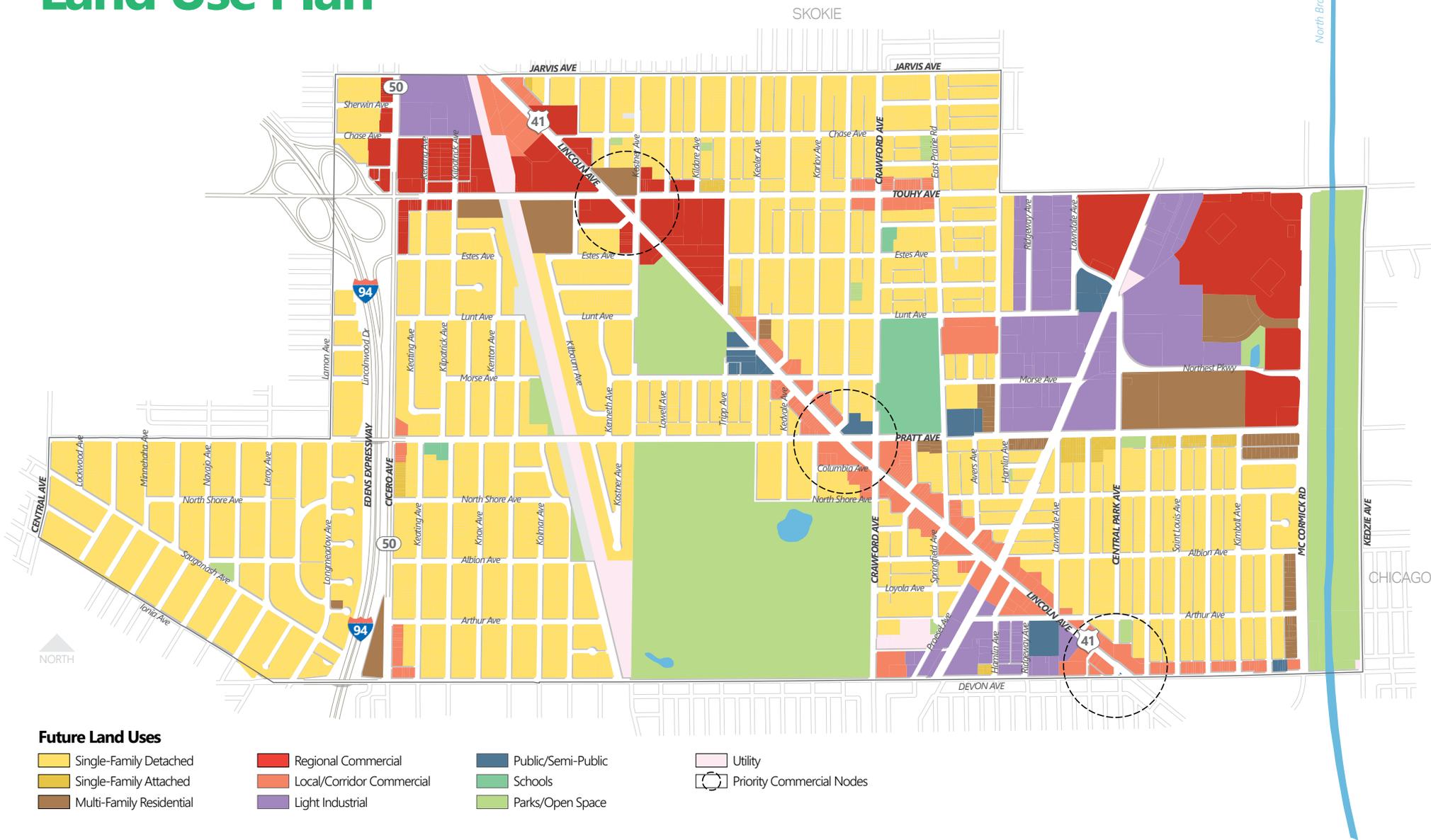
Parks/ Open Spaces

Parks/Open Spaces as a land use are public or privately owned areas used for parks and recreational uses, or lands intentionally preserved in a natural state. These land uses are located throughout the Village and range in size and purpose, from small tot-lots, to Henry A. Proesel Park. The Bryn Mawr Country Club is also classified as parks and open space. Goals, objective and policies relating to parks and open space will be discussed in a subsequent chapter of the Comprehensive Plan.

Utilities

Utilities are the structures, facilities, parcels, and corridors that accommodate necessary infrastructure. Utilities may be publicly or privately owned and are located throughout the Village based on service needs. Utilities are identified as a separate land use in the Land Use Plan, and it is anticipated they will remain active.

Land Use Plan



Future Land Uses

- | | | | |
|--------------------------|---------------------------|--------------------|---------------------------|
| Single-Family Detached | Regional Commercial | Public/Semi-Public | Utility |
| Single-Family Attached | Local/Corridor Commercial | Schools | Priority Commercial Nodes |
| Multi-Family Residential | Light Industrial | Parks/Open Space | |

Goals, Objectives & Policies

Residential Area Goal 1

Ensure that Lincolnwood remains an attractive place for people to live through market-responsive and well-maintained housing.

Objectives & Policies

As teardowns occur, encourage developers to purchase existing properties in such a manner that there are not small “leftover” lots between larger teardown lots.

Lincolnwood’s trend of residential lot consolidation and redevelopment, or “tear-downs,” has resulted in some older lots isolated between newer, larger homes. These older lots will likely deteriorate over time as they lack the market competitiveness for resale and rehabilitation. As future tear-downs occur, the Village should establish incentives to encourage developers to pursue properties in such a way that isolated older lots will not remain as redevelopment occurs over time.

Amend the Village’s zoning map to allow for quality multi-family redevelopment within and adjacent to commercial corridors as part of a larger economic development vision. (See Commercial Objective 2.1.)

To establish a greater transition from commercial to residential uses, the Village should amend zoning regulations to allow the development of multi-family and townhome residential options between commercial roads and adjacent single-family neighborhoods. This could include stand-alone residential buildings or residential units as the upper-floor component of mixed-use development. As a part of development review, the Village should maintain regulatory approval authority based on a proposal’s ability to mitigate parking, traffic, and physical impacts on nearby residential blocks.

Strictly enforce maintenance requirements for multi-family buildings, especially those owned by absentee landlords.

In some cases, multi-family buildings in Lincolnwood are not as well maintained as surrounding residential development. Many of these multi-family buildings are owned by landlords living outside the community, which increases the likelihood of poor maintenance. The Village should strictly enforce maintenance requirements for multi-family, placing a higher emphasis on buildings with non-owner-occupied units.

Amend the Village’s zoning ordinance to allow for appropriate residential development as a component of mixed-use projects along commercial corridors.

The Village’s zoning ordinance and map designate several corridors as commercial areas. The ordinance should be amended to allow for upper-floor residences as a special use on a case-by-case basis in the “B” Business Districts. Approval of a proposed mixed-use project should consider the following criteria:

- Appropriate on-site parking capacity and access;
- Scaling and massing that minimizes impacts on adjacent neighborhoods;
- Buffering and landscaping against surrounding neighborhoods;
- Adequate infrastructure capacity;
- Alignment with other adopted plans; and,
- Input from nearby residents.

Adopt and enforce maintenance standards for single-family rental properties or vacant housing structures.

Lincolnwood’s quality schools and services make it an attractive place for families to rent single-family housing. As the same time, while Lincolnwood’s neighborhoods remains generally stable, there are some examples of residential vacancy resulting from the recent recession. The Village should adopt and enforce maintenance standards for rental homes or vacant properties to ensure that surrounding properties are not negatively impacted. Fines for non-compliant maintenance should be structured to encourage resolutions to issues through refunds or rebates for improvements that lead to compliance, rather than being seen simply as a revenue source for the Village or hardship for the property owner.



Encouraged land-locked residential blocks on Keating Avenue and Kilpatrick Avenue to transition to uses compatible with surrounding development.

North of Touhy Avenue, Keating Avenue and Kilpatrick Avenue include small residential blocks that are entirely surrounded by commercial or industrial development. This neighborhood is isolated and is unlikely to sustain itself over time due to the nature of surrounding uses. This areas could transition in one of two ways, depending on market viability for different uses. It could become light industrial, acting as an extension of the industrial area north of Chase Avenue. It could also transition to regional commercial, filling in the gap between the Purple Hotel site and the Touhy/Edens Expressway interchange.

Individual development proposals in this area should be assessed based on their ability to establish the long-term use of the remaining transitional blocks and preserve the potential for a planned development area with cohesive access and character.



In blocks where alleys exist, require new residential development to provide vehicular access from the public street where feasible so that alleys can be vacated over time.

Over the past several decades, the Village has vacated several residential alleys due to maintenance costs and public safety concerns. However, alleys that remain are the only means of access to residential lots with rear garages. As redevelopment occurs over time, new residential lots should provide access from the public street wherever possible based on conditions related to lot width and site access. This will allow the Village to vacate additional alleys once rear garage access is no longer required.

Residential Area Goal 2
Sustain and improve the aesthetic character of Lincolnwood's neighborhoods.

Objectives & Policies

Establish a residential pattern book to guide the design of infill housing related to bulk and scale, massing, and architectural detail.

The Village's zoning regulations provide standards for basic bulk, setback, and height characteristics. However, recent tear-downs demonstrate a vast range of forms and design character that are out of character with existing development and each other. To address this, the Village should establish a residential pattern book to guide the design of residential infill housing, ensuring that existing and future development is compatible in terms of bulk and scale, massing, and architectural detail.

Modify design standards for front yard circular driveways in order to minimize the visual impacts on neighborhood character.

Section 7.13 of the Village's zoning ordinance includes regulations for residential circular driveways. These current regulations focus on the width of the drive. However, the Village should adopt additional regulations related to landscaping and curb cuts. These could include requirements for a minimum green area and landscaping between the circular drive and public right-of-way, an adequate minimum distance between curb cuts to accommodate one car length, and a maximum total curb cut width to ensure excessive paving does not occur. This will ensure that driveways are properly screened and the visual appeal of the neighborhood is not impacted.

Plant new street trees throughout the Village, prioritizing blocks with little or no tree cover.

Many residential blocks lack tree cover in the public right-of-way. Building upon the existing tree planting program aimed at eliminating the emerald ash borer, the Village should establish a residential tree planting program through which residents could request parkway trees in the public right-of-way in front of their properties. The Village could also purchase trees in bulk and resell them to residents who would like to plant new trees on their private property.

Commercial Area Goal 1
Maximize the benefit of existing businesses and potential commercial investment sites throughout Lincolnwood.

Objectives & Policies

Monitor the status of the Purple Hotel redevelopment plan, and work with IDOT on improvements on Lincoln Avenue and Touhy Avenue to maximize access to the site.

The former Purple Hotel property is a key development opportunity in the community which could have significant impacts on surrounding uses. As development proposals are reviewed by Village staff and elected and appointed officials, special consideration should be given to impacts on local traffic circulation, Lincoln Avenue and Touhy Avenue (under the jurisdiction of IDOT), Pace bus transit services, bicycle and pedestrian circulation, and surrounding land uses.

Utilize the approval process for the Purple Hotel site as an opportunity to maximize public benefits related to open spaces, walkability, and design character.

The size of former Purple Hotel property provides the potential for active development as well as public amenities that would benefit tenants and Village-wide residents. The Village should use the Planned Development approval process to maximize opportunities for usable public open space, pedestrian connections to surrounding blocks, bicycle and transit access, and iconic architectural and urban design elements. Plan approval should also encourage the integration of several uses on the site, including commercial development and a hotel that take advantage of the property's unique and advantageous location. Residential uses could be considered, so long as consideration is given to the impacts on community services and the vitality of the commercial environment.

Continue to implement the Lincolnwood Business Park Retail Analysis and Feasibility Report in order to improve existing businesses and attract new development to the Town Center area.

The Lincolnwood Business Park remains the Village's most important employment center, including most of Lincolnwood's largest redevelopment opportunities. The Village should continue to implement the recommendations of the Lincolnwood Business Park Retail Analysis and Feasibility Report. Efforts should focus on improving existing businesses and attracting new development to opportunities sites in the Town Center Area as Lincolnwood's central district for economic activity.



Market the success of the Village’s facade improvement program and encourage greater participation among business owners.

Commercial development on Lincolnwood’s corridors has occurred over the past several decades. As a result, there is a great variety of façade designs. The Village should continue to market its façade improvement program to encourage exterior rehabilitation. The program should include standards related to materials, design elements, signs, and other characteristics, and allow for an appropriate level of flexibility when appropriate.

As parking lot improvements are made, work with property owners to improve parking lots in a way that best meets community objectives.

Parking lots are a prominent feature of much of the commercial development in Lincolnwood. They are often unscreened, and in some cases, poorly maintained. As improvements are made to existing parking lots, the Village should require conformance with current regulations for parking lot screening and landscaping, particularly along the Village’s major commercial corridors. However, in some cases, the Village should allow relief from these regulations where parking capacity, circulation, and access management are a higher priority than development character.

Commercial Area Goal 2
 Support the creation and development of viable commercial nodes along the Village’s primary corridors.

Objectives & Policies

Encourage the market-driven acquisition and redevelopment of residential lots adjacent to Lincoln Avenue commercial uses in order to create more viable commercial blocks.

Lincoln Avenue is currently an auto-oriented corridor, yet many of the commercial lots along it have traditional depths of 120’-125’. These lots cannot appropriately accommodate the parking necessary to support businesses, and lack the space necessary for buffers against adjacent neighborhoods.

The Village should work with residential property owners and potential developers to encourage the market acquisition of residential lots in order to expand the footprint of commercial development sites. This should result in the greater management of access, parking capacity, and screening. It should also create more vibrant commercial nodes at key points along Lincoln Avenue.

Support the redevelopment of obsolete or non-viable commercial lots along Lincoln Avenue to multi-family or townhouse uses that enhance housing variety and create a more appropriate transition to existing neighborhoods.

Vacant commercial spaces could be a symptom of a lack of market demand, physical development constraints, or both. If vacancy persists as older commercial spaces cannot remain competitive against new commercial development, the Village should encourage, on a case-by-case basis, the transition of portions of Lincoln Avenue to multi-family or townhouse development. This will expand housing choice in the Village, and further reinforce viable commercial nodes on Lincoln Avenue.

Encourage the use of obsolete or vacant commercial properties as opportunities for parking that supports nearby commerce.

There are several vacant commercial buildings or underutilized sites along Lincoln Avenue. These sites provide the opportunity for parking that would support active and viable businesses. The Village should encourage property owners to seek shared parking agreements or acquisition in order to increase the overall parking capacity along Lincoln Avenue.

Commercial Area Goal 3 Improve vehicular access and safety to commercial sites on Lincoln, Touhy, Devon, and Cicero.

Objectives & Policies

Prohibit back-out parking on to major roadways.

Shallow lot depths and the incremental widening of major streets over time has resulted in private parking lots that require patrons to back out onto the public street in order to exit the lot. This increases the likelihood of vehicular accidents and eliminates the pedestrian network on that portion of a block. The Village should prohibit back-out parking on to major roadways, shifting parking lot access to side streets or cross-access agreements with adjacent property owners.



Allow businesses to improve and utilize alleys where it yields more on-site parking spaces or improved circulation.

Several commercial corridors are backed by public alleys that are typically considered reserved for direct access to private lots. However, given the site constraints along Lincolnwood's commercial corridors, these alleys could be used to accommodate on-site circulation to parking areas. This would free up additional space for parking rather than circulation. Where this is implemented, the alley should continue to provide general access to other surrounding development.

Limit vehicular access from major streets, instead relying on side streets and alleys for parking ingress and egress.

Excessive curb cuts along Lincolnwood's major commercial corridors decrease traffic flow and create numerous points of conflict between pedestrians and automobiles. Where appropriate, the Village should work with developers to limit curb cut access from major streets. Access to and from parking areas should instead be provided from side streets, alleys, and cross-access agreements with adjacent commercial lots.

Encourage vehicular cross-access between adjacent commercial parking lots.

There are several instances in Lincolnwood where adjacent commercial parking lots are separated by a barrier, resulting in excessive curb cuts and poor on-site circulation. The Village should encourage commercial cross-access between parking lots. This would enhance access to multiple businesses, potentially increase on-site parking capacity, and reduce the number of required curb cuts along a block.



To the extent possible, eliminate excess curb cuts or curb cuts that are unnecessarily wide.

Excessive curb cuts reduce the safety and flow of major commercial corridors. The Village should work with property owners to eliminate excess curb cuts and reduce the width of unnecessarily wide curb cuts. This is likely to be more feasible as cross-access agreements and access management from side streets and alleys are implemented.

Industrial Area Goal 1
Minimize the impacts of industrial development on surrounding land uses.

Objectives & Policies

Continue to strictly enforce truck traffic bans in all residential areas.

Truck traffic in Lincolnwood should be closely regulated to reduce potential impacts in residential areas such as congestion, noise, and vibration. The Village should continue to strictly enforce truck traffic bans in all residential areas and coordinate with industrial tenants to address truck traffic concerns.

Improve the aesthetics of industrial properties that face residential areas or open spaces.

Industrial uses in Lincolnwood are sometimes adjacent to or across the street from residential areas or open spaces. The Village should amend Section 6.16 of the zoning ordinance to require improvements that would enhance the aesthetic character of industrial sites. The most appropriate improvements may vary from site to site, but could include decorative fencing and screening, parking lot landscaping, and building facade enhancements.



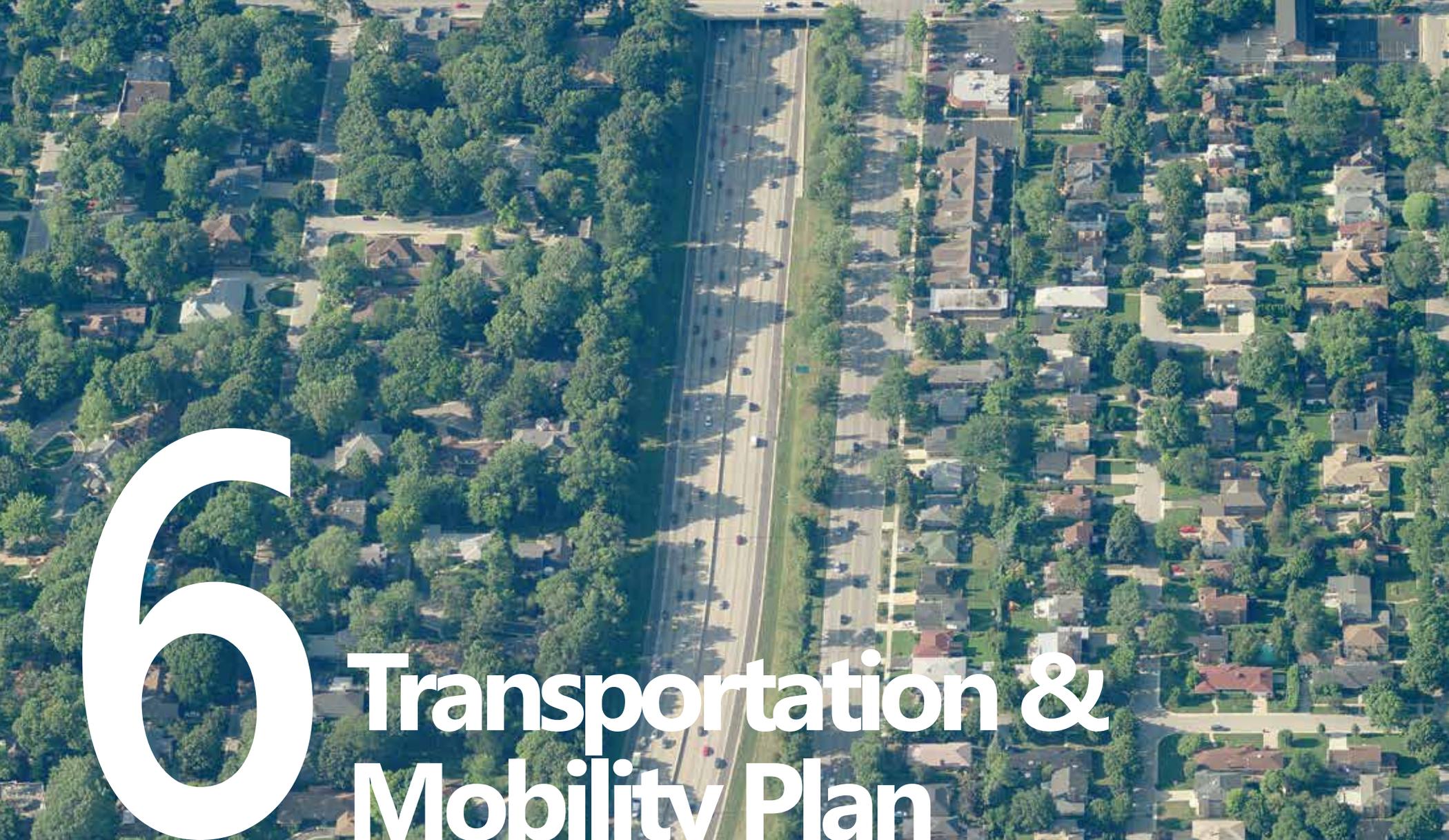
Industrial Area Goal 2

Enhance the operations of existing industrial areas, and identify opportunities for new industrial development.

Objectives & Policies

Encourage and support local property owners to improve Capitol Drive for public truck traffic and provide an industrial circulator road between the end of Capitol Drive and Central Park Avenue.

Capitol Drive is a private road with access only from Touhy Avenue. The Village should work with local property owners to gain jurisdictional control of Capitol Drive, and explore alternative for increasing industrial circulation in this portion of the Village. One option for doing so would be to extend Capitol Drive southwest to Central Park Avenue. An alternative would be to create a roadway connection directly between Central Park Avenue and the Lincolnwood Town Center circulator road. Capitol Drive could then be extended to intersect this new roadway.



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Transportation & Mobility Plan

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Existing
Transportation
Network

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Goals, Objectives & Policies



Lincolnwood is served by a multi-layered system of roadways, bike lanes, sidewalks, and transit lines. Collectively, these provide access to local goods and services, jobs, parks, and community services. They also provide access to and from surrounding communities and other portions of the Chicago region. This chapter of the Comprehensive Plan presents goals, objectives, and policies related to the community's roads, sidewalks, trails, and transit services. Given the fact that several primary roads are under the jurisdiction of the Illinois Department of Transportation (IDOT) and the Cook County Department of Transportation and Highways, and bus transit service is under the purview of Pace Suburban Bus and the Chicago Transit Authority (CTA), many of the recommendations of this chapter will require collaboration with these or other agencies.

Existing Transportation Network

Roadway Network

Lincolnwood's roadway network supports many roles within the community, including local and regional vehicular mobility and access to commercial areas, neighborhoods, and employment. This section summarizes the key characteristics of the roadway network.

Roadway Classification

The roadway network in Lincolnwood is classified by IDOT according to a hierarchy that balances regional connectivity and local mobility. Classifications include the following:

Interstates: I-94 runs north-south through the western portion of the community and provides efficient access to Downtown Chicago, the northern suburbs, and Wisconsin. One interchange is available in Lincolnwood at Touhy Avenue, with another one nearby in Chicago at Peterson Avenue.

Principal Arterials: Cicero Avenue (IL 50), McCormick Boulevard, and Touhy Avenue west of Cicero are principal arterials that provide efficient mobility through Lincolnwood. These three principal arterials connects to Chicago on the south and Skokie on the north. IDOT has jurisdiction over these roadways and maintains them.

Minor Arterials: Devon Avenue, Touhy Avenue east of Cicero Avenue, Lincoln Avenue (US 41), Central Avenue, and Crawford Avenue are classified as minor arterials. These provide connections to surrounding communities, but also offer more frequent traffic control and access to local land uses than principal arterials. Devon Avenue, Touhy Avenue, Central Avenue, and Lincoln Avenue are maintained by IDOT. Crawford Avenue is maintained by Cook County.

Major Collectors: Pratt Avenue and Hamlin Avenue (south of Touhy Avenue) are classified as major collectors. These provide direct access to local streets and connect to arterials. Both roadways are under the jurisdiction of the Village.

Local Streets: Local streets include all remaining roadways in the Village. These generally host residential land uses and provide access to individual lots.

Private Streets

There are three small segments of private roads in Lincolnwood. They include Capitol Drive, Cherry Lane, and portions of Chase Avenue.

Planned Improvements

Given the built-out nature of Lincolnwood, there is little likelihood that major changes to the roadway network will occur. Most improvements will likely be modifications to existing roadways. The only programmed improvement in IDOT's FY 2016-2021 Multi-Year Highway Improvement Program is the Touhy Avenue/Hamlin Avenue traffic signal installation, roadway channelization, and land acquisition. The estimated cost of the project is \$835,000, with implementation to take place between 2017 and 2021.

Transit Service

Transit service in Lincolnwood is provided by Pace Suburban Bus and the Chicago Transit Authority (CTA). (It should be noted that CTA routes that operate in Lincolnwood primarily serve the City of Chicago, though the Village benefits from access to these routes at bus transit terminals.) The alignment of bus routes, frequency and times of service, bus stop facilities, and information is subject to Pace Suburban Bus and the CTA. Bus transit routes that serve Lincolnwood include:

- Pace Route 210-Lincoln Avenue originates at the Lincolnwood Town Center, then heads south on McCormick to Lincoln, north on Lincoln, and up to Glenview. Average daily weekday ridership in April 2015 was 386 riders.
- Pace Route 225-Central-Howard originates at the Jefferson Park Transit Center (CTA Blue Line, Metra Union Pacific Northwest Line) and runs along the west side of Lincolnwood on Central Avenue. It runs north to Howard Street then terminates at Harlem and Oakton in Niles. Average daily weekday ridership in April 2015 was 163 riders.
- Pace Route 226-Oakton originates at the Jefferson Park Transit Center and runs along the west side of Lincolnwood on Central Avenue. However, during portions of its service period, the route diverts on Pratt Avenue, LeClaire Avenue, and Touhy Avenue. It then continues northwest through Niles, Des Plaines, and Rosemont. Average daily weekday ridership in April 2015 was 708 riders.
- Pace Route 290-Touhy Avenue links the Cumberland Blue Line and Howard Red Line stations. In Lincolnwood, it diverts into the Lincolnwood Town Center to serve the multi-route transit center. Average daily weekday ridership in April 2015 was 3,253 riders.
- CTA Route 54A-North Cicero/Skokie Boulevard operates between the Skokie Yellow Line station and the Jefferson Park Transit Center .
- CTA Route 82-Kimball/Homan originates at the Lincolnwood Town Center and takes McCormick/Kimball south to 31st in Chicago.
- CTA Route 96-Lunt originates at the Kedzie/Devon bus transit center and follows McCormick Boulevard, Touhy Avenue and Lunt Avenue to the Morse Red Line station.

Bus Transit Vision

Pace's long-term service model is guided by its Vision 2020 Plan. The Plan describes a regional service model that includes line-haul service and/or Arterial Rapid Transit (ART) services on transit arterials, enhanced regional and community transit facilities, technology upgrades to increase efficiency and performance, and local transit services that maximize ridership and mobility. In the Vision 2020 Plan, Lincoln Avenue, Touhy Avenue, and Niles Center Road/Central Avenue are envisioned as line-haul arterials, implying that they could be considered for ART service in the future. Further study by Pace identified Touhy Avenue as a medium-term ART corridor. Lincolnwood Town Center is envisioned as a community transportation center, meaning it will continue to serve as a transfer point or terminus for multiple bus routes.

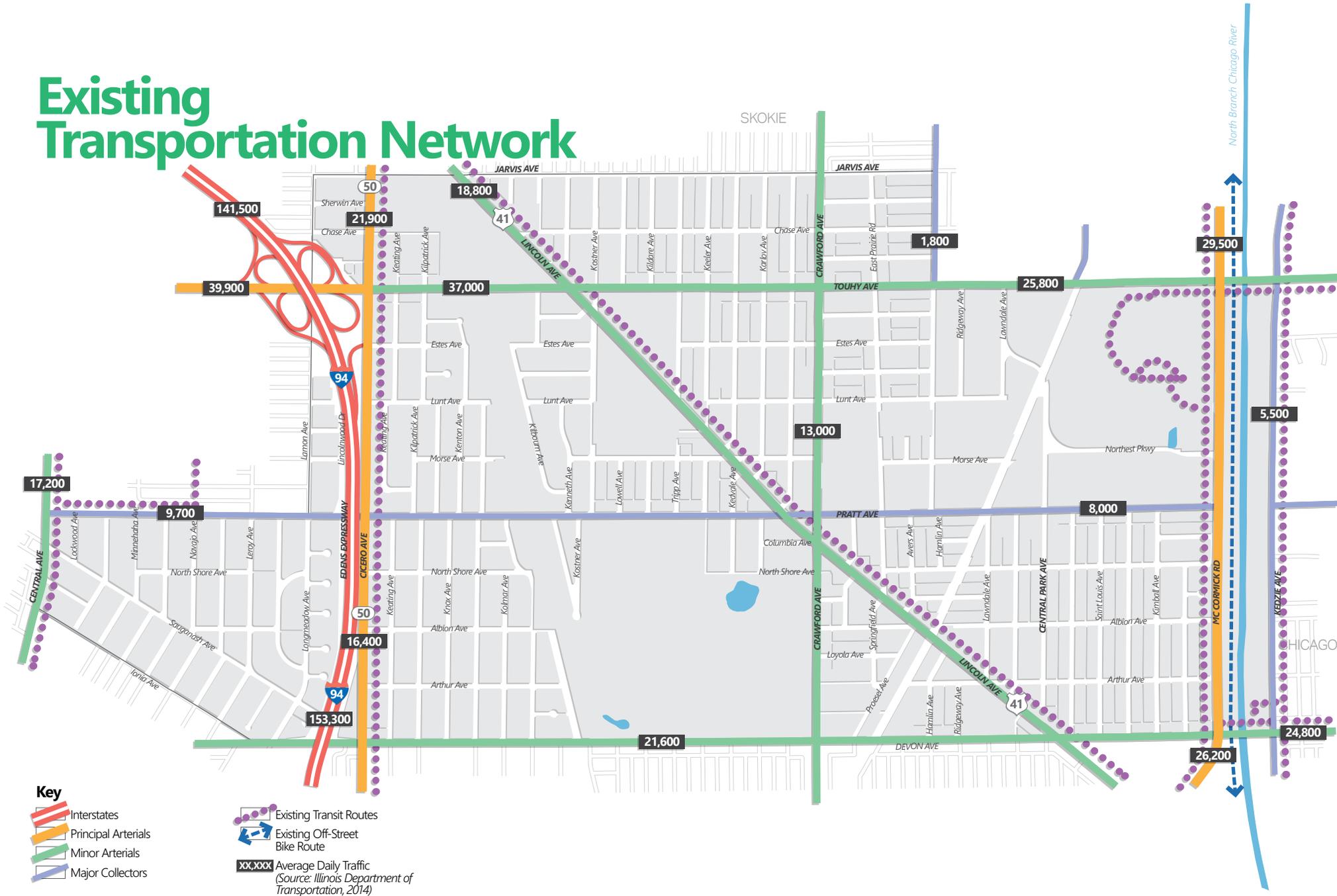
In addition to the public transit services described above, Lincolnwood is served by local taxi services and car-share services such as Uber.

Bicycle & Pedestrian Network

The traditional block pattern in Lincolnwood provide the foundation for a highly walkable and bicycle-friendly community. Most neighborhoods have sidewalks on at least one side of a street, and neighborhood traffic patterns support safe on-street bicycle use. However, the greatest challenge to bicycle and pedestrian mobility in Lincolnwood are along arterial and collector streets. Many of these streets lack adequate crosswalks or signage for pedestrians, and force pedestrians to walk in close proximity to vehicles moving at relatively high speeds.

Long-term improvements to the bicycle network are guided by the 2006 Bikeway Plan. The Plan identifies strategies to improve connections to regional trail networks in surrounding communities and establishes standards related to on-street routes, off-street routes, signage, and intersection design.

Existing Transportation Network



- Key**
- Interstates
 - Principal Arterials
 - Minor Arterials
 - Major Collectors

- Existing Transit Routes
- Existing Off-Street Bike Route
- XXXXXXX Average Daily Traffic (Source: Illinois Department of Transportation, 2014)

Goals, Objectives & Policies

Vehicular Traffic & Circulation Goal 1

Ensure that Lincolnwood's local roadway network provides safe and efficient mobility to destinations throughout the Village.

Objectives & Policies

Continue to monitor and enforce truck traffic restrictions in residential areas adjacent to industrial or commercial development.

Truck traffic in Lincolnwood should be restricted to routes that serve industrial and commercial development, reducing the potential of congestion, light, and noise impacts in residential areas. The Village should continue to monitor and enforce truck traffic restrictions in neighborhoods, particularly those adjacent to industrial and commercial development. The Village should also coordinate with existing and future industrial users to address related truck traffic concerns.

Install stop signs at intersecting residential streets where bike lanes and transit routes are implemented.

Several intersections of local streets lack any type of signed traffic control. However, on local streets that host bus transit or designated bike lanes, stop signs are installed for intersecting streets. As new bike routes are established, stop signs should be installed on intersecting streets to prioritize efficient and safe multi-modal traffic flow.

Remove access points to vacated alleys.

The Village has proactively vacated many alleys over the past several decades. However, in some cases, curb cuts from the public street still exist. The Village should reconstruct the curbs and reseed parkways to remove the obsolete curb cuts to the former alleys.



Dedicate Chase Avenue (east of Cicero Avenue) as a public street and upgrade the street to Village standards.

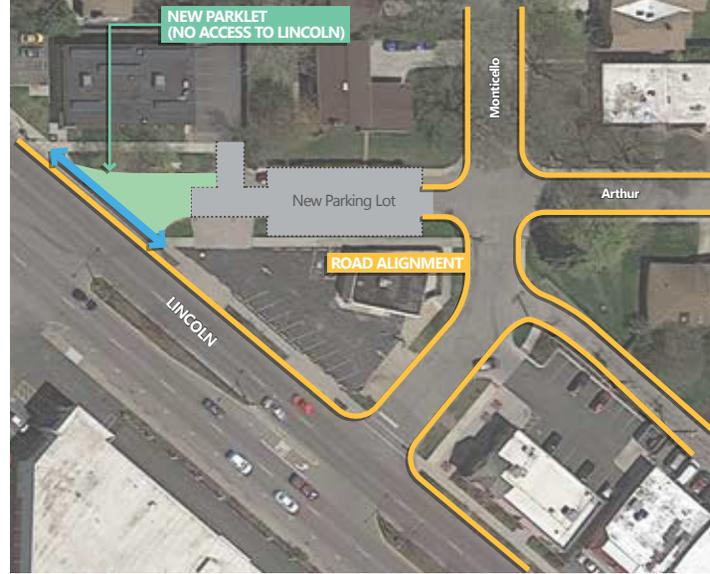
Chase Avenue east of Cicero Avenue is a private street serving industrial land uses. The Village should work with local property owners to ensure the street is maintained at standards that will support future industrial or commercial growth. This could be done through a construction and maintenance agreement or through a formal jurisdictional acquisition that would result in Village ownership of the roadway. However, any action taken should consider long-term commercial tenant access to any sites reliant upon Chase Avenue.

Lower the speed of traffic on Lincolnwood's neighborhood streets.

The character and safety of Lincolnwood's neighborhoods is one of the community's greatest assets. These can be compromised by vehicles using local streets as an alternative to congested arterial roadways. In order to minimize the impacts of such traffic, the Village should assess the need for and implement local traffic-calming techniques. The appropriate technique for a given location will be dependent upon on traffic volume, available right-of-way and other factors. However, solutions could include speed humps, traffic circles, or the installation of new stop signs along residential streets.

Modify the local circulation pattern of Chase Avenue, Keating Avenue, and Kilpatrick Avenue as the area north of Touhy transitions from residential uses to commercial or office/industrial uses.

Transition of the residential area northeast of Touhy and Cicero to commercial or industrial land use will require modifications to the existing roadways. Modifications will depend on the future use of this area. If a mix of commercial and industrial uses is preferred, the Keating Avenue and Kilpatrick Avenue cul-de-sacs should be reversed, with access from Chase Avenue. If there is market support for regional commercial development, Keating and Kilpatrick could be entirely vacated in order to create a larger site that could accommodate its own internal circulation.



Vehicular Traffic & Circulation Goal 2

Improve the efficiency and operations of the Village's major corridors.

Objectives & Policies

Identify opportunities where the rear portions of blocks with commercial frontage or underutilized commercial lots can be used for additional parking.

Small commercial lots in Lincolnwood struggle to provide adequate parking. The Village should work with commercial property owners and adjacent residential property owners to identify opportunities for market acquisition in order to create private commercial parking areas.

Where feasible, install diagonal parking and intersection bump outs on streets that intersect commercial streets.

Portions of some side streets closest to commercial corridors are wide enough to accommodate on-street diagonal parking for businesses. The Village should explore the feasibility of this configuration along its commercial corridors, limiting commercial parking to the portion of the block between the primary commercial street and rear commercial lot line to prevent traffic and aesthetic impacts on nearby neighborhoods.

Where feasible, convert awkward intersecting street segments to parking areas.

Lincoln Avenue's diagonal alignment creates a number of awkward intersections at unconventional angles. These intersections can be dangerous for both pedestrians and vehicles and limit the viability of nearby properties. Where feasible, the Village should convert roadway segments to commercial parking, eliminating access to Lincoln Avenue and rerouting local traffic to single intersection.

Continue to use development review and approval as a means of ensuring that large development projects provide logical connections to surrounding streets.

There are opportunities for larger redevelopments in Lincolnwood that are likely to have a significant impact on transportation and mobility in the community. The Village should continue to use Planned Development review to ensure they provide logical connections to surrounding streets, internal circulation, parking management, and traffic management to surrounding streets.

Continue to work with Cook County and IDOT to coordinate traffic management technologies to maximize efficiency in Lincolnwood and throughout the regional roadway network.

Major roadways in the Village are part of a regional roadway network which serves not just Lincolnwood but other surrounding municipalities. On McCormick Boulevard, Touhy Avenue, Devon Avenue, Cicero Avenue and Lincoln Avenue, the Village should continue to coordinate traffic management technologies with Cook County and IDOT, aiming to maximize the efficiency of roadways in Lincolnwood as part of a local and regional network.

Expand parking opportunities in the Northeast Business Park through the installation of additional surface lots and/or the addition of angle parking along the public streets under the Village's jurisdiction.

Several industrial tenants in the area in and around the Northeast Business Park are in need of additional parking. The Village currently maintains two municipal parking lots in this area. The Village should work with property owners to identify opportunities for additional surface parking opportunities, built and maintained either by the Village or the property owner for shared use by multiple tenants. The Village should also install on-street diagonal parking where roadway cross-section dimensions and traffic patterns make it feasible.

Bicycle & Pedestrian Mobility Goal 1

Create a comprehensive pedestrian network that connects residents to destinations throughout the Village and maximizes safety along and across major traffic corridors.

Objectives & Policies

Establish a long-term sidewalk infill program.

The presence, location, and condition of sidewalks varies throughout Lincolnwood's neighborhoods and commercial areas. The Village should establish a long-term sidewalk infill program to manage and prioritize improvements to the sidewalk network. This program should continue to include an annual review process to monitor the condition of existing sidewalks, repair or replace segments as necessary, and install new sidewalks on blocks where they don't exist. It should also include a program for residents to report disrepair and request improvements.

Work with IDOT and Cook County to implement pedestrian crossing improvements.

Major roadway corridors in Lincolnwood can be barriers to walkability and pedestrian mobility between different parts of the community. The Village should work with IDOT and Cook County to implement pedestrian crossing improvements that include best practices for pedestrian safety. Crossing improvements should be made along Devon Avenue, Pratt Avenue, Touhy Avenue, Cicero Avenue, Crawford Avenue, McCormick Boulevard, and Lincoln Avenue, and could include pedestrian refuge islands, pedestrian crossing signals, and adjustments to signal phasing.

Where feasible, provide pedestrian pass-throughs to future bike trail corridors from residential cul-de-sacs and adjacent parks.

Future trails will enhance mobility throughout Lincolnwood, though access from only intersecting arterials is inadequate. Where feasible, neighborhood access points should be provided at local streets that end at the vacated rail corridors. Existing parks should also provide direct connection to the new trails. This could occur through breaks in fencing or through alignment of the trail to be integrated with the park design.

Where possible, shorten pedestrian crossing distances through crosswalk configurations that are perpendicular to traffic flow.

Due to the diagonal alignment of Lincoln Avenue, several pedestrian crossings cross the roadway at an angle that lengthens the crossing distance. Where feasible, the Village should work with IDOT to reconfigure pedestrian crossings to be more perpendicular to traffic flow and utilize existing medians, or install new ones, as pedestrian refuge islands.

Bicycle & Pedestrian Mobility Goal 2

Establish a bicycle network throughout the community with connections to the broader regional trail system.

Objectives & Policies

Continue to implement the 2006 Bikeway Plan.

The Village's 2006 Bikeway Plan demonstrates the community's commitment to bicycle mobility. The Village should continue to implement the Bikeway Plan, including on-street bike lanes, marked shared lanes, or posted bike route connections to regional trails on Longmeadow Ave, and Minnehaha Ave.

Complete the conversion of the Village's two rail corridors into dedicated bike trails.

Two vacated rail corridors represent unique opportunities to establish off-street bike trails within the Village, offering readily available land which can link Village neighborhoods, commercial areas, and regional bike networks. The Village is proactively taking steps to acquire and convert these rail corridors to bike trails. The Village should continue to work with IDOT, Cook County, and adjacent municipalities to ensure the resulting trails maximize local and regional mobility, and should continue to seek grant funding to install the trail and related amenities, including lighting, signage, fountains, furniture, etc.

Amend zoning regulations to require a ratio of on-site bicycle parking for commercial properties based upon the required amount of vehicular parking.

Lincolnwood lacks the bicycle parking amenities necessary to support increased bicycle use in the community. The Village should amend zoning regulations to require a ratio of on-site bicycle parking for commercial properties based upon the required amount of vehicular parking. The Village could also develop incentives that encourage property owners or tenants to include other bicycle amenities, such as repair stations, showers, and storage lockers.

Work with IDOT and Cook County to implement bicycle crossing improvements where designated trails and bike lanes cross major roadways.

New designated trails and bike lanes will intersect a number of major roadways in Lincolnwood. The Village should work with IDOT and Cook County to implement bicycle crossing improvements at these locations to ensure safe connectivity across Lincolnwood. Improvements could include user-activated warning signals, highly visible crossings, and vehicular warning signs. Such improvements should also be installed on arterials or collectors under the jurisdiction of the Village.

Work with local service providers to develop an education and awareness program for bicycle use.

In order to maximize investment in bicycle infrastructure, the Village should work with School Districts 74 and 219, the Lincolnwood Public Library, IDOT, Cook County, and other partners to support local education for safe driving and bicycling. This program could include print materials, online resources, and safety training.

Transit Goal 1

Enhance transit connections to destinations within and outside of Lincolnwood.

Objectives & Policies

Coordinate with regional transportation organizations to ensure that, as roadway improvements are implemented, appropriate considerations are given to transit infrastructure.

Roadway improvements present a significant opportunity to accommodate transit infrastructure needs in Lincolnwood. The Village should work with IDOT, Cook County, Pace, and CTA to ensure roadway projects include necessary transit improvements.

Appropriate considerations should be given to transit infrastructure, signal technologies, facilities, and passenger waiting amenities.

Continue to coordinate with Pace and CTA to assess potential service improvements in Lincolnwood that would benefit local residents.

Changing demographics and local land use could shift transit demand in and around Lincolnwood. The Village should coordinate with CTA and Pace to ensure that bus transit offers residents access to destinations both within and outside the community. The Village should also work with CTA and Pace to keep them aware of significant developments that could potentially shift ridership demand or travel patterns.

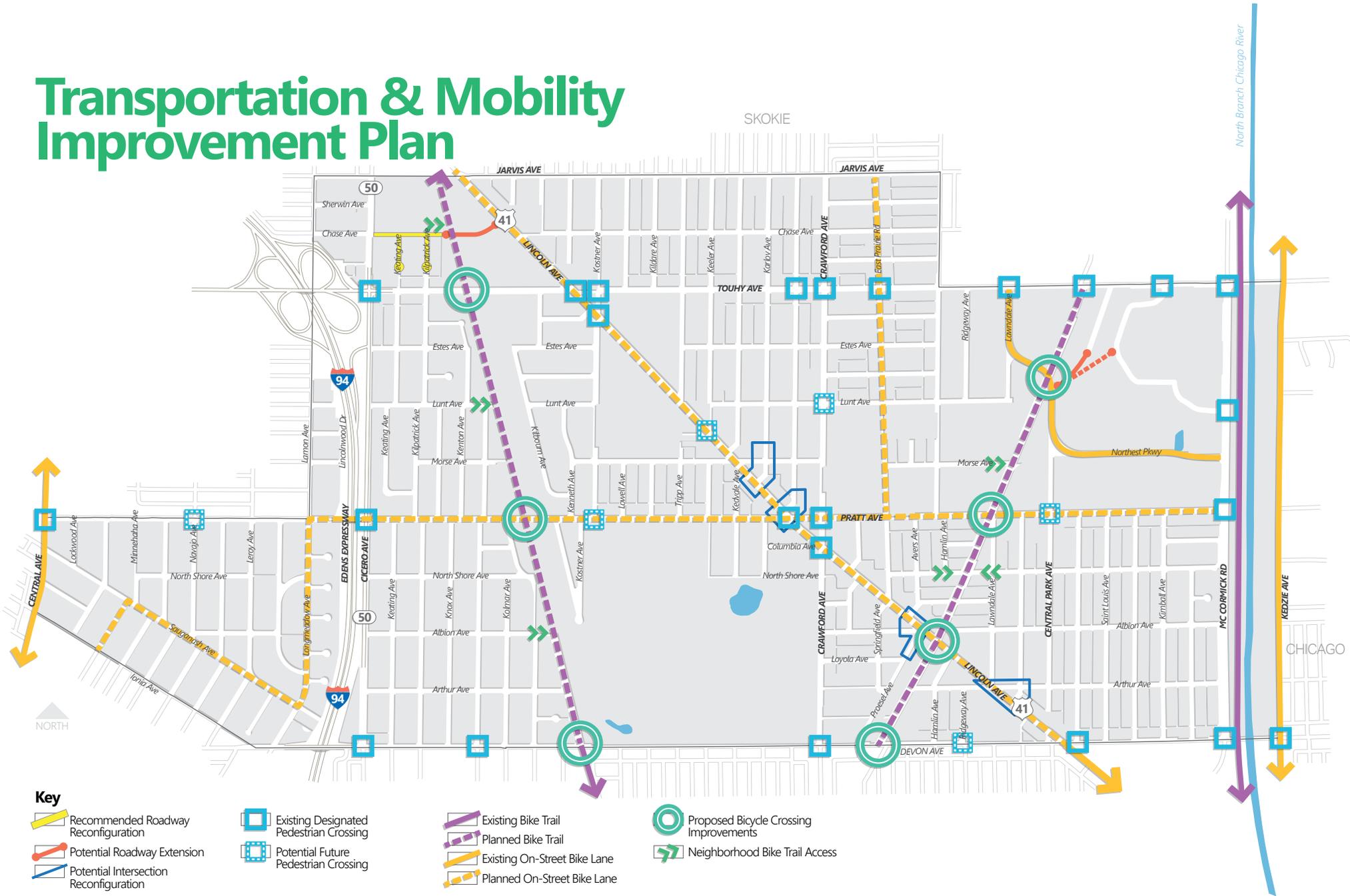
Work with Pace to assess the viability of local or subregional transit circulator service.

In addition to its fixed line-haul bus routes, Pace works with municipalities to establish locally-subsidized circulator routes. These routes utilize Pace vehicles and fill in “gaps” between line-haul routes and local transit destinations. The Village should work with Pace to explore the viability of such a service on Lincolnwood.

Amend zoning regulations to reference Pace’s Design Review Assistance for Transit (DRAFT) program for development projects abutting bus transit alignments.

Pace’s DRAFT program provides technical review and assistance for projects that could impact bus transit, helping to ensure that new developments support both local and regional transit mobility. The Village should amend zoning regulations to reference this program, encouraging developers to use DRAFT for development projects abutting bus transit alignments in Lincolnwood or requiring Planned Development review and approval.

Transportation & Mobility Improvement Plan

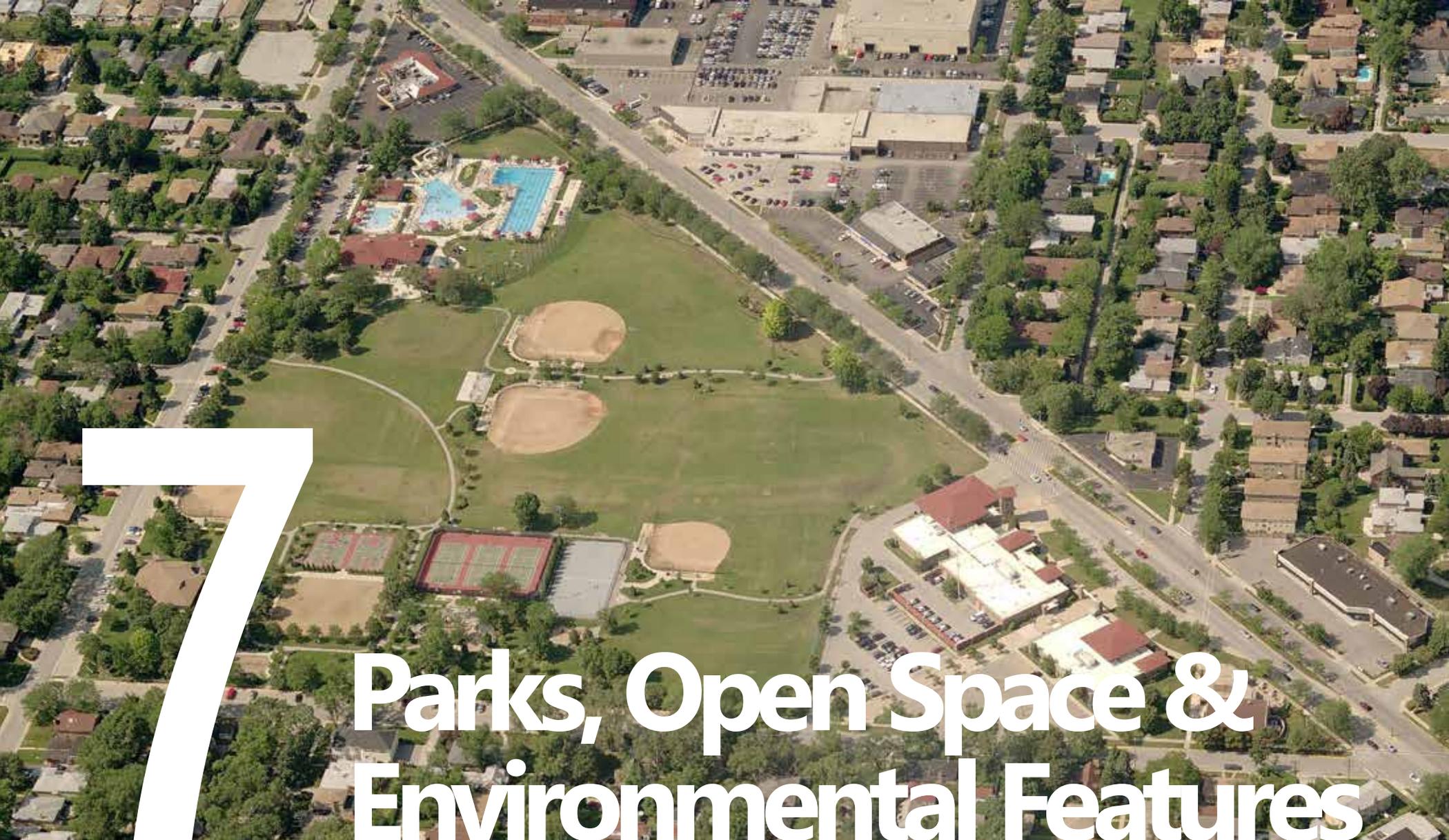


NORTH

SKOKIE

North Branch Chicago River

CHICAGO



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Existing Parks & Open Spaces

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Existing Environmental Features

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Goals, Objectives & Policies



Lincolnwood is a built-out community with an established land use and development pattern. As such, there is little opportunity for significant changes to the parks and open space system in the Village. However, there are several actions that can be taken to ensure that existing parks continue to serve the needs of Lincolnwood residents, and future investment provides opportunities for new open spaces while minimizing impacts on natural features. This section of the Comprehensive Plan presents policies and recommendations relevant to parks, open space, and natural features.

Existing Parks & Open Spaces

This section highlights the Village's existing parks and open spaces. The information was obtained through field inventories undertaken by the Consultant in spring 2015 and information collected from the Village of Lincolnwood.

Village of Lincolnwood Parks & Recreation Department. The Village of Lincolnwood operates the Parks & Recreation Department, which is staffed by five full-time employees and over 250 part-time, seasonal employees. With limited available land to expand parks and open space, the Department focuses on programming at its existing parks and open spaces and has a goal of “providing a wide range of programs for individuals of all ages, abilities, interests, and cultures in the areas of sports, trips, after-school, camps, teens, adults, seniors, aquatic activities, and special events.”

Based on categories established by the National Recreation and Parks Association (NRPA), Lincolnwood has four mini parks, seven neighborhood parks, and two community parks. These parks are well-distributed throughout the Village, and as a result, the majority of residents find themselves within walking distance (1/4 - 1/2 mile) of the nearest park. The total acreage of these parks is 74.4 acres, including the fields maintained by School District 74. (This does not include the Bryn Mawr Golf Club, trail corridors, cemeteries, and unused open space on the east side of the North Shore Channel.) This acreage falls short of NRPA's standard of 10 acres of parkland for every 1,000 residents. (Lincolnwood's current population is approximately 12,600 people meaning NRPA's recommended area of parkland would be 126 acres.) However, compared to similar communities that are older and built-out, Lincolnwood is providing a high level of service related to both the total amount of parkland and access from local neighborhoods.

Community Parks, Facilities & Special Use Open Space

Proesel Park. Proesel Park is the centerpiece of the Lincolnwood parks system. It is home to baseball/softball diamonds, two full basketball courts, a teen play area, children's playground area, picnic facilities, pergola sitting area, three lighted tennis courts, in-line skating rink, outdoor ice skating rink, and two volleyball courts. It also houses the Family Aquatics Center, Community Center and Frida Proesel Shelter, and abuts the Village's municipal complex.

Lincolnwood Centennial Park. This linear park defines the eastern edge of Lincolnwood, running one mile in length on the east side of McCormick Boulevard between Touhy Avenue and Devon along the North Shore Channel. Centennial Park includes the portion on the west side of the North Shore Channel, and features dog-friendly passive uses and amenities including sculptures, a walking / jogging path, an outdoor amphitheater, an area for small craft access to the channel, a nine-hole disc golf course, and a stage that doubles as a fishing platform. With the exception of The Stadium at Devon and Kedzie, the open space along the east side of the channel is unused.

Aquatic Center. Located in Proesel Park, the Aquatic Center features a membership-access outdoor pool complete with an open swim area, lap lanes, and diving boards. The Center also offers indoor and outdoor event rental space as well as locker rooms.



Community Center. The Lincolnwood Community Center provides a gathering space with the capacity to host 248 persons. Residents may rent out the Community Center for special events for a fee.

Bryn Mawr Country Club. Bryn Mawr Country Club was developed in the 1920's and has experienced several recent renovations to the clubhouse facility. Most recently, the lower level was renovated to include new locker rooms, elevators, and other modern amenities. The country club occupies approximately 133 acres in the southern portion of the Village.

New Light Cemetery. New Light Cemetery occupies 2.5 acres adjacent to the Lincolnwood School campus.

Cook County Forest Preserves.

Lincolnwood is less than 3 miles north of the Cook County Forest Preserve's LaBagh Woods, and less than 2.5 miles northeast of the Preserve's Edgebrook Woods. While these woods are not included within the Village boundary, Lincolnwood residents benefit from the Preserves' proximity. However, existing physical barriers such as Highway 14, Highway 50 and I-94 make the County-maintained open spaces difficult to access. The Forest Preserve properties are supported by Cook County residents and have passive or low-intensity amenities such as trails, picnic areas, and flexible space for ball fields or open recreation.

Existing Environmental Features

Despite being a built-out community, there are several key environmental considerations in Lincolnwood. They include the following:

North Shore Channel. The North Shore Channel is the north branch of the Chicago River between the City of Chicago and its outlet to Lake Michigan in Wilmette. The channel is lined with trees and lies within a 100-year floodplain, the only FEMA-designated floodplain in the Village.

Tree Population. Tree coverage in Lincolnwood varies. In some neighborhoods, trees on both private properties and in the public parkway enhance the character of the area. The Village owns and maintains over 7,000 trees in the public realm. The Village's parks and open spaces support a significant tree population that enhances the character of the community. The Public Works Department manages a tree program that maintains existing trees, replaces trees removed from the public right-of-way, and pays 50% of the cost for new trees requested by residents.

Localized Flooding. While the only FEMA-designated 100-year floodplain exists along the North Shore Channel, several neighborhoods have experienced flooding during heavy rain events. This is the result of additional stormwater created by urban development, and infrastructure that cannot move the volume of water created by recent storms.

I-94 Corridor. According to IDOT, I-94 carries an average of about 157,000 vehicles through Lincolnwood each day. This traffic has significant impacts on adjacent neighborhoods, especially in areas where the interstate is at a grade similar to that of surrounding local streets. Significant noise and light pollution were observed during field reconnaissance.

O'Hare International Airport Air Traffic Noise. O'Hare International Airport's northern runway begins about 7.5 miles west of I-94/Touhy Avenue interchange. Several residents and businesses experience noise due to the approach of large commercial aircraft. However, the Village is outside of the official noise impact contours that were established as part of the O'Hare runway expansion project.

Goals, Objectives & Policies

The recommendations in this section are guided by several factors, including public input received throughout the planning process, ongoing efforts to implement adopted plans, and the community's desire to be more sustainable.

Parks & Open Spaces Goal 1 Continue to provide high-quality and modern parks and open spaces to residents of Lincolnwood.

Objectives & Policies

Continue to support the Playground Replacement Program, prioritizing playgrounds that are not accessible or are experiencing disrepair.

The Parks and Recreation Department sets aside a regular budget item for upgrades to or replacement of playground equipment under its Playground Replacement Program. The Department should continue to do this in the future, and should prioritize improvements to playground equipment based on observed safety concerns, accessibility for all residents, the age and condition of equipment, and location in the Village.

Continue to implement the 2011 Comprehensive Parks and Recreation Master Plan.

The Comprehensive Parks and Recreation Master Plan provides a range of recommendations aimed at improving facilities and programs. The focus of this plan has allowed for highly specific action items aimed at individual parks and facilities. The Village should continue to implement these action items in accordance with the prioritization schedule established by the Plan. A review of the implementation plan should also be completed in 2016, five years since the Plan's adoption, to assess changes in the community and new factors that may alter the importance of various projects.

Continue to monitor national and regional trends in playground amenities, and modify capital programs and design standards to integrate state-of-the-art facilities and equipment.

As playground equipment is updated through the Playground Replacement Program, new amenities should be state-of-the-art and bring local playgrounds to not only regional, but national standards. The Village should review materials from organizations such as the National Recreation and Parks Association or the National Program for Playground Safety, as well as regional municipalities with recent state-of-the-art improvements.

Continue to monitor local demographics, and modify parks and open space programming to reflect the evolving needs of Lincolnwood's diverse population.

Lincolnwood's aging population, influx of younger families, and diversity could place new demands on parks and open space programming. Existing programming should be regularly reviewed so that new services are introduced to meet the demands of emerging or underserved populations. In addition, a community survey should be conducted on a regular basis to evaluate the needs and desires of Lincolnwood residents.

Monitor the availability of properties adjacent to existing parks, and where appropriate, acquire such property to accommodate park expansion.

Lincolnwood's built-out development pattern constrains the ability to create new parks and open spaces. However, opportunities to expand existing parks may arise over time as properties become available for purchase. The Department should identify parks for potential expansion and establish a master plan based on the incremental availability of adjacent land. The Department should also monitor the availability of adjacent properties and, where possible, work with property owners to establish the right of first refusal should they become available.

Parks & Open Spaces Goal 2

Enhance multi-modal access to Lincolnwood's parks and open spaces from surrounding commercial and residential areas.

Objectives & Policies

Establish formal agreements with School District 74 for the shared use of indoor and outdoor recreational facilities.

The facilities of School District 74 are an important community asset, centrally located within the Village and closely tied to adjacent residential areas. The district's outdoor areas and indoor gymnasiums represent a significant amenity for residents. The Village should continue to coordinate with the School District to provide the shared use of indoor and outdoor recreational spaces outside of school hours of operation. This could include after-school programs, sports leagues, and community events.

Coordinate with the Forest Preserves District of Cook County, IDOT, CTA and Pace to enhance sidewalk, trail, and transit access to Forest Preserve properties west and southwest of Lincolnwood.

Portions of Lincolnwood are located less than one mile from Forest Preserves District of Cook County properties, including LaBagh Woods, Forest Glen Woods, and Edgebrook Woods. These spaces provide an opportunity for Lincolnwood residents to access additional open space. Coordinating with the Forest Preserve District, the City of Chicago, and IDOT, the Village should establish safe multi-modal routes for residents to access nearby Forest Preserve properties. Efforts could include sidewalk enhancements, designated routes, and wayfinding signage. In addition, new transit options could be coordinated with CTA and Pace leaving from key sites within the Village.

Utilize the Planned Unit Development approval process to integrate quality, usable open spaces into larger development and redevelopment throughout the Village.

There are several key redevelopment sites in Lincolnwood that are large enough to accommodate open space as a component of the overall development program. As part of the Planned Unit Development approval process, the Village should work with developers to integrate usable open spaces as part of new developments. These spaces should be accessible to and provide amenities for the general public.

Environmental Features Goal 1

Sustain important environmental elements that help define Lincolnwood's character.

Objectives & Policies

Work closely with the City of Chicago to enforce littering and dumping regulations along Centennial Park.

Centennial Park, along with the open space east of the North Shore Channel, is an amenity shared with the City of Chicago to the east. The west side is actively used by Lincolnwood as Centennial Park, however, the east side is more isolated and is not actively used, making it more susceptible to trash dumping. Though it is technically within Lincolnwood's boundary, the Village should work with the City of Chicago to monitor illegal dumping on the east side of the channel.

Continue to support the Village's Tree Replacement Program, and establish benchmarks for the tree population on a block-by-block basis.

The Tree Replacement Program provides a 50/50 cost share where the Village and the property owner share the cost of tree replacement within the public right-of-way. This program should be continued and encouraged to facilitate creation of a consistent tree canopy in Lincolnwood. The Village should conduct an inventory of existing parkway trees on a block-by-block basis, targeting tree replacement in areas with sparse tree canopies. Benchmarks should be established for tree species to ensure that newly planted trees provide diversity and resiliency from disease and infestation.

Implement a tree planting program along Lincoln Avenue, Devon Avenue, Pratt Avenue, Touhy Avenue, Cicero Avenue, Crawford Avenue, and McCormick Boulevard.

Major roadways in Lincolnwood lack parkway trees that would enhance appearance and character. The Village should coordinate with IDOT and Cook County to assess existing trees along all major roadways. This should include a program for planting and replacing trees, including suggested species and guidelines for placement.

Environmental Features Goal 2 Mitigate the impacts of environmental factors on development throughout Lincolnwood.

Objectives & Policies

Support residents and businesses in reducing local stormwater runoff and flooding.

Stormwater runoff from residential and commercial uses has created an increased demand on the stormwater system resulting in intermittent flooding. The Village should establish a residential stormwater mitigation program to provide residents with methods to reduce stormwater runoff. This program should include technical summaries, product information, and potential funding or development incentives for rain barrels, permeable hardscaping, and other best management practices. The Village should also work with commercial property owners to identify techniques for on-site stormwater management. Such techniques could include parking lots or dry basins specifically engineered to receive and hold runoff during significant weather events.

Identify and implement strategic infrastructure upgrades that would increase stormwater capacity and overcome physical barriers to the transmission of water.

The Lincolnwood stormwater system is not currently prepared to handle increased stormwater runoff from residential uses. In particular, the existing system does not include the infrastructure for transmission of stormwater from west to east across I-94, resulting in some flooding in the neighborhoods to the west of the highway. The Village has conducted studies to identify necessary engineering solutions to address this issue. However, implementation will require significant capital funding. The Village should pursue grant funding to address neighborhood flooding issues, and identify municipal funding that may be necessary to serve as a match for grant funding or implement related improvements not eligible under grants.

Utilize Village-owned open spaces as short-term detention areas for surrounding development.

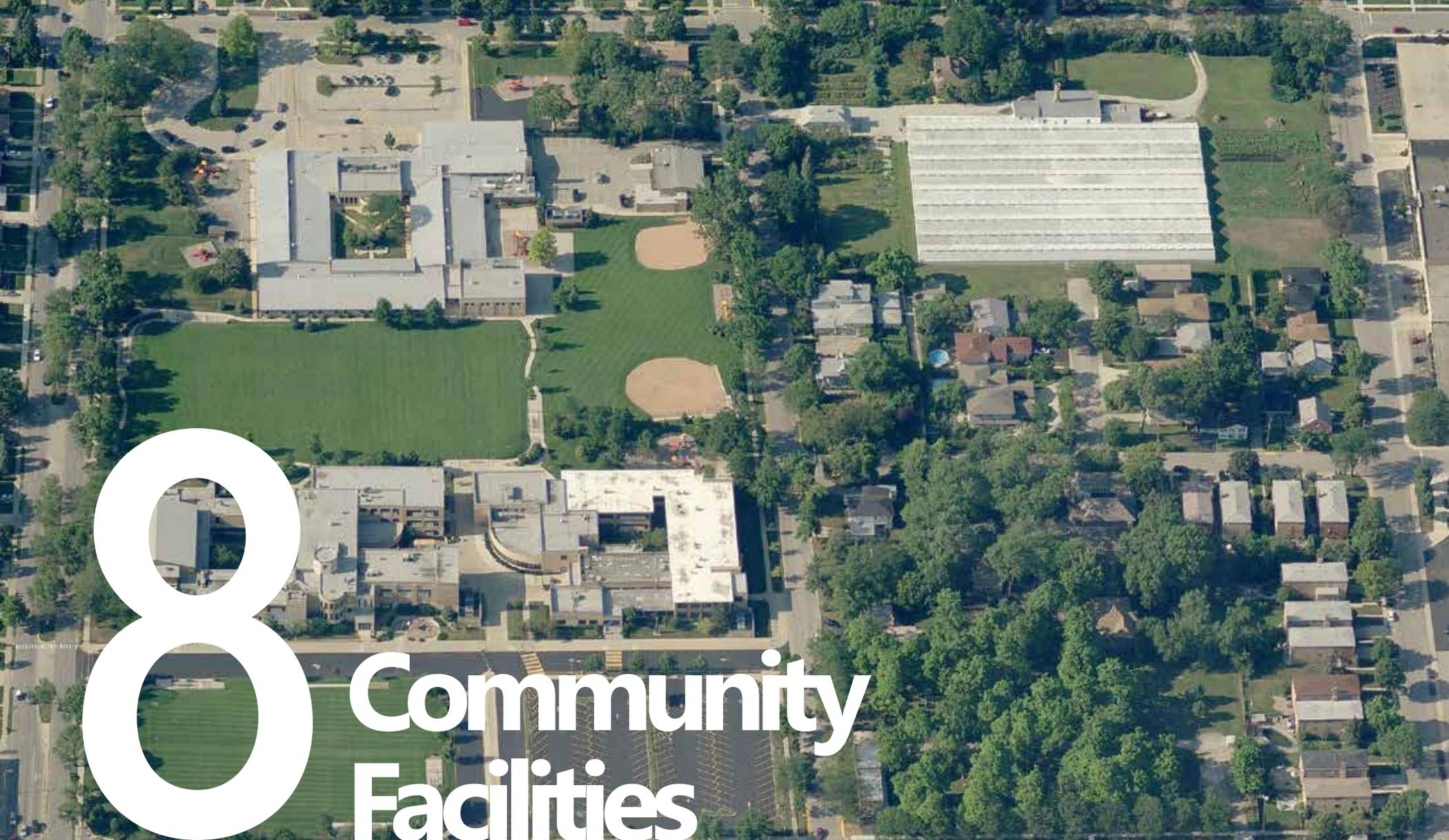
Addressing local stormwater concerns may require long-term implementation of infrastructure improvements. However, as a short-term solution, the Village should utilize open spaces for necessary detention of stormwater. Potential open spaces should be reviewed to ensure short-term detention is viable given existing programming, topography, and other factors.

Identify municipal funding or outside grants to support window upgrades to minimize the impacts of O'Hare International Airport air traffic noise.

The Village frequently experiences air traffic related noise given Lincolnwood's proximity to O'Hare International Airport. The Village should identify potential funding to support window upgrades and sound insulation to minimize air traffic noise and related impacts. While other grants do exist, Lincolnwood is situated outside of O'Hare's official noise contour impact area, which may limit some potential funding opportunities. The Village should consider establishing a revolving loan program to maintain property values and residential marketability.

Parks, Recreation & Environmental Features





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Community Facilities

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Existing Community Facilities

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Goals, Objectives & Policies



Local development in Lincolnwood is served by a number of entities that provide critical infrastructure and services for residents and businesses. These services support land uses, provide a high quality of life, and sustain the community's attractiveness as a place for residents and businesses to invest.

This section of the Comprehensive Plan presents goals, objectives, and policies for community facilities. It should be noted that several of the services discussed in this section are outside of the purview of the Village of Lincolnwood as a governing body. As a result, implementation of these recommendations may require collaboration among agencies and various forms of local government.

Existing Community Facilities

This section highlights the Village's existing community facilities and services provided by a number of entities or forms of local government. The information was obtained through field inventories undertaken by the Consultant in spring 2015 and information collected from the Village of Lincolnwood and other service providers.

Village of Lincolnwood. The Village of Lincolnwood's Village Hall is located in the Municipal Complex at 6900 N. Lincoln Ave. There are no future renovation plans for the Municipal Complex since it was recently redone. The Municipal Complex houses Village Hall and the departments of Administration, Community Development, Finance, Fire and Police. The facility is also used for Village Board meetings, voting and other special events. As mentioned in the Open Space & Environmental Features chapter of the Comprehensive Plan, the Parks & Recreation Department of the Village of Lincolnwood maintains the Community Center.

Police Department. Police Protection in the Village of Lincolnwood is provided by the Lincolnwood Police Department, which operates out of the Municipal Complex in the Police Station at 6900 N. Lincoln Ave. The Department is comprised of 33 full-time police officers and 12 staff members. Despite recent trends, the Police Department indicated that the greatest perceived threat to public safety in Lincolnwood is burglary and theft. The Department has no future plans for expansion or redevelopment of facilities within the next ten years.

Fire Department. Lincolnwood is the only municipality in the State of Illinois to privately contract its fire protection and paramedic services. Despite being a contracted service, fire protection services in the Village are referred to as the Fire Department, operating out of Fire Station 15 at 6900 N Lincoln Avenue. The Department has plans to renovate its existing Fire Station 15 building. Renovations over the next five years will include remodeling the bathroom, painting the interior of the building, window upgrades, a new boiler and generator, and upgrades to the Police/Fire training room. A new ambulance substation is being installed as part of an approved development in the 4500 block of Pratt. The existing location of Fire Station 15 and size of the station are well suited to staff and community needs. The Fire Department is concerned about issues of flooding, as well as Lincolnwood's aging population. If residential development is to incorporate more senior homes/assisted living units, the Fire Department anticipates an increase in ambulance usage.



Public Works Department.

The Public Works Department is responsible for maintenance of the Village’s streets, vehicles, parks, public buildings, trees, alleys, water system, sewer system, and more. The Department, located at 7001 North Lawndale Avenue, is organized into five divisions including: Administration, Vehicle Maintenance, Parks & Building Maintenance, Streets Maintenance, and Water & Sewer Maintenance. During winter, all the divisions work together to remove snow and ice from local roadways.

Under the purview of Public Works is stormwater management. Community members voiced a concern about flooding issues in some neighborhoods within the Village of Lincolnwood. Historically, much of Lincolnwood was developed with minimal regulations regarding lot coverage. As a result, some neighborhoods struggle with excessive stormwater runoff and localized flooding.

Parks and Recreation Department.

The Parks and Recreation Department provides facilities and programs aimed at promoting healthy and enjoyable lifestyles in Lincolnwood. Recommendations related to parks and recreation are included in Chapter 9 of the Comprehensive Plan.

Lincolnwood Public Library. The Lincolnwood Public Library, located at 4000 W Pratt Avenue, is operated by a separate Library District whose mission is “...to enhance the quality of life in Lincolnwood by creating and sustaining a sense of place for residents; bringing the community together in order to celebrate its diversity; offering individuals a welcoming gateway to knowledge and discovery; and fulfilling residents’ desire for cultural and recreational activities.”

The Library District’s boundaries are coterminous with those of the Village. In 2012, the District drafted a Strategic Plan as a way to increase membership after discovering that only 30% of Lincolnwood residents held a library card. Shifting the focus to marketing the District as a resource of community space, the Library identified several needed improvements. The Library will undertake a major interior renovation in 2016. The District identified spatial constraints with its current site and building, noting that an expansion of the facility would require purchasing adjacent property since the existing structure cannot support a second floor without a major retrofit.

Representatives from the District stated that greater transit, bicycle, and pedestrian access would enhance use of the Library. Also, the Library would benefit from a faster fiber optic internet connection similar to that already implemented by the Village.

School District 74. School District 74 provides elementary and middle school education for residents of Lincolnwood. (The District’s boundaries are coterminous with those of the Village.) The campus is located at 6950 North E. Prairie Road and includes four buildings; Todd Hall (Pre-Kindergarten through 2nd Grades), Rutledge Hall (3rd-5th Grades), Lincoln Hall (6th-8th Grades), and the District’s Administration Building. The District enrollment in 2013 was 1,239 students. In 2014, the District established a Strategic Plan to lead it through upcoming capital improvements. In 2015, initial capital improvements were made to some facilities. In 2016, a major capital renovation is planned for Lincoln Hall that will include increased security and mobility, STEM curriculum and large group instruction spaces, instructional renovations, and renovation to common elements.

School District #219. Lincolnwood residents attend Niles West High School, one of three high schools operated by School District 219. Niles West High school is located approximately 1.5 miles northwest of Lincolnwood in Skokie. As such, the District does not maintain any facilities in Lincolnwood but provides bus service for students who live in the Village.

Oakton Community College (District 535). With primary facilities in Des Plaines and Skokie, and satellite facilities in various locations throughout the northern suburbs, Oakton Community College offers a variety of associate degree and certification programs in 80 areas of study. The college also offers non-credit continuing education, adult education, or general wellness courses. Residents of Lincolnwood are eligible for in-district tuition at Oakton Community College.

Niles Township Government.

Although its facilities are physically located in Skokie, IL, the Township of Niles offers critical services that are accessible by residents of Lincolnwood, Skokie, Golf, and sections of Morton Grove, Niles and Glenview. These services include an emergency food pantry, general assistance to direct people to special services, passport aid, and other assessor services.

Community Events. The Village of Lincolnwood takes pride in its diversity and uses community events and various programs to promote this attribute. A sample of the community-wide events hosted across the Village of Lincolnwood include: Movies in the Park; the 5k Turkey Trot; the annual Holiday Tree Lighting Ceremony; Luau Night at the Aquatic Center; the Family Fun Fest and Classic Car Show; and Shake, Rattles and Roll.

Communities of Faith. Lincolnwood's diversity is reflected in its range of faith-based institutions. These institutions are a resource in reaching out to residents and strengthening the sense of community. Faith-based facilities are located throughout Lincolnwood.

Goals, Objectives & Policies

The following goals, objectives and policies are based on public input gathered throughout the planning process, existing conditions, future plans for community facilities, and the community's desire to sustain high quality services and amenities.

Community Facilities Goal 1 Sustain access to high-quality services that provide Lincolnwood residents and businesses with the support necessary for investment in the community.

Objectives & Policies

Expand and improve local bicycle and pedestrian facilities, prioritizing areas around destinations often used by senior citizens, youth, and other residents.

The pedestrian system in Lincolnwood should provide safe routes to important community facilities and points of interest. Locations such as the Municipal Complex, Lincolnwood Library, and the school campus generate regular traffic from a full range of residents, including senior citizens and young students. The blocks surrounding these locations should be the highest priority for pedestrian and bicycle network improvements. These could include the replacement of poorly maintained sidewalks, enhanced signage and vehicular warnings of the presence of bicyclists and pedestrians, and clearly marked on-site connections to building entries.

Support the Library District and School District in procuring high-speed fiber optic telecommunications services.

High-speed fiber optic telecommunications services were identified by local service providers as a shortcoming in their existing and facilities. The Village should support access to such infrastructure for the Lincolnwood Public Library and School District 74. Support could include advocacy or joint grant pursuits to support funding for telecommunications improvements.

Continue to keep Lincolnwood safe.

Lincolnwood citizens enjoy a high level of service from their police and fire departments. The Village should continue to invest in tools to sustain Lincolnwood's reputation within the region. Annual capital improvement programs should be reviewed to ensure they integrate state-of-the-art fleet vehicles, technologies, and other elements. The Village should also continue to support collaboration with adjacent communities to track crime patterns and implement preventative measures.

Work with IDOT to improve pedestrian crossings at intersections between Lincoln Avenue, Pratt Avenue and Crawford Avenue adjacent to the Lincolnwood Library and school campus.

The Lincolnwood Library and the Lincolnwood school campus are important community destinations. While these facilities benefit from a central location in the Village, they are surrounded by three of the busiest roadways in Lincolnwood. The Village should coordinate with IDOT to update these crossings in order to increase safety and support non-motorized accessibility. Improvements could include pedestrian refuge islands, pedestrian activated timers, and textured crosswalks.

Community Facilities Goal 2

Improve the performance of municipal infrastructure.

Objectives & Policies

Encourage the use of stormwater management and filtration techniques on residential lots.

Recent housing development includes larger homes, wider driveways, and other characteristics that increase the amount of runoff during rain events. This can result in localized flooding where it hadn't previously occurred. Residential stormwater management and filtration techniques, such as permeable pavers, rain barrels, and rain gardens, should be encouraged to help reduce demand on municipal stormwater infrastructure. The Village should establish programs to incentivize stormwater management and develop informational materials to inform residents of these techniques and their benefits.

Establish a short- and long-term capital improvement strategy for addressing localized flooding in flood-prone neighborhoods.

Flooding has been noted in various residential areas throughout Lincolnwood, particularly the neighborhood west of I-94, due to infrastructure limitations. The Village should review all neighborhoods to establish short- and long-term capital improvements necessary for flood-prone areas. Strategies should be established to prioritize improvements to address existing flooding issues while mitigating future impacts.

Coordinate with IDOT and Cook County to implement local infrastructure modernization as arterial roadway improvements are made.

Village infrastructure runs under most of the arterial streets in the Village. These streets are typically under the jurisdiction of IDOT or Cook County. As these entities undertake improvements to their roadways, the Village should coordinate to modernize underground infrastructure. This could reduce the overall cost of infrastructure maintenance.

Community Facilities Goal 3

Foster collaboration and engagement among Village government, other agencies and forms of local government, and the Lincolnwood community.

Objectives & Policies

Support ongoing coordination among local service providers to maximize both the effectiveness and efficiency of public services.

Community facilities and service providers such as School Districts 74 and 219, the Lincolnwood Library, and Village departments should continue to coordinate services and facilities. The Village should support and help facilitate cooperation, encouraging separate providers to work together on community projects, share resources, and establish long-term plans for maintenance and improvement of community facilities.

Continue to utilize multiple service provider networks to maintain open communication with Lincolnwood residents and businesses.

Lincolnwood's existing service providers have pre-established networks of communication that are vital to keeping residents and businesses informed. The Village should utilize these avenues to maintain regular communication with citizens, including both the distribution of news specific to the community, as well as information about upcoming events and activities. Similarly, these lines of communication should be central to efforts to survey and receive feedback from residents and businesses.

Continue to work with other service providers to establish a central calendar of community events that is easily accessible to all residents.

With so many activities provided by so many entities, residents may find information confusing or inconsistent. The Village should work with other service providers to establish a central resource of information for residents regarding activities, events, and opportunities to be involved in the community.

Work with service providers whose district boundaries go beyond those of the Village to ensure Lincolnwood residents enjoy a high level of access and quality of service.

The service areas of several service providers in Lincolnwood go beyond the Village's municipal border. The Village should coordinate with these service providers to ensure Lincolnwood residents are receiving an equitable level of access to facilities and services, regardless of where these services are actually provided. This could include coordination with surrounding municipalities to ensure bike trails and pedestrian networks extend to such facilities.

Community Facilities





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Implementation

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Potential Funding
Sources

The Lincolnwood Comprehensive Plan provides recommendations, strategies, and policies that should be implemented over the next 10 to 20 years. To realize its vision, the Village must take a proactive role with support and participation from a variety of partners. This chapter highlights the key actions and funding sources that will enable the Lincolnwood community to put the plan into action.

Day-to-Day Use

The Lincolnwood Comprehensive Plan should be put to use on a day-to-day basis, acting as the Village's official policy guide for land use, development, and reinvestment. The Plan should be regularly consulted by Village staff, the Board of Trustees, and other boards and commissions in review and evaluation for future investment. Further, the various community facilities and service providers in Lincolnwood should use the Plan to assess how facilities, infrastructure, and programming align with broader community objectives. The Village should meet with department heads, important Village staff, and key individuals in the community to explain the purpose and benefits of the Lincolnwood Comprehensive Plan.

To support the day-to-day use of the Plan, the Village should:

- Make copies of the Plan available online for free, provide hard copies at the Village Hall, and have a copy on file at the Lincolnwood Public Library for reference;
- Provide assistance to the public that explains the Plan and its relationship to private and public development projects and other civic proposals;
- Assist the Boards of Trustees and various boards and commissions in the day-to-day administration, interpretation, and application of the Plan;
- Provide a Lincolnwood Comprehensive Plan orientation for newly elected or appointed officials; and,
- Maintain a list of emerging trends, issues, or needs which may be the subject of amendments to the Lincolnwood Comprehensive Plan.

Jurisdictional Cooperation & Participation

For the Lincolnwood Comprehensive Plan to be successful there must be strong leadership from the Village and dedicated participation from other local and regional agencies, organizations, community groups, and the private sectors. The Village should assume a leadership role in collaborating with other organizations to implement the Lincolnwood Comprehensive Plan and improve the quality of life in Lincolnwood.

Partners should include, amongst others:

- Lincolnwood Public Library District
- Lincolnwood School District 74
- Niles Township High School District 219
- Private education providers
- Cook County
- Forest Preserves District of Cook County
- Illinois Department of Transportation
- Northwest Municipal Conference (NWMC)
- Business and development community
- Community stakeholders

Amending Development Regulations

While the Lincolnwood Comprehensive Plan provides a vision and direction for the community, the Village's development regulations are the primary tool for implementation of the Plan. Following adoption of the Lincolnwood Comprehensive Plan, the Village should review the current zoning ordinance and related ordinances to ensure that regulations reflect current Village policy and the objectives of the Lincolnwood community. Amendments to development regulations and standards should consider complementary programs and incentives that can be used to achieve the community's vision.

Multi-Year Capital Improvement Program

Recommendations of the Lincolnwood Comprehensive Plan will require capital investments by the Village. To support implementation of these recommendations and appropriately budget for improvements, Lincolnwood should review its multi-year Capital Improvement Program (CIP) to ensure that investments support objectives articulated in the Comprehensive Plan.

Regular Updates

The Lincolnwood Comprehensive Plan is not a static document. As new issues arise or community desires change in the future that are beyond the focus of the existing plan, updates should be made to the Comprehensive Plan to meet these changing conditions. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with preparation of the Village's budget and future Capital Improvement Plans as well as the preparation of an annual action agenda. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

Maintain Public Communication

The planning process for the Lincolnwood Comprehensive Plan has facilitated a considerable amount of public outreach and communication, keeping residents involved and informed of the plan's development. Members of the Lincolnwood community were able to stay involved through outreach events, a project website, interactive outreach tools, newsletters, and other traditional media. This is an important step in educating the community about the relevance of planning and the Village's role in defining its future. Building on these efforts, the Village should ensure that the Plan's major recommendations and overall "vision" are conveyed to the entire community. This should include regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion.

The Village should continue to use established networks to ensure that community members can communicate with the Village and receive information about local planning and development. In addition, the Village should work to provide accessible materials both online and in print that simplify and explain regular civic functions. This could include informational materials that provide guidance on applying for zoning, building, subdivision, or other development related permits and approvals.

The Village should also conduct regular surveys with residents and business owners. These could include surveys at regular intervals that monitor changes in opinion over time, or special surveys that solicit local opinions about specific issues. These could be conducted through e-blasts, water bill mailings, materials distributed through school students, or ballot questionnaires.

Potential Funding Sources

The following is a list of potential funding sources that the Village could pursue to fund implementation of the Lincolnwood Comprehensive Plan. These programs are organized by funding category, which include:

- General Economic Development
- Transportation & Infrastructure
- Parks, Trails & Open Spaces

General Economic Development

Tax Increment Finance (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key redevelopment areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF district increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in that area. Local officials may then issue bonds to undertake other financial obligations based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village currently has three TIF districts:

- Lincoln-Touhy TIF
- Northeast Industrial District TIF
- Devon-Lincoln TIF

Business Development District (BDD)

Authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Review all development and redevelopment proposals for eligible projects using BDD funding to improve property
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan
- Enter into contracts with any public or private agency or person.

- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development or redevelopment plans
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purpose of business district development and redevelopment

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage.

Special Service Area (SSA)

A Special Service Area (SSA) provides a means of funding improvements and programs within a designated area. In an SSA, a small percentage is added to property taxes within the defined service area. The revenue received from this additional levy is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object.

SSA funded projects can include such things as district marketing and advertising assistance, promotional activities and special events, street-scape and signage improvements, and property maintenance services. SSA's can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to facilitate growth and expansion of startup businesses within an area.

Sales Tax Rebate

A sales tax rebate is a tool typically used by municipalities to incentivize business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks such that as sales volume increases, so too does the proportion of the rebate. Sales tax rebate percentages can range from 1% to 100% and are dependent on the goals and objectives of the local municipality. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Tax Abatement

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of a desired business for a predetermined period. In this instance, the Village and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity located on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Transportation & Infrastructure

In December 2015 the Fixing America's Surface Transportation (FAST) Act, a five-year transportation reauthorization bill, was established. The FAST Act replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which expired in October 2015 and was extended three times. The FAST Act aims to improve infrastructure, provide long-term certainty and increased flexibility for government, streamline approval processes, and encourage innovation to make the surface transportation system safer and more efficient.

The FAST Act continues funding for numerous programs previously funded through MAP-21. Given the recent passage of the FAST Act, it is still uncertain how changes in Federal policy will ultimately impact existing funding programs. The Village should stay informed of the status of these programs and new funding sources that may be introduced in the near future as a result of the FAST Act.

The following are grant programs covered under the FAST Act that could be utilized by the Village to make enhancements to local transportation infrastructure.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers the Illinois Transportation Enhancement Program (ITEP) and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs.

Safe Routes to Schools (SRTS)

The SRTS program provides funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school, including:

- ◆ Sidewalk improvements;
- ◆ Traffic calming and speed reduction improvements;
- ◆ Pedestrian and bicycle-crossing improvements;
- ◆ On-street bicycle facilities
- ◆ Off-street bicycle and pedestrian facilities;
- ◆ Secure bicycle parking system; and,
- ◆ Traffic diversion improvements in the vicinity of schools

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of Congestion Mitigation & Air Quality Improvement (CMAQ) program funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to the bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit desired emissions, and to create promotional campaigns to enhance use of transit and bicycles. As a result of changes made to the program under the recently adopted FAST Act, vehicle-to-infrastructure technology projects will also be eligible for CMAQ funding.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are allocated to coordinating regional councils to be used for roadway and roadway related items. Projects in this funding category require a local sponsor and are selected based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STBGP funds may be used for a variety of project types including roadway rehabilitation, reconstruction and restoration, widening and adding lanes; intersection improvements, traffic signage improvements, and green infrastructure funding.

Surface Transportation Program (STP) Set-Aside

STP Set-Aside is a sub-program of the Surface Transportation Block Grant Program, which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. STP Set-Aside funds are administered by the Chicago Metropolitan Agency for Planning (CMAP) through a formal application process.

Parks, Trails & Open Spaces

Illinois Department of Natural Resources (IDNR)

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreational areas and facilities. The programs operate on a cost reimbursement basis to a government or non-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses.

Land & Water Conservation Fund (LWCF)

The federal Land & Water Conservation Fund program (LWCF) is a program with similar objectives to the OSLAD program that is also managed by IDNR. LWCF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Illinois Bicycle Path Program

The Illinois Bicycle Path Program is a grants program administered by IDNR that provides funding assistance up to 50% to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grants awards are limited to \$200,000

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and / or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

ComEd Green Region Program

Openlands has partnered with ComEd to administer the ComEd Green Region Program. Recognizing that open space is a crucial element of the quality of life, the ComEd program awards grants for municipal efforts to plan for, protect, and improve open land in ComEd's service area of northern Illinois. The grants, of up to \$10,000 each, support existing open space projects that focus on conservation, preservation, and improvements to local parks and recreation resources. Grant recipients can use Green Region grants in combination with other funding sources to cover a portion of the expenses associated with developing and/or supporting their open space program.