AGENDA

I. Call to Order

II. Roll Call

III. Approval of Minutes
   1. Minutes of the Committee of the Whole Meeting November 19, 2019

IV. Regular Business
   1. Discussion Regarding Bike Lanes on Pratt Avenue between Crawford and Cicero Avenues (6:00 - 6:30 P.M.)
   2. Discussion Regarding 7300 North Cicero Avenue Parkway Parking (6:30 - 7:00 P.M.)
   3. Discussion Regarding a Proposed School Bus Depot at 6995 North Central Park Avenue (7:00 - 7:30 P.M.)

V. Public Comment

VI. Closed Session

VII. Adjournment

DATE POSTED: November 26, 2019

Please note the start times for discussion topics are estimates and may be adjusted during the meeting as determined by the Village Board.
Call to Order
President Bass called the Committee of the Whole meeting of the Lincolnwood Board of Trustees to order at 6:03 P.M., Tuesday, November 19, 2019, in the Council Chambers of the Municipal Complex, 6900 North Lincoln Avenue, Village of Lincolnwood, County of Cook and State of Illinois.

President Bass announced the Committee of the Whole would begin at 6 p.m. and the Village Board meeting would begin at 7:30 P.M.

On roll call by Village Clerk Beryl Herman the following were:
PRESENT: President Bass, Trustees Hlepas Nickell, Ikezoe-Halevi, Sargon, Klatzco, Patel
ABSENT: Trustee Cope

A quorum was present.

Also present: Anne Marie Gaura, Village Manager; Chuck Meyer, Assistant Village Manager; Heather McFarland, Assistant to the Village Manager; Jon Bogue, Management Analyst; Doug Hammel, Development Manager; Jay Parrott, Police Chief.

Approval of Minutes
The minutes of November 5, 2019 Committee of the Whole meeting were presented for approval.

Trustee Hlepas Nickell moved to approve the minutes of November 5, 2019, seconded by Trustee Sargon.

Motion to approve passed by a voice vote.

Regular Business
1. Presentation from Solid Waste Agency of Northern Cook County (SWANCC)

This item was presented by David Van Vooren, Executive Director of SWANCC, using PowerPoint.

Mr. Van Vooren gave an overview of SWANCC, how many communities belong to SWANCC. Mr. Van Vooren also explained the organizational structure of SWANCC as well as the history of the organization.
Mr. Van Vooren explained that from SWANCC, 10,000 tons of garbage leave their site every day and are taken to a landfill in Rockford.

Mr. Van Vooren stated that SWANCC goes into the schools and senior facilities to educate the public about recycling.

Mr. Van Vooren shared with the Village Board the Village’s recycling efforts over the past five years showing that the Village is a little below average in their recycling.

Mr. Van Vooren spoke about what items can and cannot be recycled and for further information to visit the SWANCC website.

President Bass asked Mr. Van Vooren where SWANCC was on using recycling as renewable energy. Mr. Van Vooren stated there are certain groups that are coming to the area that are removing metals and aluminum and send the organics back to the landfill. Mr. Van Vooren stated these groups need to meet the environmental goals of the state in those efforts.

Trustee Ikezoe-Halevi thanked Mr. Van Vooren for coming. Trustee Ikezoe-Halevi asked the Village Manager if there was some way to put the SWANCC recycling brochure on the Village Website to better inform the public.

There was further discussion on recycling and where items can be dropped off.

The Village Board thanked Mr. Van Vooren for his presentation.

2. Discussion Regarding Public Safety Cameras

This item was presented by Jay Parrott, Police Chief, using PowerPoint.

Chief Parrott went over the different types of public safety cameras and the cost.

Chief Parrott spoke of the cameras located within and on the Village campus.

Chief Parrott also spoke of the red light camera located on Touhy and Lincoln Avenues and how the camera constantly records the intersection. Trustee Hlepas Nickell asked if we purchased that camera or leased. Chief Parrott stated it is leased.

Chief Parrott spoke of red light cameras in other communities and how information can be obtained off of those cameras for law enforcement purposes.

Chief Parrott stated it is staff’s recommendation to purchase a video trailer due to the fact it can be used in many different locations throughout the Village to prevent crime.
Trustee Hlepas Nickell asked what the cost of the trailer was. Chief Parrott stated the cost would be between $25,000 to $30,000. Chief Parrott also stated it is solar powered, silent operation with full remote access.

Trustee Patel asked Chief Parrott to share how having the camera would prevent crime and provide safety. Chief Parrott stated if people know they are being watched it reduces crime. Trustee Patel asked if there was data showing that a camera is deterring. Chief Parrott said he would get that data but that he truly believes it deters crime.

There was further discussion regarding the use of cameras.

Trustee Hlepas Nickell asked if residential burglaries are tracked, random versus casing of the neighborhood. Chief Parrott stated they are crimes of opportunity.

There was further discussion regarding burglaries and cameras.

Trustee Hlepas Nickell asked the reason for bringing this forward. Chief Parrott stated it was brought up about two years ago and that this was a following-up.

Chief Parrott asked the Board for direction.

Trustee Klatzco thanked Chief Parrott and recommended that the Village look into updating the current cameras.

President Bass asked if there was a consensus for a camera in the gateways, and having a mobile camera.

Ms. Gaura stated the goal was to give an overview and to come back at the budget workshop with more refined request to budget for a mobile camera.

There was further discussion as to whether or not having cameras is a deterrent to crime or not.

President Bass asked what Skokie currently has. Chief Parrott stated they have a camera which can be moved.

Trustee Sargon stated the trailer is interesting but felt for the mobile camera to be useful you would have to know ahead of time of something occurring to have it in the correct location.

There was discussion where a camera would best be utilized.

Trustee Hlepas Nickell stated that hearing from the residents is the best defense in regard to reporting suspicious activity and crime. Trustee Hlepas Nickell asked if the Village was doing more education on neighborhood watch. Chief Parrott stated the Village does have neighborhood watch programs and through educate the public through the community police academy.
President Bass respectfully requested the camera.

Trustee Sargon asked Chief Parrot, when looking at the budget, would this be considered at the top of the list. Chief Parrott stated the firing range is his top budget item but the request for the mobile camera near the top as well.

President Bass asked if the Board would be willing to look at one mobile camera. Trustee Sargon stated she needed more information.

Chief Parrott stated he can put costs together.

Trustee Hlepas Nickel asked Chief Parrott to find out what other communities are doing.

There was further discussion.

Trustee Hlepas Nickel talked about possibly introducing a pep program for businesses to install cameras. Trustee Klatzko stated he didn’t know if there would be liability regarding cameras in such a grant.

Trustee Patel stated that if you want to improve the safety of the community then street lights would be big difference.

There was further discussion about residential cameras and Ring.

Direction was given to gather information and bring forward at the Budget Workshop.

3. Discussion Regarding Community-Wide Residential Fence Compliance Survey

Trustee Patel asked if this item could be moved to another Committee of the Whole meeting. The Village Board agreed.

Public Forum
None

Adjournment
At 7:32 P.M. Trustee Patel moved to adjourn Committee of the, seconded by Trustee Sargon.

The motion passed by Voice Vote.

Respectfully Submitted,

Caroline Dick
Deputy Village Clerk
MEMORANDUM

TO: President Bass and Members of the Village Board

FROM: Anne Marie Gaura, Village Manager

DATE: November 26, 2019

SUBJECT: December 3, 2019 Committee of the Whole Meeting

As a reminder, the Committee of the Whole (COTW) meeting is scheduled for 6:00 P.M. on Tuesday evening. Dinner will be available in the Village Hall Board Conference Room starting at 5:15 P.M. Please find below a summary of the items for discussion:

1. **Discussion Regarding Bike Lanes on Pratt Avenue Between Crawford and Cicero Avenues (6:00–6:30 P.M.)**

   In the fall of 2016, the Village resurfaced Pratt Avenue between Lincoln and Lockwood Avenues using Federal Surface Transportation Program (STP) funding. As part of that project, a parking lane was striped along Pratt Avenue generally between Lincoln and Cicero Avenues. The installation of a protected bicycle lane along Pratt Avenue between Crawford and Cicero Avenues has been previously evaluated by staff and the Village’s consulting engineers. Attached is a memo from the Public Works Director regarding staff’s recommendation on how to proceed with possible paving markings for bicyclists.

2. **Discussion Regarding 7300 North Cicero Avenue Parkway Parking (6:30–7:00 P.M.)**

   Nik Turik, on behalf of 7300 ACQ, LLC, has requested to present to the Village Board a potential request regarding parkway parking that was recently approved and installed in the public right-of-way south of their property at 7300 North Cicero Avenue. The request is to restrict public parking by one space in order to ensure access to a loading dock that serves the building at that property. Attached is a memo from the Development Manager outlining the request along with staff’s recommendation.

3. **Discussion Regarding a Proposed School Bus Depot at 6995 North Central Park Avenue (7:00–7:30 P.M.)**

   The owner of Compass Transportation has requested to present to the Village Board their proposal of a new office building and bus lot at 6995 North Central Park Avenue. Based upon feedback from the Village Board, the Applicant will determine if they would like to undertake full zoning approval for the proposed development. Attached is a memo from the Development Manager outlining the request by Compass Transportation. The requestor
is seeking direction from the Village Board regarding possible referrals to the Plan Commission.

If you should have any questions concerning this matter, please feel free to contact me.
MEMORANDUM

TO: Anne Marie Gaura, Village Manager
FROM: Andrew Letson, Director of Public Works
DATE: December 3, 2019
SUBJECT: Proposed Pratt Avenue Bicycle Lane – Crawford to Cicero Avenues

Background
In the fall of 2016, the Village resurfaced Pratt Avenue between Lincoln and Lockwood Avenues using Federal Surface Transportation Program (STP) funding. As part of that project, a parking lane was striped along Pratt Avenue generally between Lincoln and Cicero Avenues. The parking lane was installed for two reasons. First, to formalize the parking along Pratt Avenue, as it had been allowed prior to the resurfacing of the street. Second, it was installed at the request of the Police Department to visually narrow the road to reduce the speed of motorists, which is a commonly used method of traffic control. At the Village Board meeting on September 3, 2019, Trustee Nickell requested that the installation of a bicycle lane west of Crawford Avenue be considered at a future meeting.

Discussion
The installation of a protected bicycle lane along Pratt Avenue between Crawford and Cicero Avenues has been previously evaluated by staff and the Village’s consulting engineers. Between Lincoln and Cicero Avenues Pratt Avenue is 24-feet to 39-feet in width with two 17-foot to 19.5-foot lanes, 7-feet of which is for parked vehicles and the remaining 10-feet to 12.5-feet of which is for traffic. The road is not wide enough to accommodate a parking lane and a bicycle lane (minimum 4-feet). If a bicycle lane were to be installed, a 3-foot hashed area would be marked between the 4-foot bicycle lane and the 10-foot to 12.5-foot travel lane.

Pratt Avenue between Lincoln and Crawford Avenues has four through lanes with a left turn lane onto northbound Crawford Avenue. The through lanes are each 11-feet in width, so there is insufficient space to maintain a 10-foot vehicle lane and a 4-foot bicycle lane without removing a lane for vehicular traffic.

Throughout the entire proposed project area, shared bicycle lane pavement markings (similar to those that will be installed between the UP Path and McCormick Boulevard) could be considered; however, the American Association of State Highway and Transportation Officials (AASHTO) does not recommend installing shared bicycle lanes along travel lanes that are less than 13 feet in width. As such, staff would not recommend installing shared bicycle lanes along Pratt Avenue between Crawford and
Cicero Avenues unless parking is prohibited and a travel lane is removed between Lincoln and Crawford Avenues.

It is estimated that transitioning the parking lanes between Lincoln and Cicero Avenues to bicycle lanes would cost approximately $48,000. Currently, cyclists who choose to travel on this stretch of Pratt Avenue tend to use the parking lane if possible. Additionally, installing a bicycle lane in this area would not provide connectivity to multiple existing bicycle facilities, but would connect to existing sidewalks and the Valley Line Trail.

**Crash Data – Lincoln to Cicero Avenues**

Staff evaluated crash data on Pratt Avenue between Lincoln and Cicero Avenues for a three year period before the parking lanes were installed and for the three year period since they were installed. The table below provides a summary of the accident data.

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Total Accidents</th>
<th>Related to Parking Lane</th>
<th>Parked Vehicles Struck</th>
<th>Improper Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior to Dec. 2016</td>
<td>44</td>
<td>4</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Since Dec. 2016</td>
<td>68</td>
<td>16</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>112</td>
<td>20</td>
<td>13</td>
<td>4</td>
</tr>
</tbody>
</table>

Accidents identified as being “related to the parking lane” are those that occur in the parking lane, either because a vehicle strikes a parked vehicle, passes another vehicle on the right in the parking lane, or due to a failure to yield to another vehicle or cyclist (typically backing out of driveways). It should be noted that while the number of total accidents increased since the parking lanes were installed, this is mainly due to the number of rear end crashes increasing from 13 to 32. According to the reports, these accidents do not appear to be related to the parking lane, but may be due to distracted drivers.

The number of accidents related to the parking lane increased since the parking lanes were marked. This is primarily due to the fact that the number of parked vehicles having been struck has increased, likely due to the fact that more vehicles are parked on Pratt Avenue. This may be due to residents and their guests feeling more comfortable parking their cars on Pratt Avenue now that the parking lane is delineated. If the parking lane were removed in lieu of a bicycle lane, it would be recommended that parking be prohibited on Pratt Avenue between Cicero and Crawford Avenues to prevent conflicts of cars parking in the bicycle lane. This could pose a challenge for residents and their guests as they seek alternative parking locations, likely along neighboring streets. Additionally, it would not be consistent with the fact that parking is allowed on Pratt Avenue to the east of Crawford Avenue.

**Financial Impact**

If the Village were to pursue a pavement striping project, it is estimated that it would cost approximately $48,000, which would be included in the FY 2020/21 budget.

**Recommendation**

Due to the fact that removing parking on Pratt Avenue between Lincoln and Cicero Avenues may cause challenges for residents and their guests to find parking; that those individuals would likely park on adjacent streets; and due to the fact that parking is allowed on Pratt Avenue east of Crawford Avenue, staff does not recommend removing the parking lanes as they are currently marked.

**Documents Attached**

1. PowerPoint Presentation
Proposed Pratt Avenue Bicycle Lane
Crawford to Cicero Avenues

December 3, 2019
Committee of the Whole
Background

- In 2016 Pratt Avenue was resurfaced and as part of the project a parking lane was striped between Lincoln and Cicero Avenues
- Request by Police Department to mitigate speed along Pratt Avenue
- Formalizes parking on Pratt Avenue which had been previously allowed
- At the September 3, 2019 Village Board Meeting, it was requested that the parking lane be reviewed at a future meeting
Existing Conditions
Proposed Conditions

- **Lincoln to Cicero Avenues**
  - 10-12.5 foot travel lane
  - 4-foot bicycle lane
  - 3-foot hashed buffer area
  - Does not connect multiple existing bicycle facilities, but does connect to existing sidewalks and the Valley Line Trail
  - Cost: $48,000
Challenges

- **Lincoln to Crawford Avenues**
  - Four travel lanes and a left turn lane onto northbound Crawford
  - Travel lanes are 11-feet in width so there is insufficient space for a bicycle lane without removing a travel lane
Alternative Improvement

- Shared bicycle/vehicle lane
  - Proposed condition between the UP Path and McCormick Boulevard – planned for construction in Spring
  - American Association of State Highway and Transportation Officials (AASHTO) recommends a minimum travel lane width of 13-feet
  - The entire project route does not have sufficient lane width for shared bicycle/vehicle lanes without removal of the parking lane (west of Lincoln) or a travel lane (east of Lincoln)
Accident Data Analysis

- Staff evaluated crash reports between Lincoln and Cicero Avenues to determine if the installation of the parking lane correlated with an increase in vehicular accidents.
  - Three years prior to Dec. 2016 (when parking lanes were striped)
  - Three years since Dec. 2016
Accident Data Analysis

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- “Related to Parking Lane”
  - Vehicle struck parked vehicle, passing another vehicle on the right in the parking lane, or due to a failure to yield (typically backing out of a driveway)

- Total accidents increased primarily due to an increased number of rear end accidents, possibly due to distracted driving

- Number of parked vehicles struck increased, likely due to more residents and their guests parking on Pratt Avenue
  - May be due to motorists feeling more comfortable parking on Pratt Avenue now that the parking lane is delineated
Challenges with Removing Parking Lane

- More residents and their guests are parking on Pratt Avenue since the parking lane was delineated, removing the marked lane may lead to more vehicles parking on the adjacent streets.
- Prohibiting parking west of Lincoln Avenue would be inconsistent with the lack of a parking prohibition east of Crawford Avenue.
Financial Impact

- Dedicated bicycle lane between Lincoln and Cicero Avenues
  - $48,000

- If the Village Board directs, funds for this improvement could be included in the FY 20/21 budget
Recommendation

- **Staff recommends no action**
  - Impact on residents and their guests ability to park on street
  - Impact on adjacent streets if parking is prohibited on Pratt Avenue
  - Inconsistent parking regulation east and west of Crawford Avenue
MEMORANDUM

TO: Anne Marie Gaura, Village Manager
FROM: Douglas Hammel, AICP, Community Development Manager
DATE: December 3, 2019
SUBJECT: Requested Parkway Parking Restrictions at 7300 North Cicero Avenue

Background
Nik Turik, on behalf of 7300 ACQ LLC, has requested an audience with the Village Board Committee of the Whole to discuss a potential restriction regarding parkway parking that was recently approved and installed in the public right-of-way south of his property at 7300 North Cicero Avenue. He wishes to restrict public parking in one space in order to ensure access to a loading dock that serves the building at that property.

In 2017, the Village Board adopted Ordinance No. 2017-3304 (attached to this report), allowing for the installation of parking spaces in the public right-of-way immediately south of 7300 North Cicero Avenue. The intent of that parking is to offset a parking shortage on that property. As per regular Village policy regarding parkway parking, this new parking is deemed to be open to the general public.

In a letter submitted to the Village (attached to this report), Mr. Turik states that one tenant requires access to the loading dock approximately once per week. If the westernmost space is occupied, the loading dock is inaccessible. Village staff previously observed signage restricting parking in this location, but required the property owner to remove the signage to allow for public access to the space.
Mr. Turik’s letter also states that the Ordinance allows for several parking spaces and a ten-foot wide loading zone in the parkway. The plans attached to the Ordinance as Exhibit B reflect this. Those plans indicate that there would be seven parking spaces – each at nine feet in width – and one ten-foot wide area labeled on the plans as a “loading area”. The plan also specifies that the curb in the loading area would be a rollover curb to allow for access to the loading dock. The Ordinance in no other way speaks to the property owner’s ability to restrict parking in this area.

**Excerpt from Ordinance No. 2017-3304, Exhibit B, Approved Plans**

![Excerpt from Ordinance No. 2017-3304, Exhibit B, Approved Plans](image)

**Requested Action**
Mr. Turik seeks to clarify his ability to restrict parking in the space designated in the approved plans as a “loading area” in order to preserve access to the loading dock. This would be done by amending Ordinance No. 2017-3304 to state his ability to do so. Staff is seeking the Board’s preference regarding the appropriate process for considering Mr. Turik’s request. Staff presents the following options, but is willing to follow other direction the Board may provide:

- Refer this matter to the Traffic Commission for a public hearing. The Traffic Commission provided a recommendation regarding the original parkway parking request, as the code states that it is the Traffic Commission’s role to do so. Following a new public hearing, the Village Board could then consider the Traffic Commission’s recommendation.
- Refer this matter to the Plan Commission for a public hearing. Now that the parking is installed, the Village Board may consider this a zoning matter since it relates to the number of parking spaces available to uses at 7300 North Cicero Avenue and other surrounding uses. Following a new public hearing, the Village Board could then consider the Plan Commission’s recommendation.

Regardless of which commission considers the request, staff will forward any concerns or considerations that the Village Board wishes to express as a part of this Committee of the Whole discussion.

**Financial Impact**
None
Recommendation
Staff requests that the Village Board provide any feedback related to this request, and forward the matter to the appropriate advisory commission for a public hearing.

Documents Attached
1. Applicant’s Letter Requesting a Village Board Referral
2. Ordinance No. 2017-3304 Approving the Parkway Parking Improvement
10/4/19

To: Doug Hammel

Development Manager

Village of Lincolnwood

Department of Community Development

6900 Lincoln Avenue

Lincolnwood, IL 60712

From: Nik Turik, on behalf of 7300 ACQ LLC

7300 N. Cicero Ave.

Lincolnwood, IL 60712

RE: Request for a meeting with the Village Board Committee regarding providing a Loading Zone for Office Building at 7300 N. Cicero.

Dear Doug,

I am requesting to meet with the Village Board Committee to discuss the Loading Zone at 7300 N. Cicero Ave. The building has a loading dock, and historically has always had a loading area in front of the dock. The Ordinance no. 2017-3304 that was passed (attached hereto), provided for creation of new parking spots along with a 10' loading zone as specified on the Plans (Exhibit B of the Ordinance).

Currently, the building has a tenant that utilizes the loading dock approximately once a week. For that reason, we’d like to designate the area in front of the loading dock (currently striped as 2 parking spots- see attached picture) as a Loading Zone on weekdays during business hours 8am-6pm.

Respectfully,

Nik Turik

On behalf of 7300 ACQ LLC
VILLAGE OF LINCOLNWOOD

ORDINANCE NO. 2017-3304

AN ORDINANCE APPROVING A DESIGNATED PARKWAY PARKING AREA ON CHASE AVENUE

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF LINCOLNWOOD
THIS 17th DAY OF OCTOBER, 2017.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Lincolnwood,
Cook County, Illinois this
17th day of October, 2017

[Signature]
Village Clerk
VILLAGE OF LINCOLNWOOD

ORDINANCE NO. 2017-3304

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Village Clerk

#53957283_V2
AN ORDINANCE APPROVING A DESIGNATED PARKWAY PARKING AREA ON CHASE AVENUE

WHEREAS, 7300 ACQ LLC ("Owner") is the record title owner of that certain property located in the O Office District, commonly known as 7300 North Cicero Avenue, and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance ("Property"); and

WHEREAS, the Property is bounded by the Chase Avenue right-of-way to the south and the Cicero Avenue right-of-way to the east; and

WHEREAS, pursuant to Section 6-5-17 of the Municipal Code of Lincolnwood, as amended ("Village Code"), the Owner has filed an application to designate the public parkway within that portion of the Chase Avenue right-of-way adjacent to the Property for parkway parking ("Requested Parkway Parking"); and

WHEREAS, a public meeting of the Traffic Commission ("Commission") of the Village of Lincolnwood to consider approval of the Requested Parkway Parking was duly advertised in the Lincolnwood Review on July 13, 2017, noticed as required pursuant to Section 6-5-20 of the Village Code, and held on July 27, 2017, and August 31, 2017;

WHEREAS, at the conclusion of the public hearing, the Commission made findings and recommendations concerning the Requested Parkway Parking; and

WHEREAS, the Village President and Board of Trustees have determined that the Requested Parkway Parking meets the required standards for designated parkway parking as set forth in Article 5 of Chapter 6 of the Village Code; and

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

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

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

SECTION 2. APPROVAL OF REQUESTED PARKWAY PARKING. In accordance with, and pursuant to, Article 5 of Chapter 6 of the Village Code and the home rule powers of the Village, and subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 3 of this Ordinance, the Village President and Board of Trustees hereby approve the use of that portion of the Chase Avenue right-of-way adjacent to the Property for designated parkway parking.

SECTION 3. CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Village Code, the approvals granted pursuant to Section 2 of this Ordinance are hereby expressly subject to, and contingent upon, the
development, use, and maintenance of the designated parkway parking area and the Property in compliance with each and all of the following conditions:

A. **Compliance with Regulations.** Except to the extent specifically provided otherwise in this Ordinance, the development, use, operation, and maintenance of the designated parkway parking area and the Property must comply at all times with all applicable Village codes and ordinances, as the same have been or may be amended from time to time.

B. **Compliance with Site Plan.** Except for minor changes and site work approved by the Village Chief of Police or the Village Engineer (for matters within their respective permitting authorities) in accordance with all applicable Village standards, the development, use, operation, and maintenance of the designated parkway parking area and the Property must comply with the following plans, copies of which are attached to and, by this reference, made a part of this Ordinance as **Group Exhibit B** (collectively, the "**Plans**"):


2. The Demo Site Plan, consisting of one sheet and prepared by Gensburg, Ltd. Architecture/Design, with a latest revision date of May 17, 2017; and

C. **Installation of Permeable Pavers.** The Owner must install permeable pavers as the surface of the designated parkway parking area on Chase Avenue, in a manner approved in writing and in advance by the Village Engineer.

D. **Installation of Foundation Landscaping.** The Owner must install not less than five feet of landscaping around the foundation of the building on the Property, in accordance with a plan to be submitted to, and approved by, the Village Director of Community Development. No permit for the installation of the proposed parkway parking may be issued by the Village prior to approval by the Village Director of Community Development of such landscaping plan.

E. **Payment of Fee.** In accordance with Section 6-5-21(A) of the Village Code, prior to the issuance of a certificate of occupancy for the Property, the Owner must pay to the Village a designated parkway parking fee in the amount of $10.00.

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

SECTION 4. RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded with the Cook County Recorder of Deeds. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon, the Owner and each of its heirs, representatives, successors, and assigns.

SECTION 5. REVOCATION.

A. Automatic Revocation. Pursuant to Section 6-5-21(B) of the Village Code, the designated parkway parking area approved in Section 2 of this Ordinance will be automatically revoked, without further action by the Village, upon the occurrence of either of the following:

1. Delivery to the Village of a written notice of termination by the then-owner of the Property; or
2. Redevelopment of the Property.

B. Optional Revocation. Pursuant to Section 6-5-21(C) of the Village Code, and upon the provision by the Village to the owner of the Property with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village President and Board of Trustees, the designated parkway parking area approved in Section 2 of this Ordinance may, at the sole discretion of the Village President and Board of Trustees, by ordinance duly adopted, be revoked and become null and void, upon the occurrence of any of the following:

1. The failure or refusal of the owner of the Property to comply with any or all of the conditions, restrictions, or provisions of this Ordinance;
2. The determination by the Village Board that the designated parkway parking area is needed for municipal or governmental purposes; or
3. The determination by the Village Engineer, and the concurrence by the Village Board, that the designated parkway parking area is unsafe for motorists, pedestrians, or the traveling public.

C. Consequences of Revocation. In the event of revocation pursuant to this Section 5:

1. The owner of the property must restore the designated parkway parking area as required pursuant to Article 5 of Chapter 6 of the Village Code; and
2. The Village Manager and Village Attorney will be authorized and directed to bring such enforcement action as may be appropriate under the circumstances.

SECTION 6. AMENDMENTS. Any amendments to the approval granted in Section 2 of this Ordinance that may be requested after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Village Code.

SECTION 7. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and are to be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 8. EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village President and Board of Trustees in the manner required by law;

2. Publication in pamphlet form in the manner required by law; and

3. The filing by the Owner with the Village Clerk of an Unconditional Agreement and Consent, in the form of Exhibit C attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

B. In the event the Owner does not file fully executed copies of the Unconditional Agreement and Consent, as required by Section 8.A.3 of this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and Board of Trustees will have the right, in its sole discretion, to declare this Ordinance null and void and of no force or effect.

[SIGNATURE PAGE FOLLOWS]
PASSED this 17th day of October, 2017.

AYES: Trustees Patel, Cope, Ikezoe-Halevi, Hlepas Nickell, Spino, Sugarman

NAYS: None

ABSENT: None

ABSTENTION: None

APPROVED by me this 17th day of October, 2017.

Barry I. Bass, President
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this 17th day of October, 2017

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

LEGAL DESCRIPTION OF THE PROPERTY

Parcel 1:
The East 166 feet (except the South 33 feet thereof reserved for street) of that part of the East Half of the South 13.65 chains of the Southeast Quarter of Section 28, Township 41 North, Range 13, East of the Third Principal Meridian lying North of the East and West center line of the Southeast Quarter of the Southeast Quarter of Section 28 aforesaid, in Cook County, Illinois.

Parcel 2:
The East 346.79 feet (except the North 76 feet thereof) and (except the West 172.79 feet thereof) and (except the East 166 feet thereof) and (except the South 33 feet thereof) reserved for street of that part of the East Half of the South 13.65 chains of the East 18.35 chains of the Southeast Quarter of Section 28, Township 41 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois, lying North of the East and West center line of the Southeast Quarter of the Southeast Quarter of Section 28 aforesaid, in Cook County, Illinois.

Note: For informational purposes only, the land is known as:

7300 N. Cicero
Lincolnwood, IL 60712
GROUP EXHIBIT B

PLANS
This drawing indicates the general scope of the building in terms of its layout. Contractors shall field verify any critical dimensions prior to construction. This drawing has been prepared by Gensburg, Ltd., Architects/Design, 150 Revere Dr., Suite G, Northbrook, Illinois 60062 Tel. (847) 715-9591.

PROPOSED PARKING
7300 N. CICERO AVE.
LINCOLNWOOD, ILLINOIS
This drawing indicates the general scope of the building in terms of its layout. Contractors shall field verify any critical dimensions prior to construction. This drawing has been prepared by Gensburg, Ltd. Architecture/Design, 105 Revere Dr., Suite G. Northbrook, Illinois 60062 Tel. (847) 715-9591.

PROPOSED PARKING
7300 N. CICERO AVE.
LINCOLNWOOD, ILLINOIS
The existing tree is healthy, but rated in "Fair" condition due to its proximity to the electric lines and the trimming that has occurred over the years. We would be open to considering having the tree removed if the property owner is willing to pay the replacement fee.

Remove existing sidewalk to be replaced with new sidewalk per proposed plan.

Demo Site Plan
Not to scale

SITE DEMOLITION
7300 N. CICERO AVE.
LINCOLNWOOD, ILLINOIS
EXHIBIT C

UNCONDITIONAL AGREEMENT AND CONSENT

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

WHEREAS, 7300 ACQ LLC ("Owner") is the record title owner of that certain property located in the B-2 General Business District, commonly known as 7300 North Cicero Avenue, in the Village ("Property"); and

WHEREAS, Ordinance No. 2017-3304, adopted by the Village President and Board of Trustees on October 17, 2017 ("Ordinance"), approves the designation of that portion of the Chase Avenue right-of-way adjacent to the Property for parkway parking; and

WHEREAS, Section 8 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Owner has filed, within 30 days following the passage of the Ordinance, its unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

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

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

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

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

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

5. The Owner acknowledges and agrees that the adoption of the Ordinance and the approval of the designated parkway parking is not to be deemed or interpreted as a limitation in any way on the right of the Village to modify or eliminate the existing public parking area located on the north side of the Chase Avenue west of Cicero Avenue.

[SIGNATURE PAGE FOLLOWS]
Dated: 10-26, 2017

ATTEST:
By: [Signature]
Its: Records Clerk

7300 ACQ LLC
By: [Signature]
Its: Manager

7300 ACQ LLC
MEAMORANDUM

TO: Anne Marie Gaura, Village Manager
FROM: Douglas Hammel, AICP, Community Development Manager
DATE: December 3, 2019
SUBJECT: Proposed School Bus Depot at 6995 North Central Park Avenue

Background
Pinky Friedman, owner of Compass Transportation, has requested an audience with the Village Board Committee of the Whole to discuss the appropriateness of a new office and bus lot at 6995 North Central Park Avenue. Based on feedback received from the Village Board, the Applicant will determine if they would like to undertake full zoning approval for the proposed development.

According to information provided to staff, Mr. Friedman feels the site is appropriate for the proposed use based on the surrounding properties being used for industrial activities and the nature of the transportation network that would provide access to and from the property.

Proposed Facility
The proposed development includes a one-story building with a footprint of 5,240 square feet located near the Central Park frontage. That structure would accommodate administrative offices and a small shop that would support maintenance of up to two buses at a time. The remainder of the site would be used for vehicular parking. The western portion of the lot, closer to Central Park Avenue, would serve as parking for employees’ private vehicles. The eastern portion of the lot would provide parking for 44 buses. While the proposed site plan (attached to this report) does not provide a level of detail to allow for a full zoning assessment, it is assumed that the development plan will comply with all other regulations, unless Variations are sought at a later time.
Development Context

There are several factors to consider regarding the proposed development at this property:

- The property is in the Town Center Planned Unit Development (PUD) that was originally established in 1988. Subsequent Amendments to that PUD have designated the subject property as “flex tech”. While this term is not specifically defined in any of the PUD Amendments, staff has typically interpreted it to refer to office incubator, innovation light industry, or other economy-based activities;

- The underlying zoning for the Town Center PUD is B-2 General Business. The proposed use could qualify as one of the following uses as defined in the Zoning ordinance:
  - The proposed use could be interpreted as a “car and light truck rental” use (“rental of automobiles and light trucks and vans, including incidental parking and servicing of vehicles for rent or lease. Typical uses include auto rental agencies and taxicab dispatch areas”) based on the administrative and service activities and operational similarities to a taxicab dispatch facility. This interpretation would allow the use to be permitted with Special Use approval;
The proposed use could be interpreted as a “vehicle storage and towing” use ("an establishment, building or land primarily engaged in the removal and temporary storage of vehicles but does not include the dismantling or demolition of vehicles") based on the fact that buses will be held on-site during weekends and, presumably, times when schools are not in session. This interpretation would require a Text Amendment related to the permissibility of “vehicle storage and towing” uses in the B-2 Zoning District to allow the proposed use on this property.

- The subject property is immediately surrounded by light industry and auto dealership inventory parking lots. Beyond that, the Carrington and the Union-Pacific Bike Trail are within 500 feet, and the Lowe’s retail store is within 1,000 feet of the subject property; and
- The 2016 Comprehensive Plan identifies the property as “light industrial” for the purposes of future land use. However, the vision for this property and the area around it is the subject of ongoing discussions among the Economic Development Commission (EDC). While the EDC has yet to present any formal recommendations to the Village Board, preliminary discussions have considered a wide range of uses in this portion of the Village, including light industry, housing, entertainment, and commerce.

**Design Review and Zoning Approval Process**

Completion of the following steps would be required should the Applicant wish to pursue formal approval of the proposed development:

- The Applicant would request a Development Review Team (DRT) meeting that would allow staff to identify any required zoning relief and provide technical comments regarding the proposed development. Such a review would require additional information from the Applicant, including architectural building plans, preliminary engineering to determine stormwater detention requirements and techniques, building elevations, conceptual landscaping plans, and preliminary sign plans;
- The Applicant would request a Public Hearing in front of the Plan Commission to consider a Special Use request to allow the proposed use at this property. That Public Hearing would also allow the Plan Commission to consider any zoning relief required to allow the proposed development. If the use is interpreted as a “vehicle storage and towing” use, this Public Hearing would also allow for the consideration of the required Text Amendment to permit the use in the B-2 Zoning District; and
- The Plan Commission’s recommendations regarding the required Text Amendment and zoning relief would come back in front of the Village Board for consideration and final approval.

**Financial Impact**

None

**Recommendation**

The Applicant is seeking the Board’s feedback regarding the appropriateness of a school bus depot at 6995 North Central Park Avenue. If the Board finds such a use appropriate:

- The Village Board should refer to the matter to the Plan Commission to be considered at a Public Hearing at a future date; and
- The Village Board should identify any concerns or parameters that should be considered as part of a Plan Commission Public Hearing. For example, staff feels it may be inappropriate to allow “vehicle storage and towing” uses throughout the entirety of the B-2 Zoning District. However, requiring such uses to have a certain minimum lot area could minimize the likelihood that they would be developed in less appropriate areas of that zoning district.
Documents Attached
   1. Applicant’s Letter Requesting a Village Board Referral
   2. Proposed Site Plan and Renderings
Date: November 1, 2019

RE: 6995 N Central Park Ave
Lincolnwood, IL 60712

To whom it may concern,

Compass Transportation is a local transportation company based out of Skokie, IL. Compass services many local schools and organizations in this immediate area through their busing services. We are looking for a new location for our headquarters that will be suitable for our immediate needs and for our future growth. At this new location we would look to park school buses as a “bus depot” and construct our offices. As you can see on the attached plan, a vast majority of the site would be used as parking and we would look to construct a building that will be approx. 5,000 square feet which would be used for our offices and a small shop to be able to work on one or two buses at a time.

We feel that this property, which has been vacant for many years, would be ideal for our use as a bus depot as this is located in an industrial area and many of the surrounding properties are being utilized in a similar manner, to park vehicles. We also feel that our buses will not affect traffic in a negative way as both of the access points to this property, at McCormick Blvd and Touhy Ave, are signalized intersections.

We would like to request an opportunity to discuss our proposal with the Village Board during an upcoming Committee of the Whole meeting and we look forward to hearing your response.

Thank You,

Pinky Friedman
Owner, Compass Transportation
**ZONING AND BUILDING INFORMATION**

- **ZONING DISTRICT:** PUD (MB)
- **LOT AREA:** 87,124SF
- **SET BACKS:** 20 FT FY
  - 15 FT SY
- **ALLOWABLE FAR:** 1.2
- **PROPOSED FAR:** .06
- **REQUIRED PARKING:** 16
- **PROPOSED PARKING:** 42
- **REQUIRED ADA SPOTS:** 2
- **PROPOSED ADA SPOTS:** 2
- **STORM DETENTION REQS:** TBD

**SITE LOCATION MAP**

**PROPOSED SITE PLAN**

- **44 BUS PARKING**
- **41 STANDARD PARKING**
- **2 ADA PARKING**

**6995 CENTRAL PARK AVENUE**

**PROPOSED 5240 SF NEW SINGLE-STORY BUILDING**
NOT FOR CONSTRUCTION

THIS PACKAGE IS REPRESENTATIVE OF DESIGN CRITERIA AND IS NOT FOR CONSTRUCTION. THE OWNER/FRANCHISEES’ CONSULTING ARCHITECTS AND ENGINEERS SHALL BE RESPONSIBLE FOR VERIFYING AND COMPLYING WITH ALL APPLICABLE LAWS (ie ADA), CODES, ORDINANCES, RULES, REGULATIONS AND OTHER LEGAL REQUIREMENTS OF ADMINISTRATIVE AUTHORITIES HAVING JURISDICTION.

ALL ROOMS, AREAS, FINISHES AND FIXTURES SHALL COMPLY TO MEET OR EXCEED ANY AND ALL APPLICABLE ADA REQUIREMENTS AND MEET APPLICABLE EGRESS, FIRE AND OTHER LIFE SAFETY CODES AND REQUIREMENTS. THE OWNER/FRANCHISEES’ CONSULTING ARCHITECTS AND ENGINEERS SHALL BE RESPONSIBLE FOR REVIEW AND FINAL APPROVAL OF ALL SPECIFICATIONS. 3s DESIGN BUILD, LLC IS NOT RESPONSIBLE FOR SPECIFICATIONS, ROOMS, AREAS OR FINISHES NOT MEETING LOCAL, STATE OR FEDERAL CODES, STANDARDS OR OTHER APPLICABLE RULES OR ORDINANCES.