

LINCOLNWOOD, IL – NORTHEAST INDUSTRIAL DISTRICT (NEID) TIF

CONCEPTUAL DEVELOPMENT PLAN

Adopted – December 15, 2020

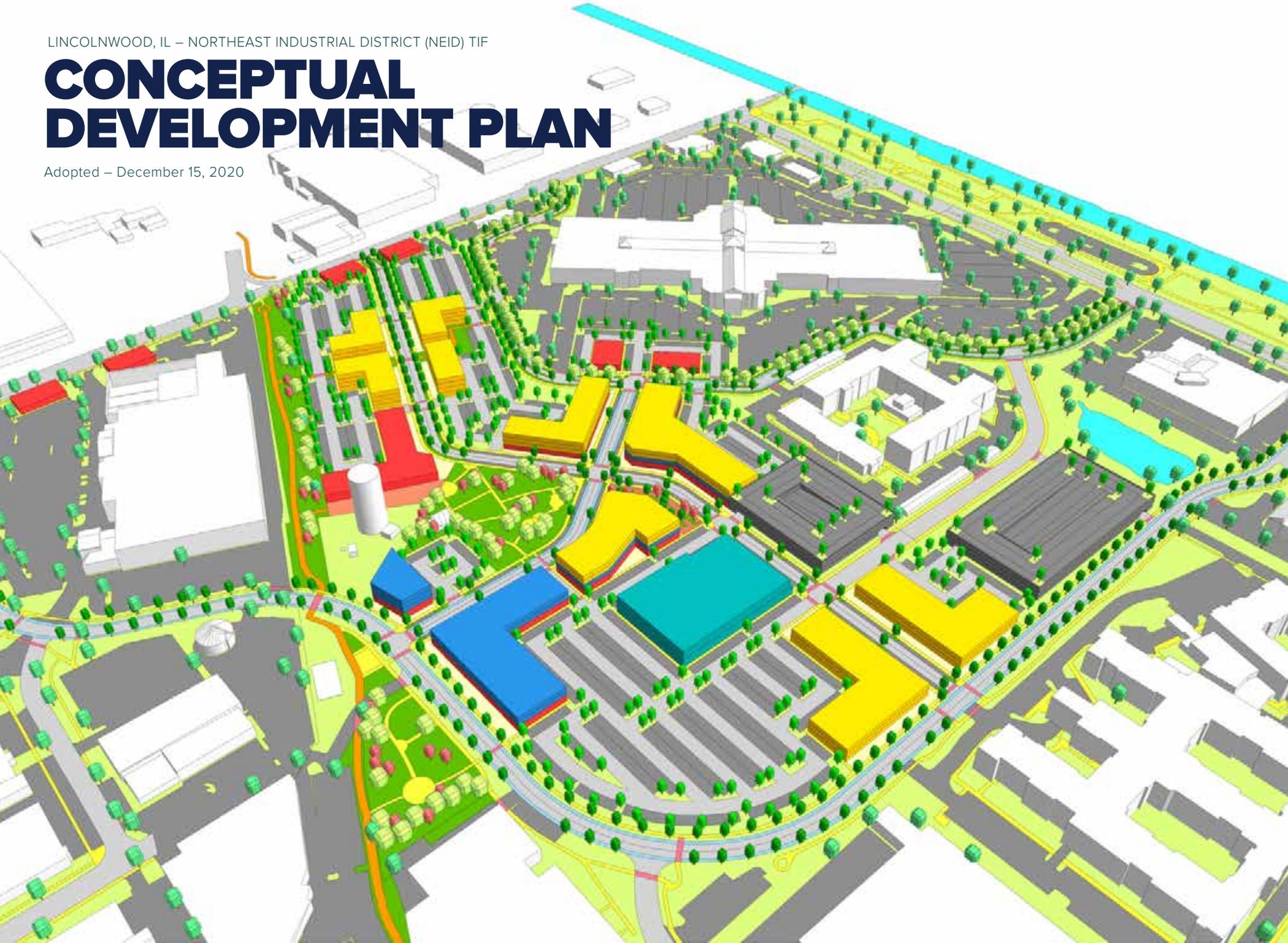




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ACKNOWLEDGMENT

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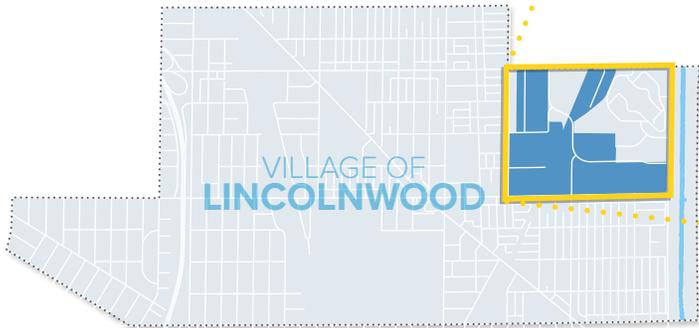
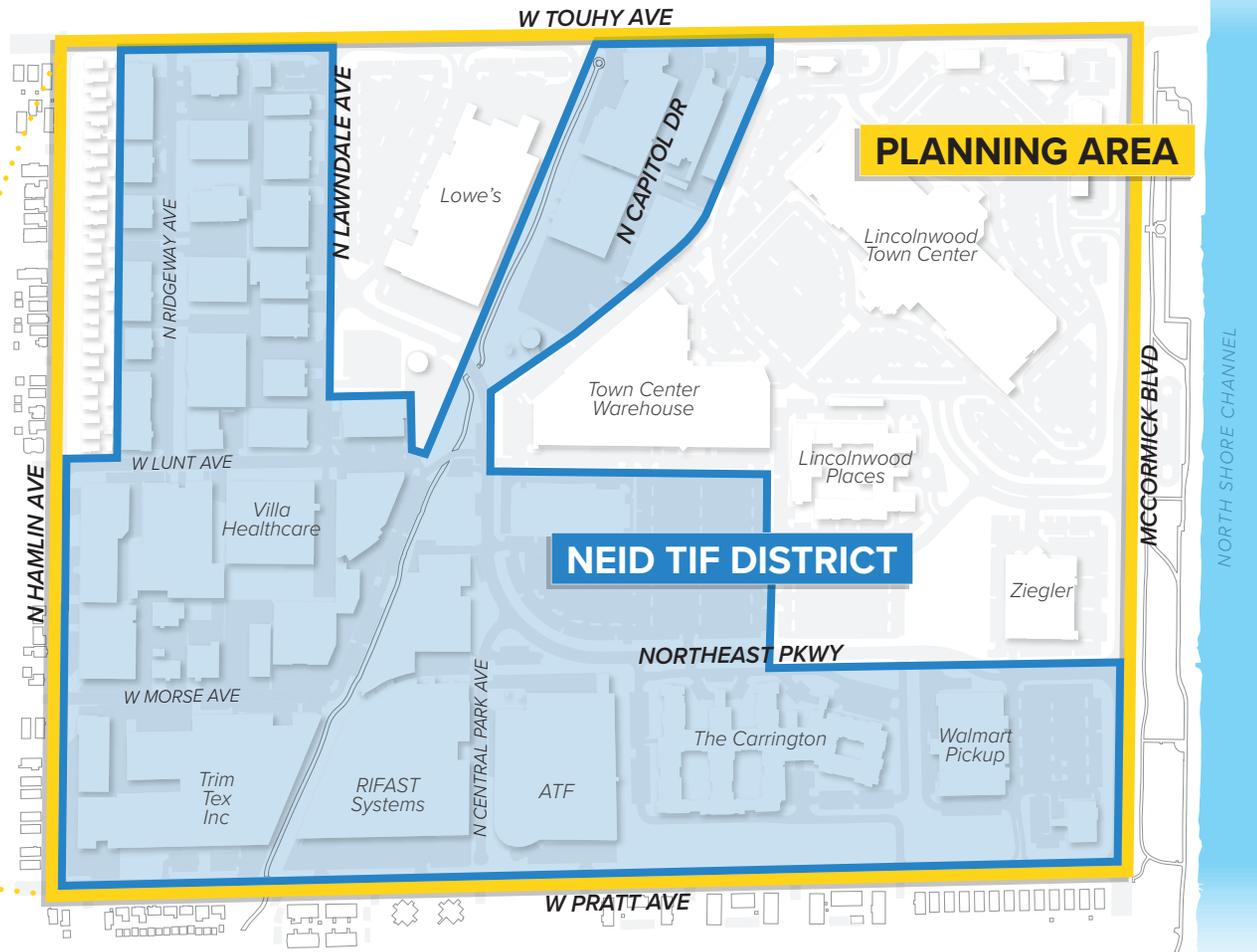
CONSULTANT TEAM



CHAPTER 1 INTRODUCTION

The TIF for the Northeast Industrial District is expiring at the end of 2020. To utilize the TIF before its expiration the Village of Lincolnwood developed the Lincolnwood NEID TIF Conceptual Development Plan to create a comprehensive vision for the district. The Plan is organized into four chapters:

- **Introduction**, which describes the Northeast Industrial District's setting, the purpose of the Plan, and an overview of the planning.
- **Area-Wide Framework**, which provide overall recommendations for the entire study area.
- **Concept Plan**, which articulates the new vision for the Northeast Industrial District, including visual representations and detailed policy recommendations for site, land use, and recreation improvements.
- **Implementation Plan**, which outlines funding sources, key partnerships, and development priorities.



PURPOSE OF THE PLAN

The NEID TIF Conceptual Development Plan is the official policy guide for physical improvement and site development within the NEID. The Plan provides a series of recommended improvements for the Village to implement over the next 10-20 years.

PLANNING PROCESS

The Plan is the product of a multistep process that engaged stakeholders, gathered information, analyzed existing conditions, developed and refined a concept plan, and established a new vision for the NEID. The process included four key steps, which are detailed in the following:

Project Initiation: This step included the creation of an Advisory Committee and kickoff workshops with them and staff.

Market Assessment: A review and update of the 2010 Lincolnwood Business Park Retail Analysis & Feasibility was conducted to identify demographic, retail, office, industrial, and residential market changes. A preliminary development program was then created to identify land use options relevant to the study area.

Concept Plan: A thorough site analysis was conducted regarding land use, development, traffic circulation, and infrastructure. Based on staff and advisory committee feedback and the site analysis, a preliminary land use framework was prepared for staff and committee review. A final concept plan with 3D massing models was developed reflecting input. The concept plan was coupled with detailed recommendations and presented for public review and adoption by the Village Board.

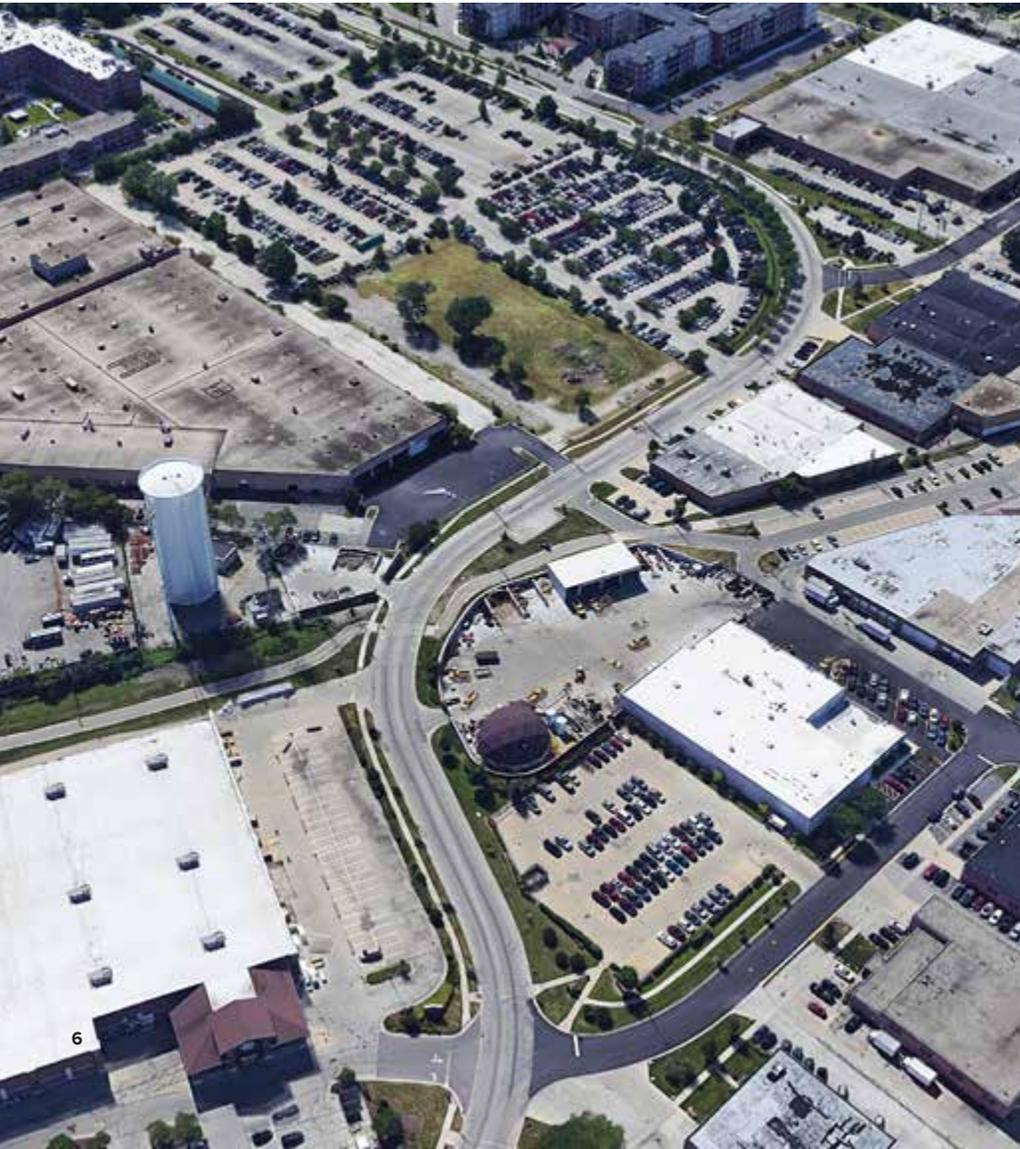
Implementation Plan: Utilizing the concept plan and information gathered from the previous steps an implementation plan was developed. Implementation includes strategies for cooperation among property owners, aligning zoning with proposed projects, and funding development.



CHAPTER 2

AREA-WIDE FRAMEWORK

The Area-Wide Framework includes recommendations for the entire study area. It includes a summary of market analyses as well as an overview of transportation and land use improvements.



MARKET ANALYSIS

A market analysis was conducted to update key components of the 2010 Feasibility Report. It was intended to determine the general trends, supply, demand, and potential for industrial, office, retail, and multifamily development in the Lincolnwood NEID TIF study area. Findings from the broader market categories incorporate specific uses from each within the preliminary development program. The analysis examines the study area's competitive position within the market and identifies the issues it and the larger Village of Lincolnwood are facing and will likely face in the future. This market assessment and preliminary development program do not speculate or provide projections as to the impact of the pandemic.

The following types of uses have been discussed and would fit an appropriate development program for the NEID study area. It does not represent an analysis of development feasibility. Potential commercial uses focused on unique entertainment such as dine-in movie theaters, microbreweries and brewpubs, and bicycle shops. Indoor recreation included a multisport complex with turf field or courts, swimming pools, or leisure-centric activities such as miniature golf. Multifamily residential was another use identified through the market analysis. These uses led to the land use framework later in this chapter.

AREAS UNLIKELY TO CHANGE

The detailed site and market analyses identified a significant portion of the study area that are unlikely to change over the life of this Conceptual Development Plan. Singular uses such as the Public Works building, Ziegler's Auto, and the Carrington are well-established and provide a unique service to Lincolnwood residents. Similarly, the industrial uses on the south and west sides of the study area are fully occupied with successful businesses. Incremental change is possible within these uses but would likely be on an individual basis. The Union Pacific Trail and adjacent open space are also unlikely to be redeveloped.

-  Areas Unlikely to Change
-  Existing Industrial Uses
-  Parks/Open Space



DEVELOPMENT FRAMEWORK

The development framework serves as a blueprint for the location and type of future growth and development within the NEID, outlining desired future uses on a parcel-by-parcel basis. The framework identifies uses for parcels to encourage new development that can create jobs and spur investment. The map shows a potential scenario defining where specific land uses may be located. The redevelopment subareas provide further information on specific land uses.

-  North Capitol Drive Extension
-  Main Street (The Experiential Corridor)
-  Mall Ring Road Road Reconfiguration
-  Northeast Parkway Streetscaping
-  Existing Trail/Bicycle Facilities
-  Proposed Bicycle Connections
-  Multifamily
-  Mixed Use
-  Commercial
-  Industrial
-  Parks/Open Space
-  Sports Facility
-  Public Parking
-  Areas Unlikely to Change



MAIN STREET (“THE EXPERIENTIAL CORRIDOR”)

Build a new road to act as the heart of the district. The new “Main Street” connects Northeast Parkway to the ring road around Lincolnwood Town Center. It is referred to as Main Street throughout this Plan.

NORTH CAPITOL DRIVE EXTENSION

Extend North Capitol Drive to connect to Main Street. The road is further extended south to Northeast Parkway creating South Capitol Drive. This extension improves north-south access through the district.

MALL RING ROAD RECONFIGURATION

Redesign the ring road behind Lincolnwood Town Center to promote multimodal access into the district from McCormick Boulevard. Redevelop as a boulevard to promote pedestrian and cyclist activity.

NORTHEAST PARKWAY STREETSCAPING

Reconfigure Northeast Parkway to improve streetscaping along this corridor. Streetscaping enhances the aesthetic and visibility along the road.

MULTIFAMILY

To generate pedestrian traffic and improve housing options for residents in all stages of life, multifamily housing should be developed in the district. Multifamily housing options should be available at a variety of price points in rental and condo configurations to serve young professionals, senior residents, and workforce residents.

MIXED USE

Mixed use development is key to the vibrancy of the NEID and should be the definitive land use found along Main Street. Mixed use developments improve housing options and increase local retail and office opportunities. Mixed use can also contain unique entertainment and hospitality businesses.

COMMERCIAL

To draw people into the district, smaller commercial developments should be considered along Touhy Avenue and in the south parking lot of Lincolnwood Town Center.

INDUSTRIAL

The industrial uses on the south and west sides of the NEID remain appropriate as the core of the district transition to a vibrant mixed-use area. This use should be maintained to provide stable employment and draw regional daytime activity to the area.

PARKS AND OPEN SPACE

Public open space should be further developed as a distinguishing feature of the district. A programmed green space and hardscaped plaza in the center of Main Street provides a central, outdoor gathering space for visitors. An additional unprogrammed open space is appropriate on the west side of Northeast Parkway just south of the Main Street intersection.

SPORTS FACILITY

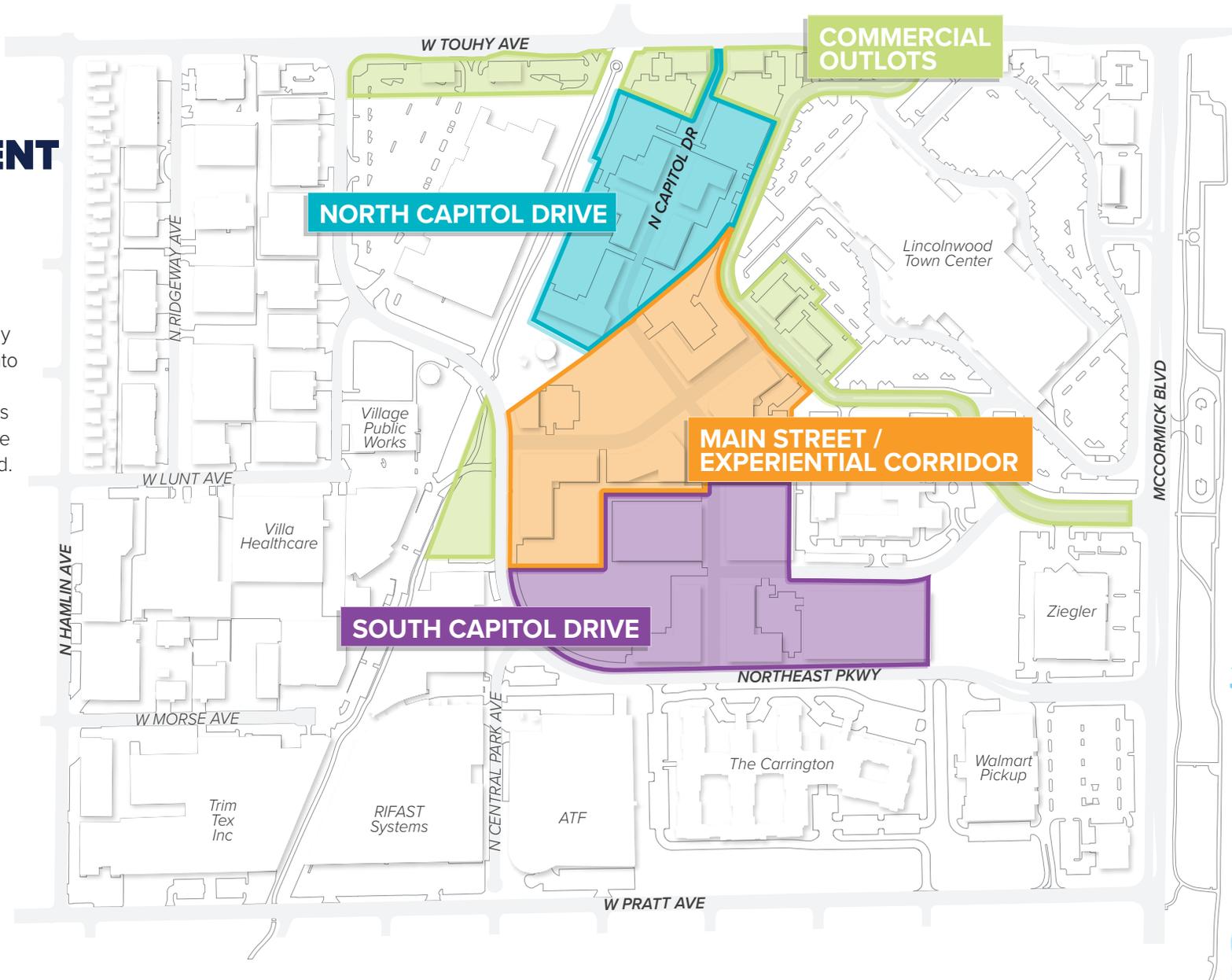
The sports facility is a unique commercial use that can provide a myriad of indoor recreational opportunities within the NEID. This sports facility supports year-round access to recreation and general activity in the district.

PUBLIC PARKING

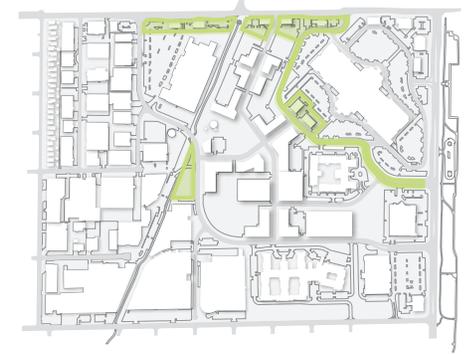
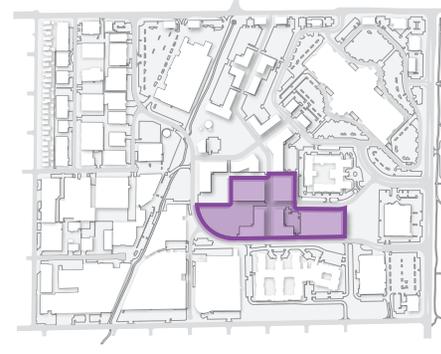
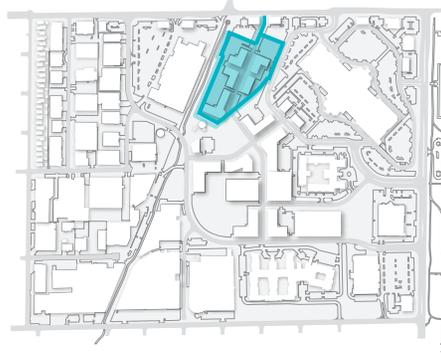
Public parking should be considered carefully to provide adequate space for the area. With the new Main Street and extension of North Capitol Drive parking structures should be developed to support new businesses. The structure on Northeast Parkway will also support the overflow needs of Ziegler Auto.

REDEVELOPMENT SUBAREAS

The NEID TIF Conceptual Development Plan shows all the recommended improvements and uses proposed throughout the study area. The NEID has been divided into four redevelopment subareas to prioritize development opportunities and provide a better sense of where these recommendations are located. Division into subareas ensures planning efforts are specific to the needs of each area. Strategies and policies are context sensitive while building compatibility and cohesion throughout the entire district.



NORTH SHORE CHANNEL



**MAIN STREET/
EXPERIENTIAL CORRIDOR**

Priority number one for the Village is the development of a Main Street that connects Northeast Parkway to Lincolnwood Town Center ring road. This is the primary corridor and is intended to act as a historic main roadway and activity center for the district.

NORTH CAPITOL DRIVE

This subarea emphasizes residential density, new dining, and connectivity. A primary project is continuing North Capitol Drive through the study area to the new Main Street.

SOUTH CAPITOL DRIVE

South Capitol Drive is the construction of a new road to connect the existing North Capitol Drive from Main Street to Northeast Parkway. Providing necessary parking and sports-centric businesses are its priorities.

COMMERCIAL OUTLOTS

The Commercial Outlots are last because they are intended to provide additional supporting commercial for the NEID as necessary. The outlots can be developed as opportunities arise but should not be prioritized over projects in the previous three redevelopment subareas.

LINCOLNWOOD NEID TIF CONCEPTUAL PLAN

As the Northeast Industrial District's TIF expires at the end of 2020, the Village of Lincolnwood wanted to identify and determine potential opportunities that remained for the area. The Conceptual Plan has transformed those opportunities into an overall vision for the Village to work toward.

MAIN STREET / EXPERIENTIAL CORRIDOR

- 1 Mixed Use
- 2 Central Gathering Space
- 3 Main Street ("The Experiential Corridor")
- 4 Intersection Improvements

NORTH CAPITOL DRIVE

- 5 Multifamily
- 6 Microbrewery
- 7 N Capitol Drive Extension
- 8 Union Pacific Trail Connection

SOUTH CAPITOL DRIVE

- 9 Multifamily
- 10 Indoor Sports Facility
- 11 S Capitol Drive Extension
- 12 Intersection Improvements
- 13 Parking Structure

COMMERCIAL OUTLOTS

- 14 Commercial Outlots
- 15 Bookend Open Space
- 16 Mall Ring Road Reconfiguration







REDEVELOPMENT SUBAREA
MAIN STREET/EXPERIENTIAL CORRIDOR

- 1** Mixed Use
- 2** Central Gathering Space
- 3** Main Street ("The Experiential Corridor")
- 4** Intersection Improvements



SUBAREA PLAN **MAIN STREET / EXPERIENTIAL CORRIDOR**



MIXED-USE

Mixed use development is critical for establishing this part of the district as the center for activity. It increases retail options, creates opportunity for unique entertainment uses, provides space for office jobs, and improves housing options to procure residents to support all of these businesses. The upper floors of one of the buildings could even be utilized for commercial lodging if the circumstance arises. Structures should be built at a consistent 10-foot setback to maintain a consistent streetwall. Architectural style should be consistent across all buildings maintaining a height of three to five stories with windowed storefronts.

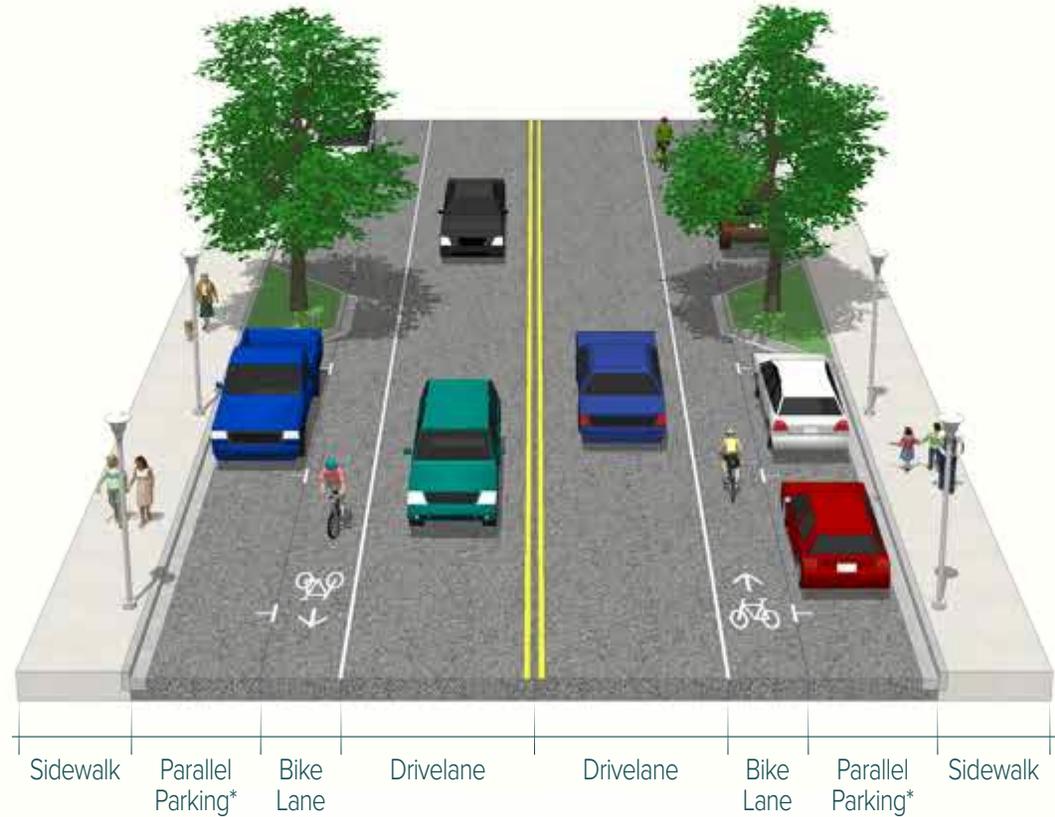
CENTRAL GATHERING SPACE

The central gathering space area includes a natural greenspace as well as a separate hardscaped plaza. The greenspace on the north side of Main Street is tiered and includes an amphitheater for outdoor concerts, plays, and other productions. The parking lot to the west of the greenspace can also be shared to expand this event space for food truck festivals, farmers' markets, etc. The hardscaped plaza is across the road to help connect both sides of the street. The plaza promotes smaller, informal public gatherings.

MAIN STREET (THE EXPERIENTIAL CORRIDOR)

Main Street is designed to create activity in the study area prioritizing pedestrian access and cyclist connectivity. Sidewalks are wide to allow multiple people to walk together and accommodate outdoor dining. Streetscape elements include street trees, pedestrian-centric lighting, and benches to further connect walkability through scale. Bike lanes are included on both sides of the street as well as parallel parking.

Infrastructure Considerations: As a built-out district, all existing structures have water and sewer infrastructure access. Some hookups may need to be reconfigured as redevelopment occurs. Additionally, increased development, particularly impervious parking lots, can affect stormwater management. Best management practices such as impervious paving, native landscaping, and bioswales should be used to offset negative impacts and prevent runoff.

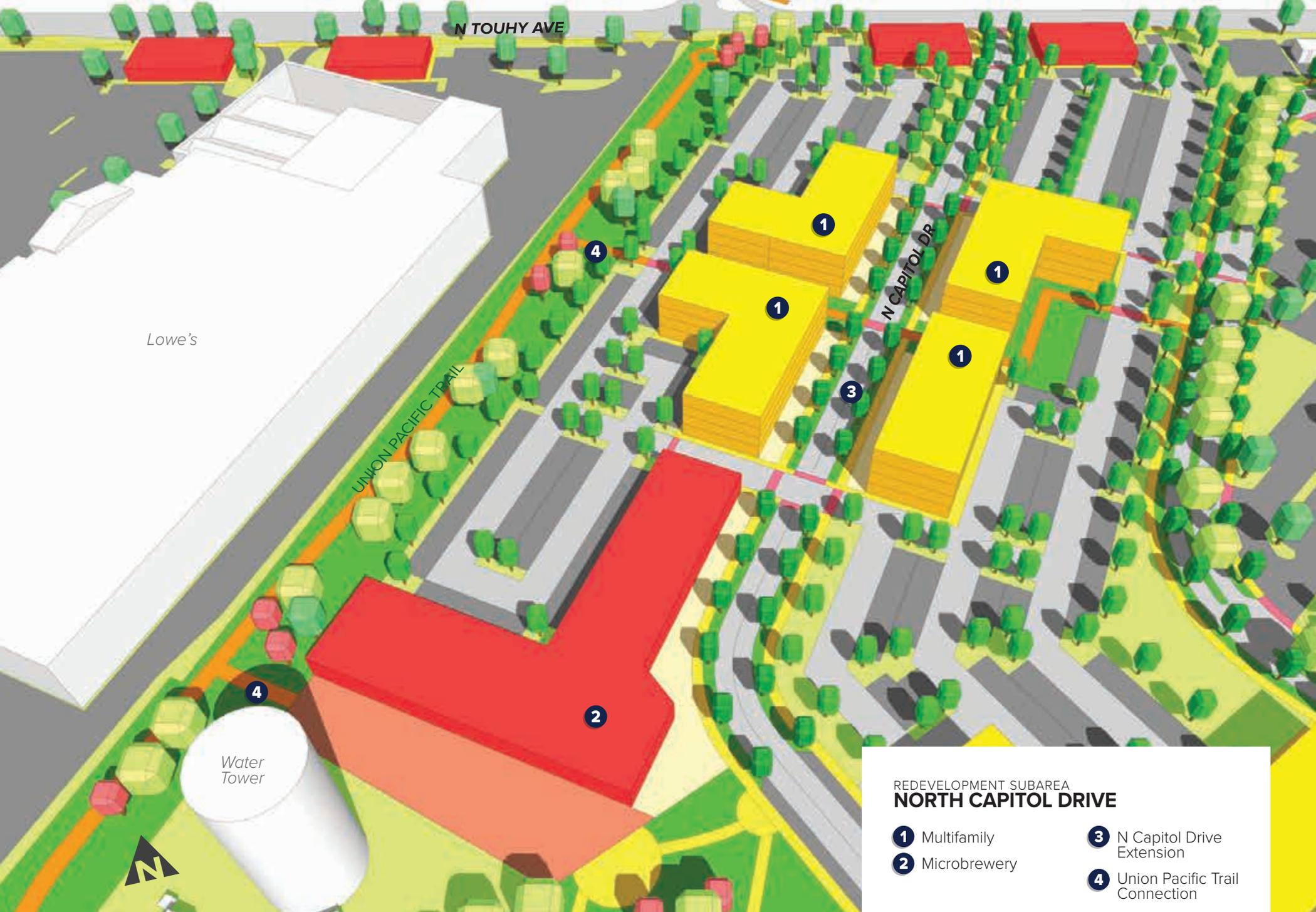


**Parallel parking will vary with curb bump-outs*

INTERSECTION ENHANCEMENT

As a new connector, Main Street intersects several existing roads including Northeast Parkway, North Capitol Boulevard, and the mall ring road. To maintain and support pedestrian and cyclist safety each of the intersections should be high-visibility crosswalks with paved/painted crossings and pedestrian signals. There should also be a signalized crossing at the mall ring road and McCormick Boulevard to connect cyclists to the North Shore Channel Trail.





N TOUHY AVE

Lowe's

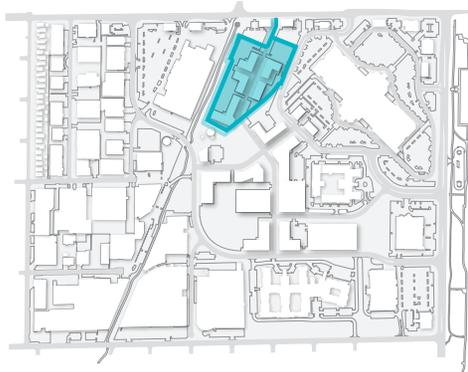
UNION PACIFIC TRAIL

N CAPITOL DR

Water Tower

REDEVELOPMENT SUBAREA
NORTH CAPITOL DRIVE

- 1** Multifamily
- 2** Microbrewery
- 3** N Capitol Drive Extension
- 4** Union Pacific Trail Connection



SUBAREA PLAN
**NORTH
 CAPITOL
 DRIVE**



MULTIFAMILY

Multifamily helps support the activity-generating uses by locating residents directly within the NEID. Sited in campus-style quad pattern with the buildings fronting North Capitol Drive helps promote connectivity among the four structures. Parking is located behind the apartments to help focus on nonvehicular travel and promote activity throughout the district.



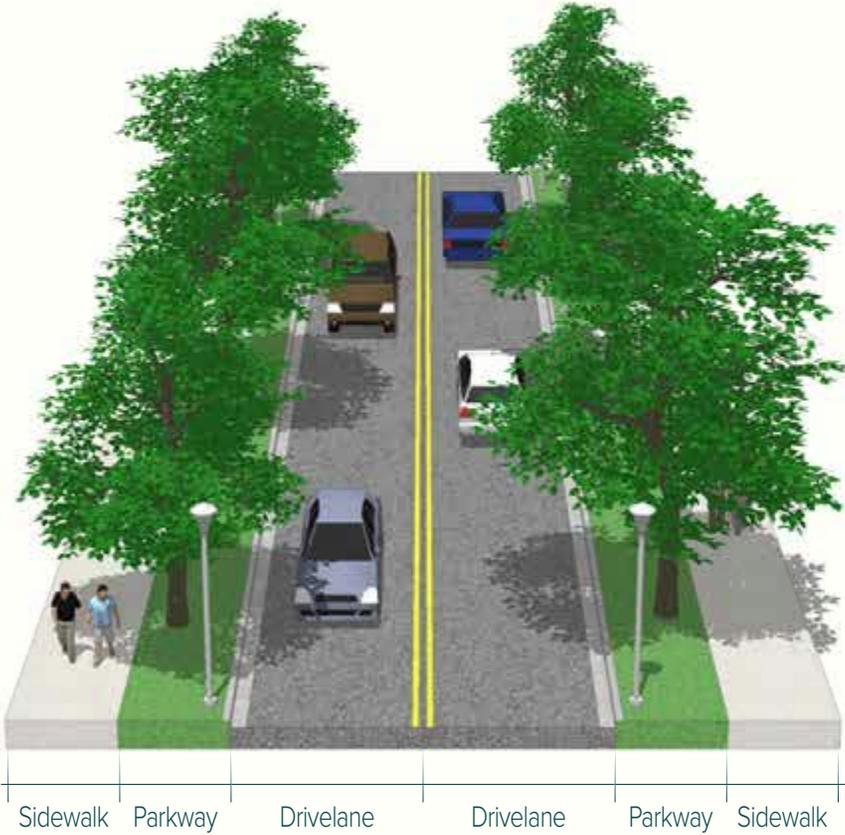
MICROBREWERY

The microbrewery is a unique commercial use that draws people into the subarea. It not only helps create activity on the street with outdoor dining space but also encourages patrons to spend more time exploring the rest of the district. The microbrewery is a key component to the NEID's vibrant character.

N CAPITOL DR ROAD EXTENSION

North Capitol Drive is extended to connect the multifamily apartments and microbrewery to Main Street as well as improve overall connectivity throughout the study area. From the Touhy Avenue intersection to the end of the microbrewery, the road includes a parkway buffer to improve the corridor’s aesthetic and create an inviting northern entrance into the district. The parkway is then converted to on-street parking to support better access to the central gathering space and mixed-use building.

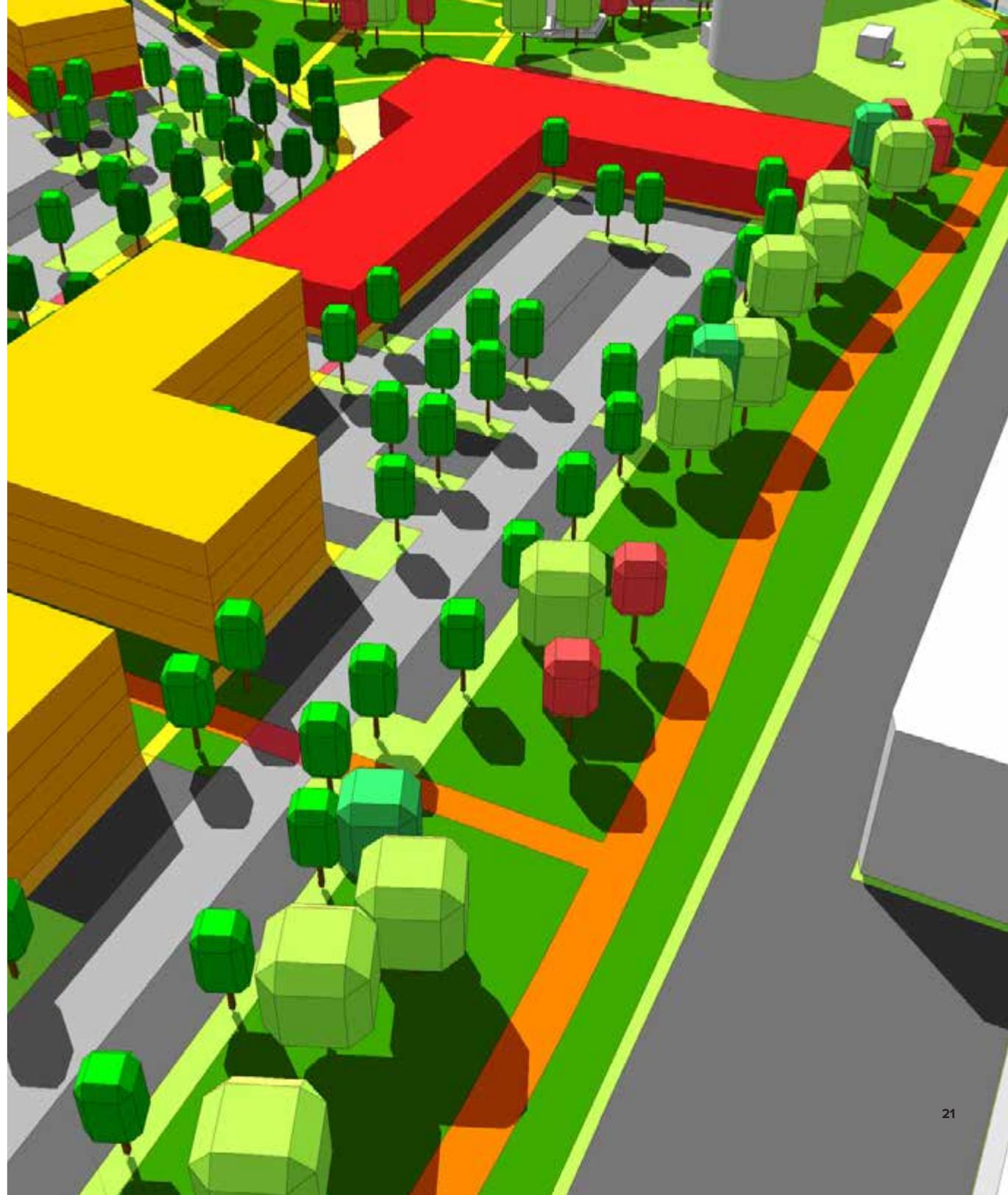
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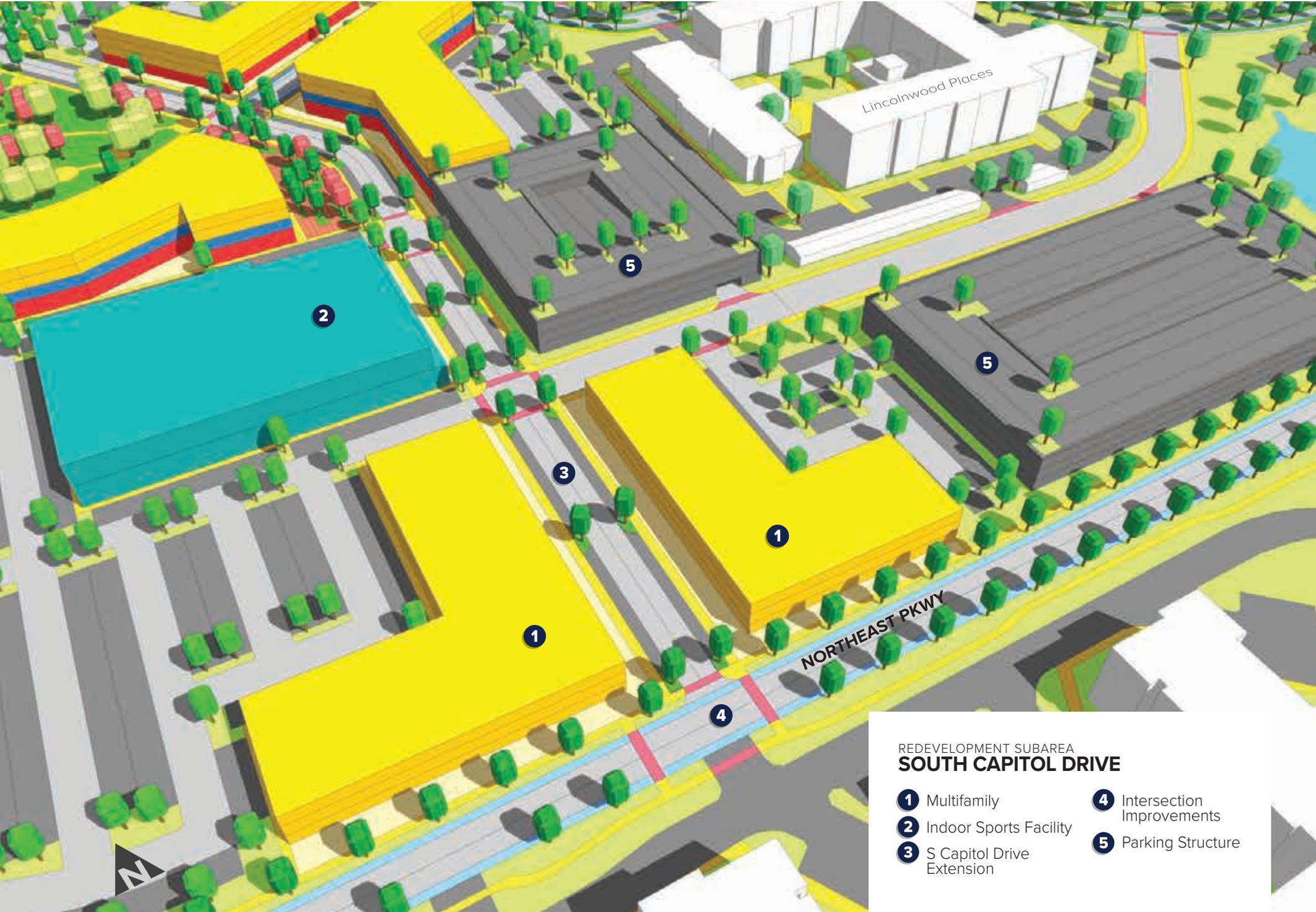




UNION PACIFIC TRAIL CONNECTION

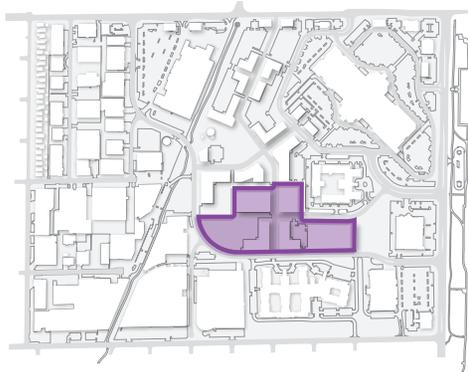
The Union Pacific Trail helps connect the entire study area and the Village to the larger regional trail system. However, the trail runs along the western edge of the district. The connection in this subarea helps bring people from the trail into the heart of the district. It also provides safer access to the east side and Lincolnwood Town Center.





REDEVELOPMENT SUBAREA
SOUTH CAPITOL DRIVE

- 1** Multifamily
- 2** Indoor Sports Facility
- 3** S Capitol Drive Extension
- 4** Intersection Improvements
- 5** Parking Structure



SUBAREA PLAN **SOUTH CAPITOL DRIVE**



MULTIFAMILY

Again, multifamily apartments help provide businesses with direct access to potential customers. These apartments provide greater opportunity for density than those on North Capitol Drive with an increased height up to eight stories. The buildings still front Capitol to help connect back to Main Street.



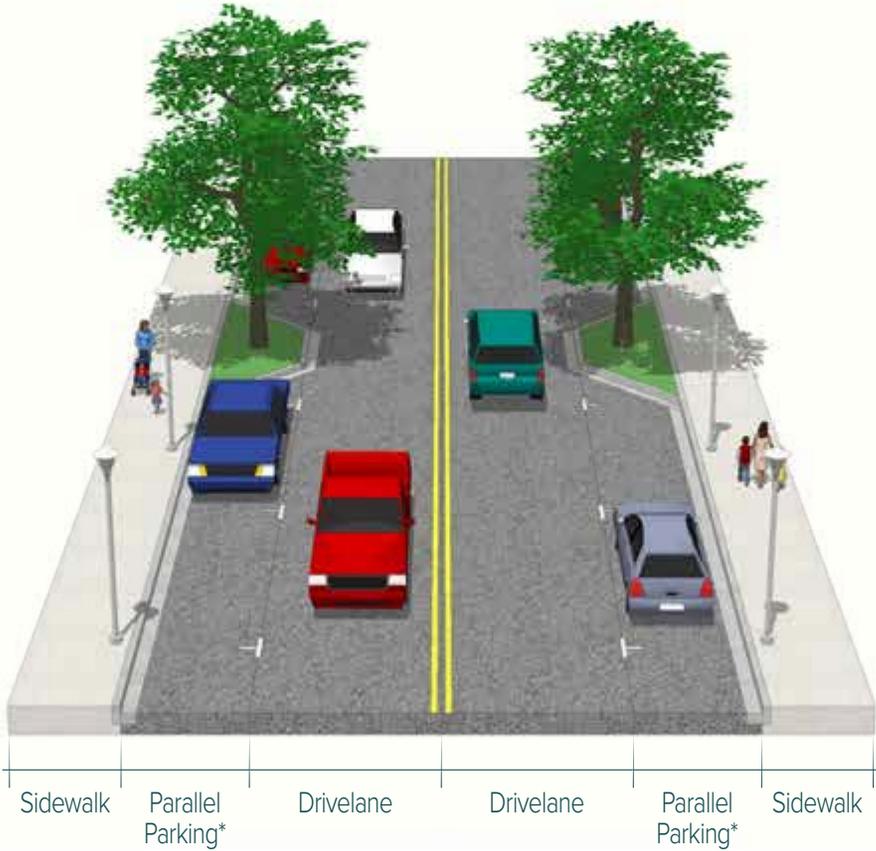
INDOOR SPORT FACILITY

The indoor sport facility provides a significant amount of flexibility in terms of business potential. The facility could be a multisport complex with a turf field that supports football, soccer, field hockey and number of other activities. It could also be facility with courts for volleyball, basketball, pickleball, etc. Or it could be a combination of the two that accommodates field and court sports. The space could also focus on indoor aquatic recreation or even more unique recreational activities such as mini golf. The overall size of this building provides the opportunity for a combination of unique recreational entertainment businesses.

ROADWAY EXTENSION & STREETScape

North Capitol Boulevard is extended south of Main Street to complete the cross-access system within the District. On-street parking is maintained along South Capitol Drive but broken up with landscaped bump outs to improve the streetscape.

Infrastructure Considerations. As a built-out district, all existing structures have water and sewer infrastructure access. Some hookups may need to be reconfigured as redevelopment occurs. Additionally, increased development, particularly impervious parking lots, can affect stormwater management. Best management practices such as impervious paving, native landscaping, and bioswales should be used to offset negative impacts and prevent runoff.



**Parallel parking will vary with curb bump-outs*

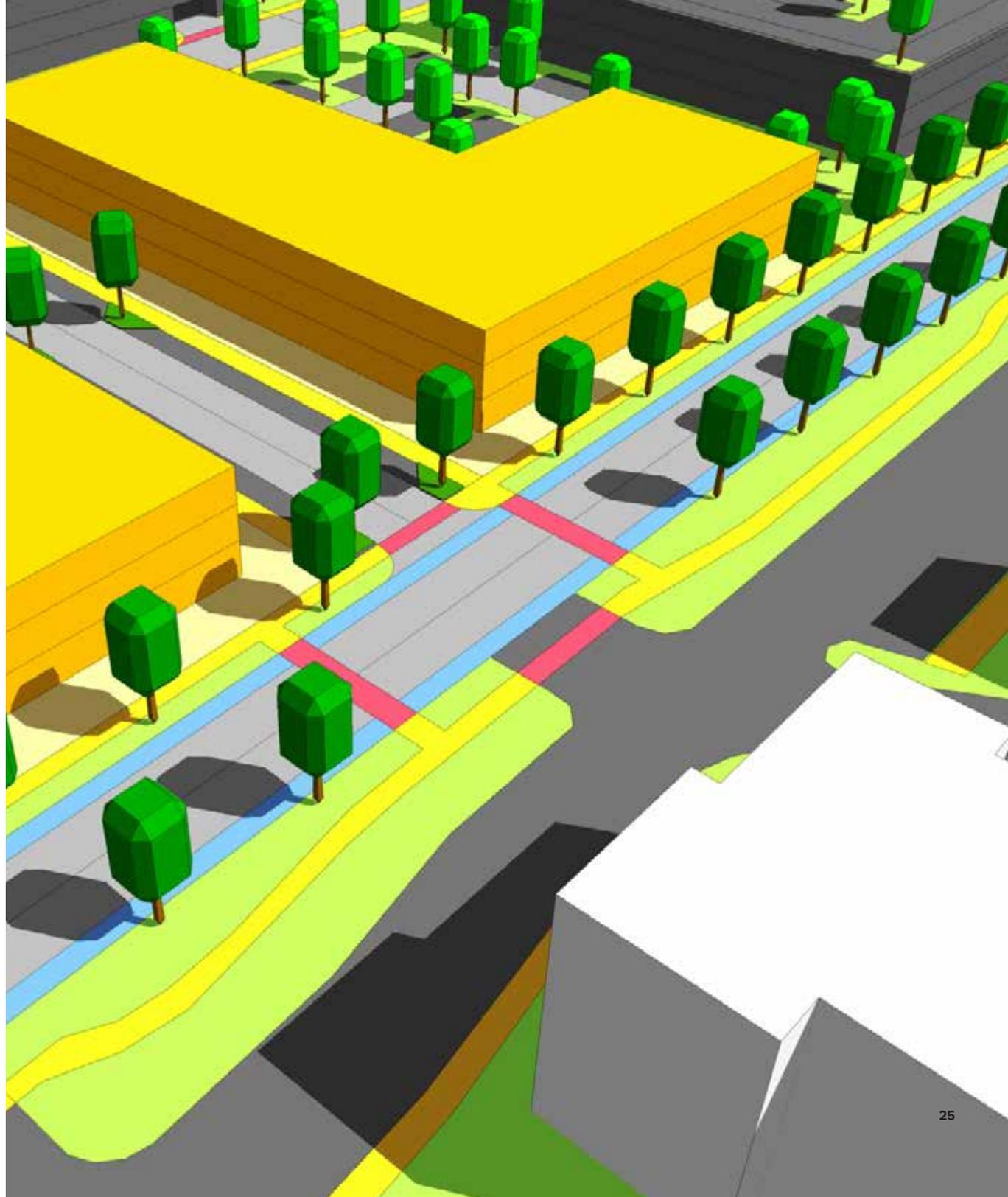


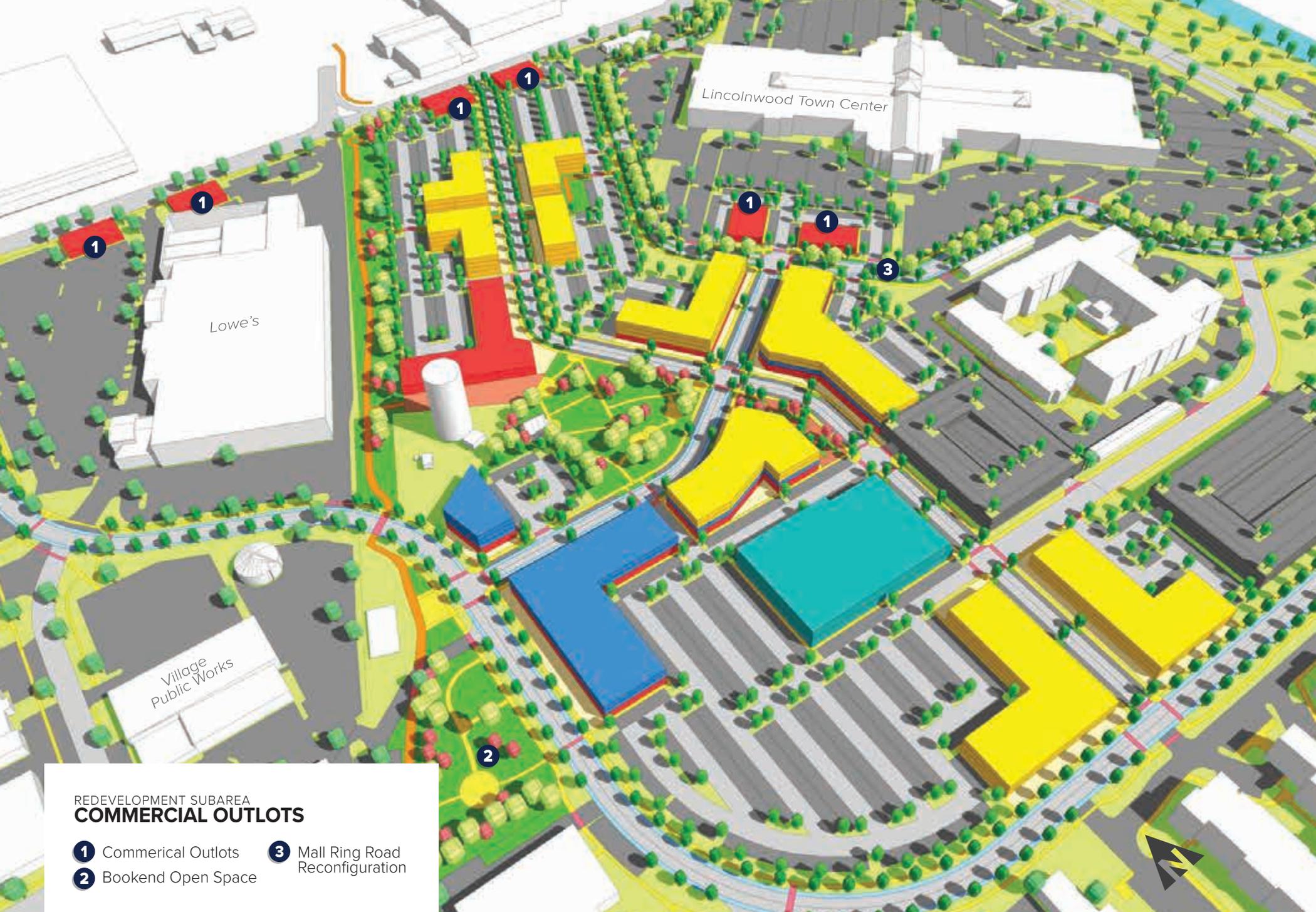
PARKING STRUCTURES

The proposed parking structures serve two purposes: providing additional public parking for the increased population in the district and ensuring Ziegler auto has space to locate its additional vehicles. The former is prioritized in the Structure on South Capitol Boulevard. This deck could be connected to the mixed-use building to the north or even the sports facility across the street to improve direct access to businesses. The structure on Northeast Parkway is closer to Ziegler's showroom and is the primary space for its overflow parking.

INTERSECTION ENHANCEMENTS

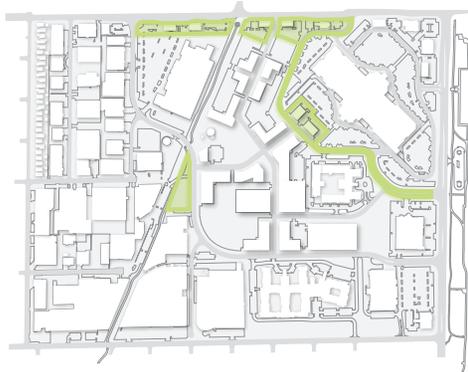
The intersection of South Capitol Boulevard and Northeast Parkway is a four-way stop to provide safe crossing for pedestrians. It also slows drivers at the entrance to the Carrington.





REDEVELOPMENT SUBAREA
COMMERCIAL OUTLOTS

- 1** Commercial Outlots
- 2** Bookend Open Space
- 3** Mall Ring Road Reconfiguration



SUBAREA PLAN **COMMERCIAL OUTLOTS**



COMMERCIAL OUTLOTS

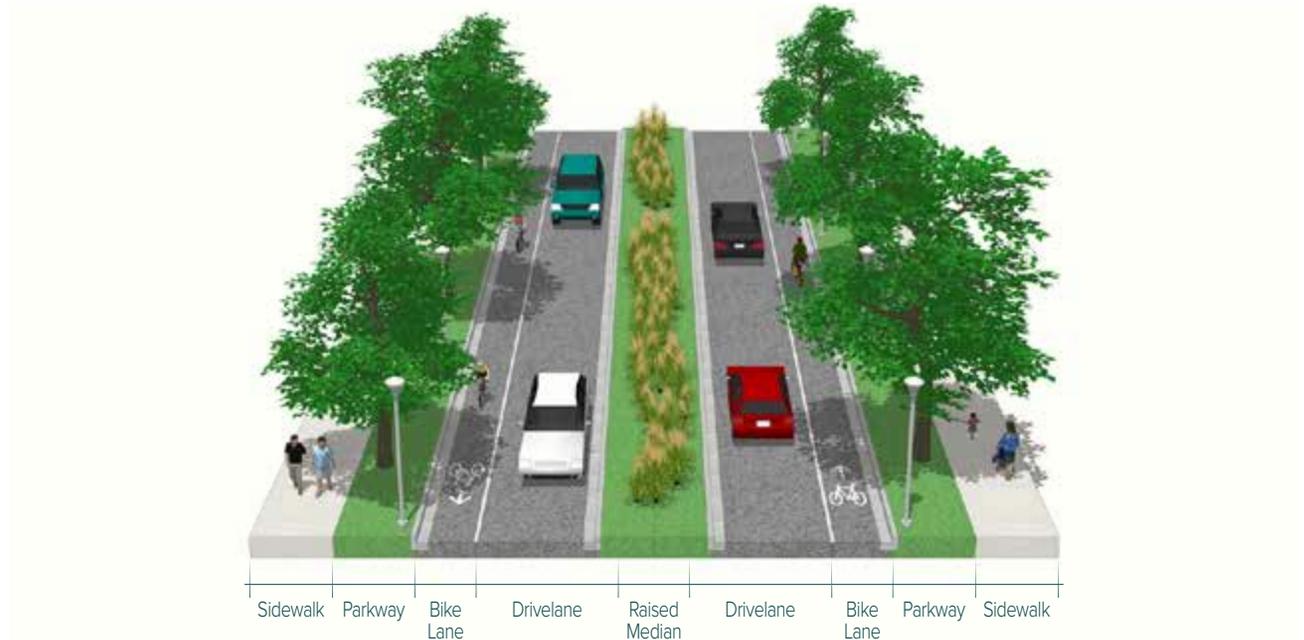
Commercial outlots support the primary uses within the district and help drive people to it. The outlots complement the existing land use character on Touhy Avenue as well as the existing outlots on the north of Lincolnwood Town Center. These are smaller, standalone uses that can be easily served by shared parking. Uses appropriate for these outlots include restaurants, coffee shops, and low-volume service businesses.



MALL RING ROAD RECONFIGURATION

The ring road around Lincolnwood Town Center is reconfigured to better support pedestrian and cyclist access. The road is now a boulevard with landscaped medians and parkway buffers to improve the visual entrance to Main Street. The section between McCormick Boulevard and Main Street includes bike lanes and should be completed first (see above). The section from Main Street to Touhy Avenue does not include bike lanes and should be developed second (see bottom).

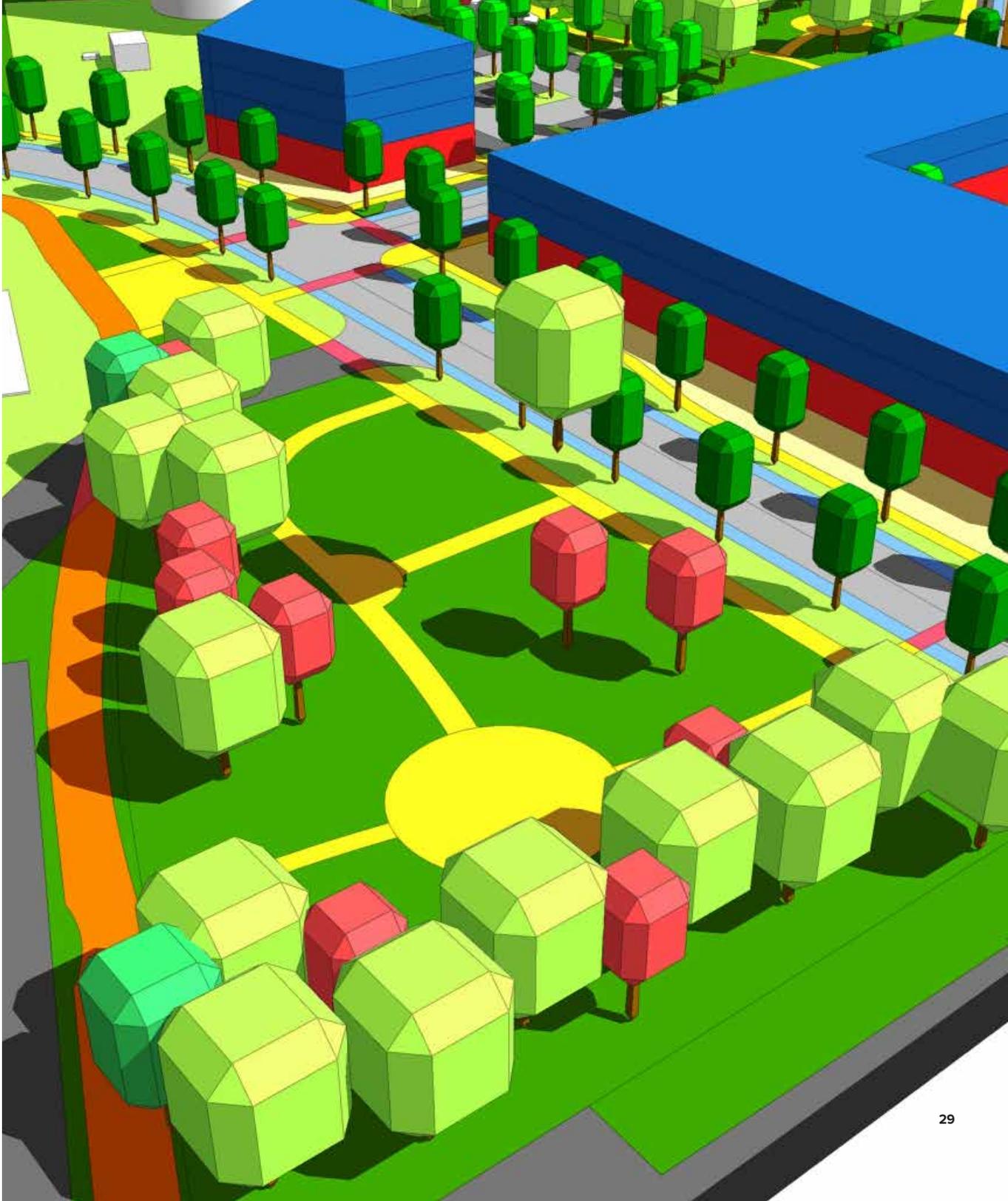
Infrastructure Considerations. As a built-out district, all existing structures have water and sewer infrastructure access. Some hookups may need to be reconfigured as redevelopment occurs. Additionally, increased development, particularly impervious parking lots, can affect stormwater management. Best management practices such as impervious paving, native landscaping, and bioswales should be used to offset negative impacts and prevent runoff.





BOOKEND OPEN SPACE

The Village already maintains a small open space parcel adjacent to Union Pacific Trail. This should be extended south to expand opportunity for unprogrammed activity adjacent to the trail. The open space also helps bookend Main Street and acts as a western entrance for those traveling on the trail.



CHAPTER 4

IMPLEMENTATION PLAN

While adoption of the NEID TIF Conceptual Development Plan represents the end of the planning process, it also represents the first step in the longer and more important journey of guiding change within the study area and actualizing the development recommendations. The Concept Plan determines what new uses should be developed and what new businesses should be recruited. The Implementation Plan outlines how to take those concepts and get them built.

This process will require the cooperation of Village staff, elected and appointed officials, public agencies, the local business community, property owners, developers, residents, and other community stakeholders. The Village should be the leader in promoting cooperation and collaboration among these stakeholders to turn the concepts into real developments. The Implementation Plan includes five key elements:

1. Using the Implementation Plan
2. Zoning Review
3. Cooperation
4. How do we make the most desirable uses market viable?
5. How do we promote development?

USING THE IMPLEMENTATION PLAN

The NEID TIF Conceptual Development Plan should become Lincolnwood’s official policy guide for land use, development, and community improvement. It is essential that the Plan be used on a regular basis by staff, boards, and commissions to review and evaluate all proposals for improvement and development within the district moving forward. To effectively use the Implementation Plan the Village should:

- Market the NEID TIF Conceptual Development Plan to all potential developers.
- Educate existing and future property owners to explain the vision, purpose, and benefits of the Plan.
- Promote the list of funding sources to help incentivize new development.
- Meet with other Village Department heads to familiarize them with the public improvements outlined in the Concept Plan to help prioritize them as part of their regular work. These include transportation and infrastructure improvements.
- Assist the public in understanding the Plan and its relationship to private and public development projects.
- Revise the Plan as development occurs to maintain a checklist of the projects that remain uncompleted in the study area.

ZONING REVIEW

Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties and prescribes the overall character and intensity of development to be permitted. Adoption of the NEID TIF Conceptual Development Plan should be followed by a review and update of the Village’s various development controls that apply to the district including portions of the zoning ordinance and other related codes. It is essential that all development controls be consistent with and complements the new Implementation Plan.

PLANNED UNIT DEVELOPMENT

The majority of properties outlined in the Concept Plan are within a Planned Unit Development (PUD) that was established for Town Center Mall in 1988. Largely due to its age, the provisions in the PUD are outdated and require revisions. The complexity of the existing PUD has hindered a complete revision in the past. The Village should work with property owners within the PUD to formally revise its development regulations to accommodate desired future development and uses. A comprehensive update with the support of the property owners is the greatest way to successfully build the projects outlined in the Concept Plan.

ALIGNMENT

While a great visual representation of potential development, the Concept Plan model does not show every land use possibility in the study area. The Land Use Alignment Table lists the desired uses for the district and designates them within each redevelopment subarea. For the purposes of this table, primary uses (P) refer to those prioritized within the specific subarea. Supporting uses (S) indicate those that could be appropriate within the right context. Many uses will likely be part of a mixed-use development while a select few may not be desired within some subareas. All potential development should be coordinated with the Village, regardless of alignment with this table.

LAND USE ALIGNMENT TABLE

LAND USE	MAIN STREET	NORTH CAPITOL	SOUTH CAPITOL	OUTLOTS
Residential Uses				
Multifamily Apartment	P	P	P	-
Commercial Uses				
Office	P	S	S	S
Personal & Professional Services	P	S	S	P
Retail Shops & Stores	P	S	S	P
Artisan Production Shop	P	S	S	-
Restaurant	P	P	S	S
Bar	S	P	S	S
Fitness Center	P	S	P	-
Aquatic Center	S	S	P	-
Multipurpose Sports Facility	S	S	P	-
Theater or Music Venue	S	S	S	-
Commercial Entertainment	P	S	S	P
Commercial Indoor Lodging	P	S	S	-
Public/Semi-Public Uses				
Green Space	P	P	-	-
Public Plaza	P	S	S	-
Transportation Uses				
Parking Lot	P	P	P	P
Parking Deck	-	S	P	-

P = Primary Uses
 S = Secondary Uses
 - = Not desired

COOPERATION

This section identifies organizations that have a stake in the success of the study area, including those living, working, activating, or traversing the Northeast Industrial District. The owners and entities discussed in this section will play a key role in plan implementation.

KEY PARTNERS

WASHINGTON PRIME GROUP

Washington Prime Group is a national real estate investment firm based in Columbus, OH. The organization specializes in large-scale shopping centers and owns Lincolnwood Town Center. Washington Prime Group is currently developing a strategic plan for the mall, and as the largest property in the NEID, it could greatly affect timing, character, and opportunities for the developments outlined in the Concept Plan.

TOWN CENTER WAREHOUSE

Located just behind the mall, Town Center Warehouse is light industrial flex building maintaining over 250,000 square feet of space in the center of the study area. The property is fully leased by two tenants, Service King Collision and CUBEWORK. Service King is an auto repair shop and CUBEWORK is a shared-work space geared toward industrial and warehousing businesses.

ZEIGLER AUTO

Zeigler Buick Cadillac GMC of Lincolnwood is a longstanding car dealership located at the northwest corner of McCormick Boulevard and Northeast Parkway. The dealership also owns several parcels of land behind its showroom building as overflow parking for its inventory.

DORA LLC

Dora LLC is the organization that owns the only vacant land in the district. This two-acre piece of property is just south of Town Center Warehouse and has been up for sale for several years. Under the current provisions of the PUD this property is zoned industrial flex tech.

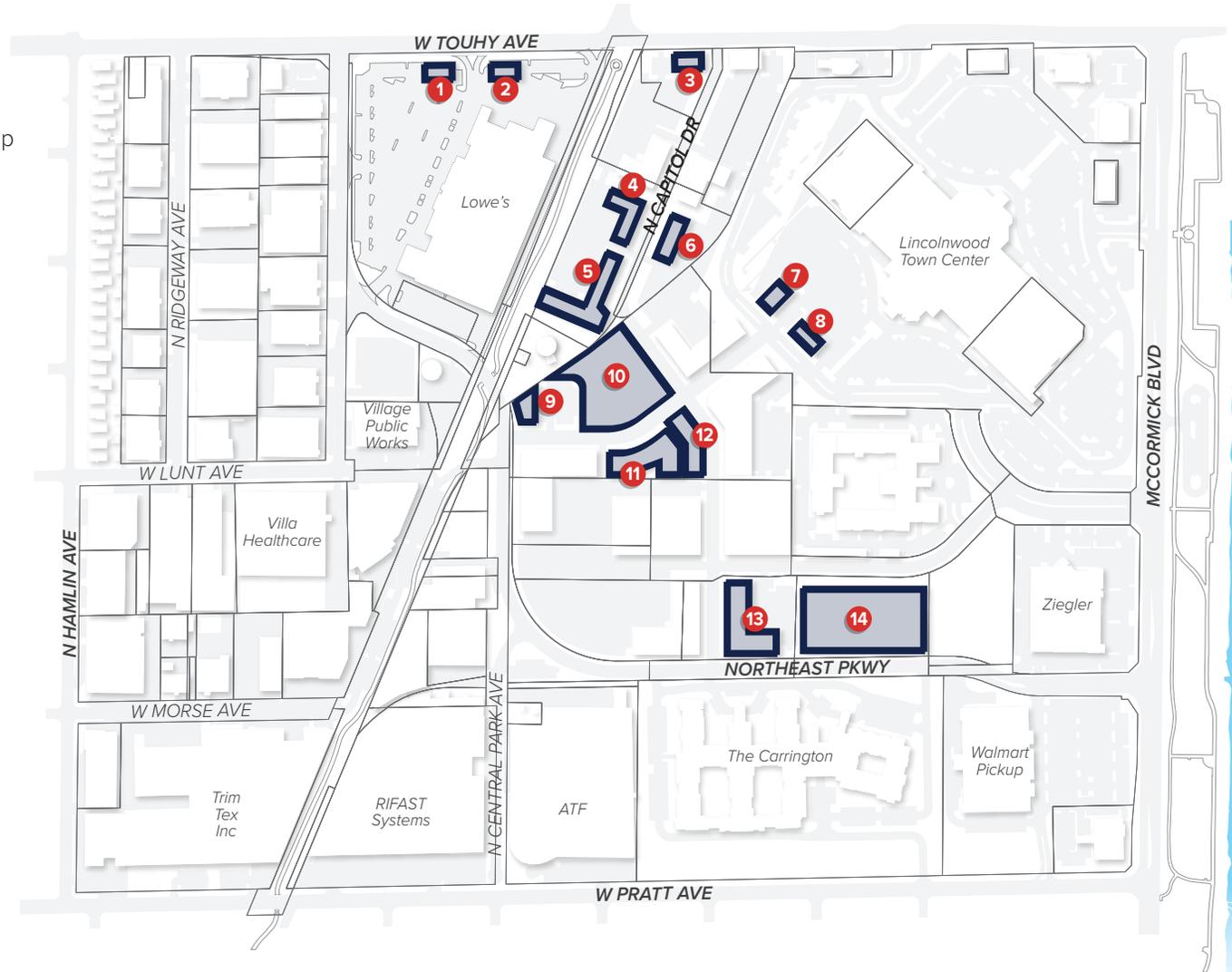
NORTH CAPITOL BOULEVARD

Six separate entities own property on North Capitol Boulevard. They include a variety of industrial uses with larger buildings used for distribution, warehousing, manufacturing, automotive repair. The Boulevard has the biggest cluster of multiple owners within the district. The Village of Lincolnwood also maintains a water tower in this area although it is only accessible from Northeast Parkway.

SITE-SPECIFIC PROJECTS

The Concept Plan presents development opportunities based on desired uses and physical site constraints. It does not, however, inherently consider existing ownership constraints. A key component of implementing the Conceptual Development Plan is prioritizing projects. So, what proposed projects can be completed with the least amount of coordination? In other words, what projects only require one property owner to complete them?

- 1 Western commercial outlet on Lowe's property &
- 2 Eastern commercial outlet on Lowe's property
- 3 Commercial outlet on the southwest corner of North Capitol Boulevard and Touhy Avenue
- 4 Southwest multifamily building on North Capitol Boulevard & Microbrewery on North Capitol Boulevard
- 5 Southeast multifamily building on North Capitol Boulevard
- 6 Northern commercial outlet in the Lincoln Town Center parking lot & Southern commercial outlet in the Lincoln Town Center parking lot
- 7 Small mixed-use office building on the northeast corner of Northeast Parkway and Main Street; Central theater/green space on Main Street; Mixed-use residential building on the south side of Main Street; and Hardscape plaza on the southwest corner of South Capitol Boulevard and Main Street
- 8 Multifamily building on the northeast corner of Northeast Parkway and South Capitol Drive
- 9 Parking garage on the existing Zeigler Inventory Lots between the Lincolnwood Places and The Carrington

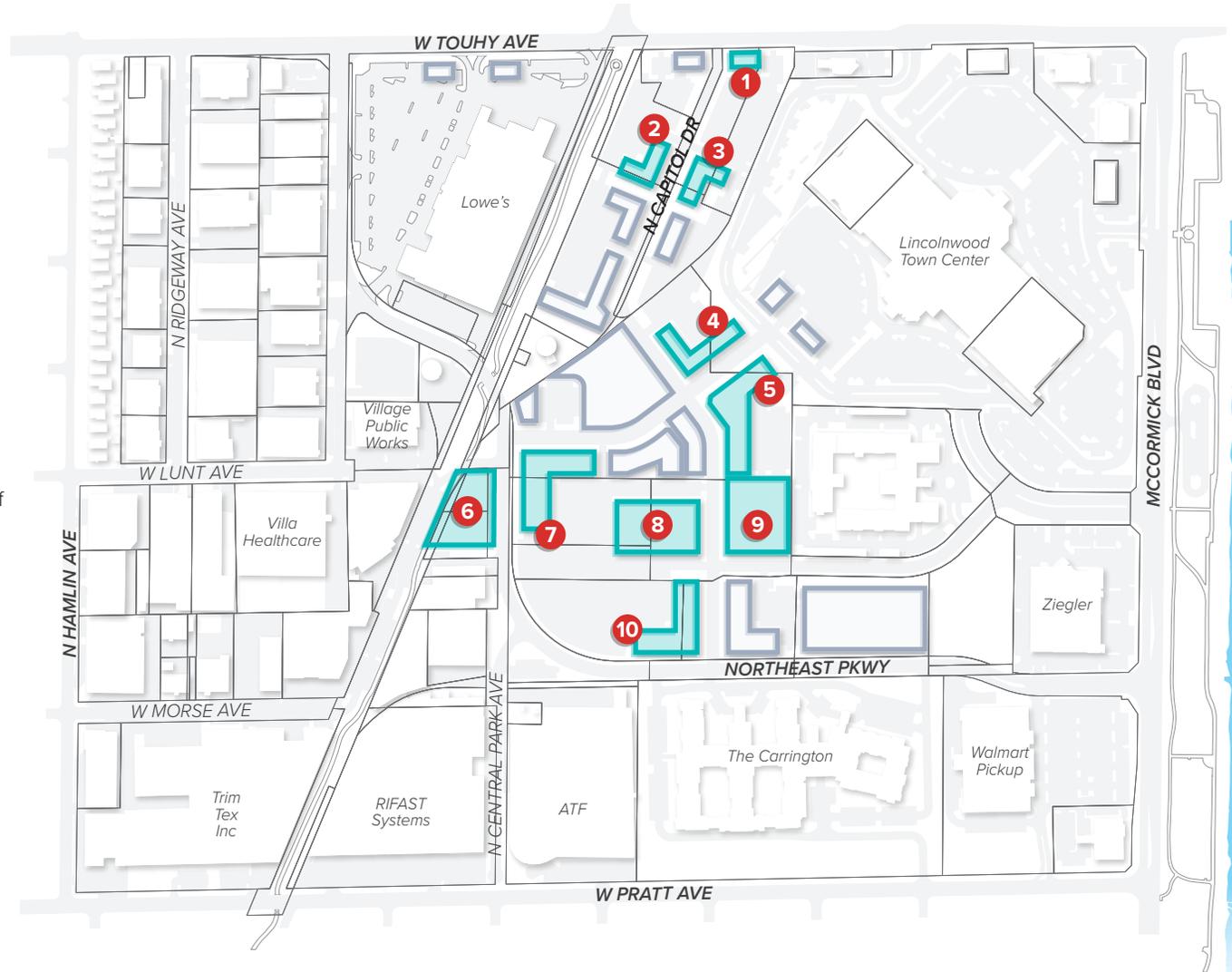


LOT CONSOLIDATION

Not all proposed projects fall within the bounds of existing property lines. What projects cannot be completed without lot consolidation?

 Site-specific project

- 1** Commercial outlot on the southeast corner of North Capitol Boulevard and Touhy Avenue
- 2** Northwest multifamily building on North Capitol Boulevard
- 3** Northeast multifamily building on North Capitol Boulevard
- 4** Mixed-use residential building on the northeast corner of Main Street and North Capitol Boulevard
- 5** Mixed-use residential building on the southwest side of Main Street and South Capitol Boulevard
- 6** Green space on the west side of Northeast Parkway
- 7** Mixed-use office building on the southwest corner of Main Street and Northeast Parkway
- 8** Multipurpose sports facility on the west side of South Capitol Boulevard
- 9** Parking garage on the east side of South Capitol Boulevard
- 10** Multifamily building on the northwest corner of Northeast Parkway and South Capitol Boulevard



HOW DO WE MAKE THE MOST DESIRABLE USES MARKET VIABLE?

Many of the projects outlined in the Concept Plan are mixed use allowing for flexibility by the property owner and developer. The Village's desire for the study area includes a range of unique commercial and entertainment businesses that create an active, vibrant district. While funding sources and incentives are important to physical development, they cannot be the Village's only tool.

UTILIZE LOCAL PARTNERS

Lincolnwood has several organizations and entities with which it already works to support development and growth within the Village. The Economic Development Commission for example is made up of several local stakeholders with professional expertise and local knowledge. The Village should utilize these existing partnerships to help implement the Concept Plan.

EXPAND OUTSIDE OF ILLINOIS

Existing partnerships bring local experience and knowledge to potential development. While very useful, it can limit ideas and opportunities. For example, Studio Movie Grill is one of the most successful dine-in style movie theaters in the United States and is based in Dallas, TX. The Chicago region has a plethora of its own creative entertainment businesses, but these are nowhere near the only options and it is important for Lincolnwood to recognize this fact. The Village should monitor national trends and seek out companies that could establish new businesses not only for Lincolnwood but potentially the Chicago region.

GLOBAL OPPORTUNITIES

Nationally should not be the boundary to which the Village limits its search for opportunities. New businesses and projects are being developed regularly around the world and companies are looking to test them wherever they can, including Lincolnwood. The Village should also seek out global investors and developers to support growth in the district and the development of the Concept Plan.

HOW DO WE PROMOTE DEVELOPMENT?

The Concept Plan is a great tool for showing potential developers what is desired and what can be done in the study area. If an interested individual or company has access to unlimited funds, then that is all the Village needs. However, most do not and even those that might still would not turn away an opportunity to save money. The following is a list of funding sources the Village can utilize to promote development.

TIF

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

The Northeast Industrial District is currently an established TIF district that is scheduled to close at the end of 2020. With the TIF ending, the Village is at a crossroads for funding many of the Concept Plan recommendations. The current TIF has been successful in spurring public and private improvements within the district. The Village may consider the establishment of a new TIF district in certain geographic areas where the use of such funding can support investments in infrastructure and development, or result in a higher level of development that is consistent with the vision of the community.

BUSINESS DEVELOPMENT DISTRICT (BDD)

A BDD allows the Village to levy up to an additional one percent retailers occupation tax, one percent hotel tax, and one percent sales tax within a designated district. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

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

- Acquire all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- 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 deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as deemed necessary, subject to applicable statutory limitations.

- Enter into contracts with any public or private agency or person.
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and 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 purposes of business district development and redevelopment.

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

ILLINOIS ANGEL INVESTMENT CREDIT PROGRAM

The Illinois Angel Investment Credit Program encourages investment into early-stage, innovative businesses within the State of Illinois by offering tax credits to qualifying investors. The credits equal to 25 percent of the claimant's investment made directly in a new business. The tax credit may not exceed the taxpayer's Illinois income tax liability for the taxable year, but the credit may be carried forward for up to five years following the excess credit year. Tax credits are allocated on a quarterly basis throughout the year and are awarded on a first-come, first-served basis. The investments prompted by this program provide new businesses with critical funds to support their growth and success.

REVOLVING FUND PROGRAM

A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses, funded through the Illinois Department of Commerce and Economic Opportunity. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things.

PAYMENT IN LIEU OF TAXES (PILOT)

PILOT is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner would agree to the annual payment of a set fee in place of the 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. For example, PILOT could be used to help develop the parking spaces (structured or lots) necessary for a recommended development project. A larger parking study should be developed to help determine exact parking needs within the district.

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 locating to 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.

ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM (ITEP)

The Illinois Department of Transportation (IDOT) administers ITEP and has funded projects including bicycle and pedestrian facilities; streetscaping; historic preservation and rehabilitation of historic transportation facilities; stormwater management and pollution prevention; and construction of turnouts, overlooks, and viewing areas. In the past, federal reimbursement has been available for up to 50 percent of the costs of right-of-way and easement acquisition, and 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs.

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 CMAP through a formal application process.