



Village of Lincolnwood Plan Commission

Meeting
Wednesday, May 6, 2015
7:00 P.M.

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

Agenda

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**
3. **Approval of Minutes**
April 1, 2015 Meeting Minutes
4. **Case #PC-02-15: Public Hearing: Proposed Text Amendment**
(Continued from April 1, 2015, March 4, 2015, February 25, 2015, and February 4, 2015)
Request: Consideration and review for possible Text Amendment, the Definition and Fences and Natural Screening Sections of the Zoning Code, pertaining to Open, Semi-Private, and Solid Fences; and the Bulk Regulations for Fences
5. **Case #PC-05-15: Public Hearing: Proposed Map and/or Text Amendment**
Request: Consideration of a recommendation to adopt Zoning Map and/or Text Amendments to the Zoning Code, to allow as a Special Use, residential units above the ground level, in an area along Devon Avenue, from Drake Avenue to McCormick Boulevard, located within the B-2 Zoning District.
6. **Next Meeting**
7. **Public Comment**
8. **Adjournment**

DRAFT



**DRAFT MEETING MINUTES
OF THE
PLAN COMMISSION
APRIL 1, 2015 – 7:00 P.M.**

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

MEMBERS PRESENT:

Chairman Paul Eisterhold
Irving Fishman
Patricia Goldfein
Steven Jakubowski (arrived at 7:20 p.m.)
Don Sampen
Mark Yohanna

MEMBERS ABSENT:

Anthony Pauletto

STAFF PRESENT:

Timothy M. Clarke, AICP, Community Development Director
Aaron N. Cook, AICP, Community Development Manager
Ryan Johnson, Community Development Intern

I. CALL TO ORDER

Chairman Eisterhold noted a quorum of five members and called the meeting to order at 7:03 p.m.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF MINUTES

Motion to approve the March 4, 2015 Meeting Minutes was made by Commissioner Fishman, and seconded by Commissioner Yohanna.

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

Nay: None

Motion Approved: 5-0

Chairman Eisterhold changed the order of the meeting to hear the Conceptual Plan Review for 6733 North Lincoln Avenue first.

IV. Workshop: Conceptual Plan Review: 6733 North Lincoln Avenue

Ms. Sue Auerbach of Auerbach Architects, 4707 Farwell Avenue, Lincolnwood, presented the proposed conceptual plan for the redevelopment of the property located at 6733 North Lincoln Avenue which was purchased by Ed and Rebeka Hoxha to build a remodeling and cabinetry business. Images of the existing and proposed buildings were shown. The Petitioners are asking the Plan Commission for some direction on which way to go with this building moving forward.

Presently, residential uses are considered a Special Use on Lincoln Avenue. The property is zoned B-1Mixed Use Hub in the Lincoln Avenue Overlay District. The Hoxha's would like to build a three-story, 2,500-square-foot commercial/residential building with a showroom on the first floor, an office and a residential rental property on the second floor, and two residential rental units on the third floor. The residential units will be approximately 1,400-square feet.

To accommodate 2,500-square feet of retail space, the property owners would be required to have an eight-foot landscape buffer and a twelve-foot drive aisle which would leave only seven parking spaces in the rear of the building which makes the site unusable. The existing building is set back 25 feet which aligns with Caremark to the south and Grossingers to the north. Sue Auerbach stated that bringing the structure to the build-to line would look awkward, and the property owners would like to keep the building set back.

Currently, there are parking spaces in front of the building. Tim Clarke stated that parking in the front is unsafe and the Zoning Code prohibits parking in front of buildings. They are aware that they will need Variations for landscaping, parking, and the building setback requirement.

The existing parking is accessible only through the adjoining properties' parking lots. There are no cross access agreements with the owners of the adjoining properties. Additionally, a brick wall will need to be built between the commercial and residential spaces. There is an alley that was vacated in July 1962. Sue Auerbach said that there will be a drive through to access the parking lot in the back. The large parking area in the back is owned by Great Beijing and zoned residential.

When asked if a three-story building was acceptable, Commissioners Fishman and Sampen said they were in favor of having two stories of residential above a first floor commercial space, but did not think that building to the build-to line was a good idea. Chairman Eisterhold agreed with not building to the build-to line, but have the property set back 25-30 feet. Commissioner Goldfein felt that the building was very attractive.

The plans also call for a roof deck and landscaping on the second floor in front of the building and could also include some balconies in the back. They plan on showroom windows on the second floor as well as the main floor to make the structure more attractive. The finished height will be 38 feet.

Chairman Eisterhold closed the Workshop portion of the meeting.

V. Case #PC-02-15: Public Hearing: Proposed Text Amendment

The Public Hearing is a continuation of the February 4, 2015 Plan Commission meeting to provide the requested information regarding louvered fences. Louvered fence design images were shown and are not allowed under the current definition; only vertical boards are allowed. Staff also showed images of horizontal shadow box fences as well for their consideration. Horizontal boards are not allowed, per our Zoning Code, should this fence style be considered. The issue is what is the intent of a semi-private fence. A horizontal shadow box style would not allow a view at any angle unlike a vertical shadow box fence. A horizontal shadow box fence will allow light and air through it, just not sight.

A draft definition was presented to clarify that semi-private fences include shadow box and louvered fences. The reference to the open space between vertical fence boards shall not exceed 85% of the width of the boards on the same side of the fence was eliminated.

Chairman Eisterhold asked the Commissioners if there should only be solid and open fences or keep the third option of semi-private fences. Chairman Eisterhold explained that the semi-private fence option came about in an effort to reduce the number of chain link fences in the Village or as an alternative to natural screening.

Commissioner Fishman thought the Plan Commission should recommend to the Village Board that the requirement for semi-private fences be eliminated. Commissioners Sampen and Goldfein do not believe there is a downside to semi-private fences, but actually gives the homeowner another option if an open fence is not desired.

Commissioner Goldfein thought that a louvered fence is an attractive and popular example of a semi-private fence and should be included in the definition. What needs to be discussed is how to define louvered fences and how to regulate their use. Commissioner Goldfein proposed that the width between the louvers needs to be regulated and should require at least about 50 percent of space between the midpoint of where the louvers are attached or the midpoint of the board.

There was a discussion regarding the standards that would apply to the openness of a louvered fence. Commissioner Jakubowski mentioned that if you can see through the fence at any angle from six feet on either side of the fence, it should be considered open. This type of fence also provides some privacy.

Mr. Cook summarized the Plan Commission's desire to add louvered fences to the definition of semi-private fences with the condition that you are able to see through it. The definition should include regulating the minimum amount of open space between the louvers whether it's either a percentage amount or a measurable amount.

Chairman Eisterhold asked if anyone in the audience would like to address the Plan Commission regarding this Public Hearing. Let the record show that no one came forward.

Motion to continue to the May 6, 2015 Plan Commission meeting was made by Commissioner Sampen, and seconded by Commissioner Jakubowski.

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

Nay: None

Motion Approved: 6-0

VI. Case #PC-07-15: Public Hearing: Proposed Text Amendment – Lincolnwood Chamber of Commerce

Chairman Eisterhold swore in Mr. Damian Kadaros, President of the Lincolnwood Chamber of Commerce and Industry.

Staff presented an image of the types of banners being discussed. This text amendment is to allow the Village Board to authorize banners to be placed on street light poles within the public rights-of-way. This text amendment is not to approve any specific banner or program, but to amend the Zoning Code to allow these types of signs which would otherwise be prohibited. The size of the banners would not exceed eight feet in length. The Village Board will approve the size and design of the banners.

Mr. Kadaros said that this program is an effort by the Chamber to improve upon the community by adding these signs to show where Lincolnwood is located. The signs will be paid for through sponsorship by the businesses that would participate. Initially, the banners would be placed on Touhy Avenue between Crawford Avenue and McCormick Boulevard. It will be up to the Village Board whether or not these banners will be placed in residential areas.

The Chamber's proposal is to hire a company that will install and maintain the banners. The Village Board's intent is for this program to be a fundraiser for the Chamber of Commerce. There is no compensation to the Village. This is not an advertising program; it's a beautification program for the Village. The Chamber believes this is an asset to the community.

When asked about approval for installing these banners since the Village does not own the poles or the land they sit on, Mr. Clarke answered that the Public Works Department has been in contact with the Illinois Department of Transportation, and they indicated that this would be allowed.

The proposed text amendment language was presented and discussed with specific emphasis on the size of the banners. The Village Board cannot approve the banner design without the approval of the owner of the pole and the owner of the right-of-way.

Chairman Eisterhold asked if anyone in the audience would like to address the Plan Commission regarding this Public Hearing. Let the record show that no one came forward.

Motion to recommend to the Village Board to eliminate the language from Section 11.05 and 11.06 of the Zoning Code prohibiting street pole banners so as to allow the Village Board to negotiate with the Chamber for a banner program and to add the word "such" to Section 11.05(25)iii. was made by Commissioner Sampen, and seconded by Commissioner Jakubowski.

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

Nay: None

Motion Approved: 6-0

VI. NEXT MEETING

Chairman Eisterhold announced that the next Plan Commission meeting will be held on Wednesday, May 6, 2015.

VII. ADJOURNMENT

Hearing no further business, **motion to adjourn** was made by Commissioner Yohanna, and seconded by Commissioner Goldfein. Meeting adjourned at 9:10 p.m.

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

Nay: None

Motion Approved: 6-0

Respectfully Submitted,

Kathryn M. Kasprzyk
Community Development Coordinator



Plan Commission Staff Report

Case #PC-02-15

May 6, 2015

*Continued from April 1, 2015, March 23, 2015, March 4, 2015,
February 25, 2015, and February 4, 2015*

Subject Property: N/A (Text Amendment)

Requested Action: Text Amendment to the Zoning Code to review and modify and found necessary Article II and Article III of the Zoning Code, and any additional Article/Section of the Zoning Code that may be discovered during review of this case, relative to the definitions of open, semi-private, and solid fences and associated bulk regulations.

Petitioner: Village Board

Summary

At the April 1st meeting, the Plan Commission discussed the characteristics of a semi-private fence. This discussion revolved around whether the key component of a semi-private fence is to allow a view through the fence or to allow light and air through the fence. This discussion was intended to clarify the appropriateness of allowing louvered fences. It is based on this discussion that staff has prepared the following draft text amendment for consideration.

“FENCE, SEMIPRIVATE or SEMIPRIVATE FENCE A fence which is not a solid fence nor an open fence. These types of fences are Examples of this fence type are shadow box and louvered fences. Louvered fences are to be designed as follows: 1) the board-length to board-gap ratio must be a minimum of 2 to 1, 2) the angle of the boards cannot exceed 45 degrees, and 3) the fence shall allow the ability to see from one side of the fence through to the other side. ~~restricted to board on board fence (also known as "shadow box types"). The open space between vertical fence boards shall not exceed 85% of the width of the boards on the same side of the fence.~~”

Staff indicated at the April 1st meeting that sample cross-sections would be prepared to assist in illustrating how differing angles of boards may impact the “semi-private” character of a louvered fence. Please find attached the basic sketch prepared by staff.

At the February 4, 2015 meeting, the Plan Commission requested additional pictures/images of certain fence types to assist in deliberating if the current restriction permitting

only vertical fence boards is appropriate. Staff has again attached these images of louvered fences as well as horizontal shadow box fences.

Staff Research

Attached to this staff summary is a memorandum from Ryan Johnson, Community Development Intern, which summarizes several areas of research. Staff was unable to find any references regarding the legislative history of developing the current semiprivate fence definition. Based on a review of ten neighboring communities, Lincolnwood is the only community that defines three different fence styles/designs (open fence, semiprivate fence, and solid fence).

Conclusion

The Plan Commission has been referred this Public Hearing to consider fence definition and regulations, beginning with the definition of semiprivate fences. This consideration was triggered by a fence variation request in 2014. That request has since been withdrawn as the property owner has filed for a different fence design.

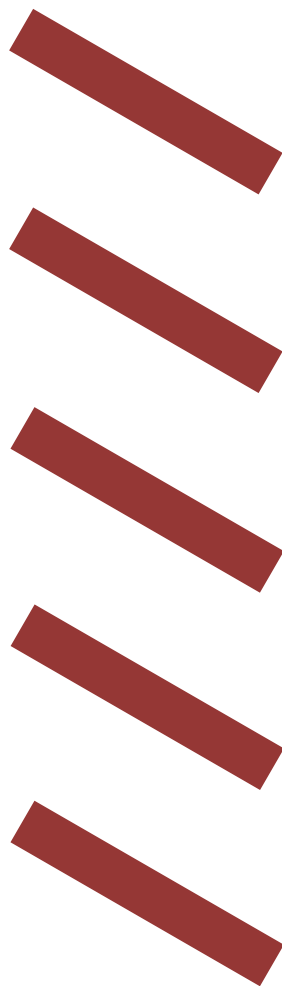
Attachments:

1. Staff Prepared Sample of 30, 45, and 60 Degree Louvered Boards
2. Images of Louvered Fences
3. Images of Horizontal Shadow Box Fences
4. Images of Shadow Box and Board-on-Board Fences
5. Memorandum from Ryan Johnson (revised 1/30/15)
 - a. "Fence Style Definitions in Neighboring Communities" Spreadsheet
 - b. A Better Fence Construction Company's "Wooden Fence Designs" Webpage
 - c. Lowe's Board-on-Board Fence Panel at Company's Webpage
 - d. Home Depot Board-on-Board Fence Panel at Company's Webpage

45 Degree Angle
1" X 6" Boards



30 Degree Angle
1" X 6" Boards



60 Degree Angle
1" X 6" Boards



All examples are drawn at a 2:1 Board-to-Space ratio (approximate)























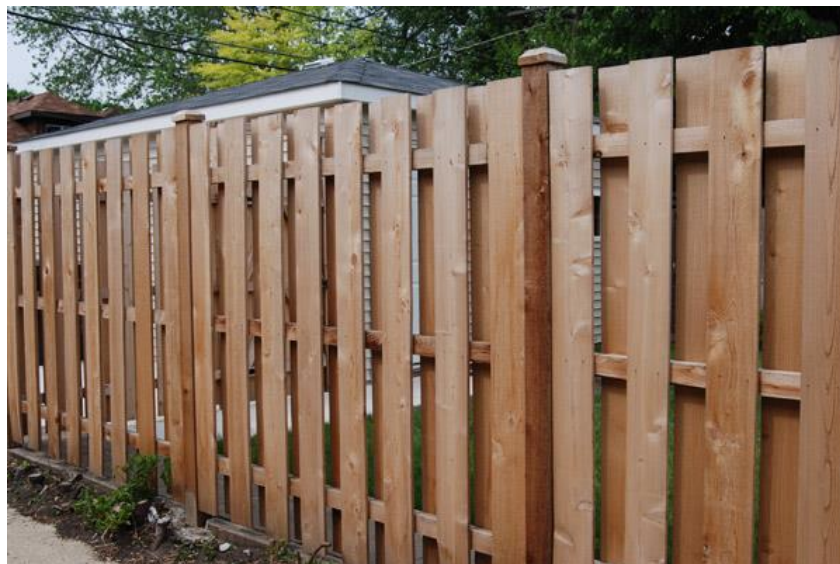


Shadow Box Fencing

Shadow box fencing provides a very sharp looking alternative to a standard stockade fence, however it is only semi-private. Others walking or driving by can see partially through your shadowbox fence to the backyard.



The limited privacy is often not an issue for many people since their property is shared with friendly neighbors who are more concerned about protecting your property as well. Plus, from the front, there is usually limited to no view of the back yard.



Decorative Privacy Fence

This is a board on board privacy fence design. This is a decorative privacy fence that looks very attractive, provides absolute privacy, and is slightly cheaper than the Shadowbox Fence.

If you click on the headings they will take you to more pictures of these types of fencing, and the options available.





MEMORANDUM

To: Aaron Cook, Development Manager

From: Ryan Johnson, Community Development Intern

Date: October 3, 2014 (1/30/2015 Revision)

Re: Summary of Semi-Private Fence Information

Background

The Village of Lincolnwood's zoning code includes definitions of Open, Solid and Semi-Private fence styles. Staff compared these definitions to the fence definitions utilized by neighboring communities. Staff also researched the terminology that fence contractors and home centers use in relation to fences fence styles. Staff has concluded that the terminology and definitions that organizations use to describe fencing styles varies widely. In light of this, Lincolnwood's Semi-Private Fence zoning definition could be considered ambiguous.

Semi-Private / Board-On-Board / Shadow box Fence Definitions

Lincolnwood's Semi-Private Fence definition reads:

"A fence which is not a solid fence nor an open fence. These types of fences are restricted to board-on-board fences (also known as "shadow box types"). The open space between vertical fence boards shall not exceed 85% of the width of the boards on the same side of the fence. [Amended 6-3-2014 by Ord. No. 2014-3102]"

Staff researched the history of this definition and found that this it went into effect in May of 2003. Staff researched meeting minutes from the Plan Commission, CORB and Village Board meetings that led to Ordinance 2003-185. This is the ordinance which included the Semiprivate Fence definition for the first time.

Of the 30 public hearings that the Plan Commission considered the fence item, only 16 meeting minutes documents could be found. Nothing in these meeting minutes referenced discussions about fence definitions. Staff could not find any notes related to semi-private fences whatsoever. The discussions found in the meeting minutes primarily focused on the height and security aspects of fencing.

Neighboring Community Fence Definitions

Staff has researched the zoning code of 10 neighboring communities and found that they do not have definitions for semiprivate, board-on-board or shadow box style fencing. Glenview's fence section does mention that board-on-board fencing is considered finished on both sides, but provides no definition for this style of fence.

Five of the 10 neighboring communities do not define open or solid fences, which Lincolnwood's zoning code does. Evanston regulates fences based on percentages of opacity. Glenwood and Des Plaines similarly define their requirements by percentage of fence that is considered 'open.'

Fence Industry Definitions

Staff investigated fence definitions on the Internet and contacted Tru-Link at Skokie to find common definitions for semi-private, board-on-board or shadow box fence styles. On September 25th, 2014 Steve Schneider, a sales representative for Tru-Link, explained to staff that board-on-board is not synonymous with the shadow box style. He explained that board and batten style is also board-on-board, but it is a solid privacy fence, without any gaps between boards.

Staff looked at other contractors' fence offerings on the Internet and found that some contractors do define board-on-board as synonymous with shadow box style, while others do not. Home Depot uses the term "Alternate Board" instead of shadow box. Furthermore, Home Depot and Lowe's stores both offer privacy fencing described as "board-on-board." These fences conflict with Lincolnwood's Semi-Private Fence definition because they are not a "shadow box type" fence.

Recommendations

Staff recommends that the definition of "Semi-Private Fence" in Lincolnwood's zoning code be reviewed and altered so that the term 'board-on-board' will no longer be included in the definition. The current definition conflicts with terminology that many fence contractors and home improvement stores commonly utilize.

Attachments

1. "Fence Style Definitions in Neighboring Communities" spreadsheet
2. The definitions and fence sections of 10 Neighboring Communities
3. A Better Fence Construction company's "Wooden Fence Designs" webpage
4. Lowe's board-on-board fence panel at company webpage
5. Home Depot board-on-board fence panel at company webpage

Fence Style Definitions in Neighboring Communities

Ryan Johnson 10/3/2014

Municipality:	Fence Definition	Open fence Definition	Solid Fence Definition	Semi-Private Definition	Notes:
Lincolnwood	X	X	X	X	Includes Semiprivate Fence definition. Semiprivate fences are synonymous with shadowbox and board-on-board styles.
Skokie	X				Simple definition of "Fence". Could not find any style regulations for residential districts.
Morton Grove	X		X		Definition: solid fence "effectively obstructs view from adjoining properties, streets, alleys, or public ways." Unclear from code what a shadowbox fence would be considered, because it is possible to see through one at an angle.
Glenview	X				Fence code references board-on-board and solid fences, but there are no definitions of these styles. Fences at side yards must be "at least 50 percent open." Code does not address shadowbox fencing.
Evanston	X				Definitions include "Fence Opacity". Intricate fence section includes drawing of fences. Code regulates opacity, for example, "maximum fence opacity of seventy percent" It appears that shadowbox fences would be considered a fence that has 100% opacity.
Wilmette	X	X	X		Less than 50% open space is a solid fence; more than 50% open is an open fence. The definitions are measured at "eye level at a position perpendicular to the fence", which means implies that shadowbox fences are considered a solid fence style.
Park Ridge	X	X	X		A solid fence is defined as a fence made entirely of opaque materials, which can be ambiguous. Open fences are at least 50% open space. Unclear from code what a shadowbox fence would be considered.
Niles	X		X		A solid fence, per the zoning definition, "effectively conceals" the adjoining property. A shadowbox fence would not do that. The fence section defines "Fence" as having , over its entirety at least 70% of its surface area open space, viewed perpendicular to the fence. These two definitions seem to exclude shadowbox fences.
Des Plaines					No fence definitions. The fence section regulates that certain fences be "at least fifty percent open "see-through" area of uniform distribution".
Winnetka					Could not locate any fence style regulations in their code. Most regulations are regarding height.
Highland Park	X	X	X		Code definitions describe an open fence as having 50% of "open air spaces" per square foot, which afford a direct view through the fence. The definitions describe a solid fence as having no open breaks and conceals activities from adjoining properties. Fence section also includes definitions of open and solid fences, which conflict with the previous definition. The fence section stipulates that a solid fence is less than 60% apertures; an open fence is more than 60% apertures.

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Semi-Private Designs

Shadow Box Fencing

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The limited privacy is often not an issue for many people since their property is shared with friendly neighbors who are more concerned about protecting your property as well. Plus, from the front, there is usually limited to no view of the back yard.

Solid Board Wooden Fence Design

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Absolute Privacy Fence Styles

The "Absolute" privacy fence designs allow for absolutely no viewing through the pickets. Those here are 2-sided solid board design and board on board.

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2-sided Solid Board Privacy Fence Design

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This is a picture of only the backside of the fence. The front looks exactly the same. Postmaster inline posts were used to create a true good neighbor fence.



Decorative Privacy Fence

This is a board on board privacy fence design. This is a decorative privacy fence that looks very attractive, provides absolute privacy, and is slightly cheaper than the Shadowbox Fence.

If you click on the headings they will take you to more pictures of these types of fencing, and the options available.



Decorative Privacy Fence with Full Trim

This is the board on board, decorative privacy fence with full trim added. The trim usually includes:

2"x6" inch rough cedar top cap, and

1"x2" inch cedar trim piece.

We get many compliments from this decorative type.



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Enlarged Image

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Item #: 5017 | Model #: 5017

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6 ft. x 8 ft. Pressure-Treated Pine 4 in. Board-on-Board Fence Panel

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PRODUCT OVERVIEW

Model # 105819 Internet # 202093942

The 6 ft. x 8 ft. Pine Board-on-Board Pressure-Treated Fence Panel is constructed of sturdy yellow pine and can add natural beauty to your home, yard and garden. Its natural wood finish is stainable and paintable, and the wood itself is pressure-treated for long-life. Each section comes fully assembled, and installation is easy.

California residents: see [Proposition 65 information](#).

- Made from pine
- Board-on-Board style fence
- Double-nailed pickets
- Fully assembled for easy installation
- Note: Product may vary by store

SPECIFICATIONS

Actual backer rail length (in.)	96	Actual backer rail thickness (in.)	1.5
Actual backer rail width (in.)	2.625	Actual panel height (in.)	72
Actual panel thickness (in.)	1.9	Actual panel width (in.)	96
Assembled Depth (in.)	2.75 in	Assembled Height (in.)	72 in
Assembled Width (in.)	96 in	Color Family	Brown
Commercial/Residential Use	Commercial / Residential	Contact Type Allowed	Above Ground
Fence Application	Privacy, Security	Fencing Product Type	Wood Fence Panels
Manufacturer Warranty	See store for details	Material	Wood
Nominal backer rail length (in.)	96	Nominal backer rail thickness (in.)	2.0
Nominal backer rail width (in.)	3.0	Nominal panel depth (in.)	3
Nominal panel height (ft.)	6	Nominal panel width (ft.)	8
Number of pickets for panels	29.0	Number of rails for panels	3.0



Plan Commission Staff Report

Case #PC-05-15

May 6, 2015

Subject Properties:

3300-3520 West Devon Avenue

Zoning District: B-2 General Business District

Petitioner: Village Board

Notification: Notice of the May 6, 2015 Public Hearing was published in the Lincolnwood Review on April 16, 2015. Notices were mailed to property owners within the area of Pratt Avenue, McCormick Boulevard, Devon Avenue, and Lincoln Avenue. Public Notice signs were installed at each street intersection of Devon Avenue between McCormick Boulevard and Drake Avenue.



Nature of Request: Map and Text Amendments Establishing Residential Use as a Special Use within the B-2 Zoning District located along Devon Avenue East of Drake Avenue, and Consideration of a New Overlay District along Devon Avenue.

Summary of Request

At the October 21, 2014 Committee of the Whole meeting, the Village Board reviewed a proposed mixed-use development for the Whistler's Restaurant property located at 3420 West Devon Avenue. This proposal provided ground level commercial space along with 2 upper levels of residential units. Central to this discussion was residential use, since residential use is currently prohibited in the B-2 Zoning District which comprises the Devon Avenue Business Corridor located between McCormick Boulevard and Drake Avenue. At this meeting, the Village Board requested that the Economic Development Commission review this matter and provide its recommendation concerning residential use in this Corridor.

At its November 19, 2014 meeting, the Economic Development Commission considered whether the current residential prohibition in this Corridor should be changed. In considering this matter, the Commission reviewed current Village policies and plans, including the recent Urban Land Institute (ULI) report, the proposed development for the Whistler's site, as well as techniques that could be used to allow residential use, if desired.

In its deliberations, the Commission found that creating a zoning technique that would allow residential as part of a mixed-use development in the Devon Avenue Corridor could spur beneficial Corridor revitalization. Specifically, the Commission found that allowing residential units above ground level commercial space could assist in this revitalization. In this discussion, the Chairman noted that there is much interest by Chicago-area developers in undertaking mixed-use development.

Commissioners also considered whether residential use alone, without having ground level commercial, would also be a benefit, but Commissioners found there was a benefit for requiring ground level commercial in the Corridor. Discussion also occurred as to whether residential use should be considered a Special Use or Permitted Use, and Commissioners found that classifying residential use above the ground level as a Special Use would allow specific project review and approval and this process would help to ensure parking adequacy and compatibility with surrounding properties. The Commission also considered whether similar uses, such as senior housing, assisted living, or nursing facilities, all presently also prohibited in the B-2 Zoning District, should also be made Special Uses in the Devon Corridor in addition to residential use. Commissioners determined to limit their recommendation to only residential use.

Accordingly, by a 7-0 vote, the Economic Development Commission (EDC) recommended to the Village Board that an overlay the Devon Avenue Corridor (McCormick Boulevard to Drake Avenue) should be established, to allow as a Special Use, residential units above the ground level commercial. To effectuate this recommendation, a Text Amendment to the Zoning Code is required.

At their January 20, 2105 meeting, the Village Board considered the recommendation of the EDC and referred to the Plan Commission for public hearing and deliberation of the recommendation made by the EDC.

Conclusion

Should the Plan Commission support the recommendation to allow as a Special Use, residential units above ground level commercial, the Plan Commission may consider establishing a Map Amendment to create a Zoning Overlay District for the subject area. A Text Amendment to the Zoning Code would also be necessary in order to create the Overlay Zone.

Documents Attached

1. Letter from Bert Rance, Prudential Realty Co., Inc. dated April 22, 2015
2. RBA to Village Board January 20, 2015
 - a. EDC Minutes November 19, 2014 (Draft)
 - b. Staff Memorandum to Commission
 - c. Concept Plans for 3420 Devon Avenue
 - d. Comprehensive Plan Excerpt
 - e. ULI Report
 - f. Commercial Corridor Narrative
 - g. Residential Narrative
 - h. Business Inventory

Prudential Realty Co., Inc.
ESTABLISHED 1919
COMMERCIAL AND INDUSTRIAL

HUBERT A. RANCE
PRESIDENT
MEMBER SOCIETY OF INDUSTRIAL AND OFFICE REALTORS®

April 22, 2015

Village Zoning Officer
Community Development Department
Village of Lincolnwood
6900 North Lincoln Avenue
Lincolnwood, IL 60712

RE: Case #PC 05-15

In response to your May 6, 2015 Notice of Public Hearing on the above case, I want to voice my 100% approval of the proposed "Overlay District" along Devon Avenue.

I am the Owner of 185 feet on Devon going East from Drake. I have owned and occupied the property for 65 years and with the exception of the "Dairy Queen property", I have built, leased or sold all the buildings on Devon between Drake and Christiana.

Although a few of the buildings have been remodeled or repurposed, for the most part they are outdated and the majority are very short on present day parking requirements.

Due to the short depth (108') of all of the Devon properties, it is time to consider a more vertical option by bringing the Zoning into the 21st Century and by so doing, encourage the demolition of the old and the building of new structures to create an attractive modern street.

This would be more likely to occur by adapting the "Overlay District" as proposed, in addition to the Village developing and constructing a coordinated "street scape" along this stretch of Devon Avenue. Without the potential for change, Devon will remain stagnant and continue to deteriorate.

I strongly urge the Plan Commission to move forward with the Devon Avenue Overlay District to revitalize this old but important area in Lincolnwood.

Yours very truly,

PRUDENTIAL REALTY CO., INC.



Bert Rance

BR/scs

Request For Board Action

REFERRED TO BOARD: January 20, 2015

AGENDA ITEM NO: 5

ORIGINATING DEPARTMENT: Community Development

SUBJECT: Consideration of Recommendations by the Economic Development Commission Concerning Residential Uses in the Devon Avenue Corridor and Residential Parking Standards for Multi-Family Development

This matter was initially considered at the December 16, 2014 Village Board meeting at which time it was continued to the January 20, 2015 meeting to allow full Village Board consideration. The material below was provided for the December 16, 2014 Village Board meeting.

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

At the October 21, 2014 Committee of the Whole meeting, the Village Board reviewed a proposed mixed-use development for the Whistler's Restaurant property located at 3420 West Devon Avenue. This proposal provided ground level commercial space along with 2 upper levels of residential units. Central to this discussion was residential use, since residential use is currently prohibited in the B-2 Zoning District which comprises the Devon Avenue Business Corridor located between McCormick Boulevard and Drake Avenue. At this meeting, the Village Board requested that the Economic Development Commission review this matter and provide its recommendation concerning residential use in this Corridor.

At its November 19, 2014 meeting, the Economic Development Commission considered whether the current residential prohibition in this Corridor should be changed. In considering this matter, the Commission reviewed current Village policies and plans, including the recent Urban Land Institute (ULI) report, the proposed development for the Whistler's site, as well as techniques that could be used to allow residential use, if desired.

In its deliberations, the Commission found that creating a zoning technique that would allow residential as part of a mixed use development in the Devon Avenue Corridor could spur beneficial Corridor revitalization. Specifically, the Commission found that allowing residential units above ground level commercial space could assist in this revitalization. In this discussion, the Chairman noted that there is much interest by Chicago-area developers in undertaking mixed-use development.

Commissioners also considered whether residential use alone, without having ground level commercial, would also be a benefit, but Commissioners found there was a benefit for requiring ground level commercial in the Corridor. Discussion also occurred as to whether residential use should be considered a Special Use or Permitted Use, and Commissioners found that classifying residential use above the ground level as a Special Use would allow specific project review and approval and this process would help to ensure parking adequacy and compatibility with surrounding properties. Commissioners found

that implementation of an overlay zone for the Devon Avenue Corridor, similar to the enacted retail overlay zone implemented along Touhy Avenue in the MB zone, was the best technique to use. The Commission also considered whether similar uses, such as senior housing, assisted living, or nursing facilities, all presently also prohibited in the B-2 Zoning District, should also be made Special Uses in the Devon Corridor in addition to residential use. Commissioners determined to limit their recommendation to only residential use.

Accordingly, by a 7-0 vote, the Economic Development Commission is recommending that the Village create an overlay zone along the Devon Avenue Corridor (McCormick Boulevard to Drake Avenue), to allow as a Special Use, residential units above the ground level. To effectuate this recommendation, a Text Amendment to the Zoning Code would be required.

In the Commission's review of the proposed mixed-use development for the Whistler's site, many Commissioners found the proposal to have many attractive elements. Much discussion, however, occurred regarding parking demand created by the project and current area parking supply.

In this discussion, it was noted that while there was adjacent off-street parking available, parking for the proposed development was only provided in an enclosed garage and that there was no open-air, off-street parking provided for guests of the proposed residential units. In discussing this matter, it was noted that presently the Village has no requirement for multi-family developments to have any open-air, off-street parking for guests and this was found by the Commission to be a deficiency in the existing Zoning Code.

Accordingly, by a 7-0 vote, the Commission is also recommending that the Village require some off-street open-air guest parking spaces for multi-family developments. To effectuate this recommendation, a Text Amendment to the Zoning Code would be required.

Should the Village Board support either of these recommendations or desire further consideration of them, the next procedural step would be to refer the recommendation(s) to the Plan Commission for a Public Hearing and further deliberations. The recommended motions below are consistent with the next step.

FINANCIAL IMPACT:

None

DOCUMENTS ATTACHED:

1. EDC Minutes November 19, 2014 (Draft)
2. Staff Memorandum to Commission
3. Concept Plans for 3420 Devon Avenue
4. Comprehensive Plan Excerpt
5. ULI Report
6. Commercial Corridor Narrative
7. Residential Narrative
8. Business Inventory

RECOMMENDED MOTIONS:

1. **Move to refer** to the Plan Commission for Public Hearing and deliberation the Economic Development Commission recommendation concerning an overlay zone for residential use in the Devon Avenue Corridor.
2. **Move to refer** to the Plan Commission for Public Hearing and deliberation the Economic Development Commission recommendation concerning guest parking requirements for multi-family developments.



DRAFT

Economic Development Commission

**Wednesday, November 19, 2014
Council Chambers Room**

Minutes

Commissioners Present

James Persino, Chairman
James Kucienski, Vice-Chair
James Berger
Paul Levine
Patrick McCoy
Nadia Seniuta
Terrence Strauch

Commissioners Absent

Maureen Ehrenberg
William Pabst

Staff Present

Timothy M. Clarke AICP, Community Development Director
Aaron N. Cook AICP, Development Manager
Robert Merkel, Finance Director

Others Present

Village Trustee Jesal Patel
Jackie Boland, Lincolnwood Chamber of Commerce
Alberto Gonzales, Owner of 90 Miles Cuban Café
Chris Dimas, Whistler's Restaurant
Laszlo Simovic, Laszlo, Simovic, Architects, LLC
Kevin Murphy, KE Murphy Masonry

1. Call to Order/ Quorum Declaration

Noting that a quorum of 6 members was present, the meeting was called to order at 8:04AM by Vice Chairman Kucienski.

2. Welcome to 90 Miles Cuban Café Restaurant

Commissioners welcomed to the meeting, Alberto Gonzales, owner of 90 Miles Cuban Café. Alberto, who is also an 18 year resident of the Village, advised the Commission of his exciting plan to open his third restaurant in the former Ruby Tuesday space at the Town Center. He noted an aggressive timeline for completing interior renovation but was hopeful to open by the end of the year. He stated this would be his largest restaurant at approximately 7,100 square feet. He thanked Commissioners for their warm welcome.

3. Minutes Approval

Commissioner Berger moved to approve as presented, the proposed October 22, 2014 meeting minutes of the Commission. Commissioner Strauch seconded the motion. Motion approved by voice vote, 5-0.

4. Residential Use in Devon Corridor

Chairman Persino and Commissioner Levine arrived to the meeting at the beginning of this item. Director Clarke began by summarizing the matter for Commissioners, noting the Village Board has invited Commissioner input on this issue. Clarke proceeded to provide a power point, giving background and current status of residential use in the Devon Corridor, located between McCormick and Drake. He also continued by summarizing a zoning overlay technique that could be utilized to allow for residential use if desired in the corridor as well as summarizing current policies and plans affecting residential in the corridor. He then provided an overview of a proposed mixed use development for the Whistler's site located at 3420 Devon Avenue. He ended his presentation noting that staff has available block-by-block slides of the corridor should Commissioners have specific questions or wish to review current conditions in the corridor.

Chairman Persino noted that currently in the Chicago area there is much developer interest in mixed use development and they have largely embraced this form of development.

Chairman Persino suggested that such development might be needed to spur revitalization of this corridor. He noted however a specific concern regarding guest parking for the proposed Whistler's mixed use development because it lacked off street open air parking spaces for guests. Discussion continued on possible parking impacts of this proposed development for both the corridor and in the adjacent neighborhood. Commissioner McCoy noted much of the street parking found on this block is consumed by traffic produced by the Post Office across the street. Commissioner Levine indicated he believed the proposed Whistler's mixed use project was attractive and would improve the corridor. It was noted that the density, height and location of the proposed building toward Devon Avenue were attractive features of this proposed development.

Commissioners discussed the retail viability of the corridor and whether the addition of residential use would be beneficial. Commissioner's generally concurred that residential use would be beneficial to the corridor but believed it was important to maintain the ground floor for commercial uses, limiting residential units to only upper floors.

While noting the importance of creating a new streetscape for the corridor and the recent establishment of a TIF District for the area, Commissioners generally believed that mixed use development in the Devon Corridor would provide an impetus for other beneficial development in the corridor. It was further noted that allowing mixed use development in the

corridor was generally consistent with various planning and policy documents and the recent ULI study.

The overlay technique was then examined by Commissioners and whether Residential Use above the ground level should be listed as a Permitted or Special Use in such a proposed overlay zone. Chairman Persino noted that he generally does not favor using Special Use as a technique since it delays approvals and often is view as a potential obstacle in the development community.

Discussion continued regarding the Special Use technique and how it could be used on a case-by-case basis to review parking matters and address possible guest parking concerns on site specific plans, as was expressed earlier in the meeting. At the conclusion of this discussion, there was general concurrence that listing Residential Use above the ground level as a Special Use rather than as a Permitted Use was most appropriate at this time. In considering this matter, Chairman Persino noted that the Village should review its residential parking standards to address guest parking issues.

Commissioners considered whether an overlay zone should allow other related uses, such as senior housing, assisted living or nursing homes. By consensus, Commissioners believed a use change should only be related to residential use in the corridor.

Hearing no other discussion, Commissioner Kucienski made a motion, seconded by Commissioner Levine, to recommend to the Village Board the creation of an overlay zone for the Devon Avenue Corridor (McCormick Blvd. to Drake Avenue) which would allow as a Special Use, Residential units above the ground floor. Roll Call vote was taken. Supporting the Motion: Strauch; Berger; McCoy; Seniuta; Kucienski; Levine; and Persino. Opposing the Motion: none. Motion approved 7-0.

A motion was then made by Commissioner Kucienski, seconded by Commissioner Strauch to recommend to the Village Board that it consider a zoning code text amendment to address open air, off street guest parking at multifamily developments. Roll Call vote was taken. Supporting the Motion” Strauch; Berger; McCoy; Seniuta; Kucienski; Levine; and Persino. Opposing the Motion: none. Motion approved 7-0.

Director Clarke indicated he expected these recommendations to be considered by the Village Board on December 16, 2014.

5. Development Update Report

Director Clarke summarized the written Update report noting, noting interest in potential development on two parcels along Touhy Avenue.

6. Other Business

No other business came before the Commission.

7. Public Forum

No member of the public desired to address the Commission.

8. Adjournment

The meeting was adjourned by consensus at 9:17AM.

Respectfully Submitted,

Timothy M. Clarke, AICP
Community Development Director

Memorandum

To: Chair and Members
Economic Development Commission

From: Timothy M. Clarke, AICP
Community Development Director

Date: November 7, 2014

Subject: Residential Use in the Devon Avenue Corridor

Presently no type of residential use is allowed in the Village's B2 General Business District Zoning District. This zoning district is found in several locations in the Village including at certain locations along Cicero, Touhy, and Devon Avenues. The Devon Avenue Corridor, located between McCormick and Drake Avenue is zoned B2 and does not now allow for any residential use.

The matter being brought to the Commission only relates to the existing residential prohibition as it relates to the Devon Avenue Corridor. Recently, a mixed use development has been proposed for the Whistler's site located at 3420 Devon Avenue (see attachments) and the Village Board has invited the Economic Development Commission to provide its recommendation concerning residential use in the Devon Avenue Corridor.

Concept Plan for 3420 Devon

As conceived, the proposal for the Whistler's site would include approximately 5,173 square feet of ground level commercial space, identified on the plans for 4 tenants, as well as 18 residential dwellings located on the second and third floors in a 3 story, 38 foot tall building. A one -level indoor parking garage containing 36 parking spaces for the residential component and 7 parking spaces for the commercial component, is also indicated.

The 38 foot, 3 story proposed building height is at the maximum height currently allowed in the B2 Zoning District. As proposed, there would be 2 off-street parking spaces for each of the residential units. This parking amount exceeds the Village's current requirement of 1.5 spaces for each residential unit located above 1st floor commercial.

The Village's minimum parking requirement for commercial space is dependent on the specific type of each commercial tenant and therefore cannot be currently calculated. Applying the Village's parking requirement of 3.3 spaces required for standard commercial space to the indicated gross commercial space of 5,172.8 square feet, would require a minimum of 17 off street parking spaces for the commercial component. The Code does provide certain exclusions in calculating this parking requirement, such as for washrooms, so the actual off street parking requirement for general commercial space may be somewhat less. Based on this brief analysis and with the concept plan

showing 7 of street parking spaces for the commercial component, a parking variation for the commercial component is probably likely. That said, there is a dedicated parking lane located on this block along Devon Avenue and although it is not striped for individual spaces, it appears that this parking lane could accommodate up to 10 vehicles, with additional parking possible if some adjustments to the mailbox drop off area located on this block were made.

Except for a possible parking variation for the commercial component, based on a review of the submitted concept plans, the only additional relief required for this development would be a change in the prohibition on residential use at this location. Attached are drawings of this concept development for 3420 Devon Avenue.

Comprehensive Plan

The Village's Comprehensive Plan, prepared in 2001, identifies the Devon Corridor as a "Potential Redevelopment Area" and while this Plan states the preferred land use for this corridor is commercial, it also notes that retail may not be practical and in such cases consideration should be given to multi-family residential. Attached is an excerpt from this Plan concerning the Devon Avenue commercial corridor.

ULI Corridor Study

Earlier this year, the Urban Land Institute (ULI) released its report from its study of the Devon Avenue Corridor. This report identifies the Whistler Restaurant site as one of the 5 key sites where corridor redevelopment efforts should be focused. Much of the reason this site was chosen by ULI is because of the current single ownership of the approximate 28,800 square foot site which currently has about 70 parking spaces in addition to the restaurant building. For this property, the ULI report suggests upgrading the existing restaurant, or redeveloping it as a new destination-oriented single or multi-tenant restaurant, could create a large draw for the corridor. Separately within this report, ULI suggests that the Village consider toward the west end of the corridor, 3-4 story Senior Housing, indicating also that a similarly sized residential development might also fit in. Attached is the entire ULI report for the Corridor.

Devon-Lincoln TIF District

The subject property at 3420 Devon Avenue is located in the newly created Devon-Lincoln TIF District. Pursuant to the Intergovernmental Agreement with the overlapping school districts and the documents adopted for this TIF District, in the event that residential development occurs in this TIF District, the Village is required to declare surplus, TIF Funds equal to the incremental revenue generated by the new residential development, minus any amounts paid the school districts as required by the TIF Act. This Intergovernmental Agreement and the Devon-Lincoln TIF Documents further prohibit the use of TIF Funds to support residential development in this TIF District. The developer/owner has not requested any Village financial assistance for their proposed mixed use development.

Commission Review

What is before the Commission is not specifically the redevelopment proposal for 3420 Devon Avenue, but whether a change in zoning should be made in the Devon Avenue Corridor to allow for residential use. That said, representatives for the Whistler's proposed redevelopment are expected to attend the Commission's meeting and can answer any specific questions Commissioners may have concerning that proposal.

If the Commission is inclined to recommend a change in zoning to allow for residential use, this could be accomplished through the implementation of an overlay district limited only to the B2 Zoning District along Devon Avenue. Such an overlay district could allow residential use as either a permitted or special use, and it could allow residential as a single use of a property or only as part of a mixed use development, such as requiring the ground level to be commercial. Assisted living, independent living for seniors, as well as nursing homes, are also prohibited uses in this zoning district, and the Commission may wish to consider whether a change in zoning should be made for these uses as well.

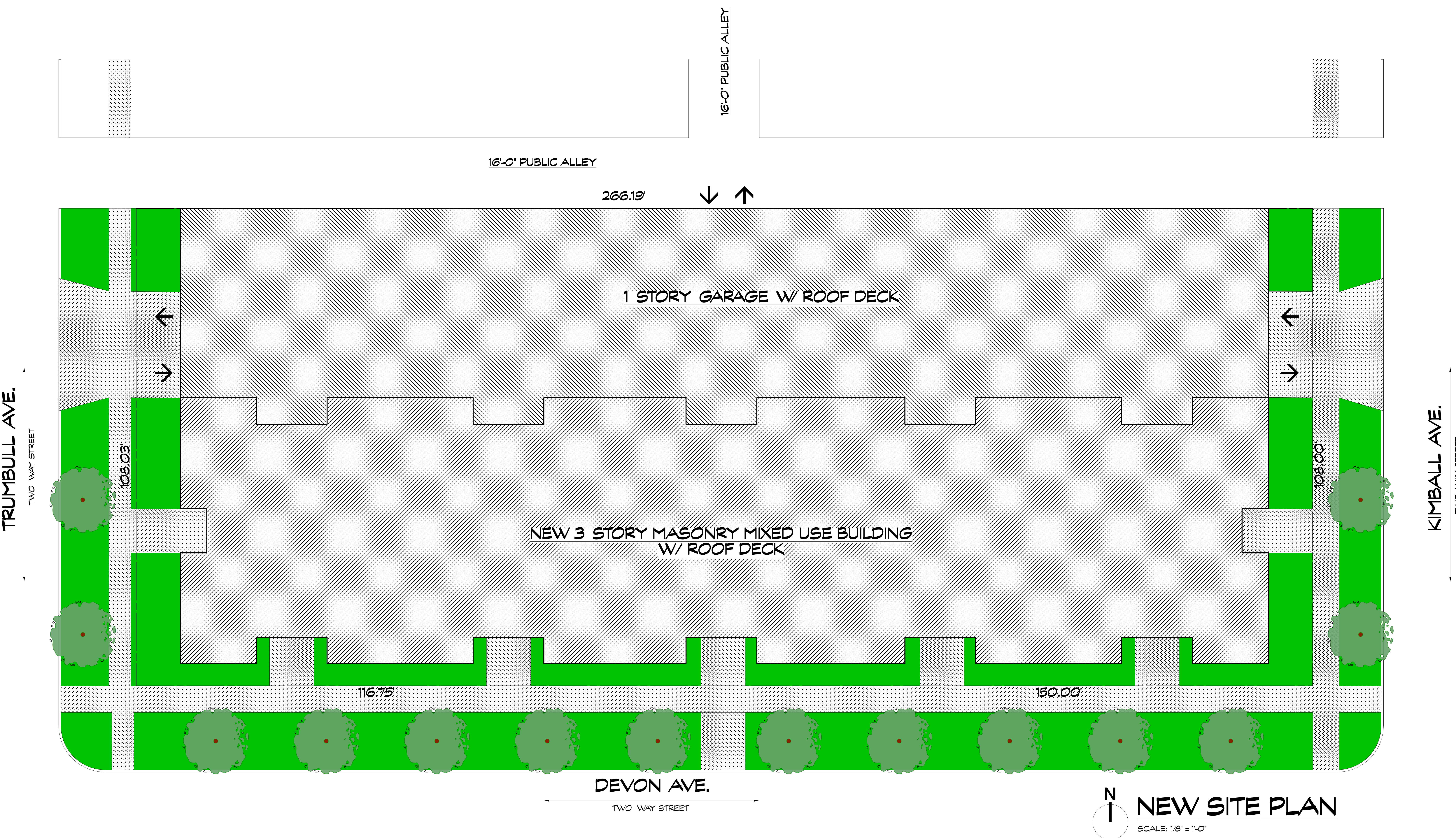
There are presently 11 separate property ownerships along the Devon Corridor between McCormick and Lincoln. In considering this matter, Commissioners may wish to consider whether allowing residential use would both create sufficient private market incentive to undertake desired Corridor redevelopment and whether the introduction of residential would help sustain or revitalize the commercial district. Further, given the 11 separate property ownerships, the Commission may also wish to consider whether residential use would, even if allowed, likely occur on the other smaller properties in the corridor given their size and typical challenges with land assembly.

For Commissioner reference, attached is a narrative description on commercial development and residential use in the corridor prepared by staff last year to brief ULI as well as a Business inventory listing. The residential narrative summarizes past discussions concerning residential use in the corridor and a prior proposal for residential development on the Whistler's property.

Attachments

1. Concept Plans for 3420 Devon
2. Comprehensive Plan Excerpt
3. ULI Report
4. Commercial Corridor Narrative
5. Residential Narrative
6. Business Inventory





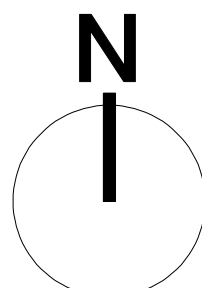
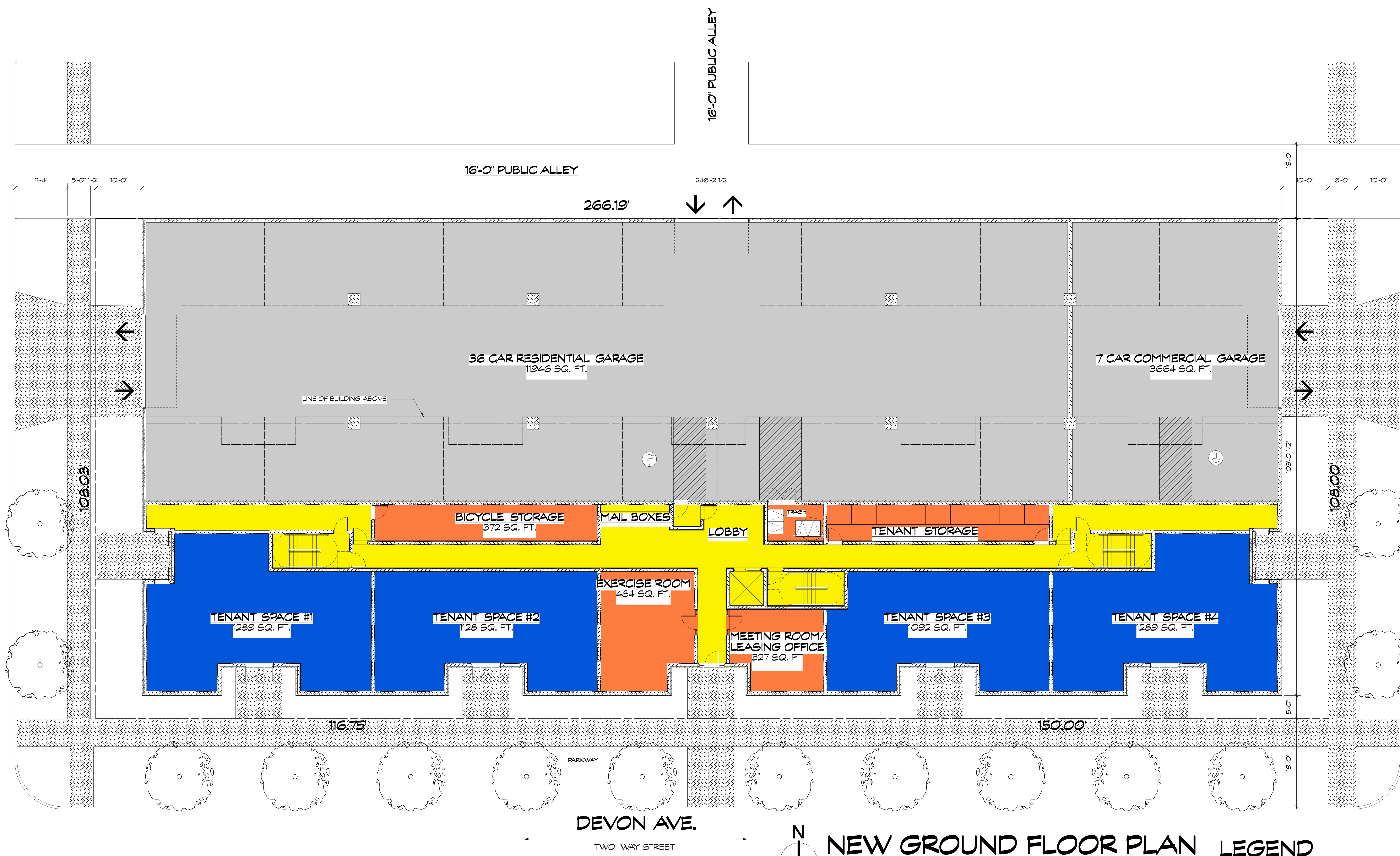
LASZLO SIMOVIC, ARCHITECTS, L.L.C.
6512 N. ARTESIAN AVE.
CHICAGO, IL. 60645-5328
EMAIL: LASZLO@LASZLOARCH.COM
FAX: 773-338-2226 TEL: 773-338-2225

BUILDING INFORMATION

TOTAL F.A.R. (INCLUDING GARAGE)	52243.8 SQ. FT.
TOTAL AREA OF GARAGE	15099.6 SQ. FT.
TOTAL HEIGHT (TO TOP OF PARAPET)	38'-0" / 3 STORIES
TOTAL NUMBER OF DWELLING UNITS	18 DWELLING UNITS
TOTAL AREA OF COMMERCIAL UNITS	5172.8 SQ. FT.

TRUMBULL AVE.
TWO WAY STREET

KIMBALL AVE.
TWO WAY STREET



NEW GROUND FLOOR PLAN

SCALE: 1/8" = 1'-0"

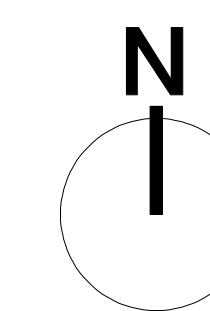
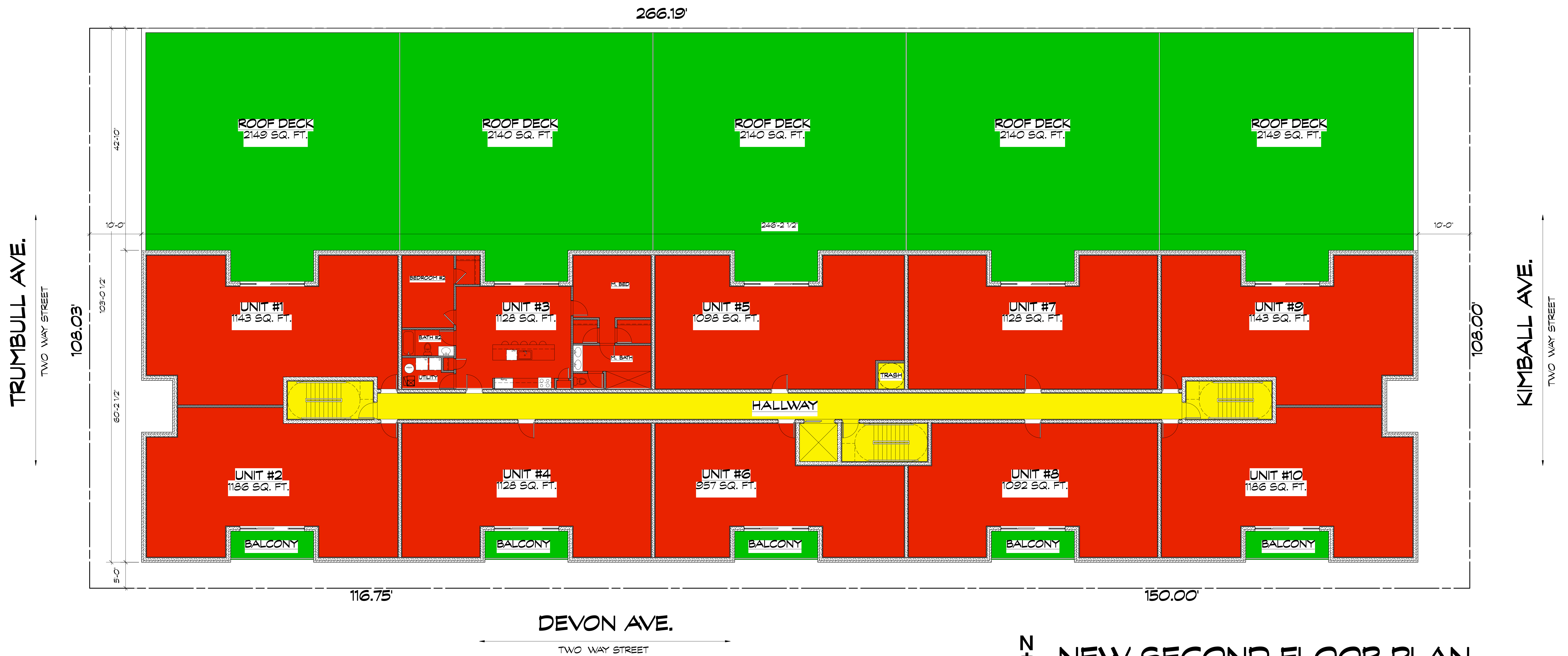
LEGEND

- GARAGE
- COMMERCIAL UNIT
- CIRCULATION SPACE
- RESIDENTIAL UNIT
- BUILDING COMMON SPACE
- EXTERIOR SPACE

BUILDING INFORMATION

TOTAL FOOT PRINT GROUND FLOOR	24764.8 SQ. FT.
TOTAL UNITS THIS FLOOR	4 COMMERCIAL UNITS
TOTAL PARKING THIS FLOOR	43 PARKING SPACES

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NEW SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

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 6512 N. ARTESIAN AVE.
 CHICAGO, IL. 60645-5328
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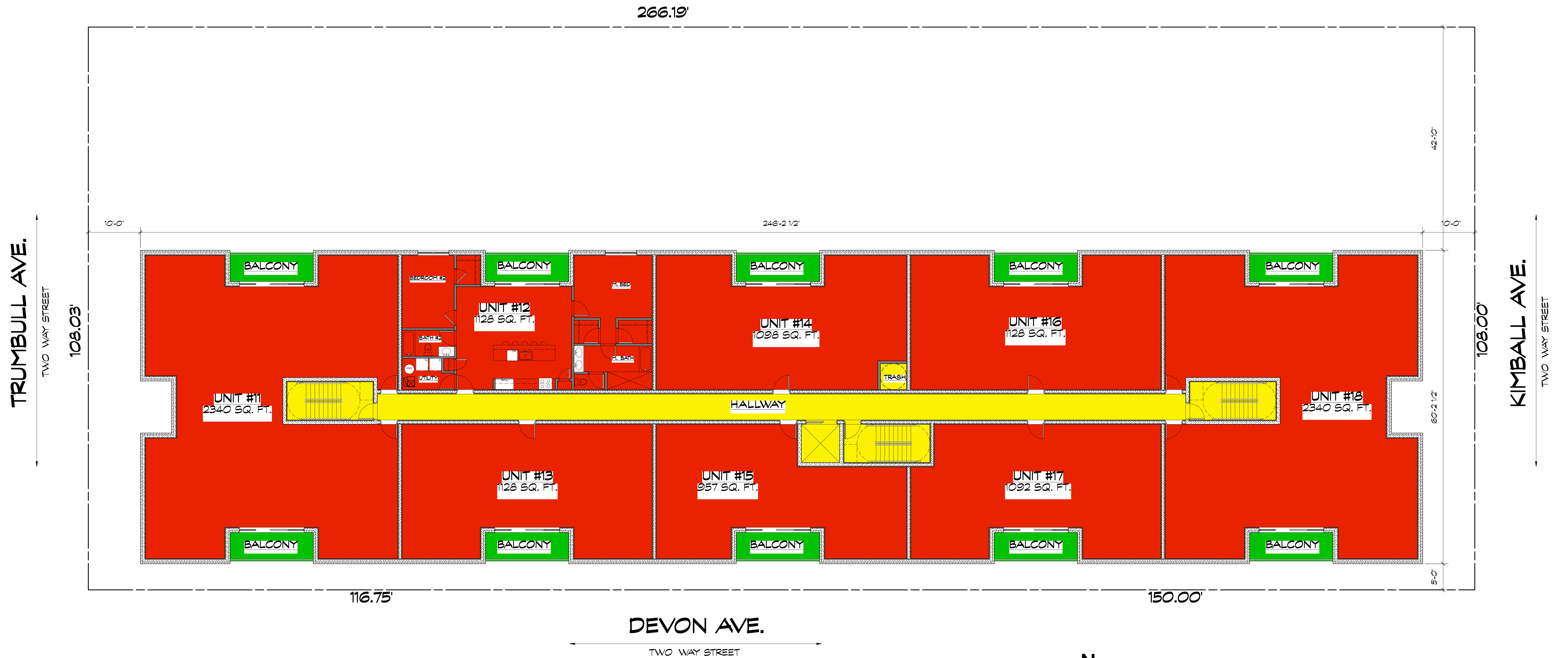
BUILDING INFORMATION

TOTAL FOOT PRINT 2ND FLOOR
 TOTAL UNITS THIS FLOOR

13739.5 SQ. FT.
 10 DWELLING UNITS

LEGEND

- GARAGE
- COMMERCIAL UNIT
- CIRCULATION SPACE
- RESIDENTIAL UNIT
- BUILDING COMMON SPACE
- EXTERIOR SPACE



NEW THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND

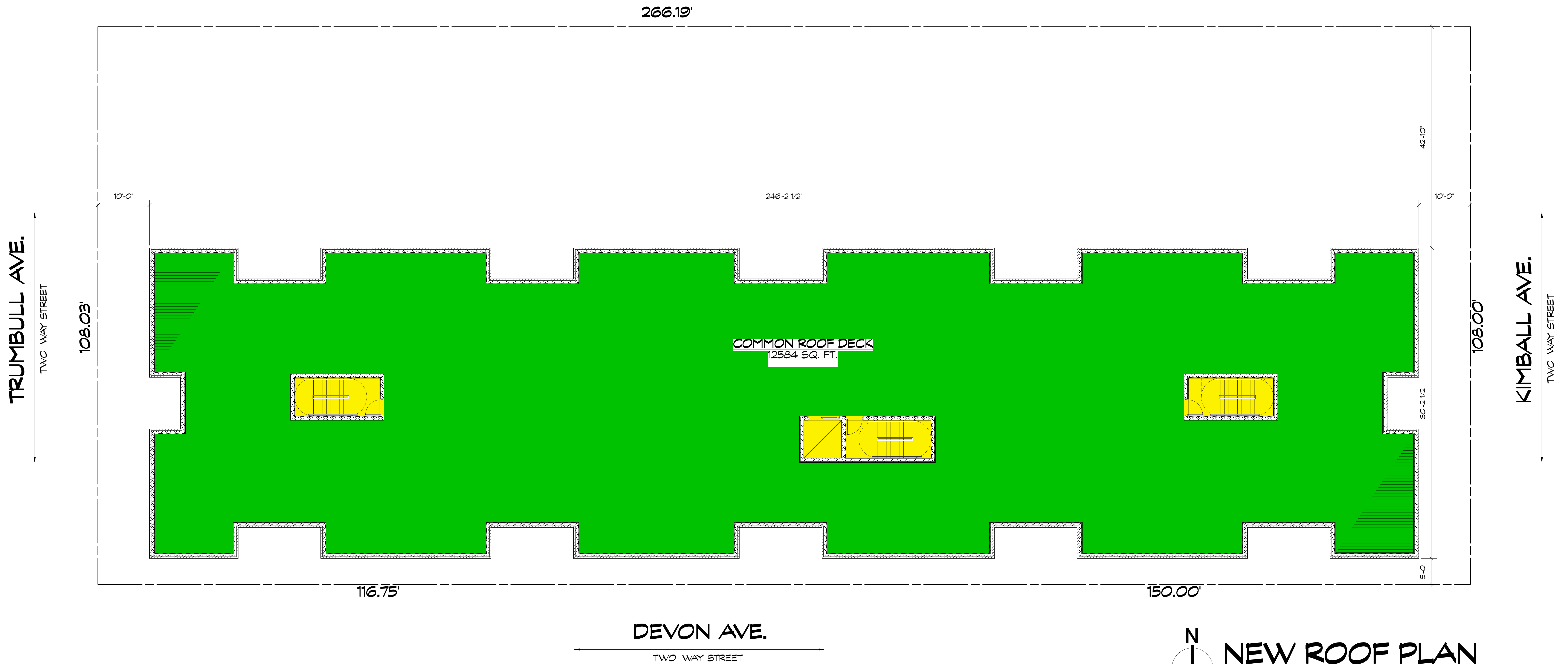
- GARAGE
- COMMERCIAL UNIT
- CIRCULATION SPACE
- RESIDENTIAL UNIT
- BUILDING COMMON SPACE
- EXTERIOR SPACE

BUILDING INFORMATION

TOTAL FOOT PRINT 3RD FLOOR
TOTAL UNITS THIS FLOOR

13739.5 SQ. FT.
8 DWELLING UNITS

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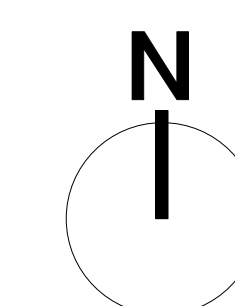
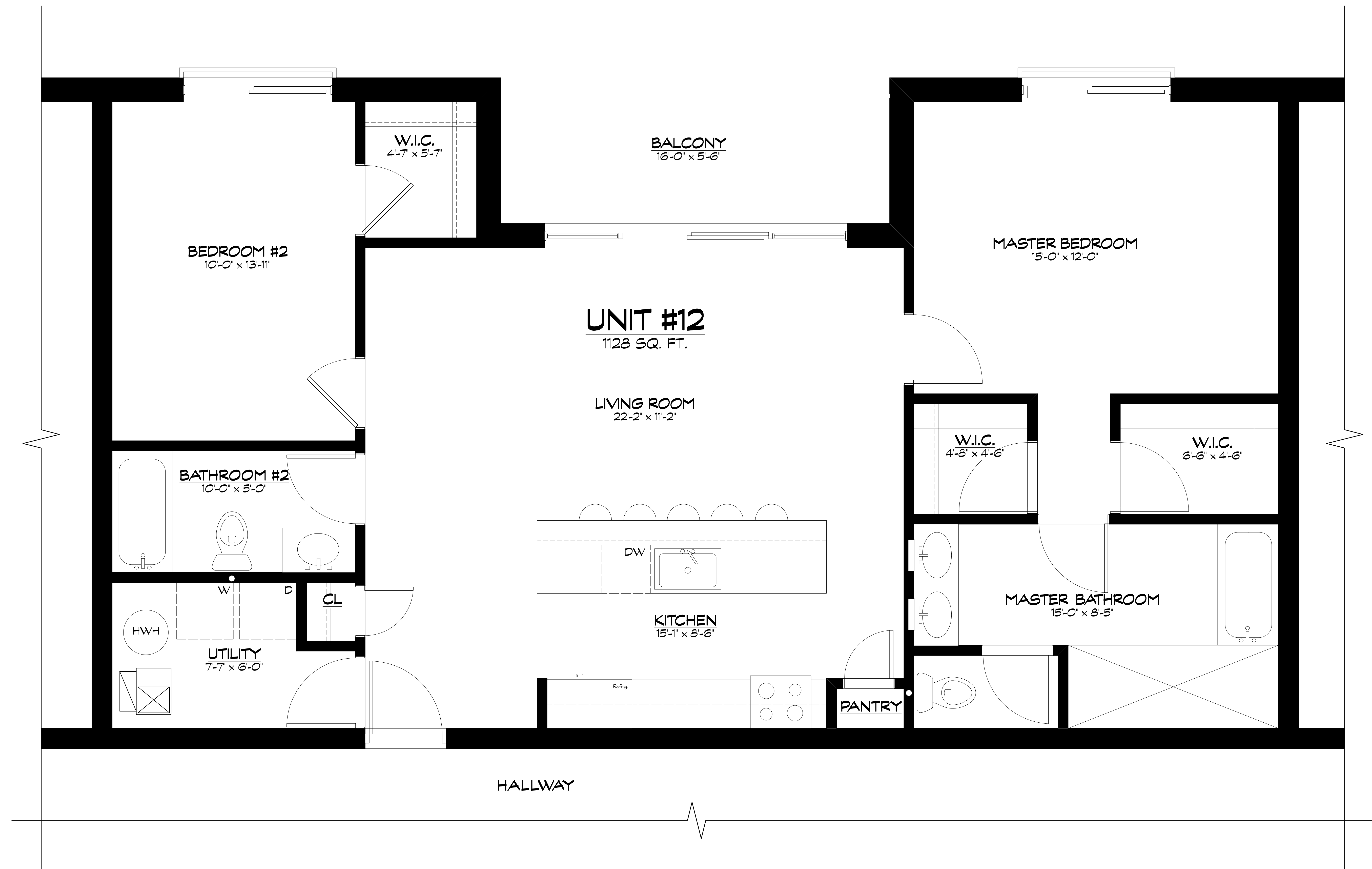
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BUILDING INFORMATION

TOTAL FOOT PRINT ROOF 13739.5 SQ. FT.

LEGEND

- GARAGE
- COMMERCIAL UNIT
- CIRCULATION SPACE
- RESIDENTIAL UNIT
- BUILDING COMMON SPACE
- EXTERIOR SPACE



TYPICAL UNIT PLAN

SCALE: 1/2" = 1'-0"



DEVON ELEVATION

SCALE: 1/8" = 1'-0"



KIMBALL ELEVATION

SCALE: 1/8" = 1'-0"



TRUMBULL ELEVATION

SCALE: 1/8" = 1'-0"



ALLEY ELEVATION

SCALE: 1/8" = 1'-0"

Devon Avenue Commercial Area

The Devon Avenue commercial area is a six block long strip of commercial frontage between Lincoln and McCormick Avenues. Current uses include a variety of commercial uses with limited off-street parking that is accessed from the alley, as well as two strip centers, a restaurant and the 1st National Bank of Lincolnwood, which all have off-street customer parking that can be accessed from Devon Avenue. Uses on the Chicago side of Devon Avenue include a Super Kmart, U.S. Post Office and a variety of other retail uses.

There is a relatively large parcel of vacant land north on Drake Avenue immediately north of the 1st National Bank of Lincolnwood that is currently zoned B1 Restricted Business District. A bowling alley formerly occupied the site. The remainder of the Devon Avenue commercial frontage is zoned B2 General Business District.

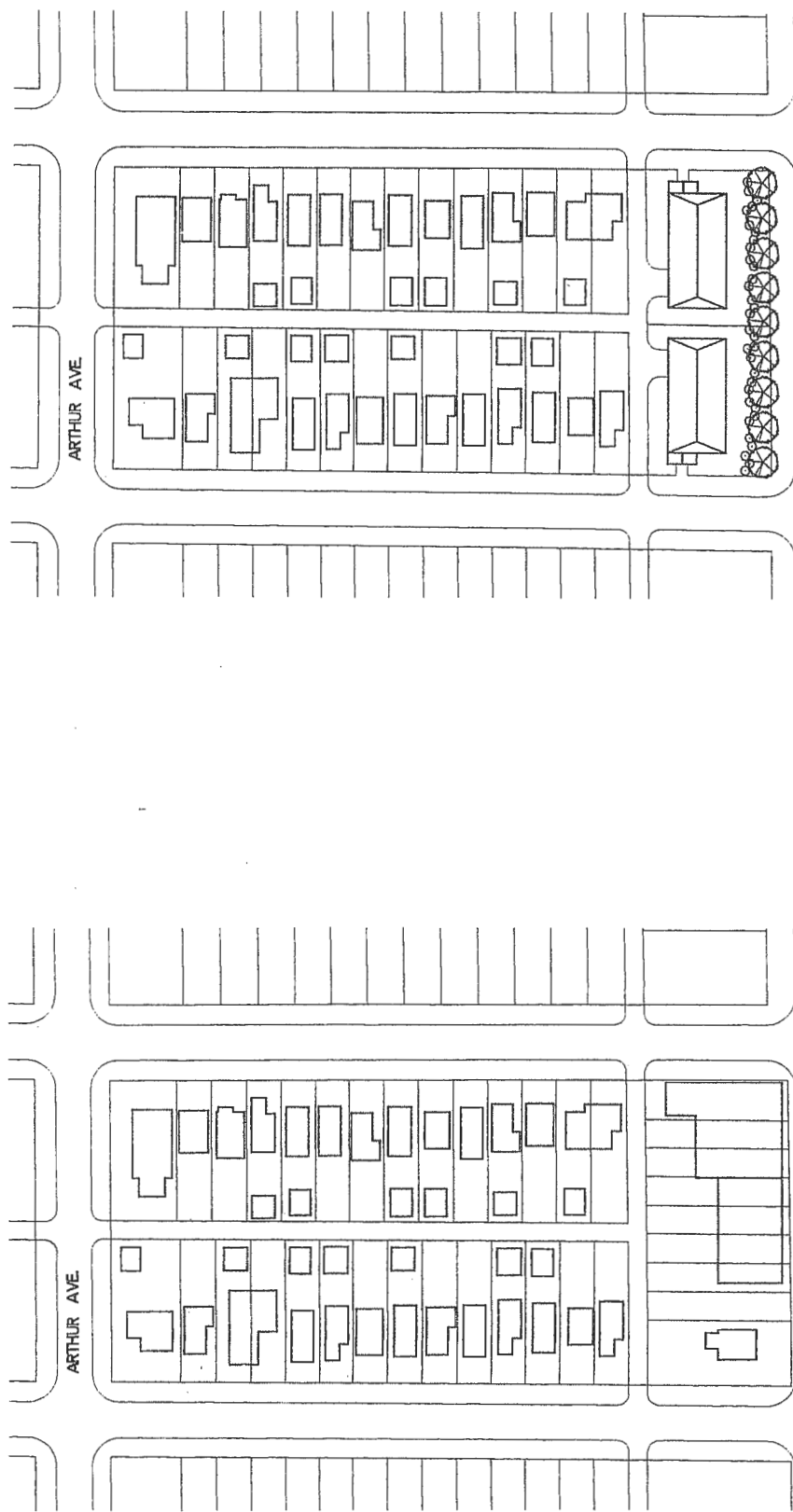
One of the primary issues affecting both existing uses and the redevelopment potential of this subarea is the relatively shallow 125-foot lot depth of properties fronting on Devon Avenue. There is a narrow one-way alley that separates these commercial uses from the single-family residential neighborhood to the north. There is little or no landscaping or fencing to buffer commercial properties from these residential uses.

The following land use policies have been established to guide future land use decisions regarding this subarea:

1. Enhance the property and sales tax base.
2. Protect residential blocks to the north from cut-through traffic.
3. Require uses to provide adequate on-site parking.
4. Improve buffering between commercial and residential uses.
5. Encourage small-scale commercial uses that are compatible with the adjacent single-family neighborhood.
6. Consider allowing low-density multiple family residential development along Devon Avenue east of Drake Avenue.
7. Consider selective cul-de-sacing of residential streets to reduce excess traffic and allow the development of additional parking for commercial uses.
8. Encourage high quality development at the northeast corner of Lincoln and Devon Avenues as a signature entrance to the community.

The preferred land use for the Devon Avenue commercial corridor is retail or other commercial uses. Rezoning of the vacant land on Drake Avenue north of Devon Avenue for two-family residential use is recommended, consistent with the development pattern immediately north of this site. Given the shallow lot depths along this corridor, redevelopment of obsolete commercial properties for retail use may not be practical. In such cases consideration should be given to allowing such sites to recycle as multi-family residential development. Wherever possible, such uses should be oriented to the side streets, which are currently residential in character. *Figure 9: Commercial/Residential Redevelopment Transition* illustrates how lots could be replatted to facilitate this type of development.

The banking facility at the corner of Devon and Lincoln Avenue could continue as a bank/office development or eventually be redeveloped as a retail or high-density multiple family residential development. However, given the prominent location of the site, it is essential that any redevelopment proposal be a high-quality development to enhance this community gateway location.



DEVON AVE
COMMERCIAL/RESIDENTIAL
REDEVELOPMENT TRANSITION

DEVON AVE
EXISTING CONDITION

FIGURE 9

COMMERCIAL/RESIDENTIAL REDEVELOPMENT TRANSITION

LINCOLNWOOD, ILLINOIS



CAMIROS
Planning, Design, Research, Construction
111 North LaSalle Street, Suite 2000 • Chicago, IL 60602 • Phone: (312) 897-0111

A TECHNICAL ASSISTANCE PANEL REPORT

Devon Avenue Corridor

Lincolnwood and Chicago, IL

September 10-11, 2013



**Urban Land
Institute**

Chicago



Chicago Metropolitan
Agency for Planning

Urban Land Institute Chicago

The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

ULI Chicago, a District Council of the Urban Land Institute, has more than 1,200 members in the Chicago region spanning the land use industry including developers, builders, engineers, attorneys, planners, investors, financial advisors, academics, architects and public officials.

TAP Sponsors

Village of Lincolnwood

President Gerald C. Turry

City of Chicago

Alderman Debra Silverstein, 50th Ward

James Cox

Department of Housing and Economic Development

Benet Haller

Department of Housing and Economic Development

TAP Partner

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the north-eastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. CMAP developed and now leads the implementation of GOTO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GOTO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

This project was supported through CMAP's Local Technical Assistance (LTA) program, which is funded by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Department of Housing and Urban Development (HUD), Illinois Department of Transportation (IDOT), and the Chicago Community Trust. The Village of Lincolnwood, City of Chicago, Urban Land Institute Chicago, and CMAP would like to thank these funders for their support for this project.

Sustaining Support

ULI Chicago gratefully acknowledges its 2013 sponsors, whose support is critical to local ULI initiatives:

PATRON

Golub & Company LLC

BENEFACTOR

CohnReznick LLP

LEADERSHIP

DLA Piper LLP (US)

SUSTAINER

Associated Bank

Bank of America Merrill Lynch

Chicago Title Insurance Company

Crown Community Development

Epstein

Ernst & Young LLP

Gould & Ratner LLP

Pearlmark Real Estate Partners, L.L.C.

SB Friedman Development Advisors

Solomon Cordwell Buenz

Walsh Construction Company

Wells Fargo

CONTRIBUTOR

Bryan Cave LLP

Bucksbaum Retail Properties, LLC

Deloitte

Jones Lang LaSalle

Plante & Moran, PLLC

Regional Transportation Authority

SUPPORTER

Edward R. James Partners, LLC

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Devon Avenue Corridor

Lincolnwood and Chicago, IL

September 10-11, 2013

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Introduction

The Village of Lincolnwood and the City of Chicago engaged the Urban Land Institute (ULI), through the Chicago Metropolitan Agency for Planning (CMAP), to provide recommendations for redevelopment of a six-block span on Devon Avenue, between McCormick Boulevard to the east and Lincoln Avenue to the west (Figure 1). The inter-jurisdictional Technical Assistance Panel (TAP) was held September 10-11, 2013.

Positioned on the northern border of Chicago, Lincolnwood is a diverse community surrounded by vibrant ethnic neighborhoods. More than half of its approximately 12,000 residents speak a language other than English at home. Its population is mostly upper-middle-class and aging, and many residents hope to age in place as they have lived in Lincolnwood for decades.

Along most of its eastern boundary, the Village is bordered by the North Shore Channel, a man-made canal that is navigable by boat or canoe. The Channel, completed in 1909, along with the nearby railway,

spurred initial development in the area, and the Village was incorporated in 1911 with 359 residents. Today the Channel is part of a larger Chicago River Corridor Development Plan and features bike and walking trails that draw residents from across the region. The Channel also forms a natural habitat for a variety of wildlife and migrating birds.

Challenges Facing the Devon Avenue Corridor

The focus of the TAP, a six-block corridor on Devon Avenue, was once a vibrant stretch of retail which has declined in recent years. Two long-time retail businesses that were a main draw for the area — Smart Jewelers and Avenue Fashions—departed two years ago, following their customer base north. Their departure has left a void and drained significant energy from the strip, making it hard to attract new retail. Currently, more than 25% of the storefronts in the corridor are vacant. A new business that was slated for the highly visible northwest corner of Devon

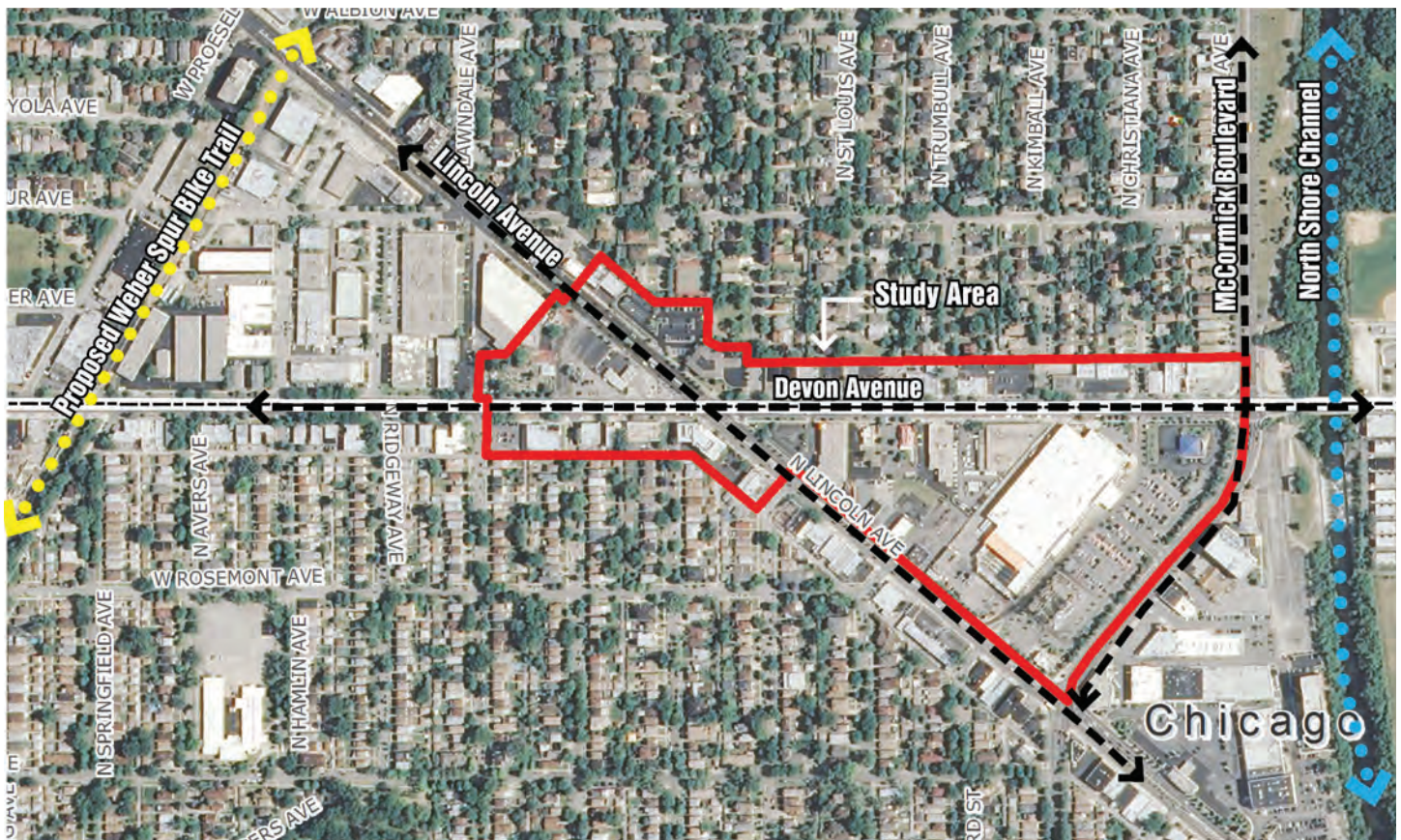


Figure 1: Devon Avenue Corridor Study Area

and McCormick has halted construction midstream because of financing issues, leaving the impression that retail in the area is struggling.

The area, many feel, lacks an identity or brand, and as one community resident put it, “it’s a forgotten part of town: unappealing and unattractive.”

Contributing to this perception is the lack of a unified streetscape on the north and south sides of Devon Avenue. Devon Avenue is the dividing line between Lincolnwood and Chicago, and national chains such as Home Depot and other large retail stores have located on the Chicago side (south side) of the street. These businesses do not always front Devon Avenue and have large surface parking lots, creating a different sense of scale than on the north side of the street.

The businesses on the Lincolnwood side of Devon, in contrast, are in smaller buildings built in a mix of architectural styles, and directly front the sidewalk. Many of these storefronts are currently occupied by small, independently owned businesses ranging from a check-cashing outlet to a real estate office. Most businesses on the Lincolnwood side rely on on-street parking for their customers. Ironically, as many noted, the retail on the Chicago-side is more suburban in character than the actual suburban side of the street.

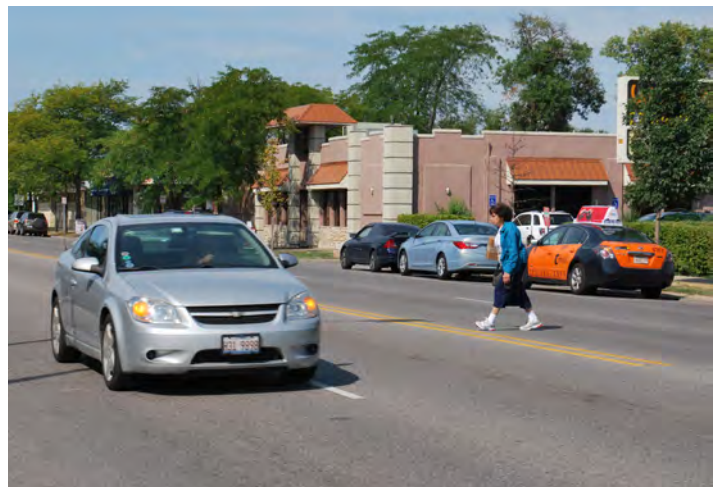
Another challenge in the corridor is pedestrian and bike safety. In the study area, Devon Avenue is a heavily trafficked stretch of four lanes carrying high-speed traffic. The panel found the Corridor to be highly auto-centric, but with limited parking options and few pedestrian amenities to ensure safe crossings. Lincolnwood and Chicago officials as well as local residents regard pedestrian safety as a big concern, especially near the Post Office, which attracts significant foot traffic.



Home Depot on the Chicago (south) side of Devon Avenue



Storefronts on the Lincolnwood (north) side of Devon Avenue



Devon Avenue lacks pedestrian crosswalks in the study area

The TAP Process and Framing Questions

The Village's vision for the corridor is a dynamic, safe, and attractive commercial district that provides various goods and services that complement the residential neighborhood immediately to the north. A vibrant commercial district and enhanced streetscape, the Village hopes, will also help establish an attractive gateway into the Village. Recognizing the importance of collaboration, the Village of Lincolnwood partnered with the City of Chicago to jointly sponsor this TAP. By coordinating efforts across jurisdictional lines the Village hopes to create a cohesive identity for the area.

The Village of Lincolnwood and the City of Chicago identified several complementary questions and issues that they hoped the TAP could address. These are:

1. What is the market for commercial redevelopment in the corridor? If commercial market demand is limited, what are other uses that could be successful in the corridor?
2. Would streetscaping have an impact on the viability of development? What impact would pedestrian and median improvements have? What type of streetscaping would be most valuable?
3. How can the corridor take advantage of nearby transportation assets such as the North Shore Channel Trail, PACE, and CTA bus routes? What opportunities are there for connections to Sauganash and Weber Spur trails across Devon Avenue?
4. What is the plan for the site at the northeast corner of Devon and McCormick (immediately adjacent to the study area)?

ULI Chicago convened a panel of experts to provide technical assistance to the Village and the City by developing realistic, implementable strategies to address the issues along Devon Avenue.

The ten-member panel met over two days and included experts from a variety of fields including transportation planning, real estate redevelopment,

sustainable design, and, landscape design. The panel was chaired by John Mays, a lawyer specializing in real estate development at Gould & Ratner, LLP, a mid-sized Chicago law firm.

To prepare for the panel, all panelists reviewed detailed background briefing material in advance. During the two day panel, the panelists toured the study area, heard from City of Chicago and Village of Lincolnwood representatives, and met with 40 area stakeholders, including residents and business owners. Using this information, the panelists worked together to develop several near term and longer term strategies to rejuvenate the study area.

Key Recommendations

The Village has several strengths to capitalize on, including its location, diverse demographics, high median income, strong retail base, and good fiscal health. However, socio-economic realities, including an aging population and the existence of retail elsewhere in the Village that competes with the corridor, limit the potential of the study area. Further, within the corridor, smaller lots, limited parking, and a small buffer area (alleyway) with the single-family residential neighborhoods, create challenging conditions for retail.

To restore vitality to the corridor, the Village must adapt to demographic changes, the changing retail landscape they usher in, as well as the physical constraints of the corridor. Additionally, the Village and the City must continue to collaborate to ensure that future developments and improvements create a more cohesive and a safer experience for all users along the corridor.

The panel's recommendations to address the questions posed by the Village and the City, focus on:

- **Redevelopment Opportunities,**
- **Transportation Improvements - Safety and Access, and**
- **Streetscape Enhancements**

Redevelopment Opportunities

1. Focus Redevelopment Efforts on Key Sites

The panel recommends focusing on key sites that have the most development potential and can re-energize the rest of the corridor (Figure 2). These sites include:

A: Northwest corner of Devon Avenue and McCormick Boulevard,
B: Northwest corner of Lincoln and Devon Avenues,

C: Whistler's Restaurant,
D: Vacant lot on Drake Avenue
E: Vacant MovieTheater Site



Figure 2: Key Redevelopment Opportunities

Site A: Northwest corner of Devon and McCormick.

This 21,300 square foot parcel, as a key bookend to the corridor and with strong potential for redevelopment, should be a primary, and immediate, focus for the Village. If the current tenant is unable to complete construction and start operations in a timely fashion, Lincolnwood should recruit another business for this location. The site and the currency exchange to its west are under the same ownership and could be assembled for redevelopment. Because of its high visibility, the panel recommends a retail focus for this location. A developer could use Tax Incremental Financing (TIF) proceeds to renovate or rebuild.



Construction remains halted on the site at the NW corner of Devon and McCormick

Site B: Northwest corner of Lincoln and Devon Avenues. This 2.9 acre site, which forms the other bookend of the study area, consists of three parcels currently occupied by a Shell gas station, miniature golf, and a parking lot, as well as a Village-owned street that could be vacated.

As an assembled site with one owner, this corner is another attractive option for redevelopment. TIF status would be particularly helpful for redevelopment. Because of the need to assemble the parcel, vacate the street and potentially complete an environmental clean-up, this site should be viewed as a longer-term redevelopment opportunity.

Site C: Whistler's Restaurant. Located between Kimball and Trumbull Avenues, Whistler's is a key redevelopment site because of its size (28,800 square feet), large parking area (70 spaces), and single ownership. By upgrading the existing restaurant, or redeveloping it as a new destination-oriented single or multiple tenant restaurant, this site can become a big draw on Devon Avenue. A new or upgraded restaurant could potentially attract many more people to the area, increasing the customer base for other nearby businesses.

Site D: Vacant lot on Drake between Devon and Arthur Avenues. This 26,400 square foot site, which is privately owned and has been vacant for more than 50 years, is a prime residential development opportunity, and should be included in any TIF district that is established for the Devon Corridor. The lot, which is zoned R-4, could be developed as townhomes or market-rate senior housing. It could also be developed as usable open space. If developed, this property would generate additional tax revenue for the TIF.

Site E: Vacant Movie Theater Site. Although not within the immediate study area, the vacant movie theater site at the southeast corner of McCormick and Devon, offers another significant redevelopment opportunity. Because the site is located in Chicago, Lincolnwood should collaborate with the City of Chicago including the 50th Ward Alderman's office, to incorporate the site as an important component of the future plans for the overall area. If redeveloped, a retail use similar to Walgreens could be appropriate for this site.



Northwest corner of Devon and Lincoln Avenues is currently under-utilized



Whistler's has the large on-site surface parking lot on the north side of Devon



Vacant private property on Drake Avenue

2. Focus on Service-based Commercial Uses

Once some of the key sites, especially the northwest corner of Devon and McCormick, are redeveloped, it will be easier to attract smaller businesses to fill vacancies in the rest of the corridor. For these spaces, the panel recommends that the Village focus its efforts on attracting service-based commercial outlets providing services such as dentists, physical therapy, real estate, and similar uses.

The reason to focus on service business rather than traditional retail in this area is because the retail market along the six-block corridor on the Lincolnwood side of Devon is currently weak. Vacancy rates exceed 25 percent. The lots are shallow (125 feet deep), and a narrow alleyway behind the properties offers little barrier between the Devon business corridor and the residential neighborhood. Further, most of the buildings are privately owned, some with long tenures, and the rents are low. Together, these conditions suggest that tearing down existing buildings and replacing with newer retail would be difficult and not an effective use of funds.

In addition, there are already strong retail options elsewhere in the Village. In some ways, the decline of the corridor is a result of the Village doing an excellent job elsewhere in attracting retail. The Lincolnwood Mall, the planned development for the “Purple Hotel” site, and the retail options in the Touhy-Crawford area have saturated the Village with retail options. Therefore developing more retail in the Devon corridor would likely be self-defeating, and risk cannibalizing retail elsewhere.

3. Consider Market-rate Senior Housing

In addition, at the west end of the corridor, several parcels could be assembled to create market-rate, independent living, senior housing to accommodate the aging demographics in the area, which is also reflective of the national trend. The location is a prime spot, near the Swedish Covenant medical facility and a park, and could spur improvements in the buildings and parcels nearby. Zoning would need to be altered to accommodate higher density—three or four stories—to make this option viable. Because the surrounding architecture is three- to four-story buildings, a similarly sized residential building would



Many storefronts are vacant on the Lincolnwood side of Devon Avenue

fit in, and the development could add energy to the corridor. Indeed, senior housing is a growth market with many developers seeking opportunities in the market.

4. Build Relationships with Property Owners

To build out the commercial/service tenants in the four sites and along the full corridor, it will be critical that the Village build strong relationships with the current owners of the parcels and gather pertinent information to have on hand when courting real estate developers. Vacancy rates, zoning options, and lot sizes and prices, are the types of information that real estate developers will seek when making decisions where to invest. Having that information readily available will be critical.

Transportation Improvements - Safety and Access

The Devon corridor is a heavily trafficked span. However, it also has the potential to be a walkable, inviting stretch, with certain safety improvements. While motorists are important, so too are pedestrians. The visible activity that a highly walkable street filled with pedestrians encourages, sends a signal that the area is a good place to shop and linger.

A unique feature of the area is its Orthodox Jewish community, which is forbidden to drive on the Sabbath. Therefore, there is a built-in walking community already, which with some encouragement via high-quality design, could be convinced to abandon their cars and walk on other days of the week as well. In addition, people are coming from other parts of the region to use the trails along the North Shore Channel. Once completed, the Saugansah Trail and the Weber Spur Trail along with the existing North Shore Channel Trail, will form a strong regional bike network, a significant portion of which will traverse through Lincolnwood. Improving bike and pedestrian access to the Devon corridor from these trails would encourage additional visitors.

Creating opportunities for people to “trip-chain”—park and shop in two or more places—makes for a more vibrant area, as does the seamless integration of public transit. Encouraging a more walkable area also reduces the need for additional parking, because customers can park once and walk between shops.

With some effort, the six-block stretch of Devon could be a “complete” street—a street attractive to all users.

1. Improve Pedestrian Safety

A key element in any plan to attract more pedestrians is to improve safety. Two of the most frequent comments from residents were that the area does not have a cohesive look and that the lack of pedestrian crossings was dangerous. This latter concern was confirmed by looking at accident data, which shows higher incidences of pedestrian and bicycle accidents in the study area, compared to the other segments of Devon Avenue. (Figure 3)

To transform this auto-oriented stretch of Devon into a “complete” street, Lincolnwood and Chicago should work together to develop a shared vision for the corridor. Also because the Illinois Department of

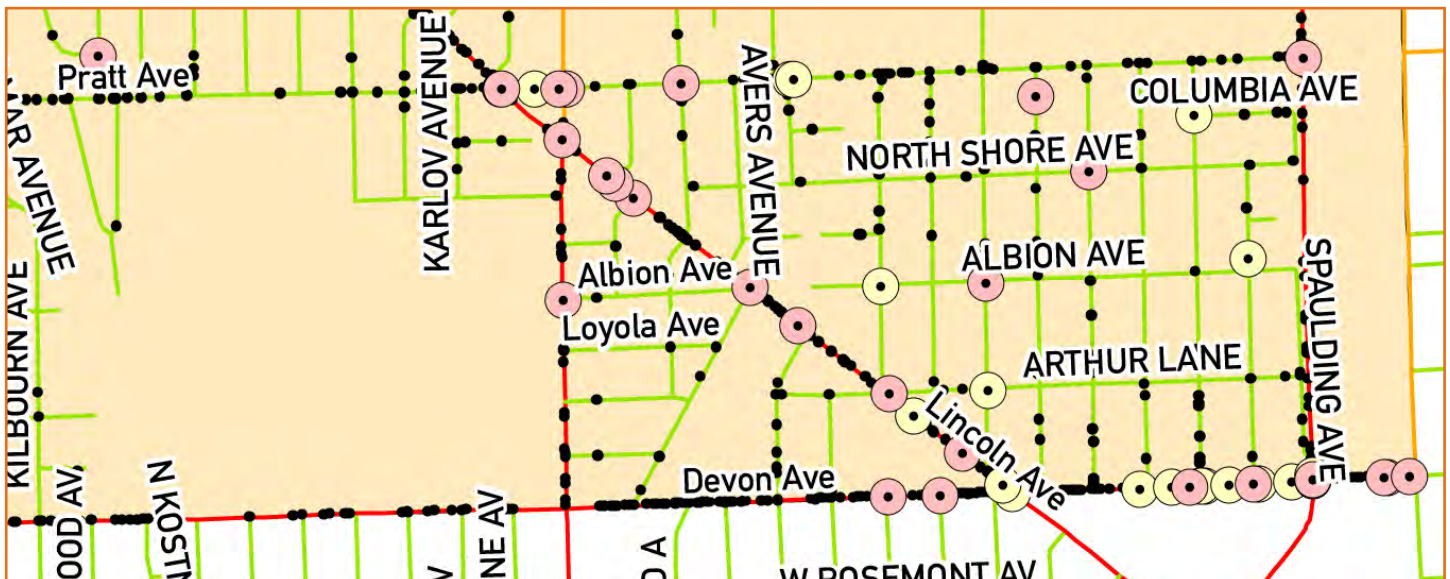
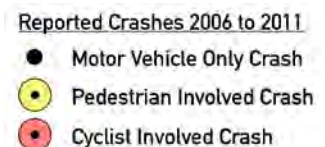


Figure 3: Study Area Crash Map
Prepared by Active Transportation Alliance, Source: IDOT 2006-2011



Transportation (IDOT) has jurisdiction over Devon Avenue, Lincolnwood and Chicago should jointly approach IDOT to make safety improvements. Features such as refuge islands, curb bump-outs, and improved sidewalks, will certainly help.

Create refuge Islands. Pedestrian safety can be improved by creating a median with pedestrian refuge islands. This allows people to cross halfway and then safely pause before crossing the other half of the street.

Add pedestrian crosswalks. The panel recommends installing a crosswalk with pedestrian-activated flashing beacons near the Post Office at Devon and Kimball. The beacons signal to drivers that a pedestrian is about to cross. Although a signal at the intersection is the best option for safety, it is also the most expensive.

Create Curb Bump-outs. The panel also recommends curb bump-outs at intersections with residential streets. Bump-outs shorten the distance from one side of the street to the other for pedestrians, making their passage safer.

Complete Sidewalks. The Village should complete the missing sidewalk between Lincoln and Hamlin streets, and should maintain continuous sidewalks along Devon.



Mid-block crosswalks and curb bump outs allow pedestrians to cross safely

A landscaped “end-cap” for on-street parking enhances safety and appearance

2. Create Bike Lanes

The Panel recommends adding a bike lane, both to slow traffic and to increase transportation options in the corridor. Making Devon Avenue bike-friendly will make the bike trail along the Channel more accessible from the proposed Saugansah and Weber Spur trails, further strengthening the regional bike network.



Bike lanes increase transportation options

3. Improve Parking Options

The panel recommends that the Village consider creating angled parking on residential streets at intersections with Devon. Angled parking will significantly increase the amount of parking in the area and is likely to work within the existing street width. The Village could also approach MB Bank to share some of the parking in the large bank lot with area businesses, especially during the evening, when the bank is closed, but the other businesses are open. Additionally, the Village should create end-caps for street parking to enhance pedestrian safety.



A detailed engineering study will be needed to develop a new “complete street” design for Devon Avenue. However, based on preliminary roadway measurements provided by the Village of Lincolnwood, Devon Avenue is approximately 60 feet wide from curb to curb in the study area, which is sufficient to incorporate many of the safety recommendations. Over a longer term, by reconstructing curbs and redesigning the entire right-of-way, which is almost 100 feet, Devon Avenue can be transformed into a street that is safe and attractive for all users. Figure 4 presents a roadway cross-section concept developed by the Active Transportation Alliance which illustrates several pedestrian and bike safety features recommended for Devon Avenue.

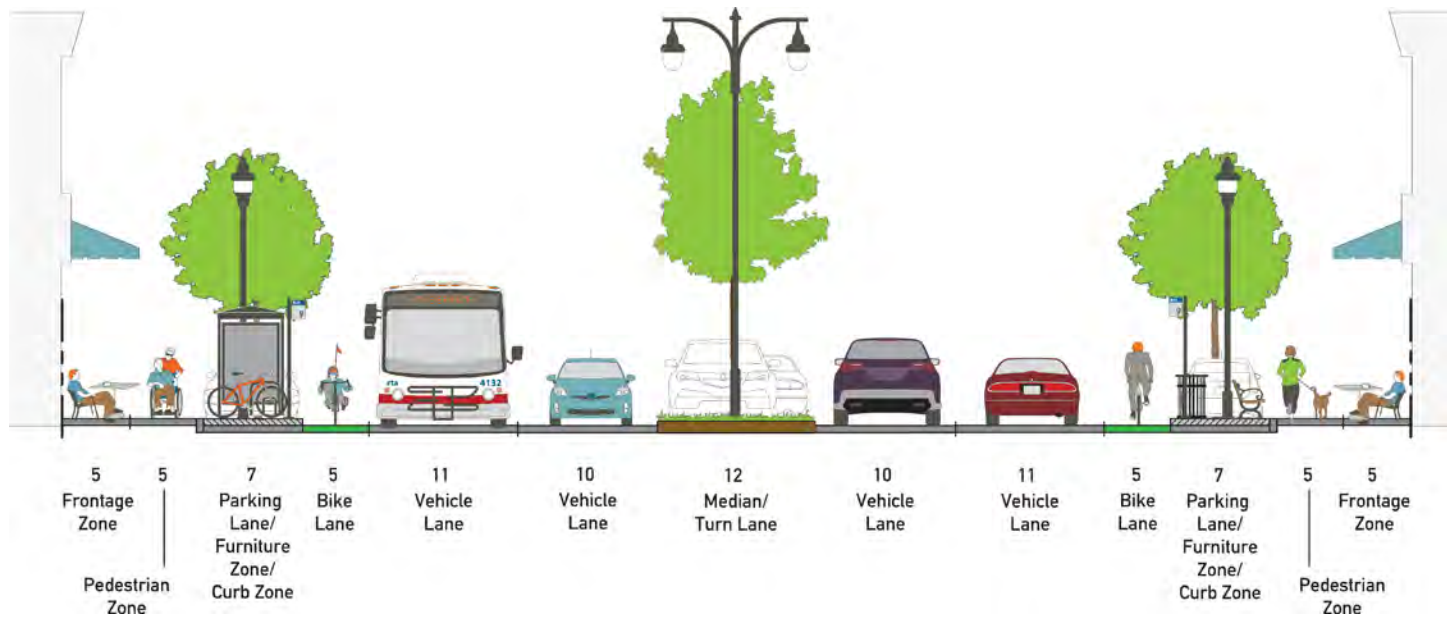


Figure 4: Typical Cross-Section for a Urban Commercial Mixed Use Boulevard

Source: Complete Streets, Complete Networks Design Manual by the Active Transportation Alliance

Streetscape Enhancements

An improved streetscape along Devon Avenue can help build enthusiasm for the area and signal visually that the area is rejuvenated. As one resident said, “The worst case outcome is to do nothing.”

To improve the look and feel of the corridor, the corridor should be tied into the North Shore Channel and trail on the east, and Lincoln Avenue on the west side. To make shoppers feel welcome and engaged in the shopping experience, the panel suggests several beautification strategies, some immediate, others short-term, as well as longer-term plans. The panel feels strongly that the investment in landscaping and beautification would reap dividends in increased shoppers, and several features could greatly improve safety. Furthermore, streetscape is an essential investment if private developers are to show any interest.

50th Ward Alderman, Debra Silverstein, reported that Devon Avenue just east of the study area will undergo major streetscaping starting in 2014. With funding from an established TIF district and the State of Illinois, Devon Avenue from Kedzie Avenue to Leavitt Street in Chicago, will see new street lighting, wider sidewalks with decorative pavers, trees, benches, new crosswalks and community identifiers, among other improvements. To remain an attractive draw for shoppers and service seekers, the panel recommends that Lincolnwood focus on improving its own streetscape along Devon Avenue, drawing from the existing Streetscape Plan adopted by the Village for Lincoln Avenue. In addition to aligning with the design elements of Lincoln Avenue, key elements of the new streetscape should include public art and public spaces (Figures 5a and 5b). More specifically, the panel recommends that the Village do the following:

1. Clean up the Area

Encourage current building owners to invest in their own properties to make them more attractive for leasing. In addition, have the Village Public Works Department do an immediate clean-up, focusing on sidewalks, trash, weeds, and other eyesores.

2. Create Gateways

The panel recommends focusing on the corner of Devon and McCormick as the gateway into the Village from the south and the east, and the corner of Devon and Lincoln as a gateway to the north and west. The panel recommends creating gateways as a way to visually bring attention to the transition into the Village and to slow traffic, giving drivers a reason to pause and look around.

The panel further recommends creating a gateway green space on the empty lot owned by the Metropolitan Water Reclamation District (MWRD),

on the east side of McCormick. Because MWRD's preference is to create and maintain developed open space along the Channel, the panel proposes creating a public space that could also be used for a farmer's market or local food trucks. The area is tied directly to the bike trails, which can encourage bikers to stop and explore the Village.

3. Install Public Art

The MWRD lot could be the beginning of several public art displays throughout the Devon corridor, which can be used as an element of continuity in the streetscape. Art is already on display along the bike paths, and there are many nonprofit and commercial organizations anxious to support public art installations. Some of the art could also be functional, such as bike racks or a bus stop. The panel recommends that the art installations begin on the northeast corner of Devon and McCormick, and continue down Devon.

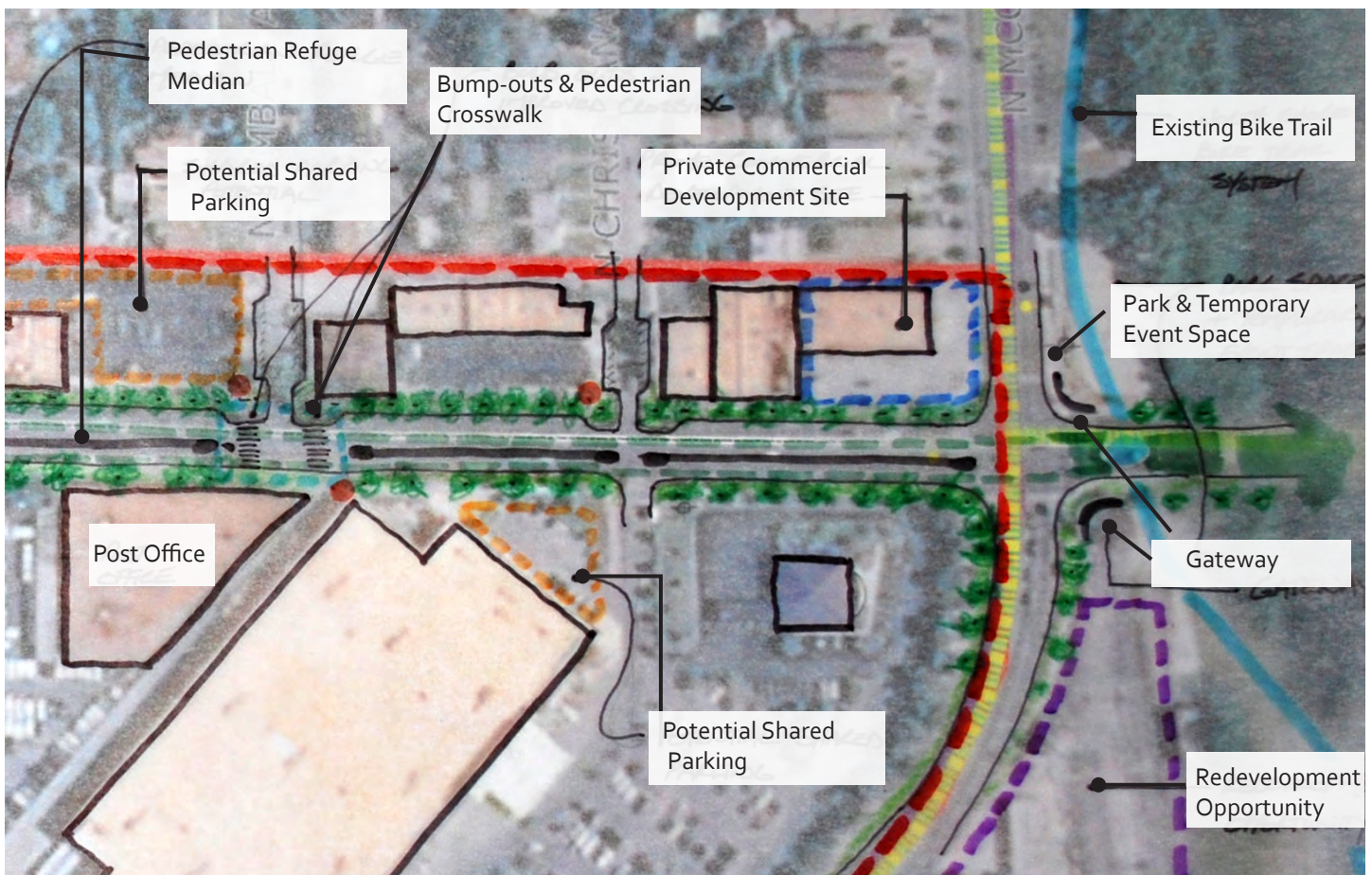


Figure 5a: Redevelopment Sketch for the eastern portion of the study area prepared during the two day panel

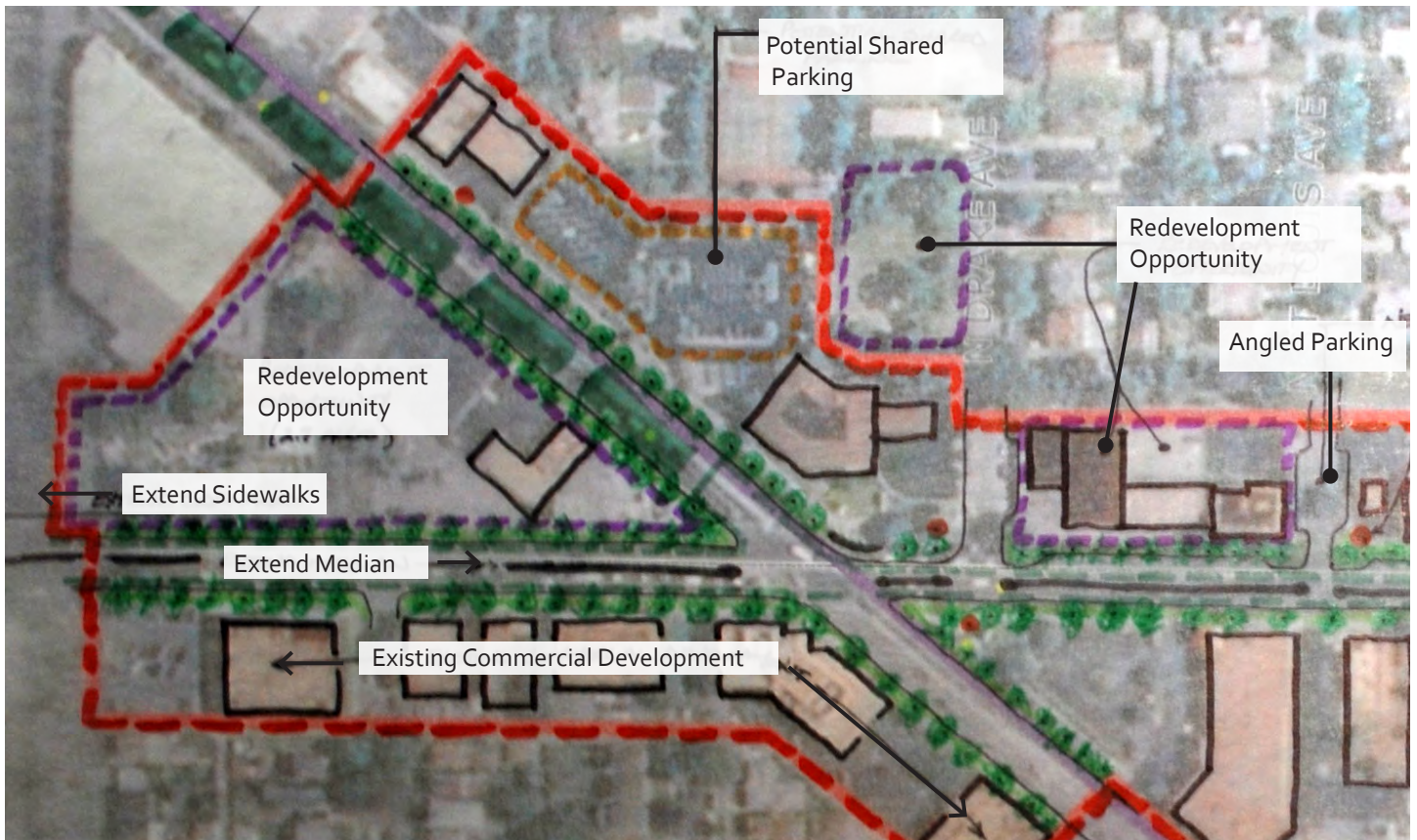


Figure 5b: Redevelopment Sketch for the western portion of the study area prepared during the two day panel

4. Create a Unified Corridor Design

Visual elements indicated in the Lincoln Avenue Streetscape Plan can be extended down into Devon Avenue. These elements include trees, benches, planter boxes, lighting, and signage. The elements should be placed on both sides of Devon, Lincolnwood and Chicago, to tie the street together visually.

Financing the Improvements

The key to successful commercial/service redevelopment, the panel notes, will be to establish a Tax Increment Finance (TIF) district. TIF districts capture increases in property tax revenues in a specific area without changing the actual tax rate for property owners. Any increased tax revenue is held in a specific TIF fund, which is used to help finance improvements aimed at stimulating economic growth within the district. Village opponents of a TIF on Devon have argued that current taxing bodies, such as the school system, could lose revenue because under a TIF, their share of the property tax would be limited to the



Examples of Recommended Street Furnishings
Source: Lincoln Avenue Streetscape Plan, Village of Lincolnwood

equalized assessed value of the area at the time the TIF was approved. While the TIF district is in place, tax revenue from increased property values generated within the TIF boundaries go into the TIF fund and then are reinvested in that area.

Although acknowledging the community resistance to a TIF, the panel feels strongly that short of floating a bond, this form of financing is the best option to rejuvenate the area. A TIF would be a clear draw to real estate developers, whose investment can stem the deterioration of the corridor. Without a TIF, the area will continue to decline and with it, the overall tax base. Ultimately, the infrastructure improvements in the area will benefit the public, not the private developers, as some opponents to the TIF have worried.

In addition to a TIF, the panel encourages the Village to reach out to local businesses to support beautification efforts. Home Depot, for example, has already volunteered trees for the streetscape project. In addition, the Village could target \$25,000 annually in Property Enhancement Program funding for four years for the Devon Corridor in the budget. The Property Enhancement Program is designed to provide an incentive to business owners to make improvements to their building's exterior or other property enhancement that will improve the appearance of a business district. The panel also encourages the Village to coordinate with the City of Chicago on beautification planning.

To finance the pedestrian- and bike-safety improvements, the panel recommends approaching IDOT for funds through its Highway Safety Improvements Program. Finally, the panel recommends timing the more major renovations along Devon to align with the eventual sewer repairs to be done by MWRD, as a way to "dig once," and save money.

Conclusion

The panel recommends that the Village focus on improving the look and safety of the Devon Corridor as a gateway to the Village and to encourage a service use focus for the area with retail on key

sites. The panel also identified options for funding the recommended upgrades and redevelopment efforts. Additionally, the panel has created a set of immediate and longer-term steps the Village can take to implement the recommendations presented in this report.

Immediate Actions

- Establish a TIF, without which developer interest will wane.
- Send Village crews to clean up trash, weeds, and other eyesores along Devon.
- Address the issues at the languishing, highly visible site at the northwest corner of Devon/McCormick.
- Establish relationships with local business and land owners in the corridor; develop a database of information such as rents and vacancies that are critical to developers.
- Reach out to businesses for potential sponsorships of public art and streetscaping elements.
- Actively engage with MWRD for the post-remediation use of the site on the northeast corner of McCormick and Devon.
- Establish regular meetings with the Chicago Alderman's office, and the City planning staff to build a strong relationship between the Village and the City.

Longer-term Initiatives

- Establish a zoning overlay district with flexibility in use and density to entice redevelopment on key sites.
- Approach the entire street with a consistent visual design plan and provide incentives for current owners to upgrade their properties.
- Address safety as a part of street design. Partner with the City of Chicago to jointly approach IDOT regarding implementing pedestrian and bike safety improvements along Devon.
- Address parking issues including angled parking on side streets off Devon as a part of overall street design. Identify potential funders for the public art related recommendations.
- Work with owners of key sites to facilitate land assembly and/or redevelopment.

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Village of Lincolnwood

Devon Avenue Corridor

(Study Area: north side of Devon Avenue between McCormick and Lincoln Avenues)

Commercial Development

The Devon Avenue corridor, located between McCormick Blvd. and Lincoln Avenue and within the Village of Lincolnwood, is comprised of 6 blocks, having approximately 22 businesses, 6 vacancies and 11 separate property ownerships. There is no established local business association or organization specifically for this corridor, although businesses may join the Lincolnwood Chamber of Commerce which serves the entire community. Attached is an inventory of the existing businesses located within the Devon Avenue corridor.

The Lincolnwood side of this corridor is characterized by a traditional urban development form with most buildings fronting directly onto the public sidewalk. For these properties, there is either no off-street parking or off-street parking is limited and located to the rear of the building, accessible via an alleyway.

Although the general condition is for the buildings to front directly onto the public sidewalk, 2 properties on the Lincolnwood side of the corridor are developed in a more traditional suburban strip pattern, with the 2 buildings situated toward the rear of the property with off-street parking occurring toward the street front. In the approximate middle of the corridor, an independent restaurant with a large adjoining off-street parking lot, comprises the entire block.

The corridor is generally characterized by single story buildings. Four properties however have second stories. While construction dates of the existing buildings located in the corridor is generally not known, most buildings appear to date to the 1950's-1960's. The one exception is the MB Financial Bank building located at the corner of Lincoln and Devon Avenues which was constructed in approximately 2003 (and which replaced another bank building at this location).

An alleyway separates the Devon Avenue commercial corridor properties from an adjacent well established residential area immediately to the north. Except for this alleyway however, there is little if any buffer between these land uses.

While there is no statistical data available, anecdotally a large orthodox Jewish population resides in this neighborhood north of the corridor. Within the Devon Corridor itself, a Community Kollel has been established on the Village side of the corridor and west of Lincoln Avenue along Devon in Chicago, two synagogues exist, one denoted as an orthodox synagogue.

In addition to religious diversity present, 26.6% of the Village's population is of Asian race, and more than half of the Village population speaks a foreign language at home, with 37.5% of the population foreign born. The largest Asian ethnic groups present in the Village are Asian Indian,

followed by Filipino and Korean. In 2009, the median household income of the Village was \$82,875. 71% of residents have either a college degree or some college.

In October 2010, the Village commissioned a study, prepared by Houseal Lavigne Associates, to study the feasibility of retail in an area of the Village located five blocks north of the Devon Avenue Corridor. This area, locally identified as the Lincolnwood Business Park, is an industrial area adjoining the newer Lincolnwood Town Center Mall development. While this study focused on the feasibility of retail in the Lincolnwood Business Park area, the report identified the Devon/McCormick/Lincoln Triangle as one of the retail concentrations located in Lincolnwood's primary market area. For reference, attached is this report.

Attachments

1. Inventory of Businesses in Corridor
2. Houseal Lavigne Retail Report

Village of Lincolnwood

Devon Avenue Corridor

(Study Area: north side of Devon Avenue between McCormick and Lincoln Avenues)

Residential Development

The Devon Avenue corridor within the Village of Lincolnwood is presently zoned B2 General Business District, from McCormick Blvd., westward to Drake Avenue. This zoning district does not allow for any type of residential development and there are no existing residential units found along this corridor, nor any currently planned.

Westward of Drake Avenue, including properties adjacent to the Devon/Lincoln Avenue intersection and taking in other properties north along Lincoln Avenue, the properties are presently zoned B1 Traditional Business District with a Mixed Use overlay zone. Within this Devon/Lincoln hub area, residential housing is not a Permitted Use; however, multifamily housing may be authorized with specific Special Use approval by the Village Board.

Whether to allow through any means, residential uses, including multifamily housing in the Mixed Use, Devon/Lincoln overlay zone, was of some controversy when the Village considered adopting new zoning in the 2007-08 time period. Some in the community did not believe it was appropriate that residential housing should be allowed at this Lincoln/Devon gateway area into the community.

On Lincoln Avenue, properties located north of approximately Arthur Avenue and northward for some distance, current zoning allows for residential development of up to three stories, although recently the Village Board has requested the Plan Commission to review whether any residential development along Lincoln Avenue south of Pratt Avenue to Devon Avenue is appropriate. This review has not yet occurred.

In 2008, at the time the Village adopted a comprehensive amendment to its zoning code, a proposal to allow residential development in the B2 District along Devon Avenue east of Drake, to McCormick Blvd., was made. This proposal was put forward in response to a plan by Whistler's Restaurant to develop a multi-story condominium building with first floor retail on this property within the corridor. This proposal became somewhat controversial in the community with concerns of the impact new residential units would have on local schools voiced and a call for further study before any change in the code was made allowing for residential in the Devon Avenue corridor. This proposal to allow for residential development in the Devon Avenue Corridor was subsequently defeated and no further interest or action concerning residential use in the corridor has been made.

Notwithstanding that presently residential is not allowed within the B2 zone of the Devon Avenue Corridor and the most recent land use consideration has been not to change this policy, the Village's 2001 Comprehensive Plan (updated in 2006 which added changes for Lincoln Avenue) recommends consideration of low density multifamily residential See attached excerpt.

The area immediately north of the Devon Avenue corridor within the Village is zoned R4 Residential District, which allows for single family, duplex, townhouse and multifamily dwellings on minimum lot sizes of 5,400 square feet. While properties which front Spaulding Avenue (facing McCormick Blvd.) are largely 3 flats and there exists some duplexes, the character of this area immediately north of the Devon corridor is generally single family residential. Prior to the economic downturn in 2008, residential teardowns and rebuilds occurred in this area. Foreclosures in this area do not appear excessive.

Attachments

1. Excerpt Lincolnwood Comprehensive Plan Devon Avenue Corridor (2001)

Village of Lincolnwood
Devon Avenue Corridor Business Inventory

Address	Business Name	Business Type	Approximate Size*	Off Street Parking	Comments
<u>McCormick Intersection</u>					
3300 Devon	Jaffa Bagels (not open)	Restaurant	4600 sq ft	15 spaces (in front)	Premises Under Construction
3310 Devon (2 story)	Currency Exchange	Financial	1000 sq ft	3 spaces (to side)	
3318 Devon (2 story)	Shore Galleries	Firearm Shop	4400 sq ft	None	
3320 Devon	CD One Price Cleaners	Dry Cleaner	3300 sq ft	6 spaces (in rear)	
<u>Christiana Intersection</u>					
3350-56 Devon	Vacant	N/A	3000 sq ft	29 spaces shared (in front)	Previously Smart Jewelers
3362 Devon	Vacant	N/A	1300 sq ft	See above	
3364 Devon	Vacant	N/A	1300 sq ft	See above	Previously World Unlimited Travel
3366 Devon	Vacant	N/A	1300 sq ft	See above	
3368-70 Devon	Eye on Devon	Optometry Office	2600 sq ft	See above	Previously Avenue Fashion
3372 Devon	Vacant	N/A	5000 sq ft	10 spaces	Previously Monty Levenson Golf
<u>Kimball Intersection</u>					
3420 Devon	Whistler's Restaurant	Restaurant	5200 sq ft	70 spaces	
<u>Trumbull Intersection</u>					
3450 Devon	Fast Signs	Sign and Banner Shop	2800 sq ft	None	
3454 Devon	Global Podiatry	Medical	3600 sq ft	8 spaces (in rear)	
3456 Devon	Allstate	Insurance	1400 sq ft	14 spaces shared (in rear)	
3458 Devon	Mr. Refund	Financial (tax services)	1400 sq ft	See above	
3462 Devon	Lincolnwood Community Kollel	Religious Center	3000 sq ft	See above	
3472 Devon	Dairy Star	Restaurant (ice cream)	980 sq ft	16 spaces	
<u>St.Louis Intersection</u>					
3500 Devon (2 story)	Siddharth Jewelers	Jeweler	2600 sq ft	18 spaces shared (in rear)	
	Dianoor Collectibles	Specialty		See above	
	Memsahab Boutique	Clothing		See above	
	Senior Helpers of Niles/Lincolnwood	Senior care		See above	On Second Floor
	Dream Life Realty	Real Estate		See above	
	Shree Balaji Travel & Tours	Travel Agency		See above	On Second Floor
3508-3510 Devon	E-Tech Services	IT/Computer Repair	2300 sq ft	24 spaces shared (in rear)	
3514 Devon	Vacant		1600 sq ft	See above	
3516 Devon	Jerger Design Services	Window Coverings	2600 sq ft	None	
3518 Devon	Jackson Hewitt	Financial (tax services)	2600 sq ft	None	
3520 Devon	Prudential Realty	Real Estate	5200 sq ft	None	
<u>Drake Intersection</u>					
6401 Lincoln (2 story)	MB Financial	Bank, Financial Services	10300 sq ft	77 spaces	Property includes drive-thru
<u>Lincoln Intersection</u>					
Notes					
<i>Parking count is estimated from aerial maps</i>					
<i>Business space is estimated from aerials; only ground square footage is shown</i>					
<i>Businesses are located on ground level unless otherwise noted</i>					
<i>All properties along the corridor are one story unless otherwise noted</i>					