



Village of Lincolnwood Plan Commission

Public Meeting
Wednesday, May 1, 2024
7:00 P.M.

in the
Gerald C. Turry Village Board Room
Lincolnwood Village Hall - 6900 North Lincoln Avenue

Meeting Agenda

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**
3. **Approval of Minutes**
April 3, 2024, Meeting Minutes
4. **Discussion: Scope of Work for a Potential Update to the 2016 Comprehensive Plan**
5. **Discussion: Update Regarding Past Plan Commission Cases**
6. **Next Regular Meeting: Wednesday, June 5, 2024**
7. **Public Comment**
8. **Adjournment**

Posted: April 26, 2024



**Draft MEETING MINUTES
OF THE
PLAN COMMISSION
April 3, 2024 – 7:00 P.M.**

**LINCOLNWOOD VILLAGE HALL
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712**

Present: Chairman Mark Yohanna, Commissioners Adi Kohn, Mark DeAngelis, Don Sampen and Sue Auerbach

Absent: Commissioners Steven Jakubowski and Henry Novoselsky

Staff Present: Planning and Economic Development Manager Doug Hammel, Community Development Director Scott Magnum, Community Development Coordinator Marcos Classen, Trustee Atour Sargon, and Village Attorney Greg Smith

I. Call to Order

Chairman Yohanna noted a quorum and called the meeting to order at 7:04 pm

II. Pledge of Allegiance

III. Approval of Minutes

Motion to approve the March 6, 2024, Plan Commission Minutes was made by Commissioner DeAngelis and seconded by Commissioner Sampen.

Aye: Chairman Yohanna and Commissioners Kohn, DeAngelis, and Sampen

Nay:

Abstain: Commissioner Auerbach

Motion Approved: 4-0

IV. Case # PC-03-24: 6645 & 6657 North Central Park Avenue – Final Plat of Subdivision Zoning Text Amendment

Planning and Economic Development Manager Doug Hammel explained the background of the case. Properties on both 6645 & 6657 North Central Park Avenue are in the R-3 zoning district and host single-family homes. The proposed plan was for a Final Plat of Subdivision to demolish the northern property (6657 North Central Park Avenue) to build a new single-family home. The

request included moving the lot line between the two properties about 14.5 feet to the south to expand the size of the property to the north.

Mr. Hammel reviewed why the case was eligible for the minor subdivision approval process, eliminating the need for approval of a preliminary plat by the Plan Commission and Village Board.

He noted that the orientation of the north lot (6657 N Central Park) would change based on the proposed subdivision. The current front lot line of the property is on North Central Park Avenue and the corner side lot line is along West North Shore. The proposed configuration would lengthen the frontage along Central Park, making the North Shore frontage the new front lot line. The side lot lines to the south and north of 6645 North Central Park Avenue would be reduced.

The existing structure would encroach into the new lot line configurations. Therefore, staff recommended a condition of approval that the new Plat would not be recorded until the existing 6657 N Central Park property is demolished. The sequencing of Village Approvals was outlined based on the staff recommendation.

Mr. Hammel noted that the Village Engineer previously conducted a review and confirmed that all the necessary information was provided. During that review, the Village Engineer noted that if the proposed lot line between the two properties was approved, the concrete slab on the southern lot would intersect the property line. Staff recommended that the existing flatwork at 6645 N Central Park be removed to accommodate the new lot line proposed prior to recording the Plat.

Petitioner: Rafael Arzoumanian

The petitioner noted that he will comply with all conditions recommended by staff. He explained the purpose of the request, noting that the homeowners wanted to build a staircase to the attic to access the space from the home rather than from a pull-down ladder. After discussions with staff, it was determined that if the attic is accessible by staircase, the square footage of the attic would need to be included in the total square footage of the home. However, if the attic space was included, the FAR of the proposed home would be too large for the existing lot causing the petitioner to seek an expansion of the lot.

Let the record show there was no public comment.

A Motion was made by Commissioner DeAngelis to approve the Final Plat pursuant of Section 16-4-5, to adjust the lot line between the 6645 & 6657 N Central Park Avenue properties conditioned upon prior demolition of the existing structure at 6657 N Central Park Avenue and removal of the existing concrete slab and fence at 6645 N Central Park Avenue.

The motion was seconded by Commissioner Kohn.

Aye: Chairman Yohanna and Commissioners Kohn, DeAngelis, Sampen and Auerbach

Nay:

Abstain:

Motion Approved: 5-0

The matter will go to the Village Board on April 16, 2024.

V. Discussion: Update Regarding Past Plan Commission Cases

Planning and Economic Development Manager Doug Hammel gave updates on recent cases. The Village Board supported the basis of the Plan Commission recommendation for AC units and generators but modified the provision to be less restrictive for AC units. It was agreed that AC units should only be permitted in rear and corner side yards, but the setbacks from side lot lines were reduced to 3 feet, rather than 10 feet. The Plan Commission recommendation of exempting generator units from the maximum decibel level and setting a maximum decibel level for AC units at 80 decibels was approved.

VI. Next Meeting

The next meeting of the Plan Commission is scheduled for Wednesday, May 1, 2024.

(Author's note: during the meeting, Commissioners expressed concern regarding potential conflict with a religious holiday. However, after the meeting, it was confirmed that the scheduled meeting date of May 1, 2024, is feasible.)

VII. Public Comment

Chairman Yohanna announced the opportunity for additional comments from the public. Let the record show that no one came forward.

VIII. Adjournment

A Motion was made by Commissioner Sampen to adjourn the meeting.

The motion was seconded by Commissioner Auerbach.

Aye: Kohn, DeAngelis, Sampen, Auerbach, and Yohanna

Nay:

Abstain:

Motion Approved: 5-0

The meeting ended at 7:28 pm.

Respectfully submitted,

Marcos Classen
Community Development Coordinator



MEMORANDUM

TO: Plan Commission

FROM: Doug Hammel, AICP, Planning & Economic Development Manager
Scott Mangum, AICP, Community Development Director

DATE: May 1, 2024

SUBJECT: Discussion Regarding a Comprehensive Plan Update

Background

In the Fall of 2023, staff presented to the Village Board Committee of the Whole information about a potential update to the Village's 2016 Comprehensive Plan. Ultimately, the Board decided not to initiate an update to the Comprehensive Plan in 2024 but sought additional information prior to consideration of an update as part of the Calendar Year 2025 Budget, including input from the Economic Development Commission and Plan Commission regarding potential components of a project scope.

This memorandum sets forth information about the past Comprehensive Planning process, the status of implementation of the current Comprehensive Plan, and considerations regarding potential scope items for an update to that plan in the near future. The intent is to solicit feedback from the Plan Commission so that the Village Board can consider a scope and budget for that update that will best meet the needs of the community and the Boards and Commissions that rely on the Comprehensive Plan for policy guidance.

Summary of 2016 Comprehensive Plan and Process

The Village's current Comprehensive Plan was adopted in 2016 and has served as a primary policy guide for long-range planning and zoning actions under the purview of the Community Development Department. The Comprehensive Plan is supplemented and supported by other policy documents endorsed by the Village Board, including subsequently approved subarea plans, the Strategic Plan, Bikeway Plan, and others. Examples of how the current Comprehensive Plan has been utilized include the following:

- While the 2016 Comprehensive Plan did not include specific recommendations for the now-District 1860 site, it identified the site as appropriate for regional commercial uses and set the stage for the drafting of the 2017 Touhy-Lincoln Development Study.

- It identified the area near Cicero Avenue and Touhy Avenue as a viable location for regional commerce such as car dealerships, which supported the adoption of the Auto Uses Overlay Zone in 2018 and development of a new auto dealership.
- It introduced the notion of mixed-use development in some local commercial areas, which was the basis for a recent Zoning Text Amendment allowing residential uses above ground floor commercial as a Special Use.
- It recommends the expansion of commercial property footprints, supporting investments like the new Lou Malnati's parking area north of the original restaurant.
- It supports the vacation of public alleys, with several being vacated in 2018.
- It reflects several concepts included in the previously adopted Bike Plan and supported the installation of the Pratt Avenue on-street bike lane.
- It recommends that large-scale developments include open space offering benefits to the public similar to the Village Green included in the District 1860 development plan.

The process that led to the adoption of the 2016 Comprehensive Plan included one community workshop, on-line questionnaires, and a web-based mapping tool. A Citizen Committee was also formed to provide regular guidance as the consulting team presented initial data analysis, existing conditions, preliminary recommendations, and draft chapters of what would become the Comprehensive Plan. Once the Plan was drafted, the Plan Commission held a public hearing prior to the Village Board considering the document for adoption.

The Plan was drafted with the assistance of Houseal Lavigne, an urban planning consulting firm. The contract for those services included a not-to-exceed budget of \$52,416. The contract was approved on February 17, 2015, and the Comprehensive Plan was adopted in October 2016.

Reasons to Consider a Comprehensive Plan Update

It is customary for communities to update their Comprehensive Plans every five to ten years, or as substantial local changes occur that warrant an examination of the Plan's policy recommendations. Staff proposed that the Village update its Comprehensive Plan based on the following factors:

- The current Comprehensive Plan is now seven years old, and by the time a new one could be drafted and adopted, it will be at least nine years since the adoption of the current Plan.
- The 2022-2024 Strategic Plan includes a review and update of the Comprehensive Plan as a short-term complex goal. Identifying the scope and of the update was targeted to occur in the 3rd quarter of 2024 with potential to procure a consultant by the 1st quarter of 2024 and begin the planning process by the 2nd quarter of 2024.
- The Village has undertaken localized subarea planning in several prominent areas of the community, including the District 1860 site and its surrounding area, and the Lincolnwood Town Center Mall and surrounding northeast industrial district. Those plans either provide additional detail to the Comprehensive Plan, or deviate away from its more general recommendations.
- Additional areas of the community, including the Devon-Lincoln industrial district and Touhy Avenue corridor, have been identified by different advisory commissions as possible candidates for subarea planning.
- Several subject areas, such as environmental sustainability, parking and economic development, have been raised by different advisory commissions as possibly warranting further analysis.

- The Village’s population has increased, with a 2020 US Census population of 13,464, not including the ongoing rollout of 299 units at District 1860.
- Real estate and development trends related to retail and office space continue to evolve as employers, workers, and customers seek flexibility for onsite or virtual business.

Status of Completion of Recommendations from the 2016 Comprehensive Plan

This section includes a summary of the status of completion for various recommendations from the 2016 Comprehensive Plan. A more detailed matrix on which this summary is based is provided as an attachment to this report.

In an effort to draft this summary, staff inventoried all recommendations included in the 2016 Comprehensive Plan. In some instances, recommendations have been condensed or combined due to redundancy or overlap. (For example, recommendations related to implementing new bike facilities appeared in both the “Transportation and Mobility” and Community Facilities” sections of the Comprehensive Plan.) Next, staff reviewed the actions that have or have not been taken with regard to each recommendation. Each recommendation was classified as “complete”, “not complete”, or “ongoing”, and a comment was added where specific actions or examples of implementation could be cited for a given recommendation. The matrix includes a total of 40 recommendations categorized under the following topics:

- Zoning;
- Land Use & Development;
- Transportation & Mobility;
- Infrastructure;
- Community Services; and
- Parks and Open Space.

Key findings from the matrix are as follows:

- A total of six recommendations are included in the “completed” or “completed/ongoing” categories. Notable examples from these categories include the development of District 1860, a zoning amendment to allow for mixed-use development in the B-2 zoning district, six PEP grants since the adoption of the Comprehensive Plan, the development of a tree inventory and Arboricultural Standards, and the implementation of a residential stormwater rebate program.
- A total of eight recommendations are included in the “not complete” or “not complete/ongoing” categories. Some examples from these categories include the rezoning of certain properties that are dependent on developer or property owner actions, zoning amendments related to larger commercial property footprints and bicycle parking in lieu of vehicular parking, and regulations related to the management of vacant or rental properties.
- A total of 26 recommendations are included in the “ongoing” category. These are recommendations that are not necessarily ever complete, but some measure of progress has been made. Some examples from this category include the expansion of commercial property footprints, the vacation of residential alleys as opportunities arise, coordinated parking and the reduction of curb cuts on a case-by-case basis, enhanced bicycle and pedestrian infrastructure, and improvements to parks and recreation facilities over time.

Potential Base Scope of a Comprehensive Plan Update

Staff recommends that the Village Board consider retaining a consultant to provide services related to the drafting and adoption of an updated Comprehensive Plan. This section presents a base scope of work that would establish a process for simply updating the 2016 Comprehensive Plan to reflect a current data analysis of the Village's demographics and market profile, minimal public outreach, a review of all relevant plans and regulations, an audit of the current Plan to identify additional recommendations, and the drafting of a new document that is responsive to the process. It also establishes a list of potential add-ons that could provide a greater level of detail and guidance regarding aspects of the community that the Village Board may wish to prioritize.

Staff recommends the following as a base scope of work for an update to the 2016 Comprehensive Plan:

- Review of current demographic data available since the 2020 US Census;
- Review of current market data for various development sectors, specifically taking into account developments in the Village and in its market capture area that have been implemented since 2016;
- Review and inventory of past plans and reports;
- Review of existing conditions throughout the community related to land use and development, multi-modal transportation and mobility, community infrastructure and facilities, parks and open spaces, and environmental areas;
- Public outreach reflective of the process undertaken for the 2016 Comprehensive Plan, including one community workshop, regular meetings with a Comprehensive Plan Advisory Committee, and web-based questionnaires and mapping;
- The drafting of an overall vision statement for the future of the community;
- The drafting of community-wide plans, recommendations and graphics related to land use; transportation; community facilities; parks, open space and environmental areas; and plan implementation; and
- Presentations to the Plan Commission and Village Board as part of the formal public hearing and adoption process.

Staff estimates that approximately \$100,000 would be required to complete the base scope of work.

Potential Add-on Deliverables

Staff has identified the following potential add-on deliverables and seeks feedback from the Village Board regarding which items, if any, may warrant additional resources to be included as part of the Comprehensive Plan update scope of work (the estimated cost of each add-on item is provided):

- Additional public outreach efforts, including stakeholder interviews with key employers, developers, property owners, or service providers; additional workshops at the visioning stage; or additional public meetings or presentations as plan recommendations are drafted and vetted (estimated cost: \$8,000).
- Subarea plans focusing on more specific recommendations related to land use, development character, urban design, and multi-modal mobility for:
 - Devon-Lincoln industrial district (estimated cost: \$8,000);
 - Touhy Avenue corridor (estimated cost: \$10,000); or
 - Pratt/Crawford/Lincoln node (estimated cost: \$8,000).

- Focused technical area recommendations and strategies related to:
 - Comprehensive parking plan for commercial and industrial areas (estimated cost: \$8,000);
 - Strategies for diverse and market-responsive housing (estimated cost: \$8,000);
 - Policy and regulatory strategies for environmentally sustainable development (estimated cost: \$8,000);
 - Strategies to strengthen economic competitiveness in development and employment (estimated cost: \$6,000).
- More detailed implementation program establishing short-, medium-, and long-term action; implementation partners; key actions; and possible funding sources (estimated cost: \$6,000).

Recommendation

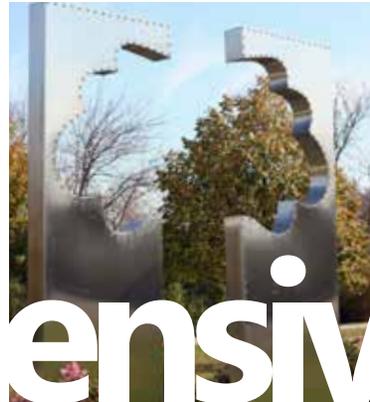
Staff requests feedback from the Plan Commission regarding the proposed base scope of work for a Comprehensive Plan Update, and any of the potential add-on deliverables identified in this report.

Documents Attached

1. Comprehensive Plan Implementation Summary Matrix
2. 2016 Village of Lincolnwood Comprehensive Plan

Comprehensive Plan Implementation Summary Matrix

Recommendation	Completion Status	Comments
Zoning		
Amend the Village's zoning map to allow the development of multi-family and townhome residential options between commercial roads and adjacent single-family neighborhoods.	Not completed	
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.	Completed	2023 Text Amendment to allow residential units above ground floor commercial as a Special Use
Amend zoning regulations to reference Pace's Design Review Assistance for Transit (DRAFT) program for development projects abutting bus transit alignments.	Not completed	
Amend zoning regulations to require a ratio of on-site bicycle parking for commercial properties based upon the required amount of vehicular parking.	Not completed	DRT reviews have included comments encouraging bike parking
Land Use & Development		
Convert the land-locked residential blocks on Keating Avenue and Kilpatrick Avenue to light industrial, acting as an extension of adjacent industrial or commercial areas	Not completed	Dependent on developer interest
Encourage the market-driven acquisition and redevelopment of residential lots adjacent to Lincoln Avenue commercial uses in order to create more viable commercial blocks.	Ongoing	Lou Malnati's is an example
Establish an entertainment district to be a local and regional attraction	Ongoing	District 1860 developed, but Lincoln/Pratt/Crawford and Town Center Mall present additional opportunities
The Village should encourage the transition of portions of vacant commercial land on Lincoln Avenue to multi-family or townhouse development.	Ongoing	Dependent on developer interest
Utilize the approval process for the Purple Hotel site to encourage commercial development and a hotel.	Completed	District 1860 developed, hotel in for permitting
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.	Ongoing	4 alleys vacated since 2016
Utilize regulations, guidelines and programs to enhance the character of development.	Completed/ongoing	Implemented examples include ongoing discussions regarding character-based zoning regulations and 6 PEP grants issued since 2016
Attract new development through incentives and support existing business to create attractive areas.	Completed/ongoing	Implemented examples include District 1860, Zeigler and Loeber car dealership investments, and vision for Town Center Mall and surrounding area
The Village should enforce maintenance standards for multi-family, rental, and vacant properties.	Not Completed/Ongoing	Regular code enforcement addresses property maintenance, but the Village has not adopted a rental or vacant properties program
Transportation & Mobility		
Encourage property owners to consolidate parking spaces and shift parking access to side streets or alleys.	Ongoing	Managed through DRT review and IDOT oversight of new uses
Minimize curb cuts.	Ongoing	Managed through DRT review and IDOT oversight of new uses
Monitor and enforce truck bans.	Ongoing	Managed through local enforcement
Develop strategies to improve traffic circulation and efficiency.	Ongoing	Implemented examples include interior street and intersection improvement related to District 1860 and planned intersection improvements at Cicero and Touhy
Implement safe pedestrian crossing improvements to provide access to recreational and open space areas.	Ongoing	Implemented examples include Vally Line and UP Bike Trails, and bike lanes on Northeast Parkway and Pratt Avenue
Implement the Bikeway Plan by adding more bike lanes and routes, convert the two rail corridors to trails, and coordinate with IDOT and Cook County	Ongoing	Implemented examples include bike trail crossings and bike overpass
Collaborate with Pace and CTA to assess transit options.	Ongoing	Staff maintains communication with Pace liaison regarding new developments
Infrastructure		
Convert unutilized areas to install diagonal parking and intersection bump outs on streets that intersect commercial streets.	Ongoing	Implemented examples include parkway parking installed by Sacred Learning Center and public parking along the UP Bike Trail
Coordinate with regional stakeholders to improve roadway infrastructure.	Ongoing	Implemented examples include intersection improvement related to District 1860 and planned intersection improvements at Cicero and Touhy
Support residential and commercial stormwater mitigation to reduce stormwater runoff and improve stormwater infrastructure capacity.	Ongoing	Implemented examples include the 2020 residential stormwater rebate program, stormwater improvement handout, and new green alley near Touhy and Kilpatrick
Create and improve existing sidewalks and public streets to improve access.	Ongoing	Ongoing effort with support of CMAP to create an accessibility plan
Community Services		
Coordinate with stakeholders for facility access and implement a Village-wide facilities plan	Ongoing	Implemented examples include recent facilities analysis and relocation of Community Development and Parks and Recreation Departments
Establish programs with funding or grants to address airport noise issues.	Not completed	
Improve quality and access of public services like telecommunications to Village residents and public spaces.	Ongoing	Implemented examples include staff oversight of new 5G network improvements being installed by telecomm companies
Remain transparent with Village residents, create opportunities for engagement, host events, and keep the website up to date.	Ongoing	Implemented examples include "service first" philosophy, regular customer service training, improved website, and new permitting and licensing software
The Capital Improvement Program (CIP) should be reviewed to ensure the Village is meeting the recommendations of the 2016 Plan and keeping up-to-date on technologies.	Ongoing	
Make Plans and Village documents available to the Village Board and provided orientation and assistance for understanding the documents.	Ongoing	Plans are available on Village website with staff available for assistance
Collaborate with adjacent communities to track crime.	Ongoing	Police regularly coordinate with adjacent communities
Parks and Open Space		
Construct a new location for Parks and Recreation Department.	Completed	Relocated to Community Center with further consideration through comprehensive facilities assessment
Continue to support the Playground Replacement Program by creating accessible parks for people with diverse needs.	Ongoing	Implemented examples include Proesel Park improvements in 2018 and 2020, the ongoing Flowers Park renovation, and a planned universally accessible park in 2024
Monitor open land or new development to be converted to open space, parks, or a dog park.	Ongoing	Implemented example includes the open spaces providing public or resident benefit at District 1860
Support the Village's Tree Replacement Program and conduct an inventory of existing parkway trees. Replace trees and coordinate with IDOT where needed.	Completed/Ongoing	Implemented examples include 2018 tree inventory, 2020 Arboricultural Standards, and almost 1,000 trees planted since 2016
Implement past master plan recommendations and develop and implement a new Parks and Recreation Plan.	Ongoing	Implemented example includes ongoing Parks and Recreation Master Plan process nearing completion
Develop and implement a Village Sustainability Plan.	Not completed	
Develop and implement an ADA plan.	Ongoing	Example includes planned universally accessible park for 2024
Improve and expand the Village-owned community pool.	Not Completed/Ongoing	Regular pool maintenance has been performed and Parks and Recreation Master Plan will inform any additional capital investments in the Aquatic Center



Comprehensive Plan

Village of Lincolnwood, IL
Adopted October 2016

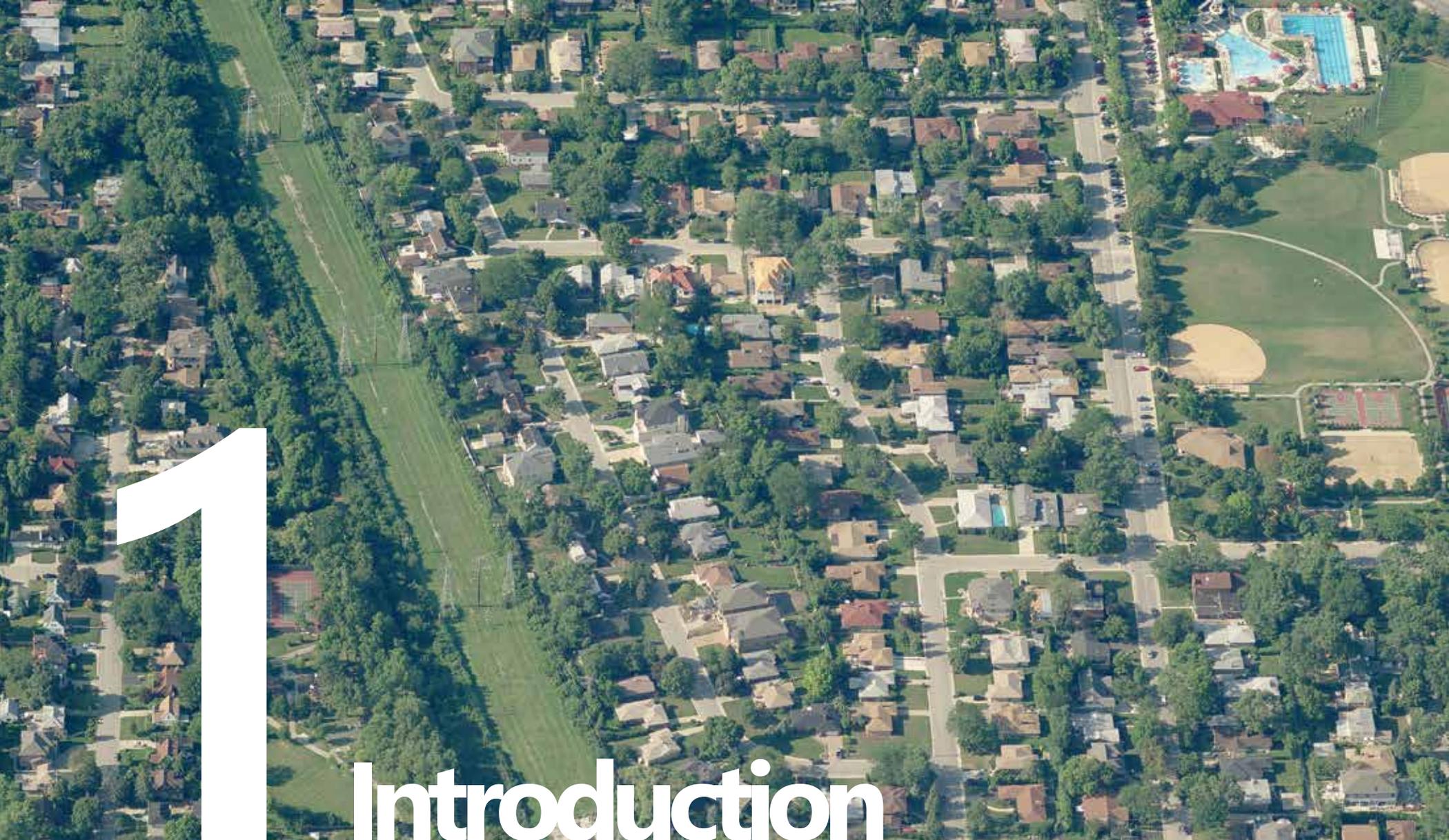


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Prepared by





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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.

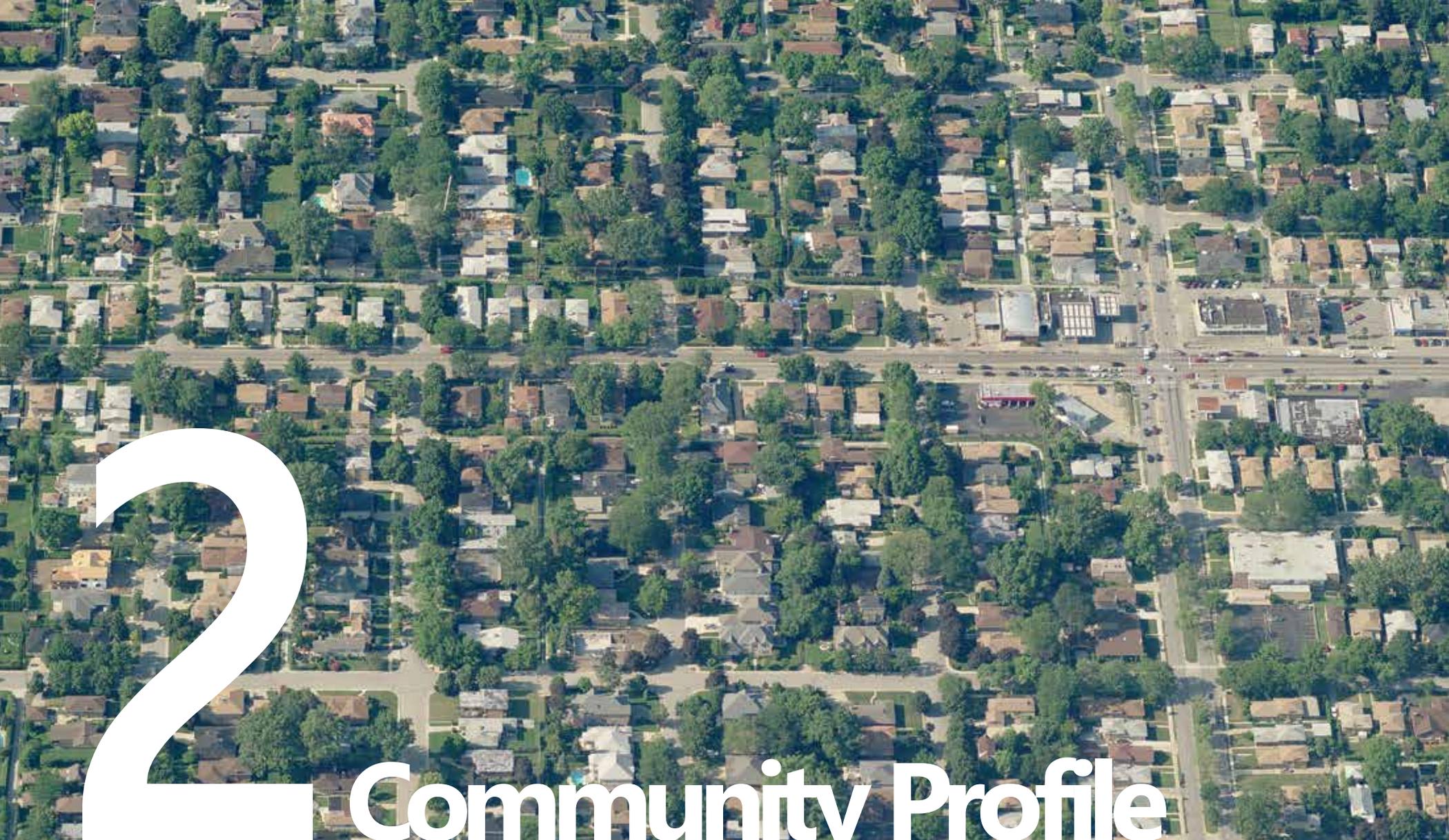
At its most basic, a Comprehensive Plan is a “how-to” guide, assisting with land use patterns, neighborhood cohesiveness, business growth, mobility and accessibility, maintenance of community facilities, and management of parks and recreational opportunities. Opportunities were provided for residents 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



Community Profile

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Regional Settings

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Community History

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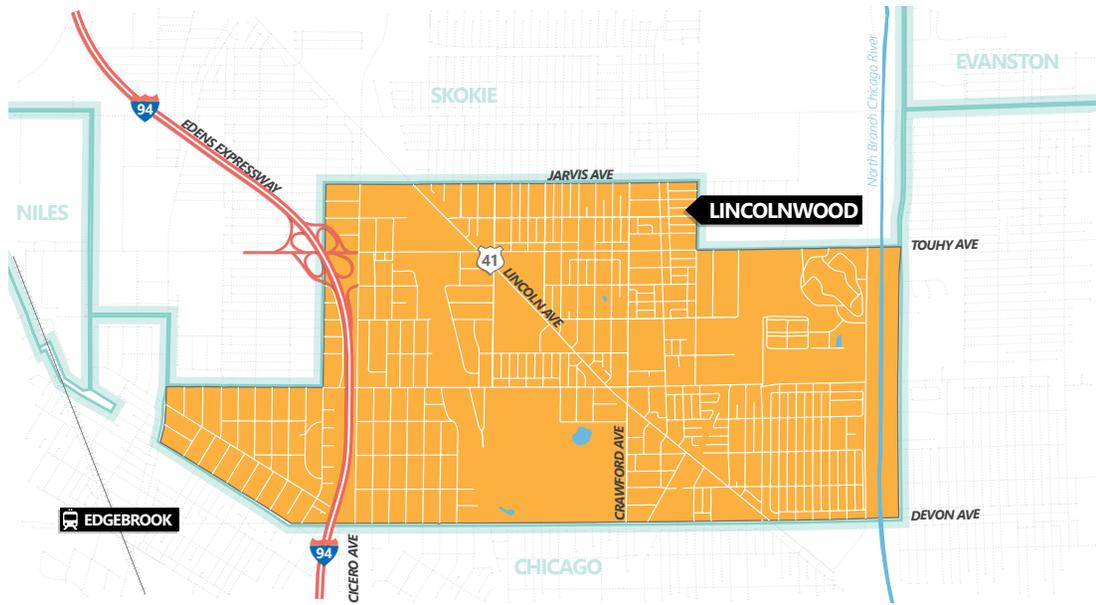
Past Plans, Studies & Reports

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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.

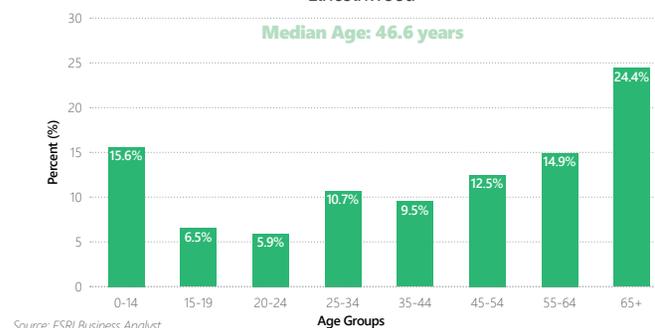
Median household income continues to increase. Currently at \$89,720 it is expected to increase to \$104,723 by 2020. This is considerably higher than that of Cook County at \$53,284 and \$60,807 respectively. Growth is projected in all upper end income groups above \$100,000.

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

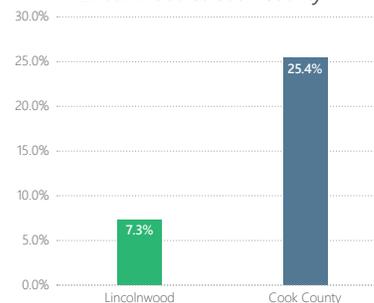


Demographic Summary (2010-2020)

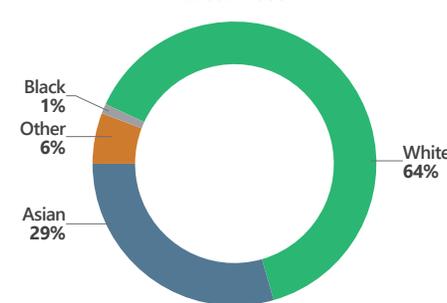
	2010	2015	2020
Lincolnwood			
Population	12,590	12,576	12,601
Households	4,341	4,330	4,339
Median Household Income	--	\$89,720	\$104,723

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.

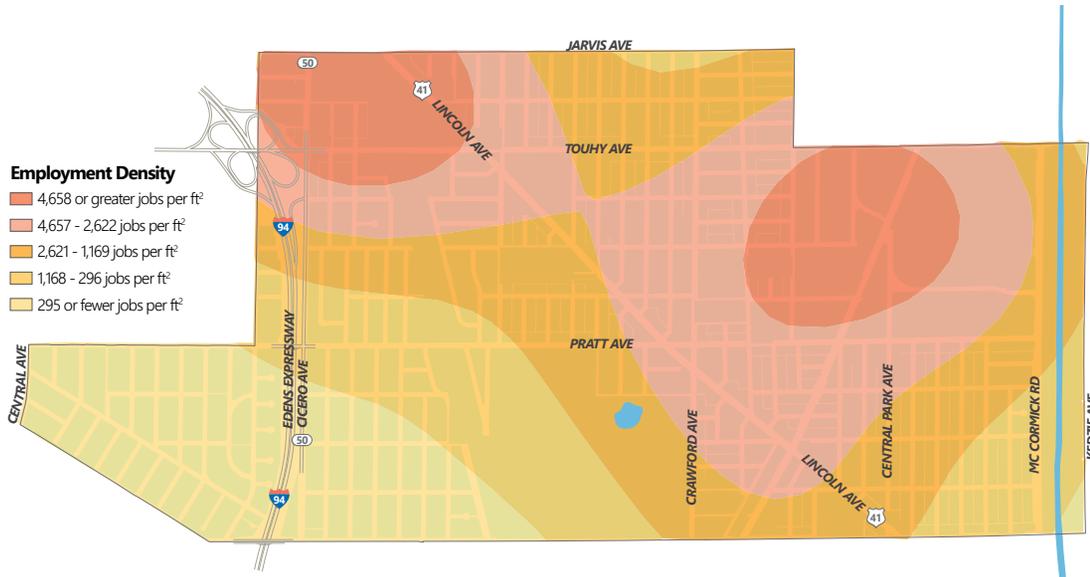
During the early 2000's, the Village experienced some reinvestment in the housing stock through tear-downs of older single-family homes. While the Village had 26 single-family building permits issued in 2004 that number dropped to zero in 2010 as a result of the downturn in the economy and the real estate 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.

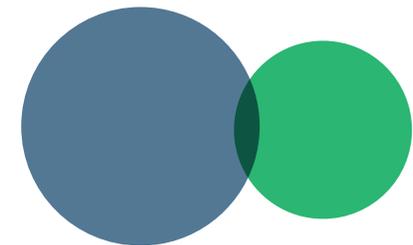
Currently, most jobs located in Lincolnwood are held by individuals from outside of the community and the majority of Lincolnwood residents are employed in the City of Chicago and surrounding areas. Only 221 individuals both live and work in Lincolnwood, while each day over 5,000 residents leave the 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"; Houseal 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.

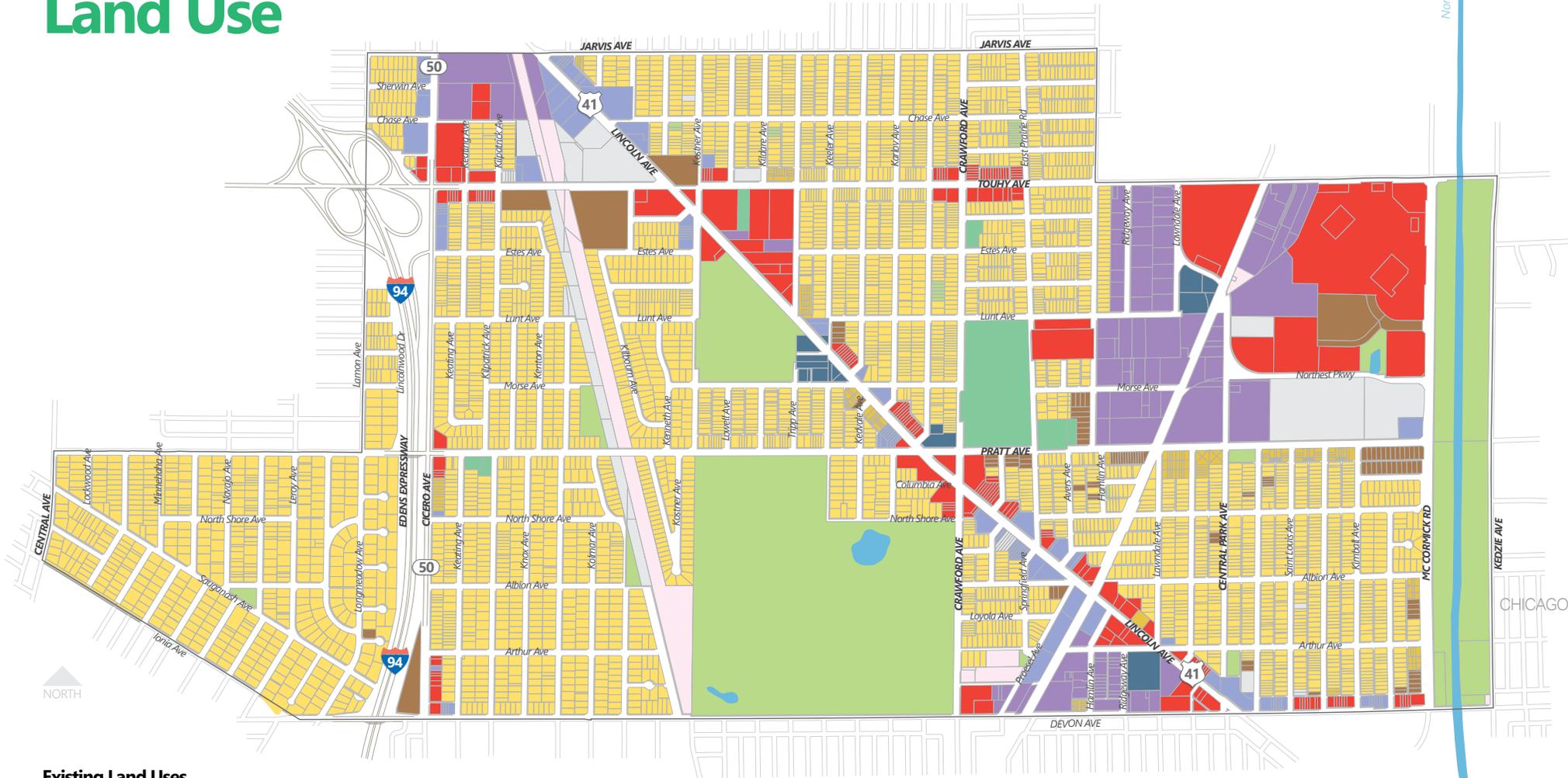
Utilities

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

18

Community
Workshop

22

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.

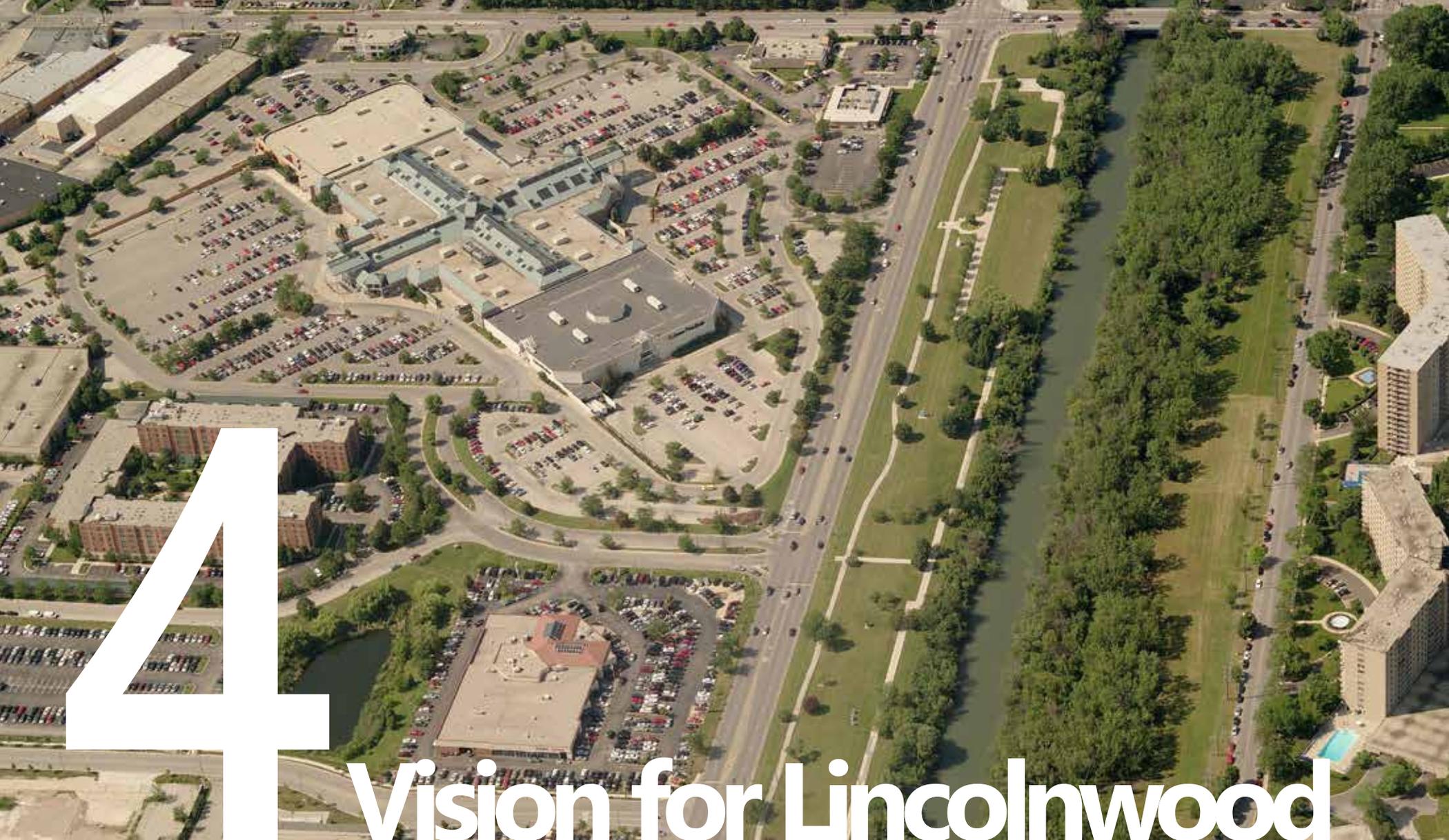
A majority of respondents felt the current housing stock is in good condition; however, most believe it will not see improvement in the coming years. Participants were strongly in support of additional residential development, particularly single-family homes, but also townhomes and condominiums. Apartments 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.



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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.

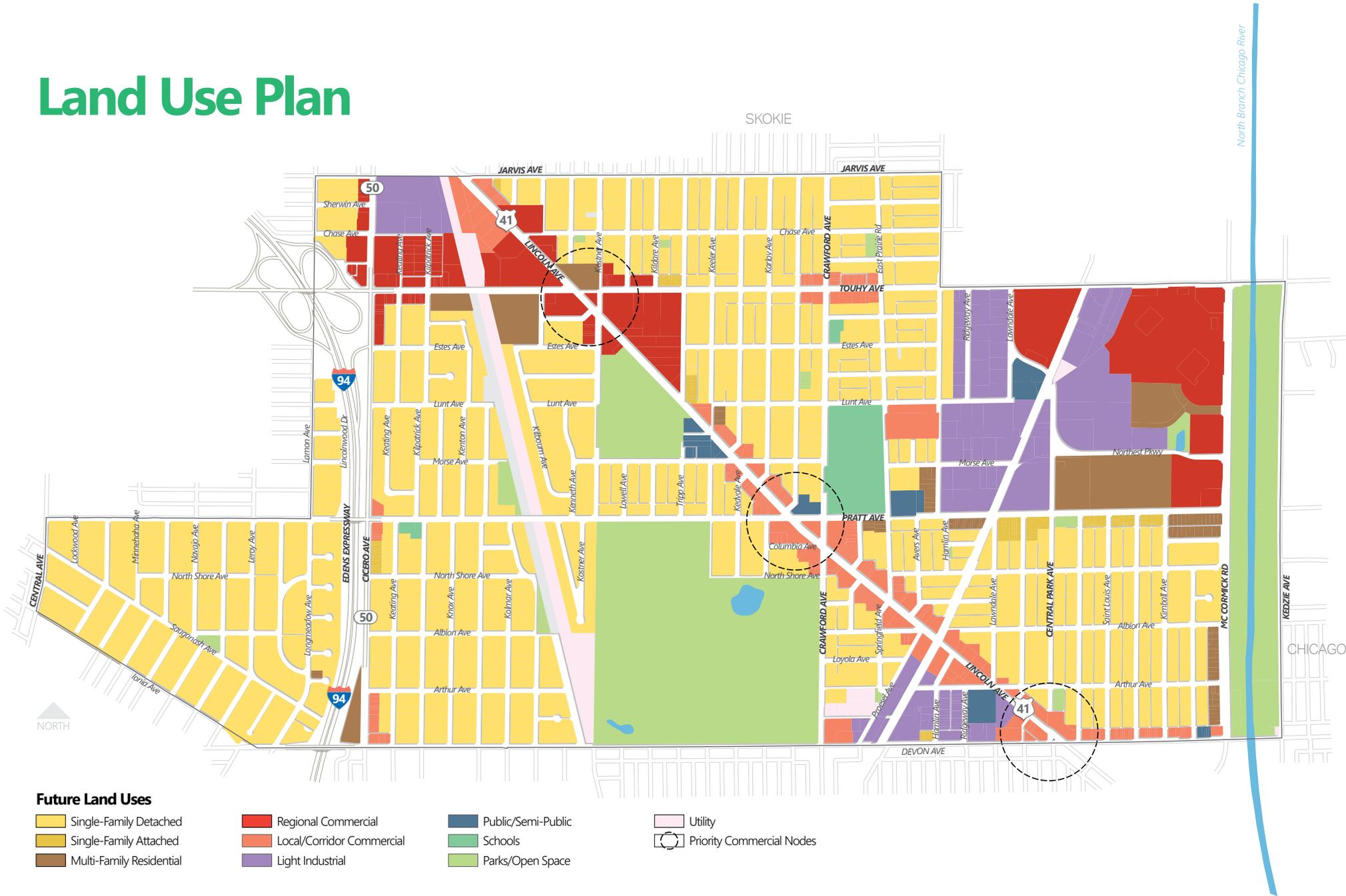
Parks/ Open Spaces

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



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.



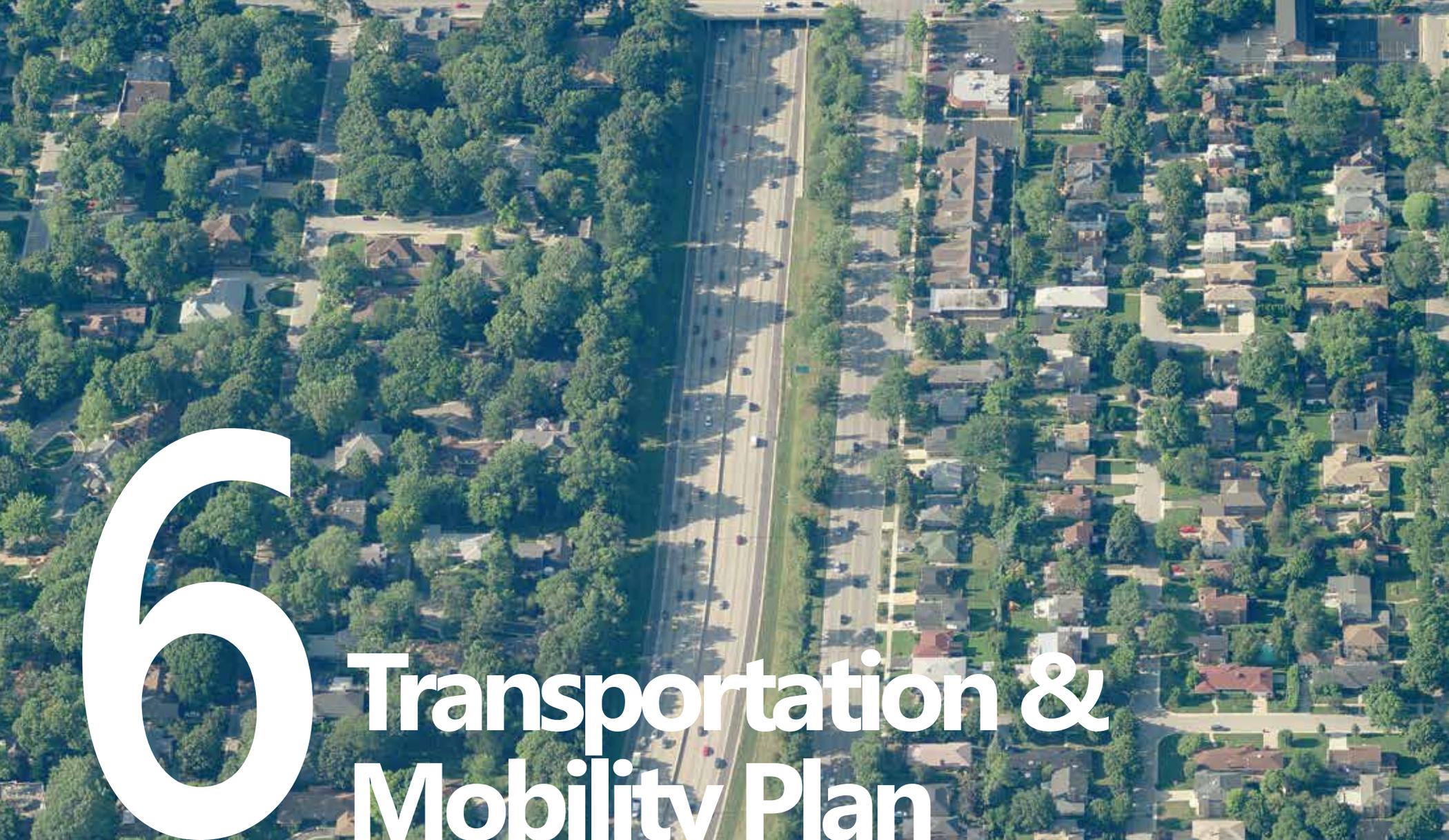
Industrial Area Goal 2

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.

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.



EXISTING



RECOMMENDED

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

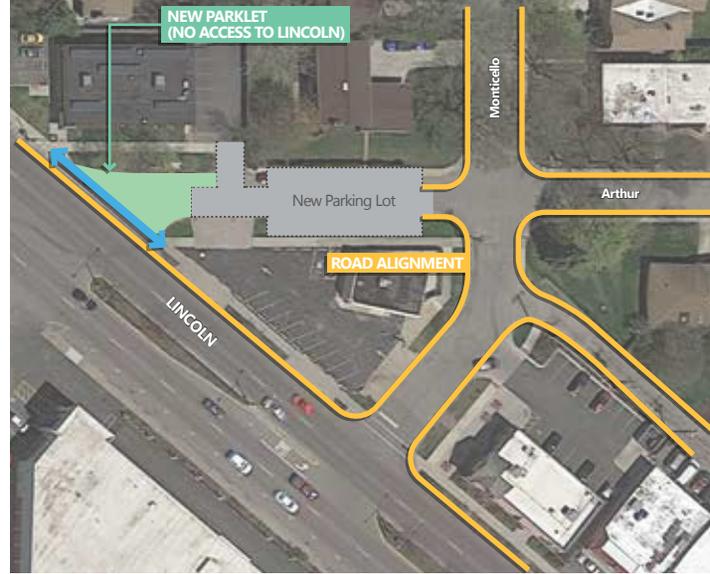
Chase Avenue east of Cicero Avenue is a private street serving industrial land uses. The Village should work with local property owners to ensure the street is maintained at standards that will support future industrial or commercial growth. This could be done through a construction and maintenance agreement 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.

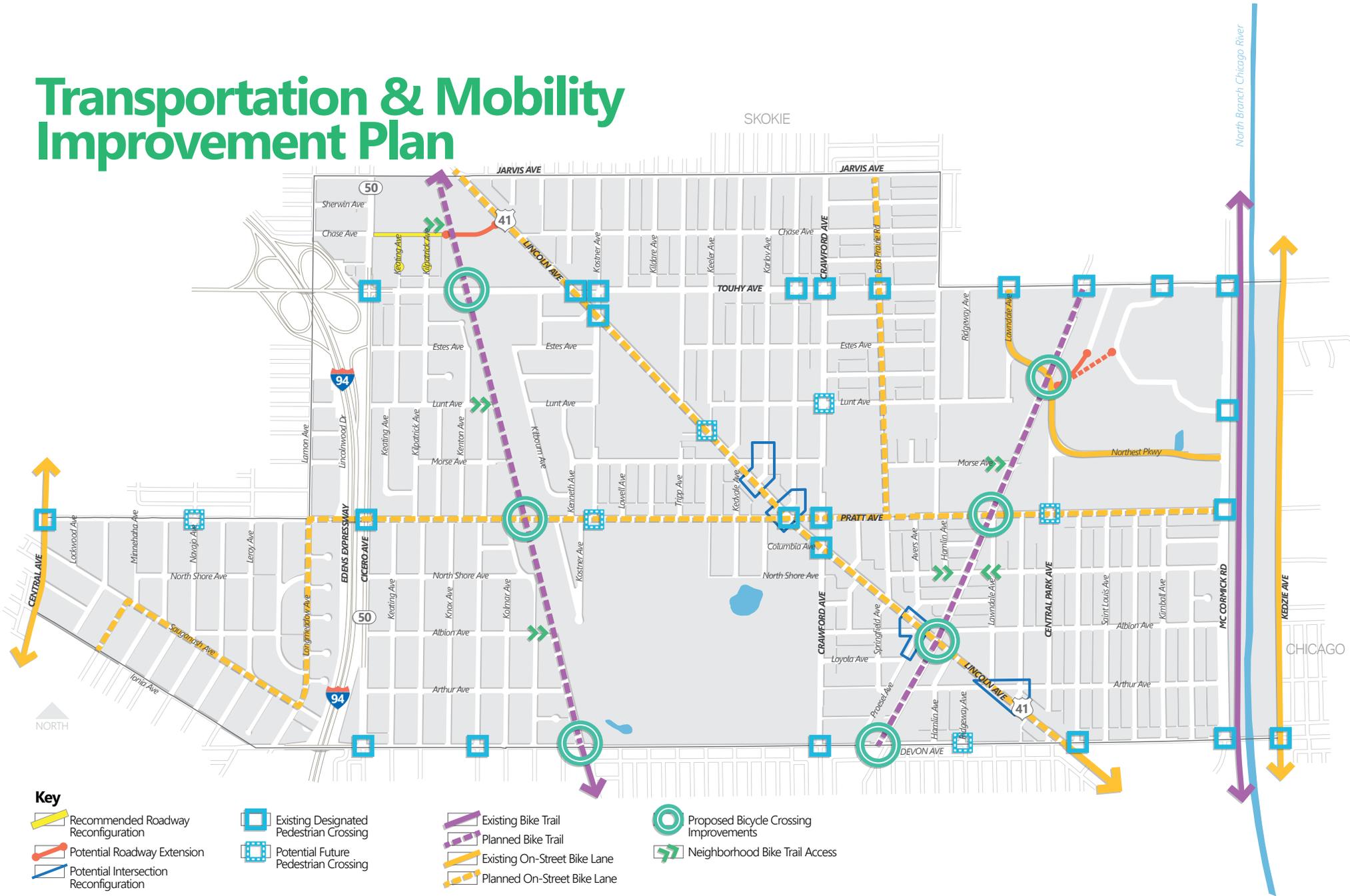
Work with Pace to assess the viability of local or subregional transit circulator service.

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.

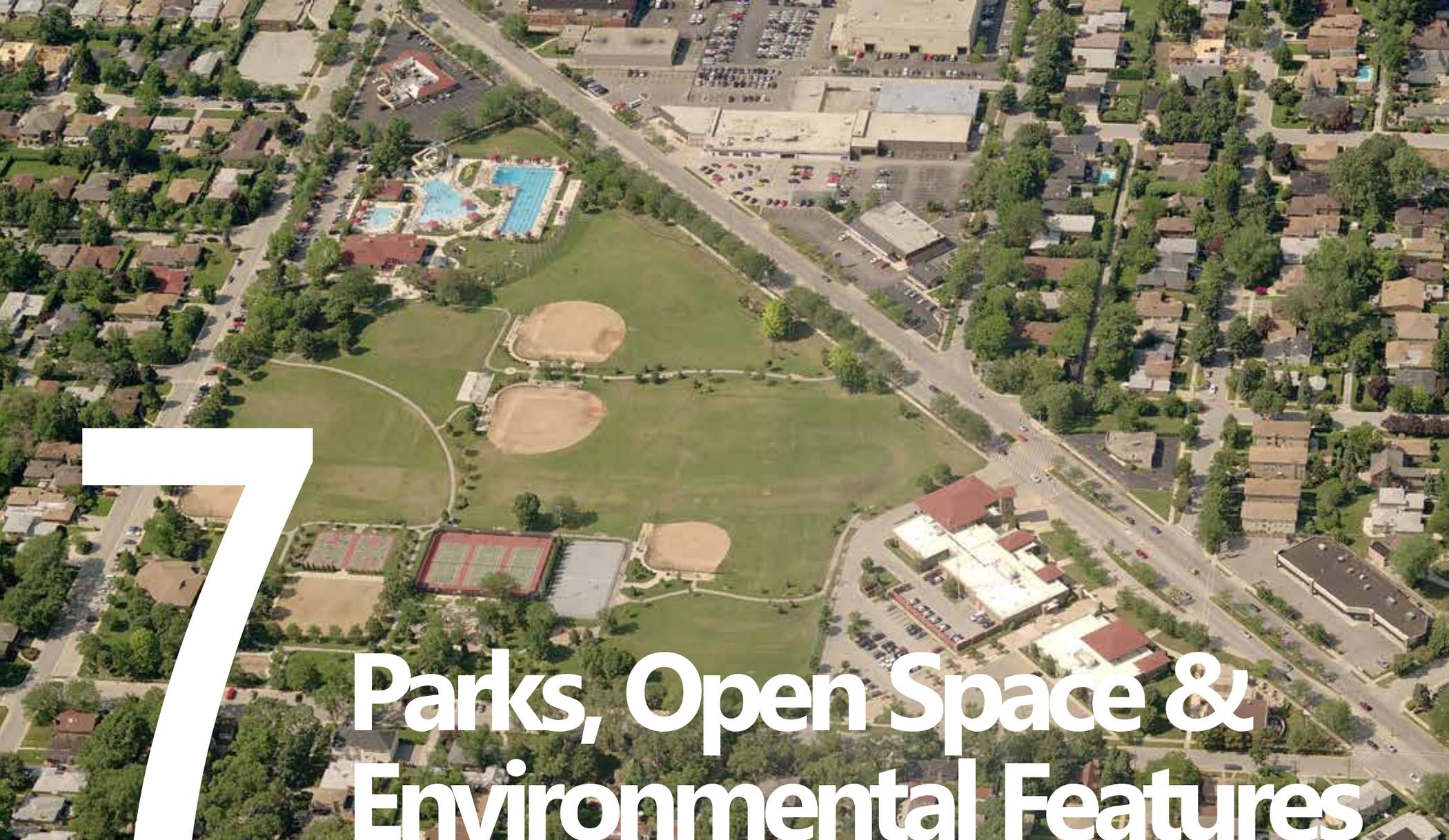
Amend zoning regulations to reference Pace’s Design Review Assistance for Transit (DRAFT) program for development projects abutting bus transit alignments.

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



- Key**
-  Recommended Roadway Reconfiguration
 -  Potential Roadway Extension
 -  Potential Intersection Reconfiguration
 -  Existing Designated Pedestrian Crossing
 -  Potential Future Pedestrian Crossing
 -  Existing Bike Trail
 -  Planned Bike Trail
 -  Existing On-Street Bike Lane
 -  Planned On-Street Bike Lane
 -  Proposed Bicycle Crossing Improvements
 -  Neighborhood Bike Trail Access



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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.

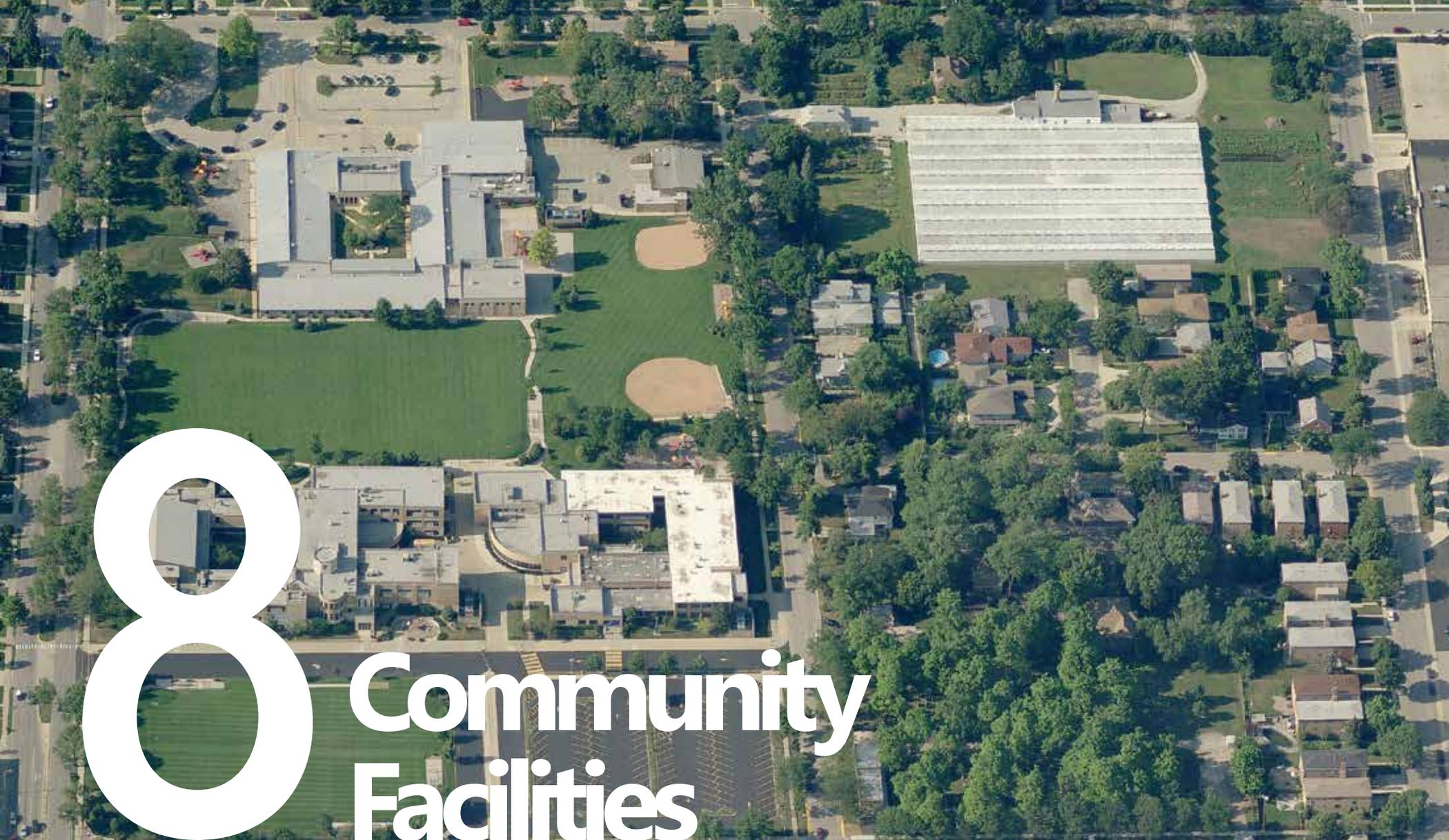
Addressing local stormwater concerns may require long-term implementation of infrastructure improvements. However, as a short-term solution, the Village should utilize open spaces for necessary detention of stormwater. Potential open spaces should be reviewed to ensure short-term detention is viable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



Key

- Government Services
- Education
- Utilities
- Public Parking

Community Facilities

- 1 Municipal Complex
- 2 Lincolnwood Library
- 3 School District 74 Campus
- 4 Village Public Works
- 5 Water Tower
- 6 Water Treatment Facility
- 7 Post Office
- 8 Municipal Parking Lots



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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.